



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: WEDNESDAY, 27 AUGUST
2014

Time: 7.30 PM OR ON THE
RISING OF THE NORTH
PLANNING COMMITTEE

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

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

**This agenda and associated
reports can be made available
in other languages, in braille,
large print or on audio tape on
request. Please contact us for
further information.**

Published: Monday, 18 August 2014

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This Agenda is available online at:

Putting our residents first

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

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

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.

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Master Brewer Site, Freezeland Way, Hillingdon 4266/APP/2014/518	Hillingdon East	Class A1) (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 retail units totaling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bed hotel (Use Class C1), with associated car parking and cycle spaces; together with highways alterations and landscape improvements.(Additional information relating to Transportation, Ecology, Energy and Landscaping) Recommendation : Approval subject no direction from GLA	1 - 118 410 - 437

6	Former Master Brewer Site, Freezeland Way, Hillingdon 4266/APP/2014/519	Hillingdon East	Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements (Outline Application with details of appearance reserved).(Additional information relating to Transportation, Ecology, Energy and Landscaping). Recommendation : Approval subject no direction from GLA	119 - 208 434 - 451
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Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	The Old Vinyl Factory, Blyth Road, Hayes 59872/APP/20141928	Botwell	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the second phase: Phase 8 - The Veneer Store (multi-storey car park for 526 vehicles, and 65 space surface car park, together with 332sqm of A1/A2/A3/A4/A5/B1/D1/D2 floor space), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site). Recommendation : Approval	209 - 226 452 - 475
8	Hayes Swimming Pool Site, Botwell Lane, Hayes 1942/APP/2013/3565	Botwell	Construction of an A1 discount food store with associated car parking and landscaping. Recommendation : Approval subject to a S106 Agreement	227 - 278 476 - 490

9	Harlington Quarry, North of Cranford Lane, Harlington 2373/APP/2012/2011	Heathrow Villages	Erection of an Anaerobic Digestion Biogas Plant including landscaping, parking and associated works. Recommendation : Refusal subject to no direction from the GLA	279 - 324 491 - 510
10	Snowbase, Eastern Perimeter Road, Heathrow Airport 45151/APP/2014/2016	Heathrow Villages	New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995. Recommendation : No Objection	325 - 334 511 - 517
11	Comfort Inn, Shepiston Lane, Hayes 382/APP/2014/1117	Pinkwell	Creation of new floor above, and erection of 2 x extensions to, existing two level carpark to create 25 new hotel rooms with bridge link to main hotel involving extension to front of main building to create access staircase and installation of new canopy to main entrance. Recommendation : Approval subject to a S106 Agreement	335 - 354 518 - 535
12	Bourne Court Site, Bourne Court, Ruislip 11891/APP/2014/91	South Ruislip	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works. Recommendation : Approval subject to a S106 Agreement	355 - 388 536 - 554

13	70 Station Road, West Drayton 2954/APP/2014/788	West Drayton	Variation of planning permission 2954/APP/2011/2723 dated 04/02/2014 to amend condition 2 (Approved Plans List) and condition 4 (Compliance with supporting documentation) in order to make minor alterations to elevation and layout details and remove condition 18 relating to the spiral fire escape. (S73 Application). Recommendation : Approval subject to a S106 Agreement	389 - 408 555 - 562
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PART II - Members Only

The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

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Report of the Head of Planning, Sport and Green Spaces

- Address** FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON
- Development:** Mixed use redevelopment comprising the erection of a foodstore, measuring 3,543 sq.m (GIA) (Use Class A1) (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 retail units totaling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bed hotel (Use Class C1), with associated car parking and cycle spaces; together with highways alterations and landscape improvements. (Additional information relating to Transportation, Ecology, Energy and Landscaping).
- LBH Ref Nos:** 4266/APP/2014/518
- Drawing Nos:**
- 179751-OS-008 Rev D (Off site Highway works)
 - Energy Strategy Mixed Use Scheme Hillingdon Rev 5
 - Observed 2008 traffic flows
 - ECO2585 - BN.dv2 (Ecology Update)
 - TRANSPORT REPORT NOTE
 - 09032 P1-403 Rev. A Hotel First Floor
 - 09032 P2-400 Rev. A Hotel sections
 - 09032 P3-400 Rev. A Hotel Elevations
 - 09032 P3-401 Rev. A Hotel elevations
 - 09032 P1-410 Rev. A Store G/F
 - 09032 P1-411 Rev. A Store Roof level
 - 09032 P2-401 Rev. A Store sections
 - 09032 P3-402 Rev. A Store Elevations
 - 09032 P3-403 Rev. A Store Elevations
 - 09032 P1-420 Rev. A Retail G/F
 - 09032 P0-500 (Landscape)
 - 09032 P0-502 (Landscape)
 - 09032 P0-510 (Landscape)
 - 09032 P0-511 (Landscape)
 - 09032 P0-512 (Landscape)
 - Statement of Community Involvement
 - Arboricultural Survey and Impact Assessment
 - Environmental Impact Assessment
 - Flood Risk Assessment (ES)
 - 09032 P1-421 Rev. A
 - 09032 P2-402 Rev. A Retail Sections
 - 09032 P3-404 Rev. A Retail elevations
 - 09032 P3-405 Rev. A Retail Elevations
 - 09032 P4-400 Rev. A Hotel Images
 - 09032 P0-400 Rev. A
 - 09032 P0-401 Rev. A
 - 09032 P0-402 Rev. A
 - 09032 P0-403 Rev. A
 - 09032 P0-404 Rev. A
 - 09032 P0-405 Rev. A
 - 09032 P0-406 Rev. A Illustrative Master Plan
 - 09032 P1-400 Rev. A Hotel Ground Floor
 - 09032 P1-401 Rev. A Hotel Typical Floor
 - 09032 P1-402 Rev. A Hotel Roof Level

09032 P1-422 Rev. A Retail Mez
09032 P4-401 Rev. A Store Images
09032 P4-402 Rev. A Retail Images
Design & Access Statement, including Visual & Landscape
Assessment
Planning Statement
Retail Assessment Addendum and Cumulative Assessment)
Retail Assessment
Energy Statement
Breeam Assessment
Code for Sustainable Homes
Potable Water Strategy
Lighting Impact Assessment
Site Statutory & Site Utilities Services Investigations

Date Plans Received: 17/02/2014

Date(s) of Amendment(s):

Date Application Valid: 12/03/2014

1. SUMMARY

Detailed planning permission is sought for a mixed use redevelopment on part of the former Master Brewer site, comprising the erection of a 3,543 sqm foodstore with 179 car parking spaces and 32 cycle spaces; 3 additional retail units, totaling 1,037 sqm (Use Class A1 to A5); a 100 sqm safer neighbourhoods unit, a 6 storey (plus plant level) 70 bedroom hotel with associated car parking and cycle spaces; together with associated highways alterations and landscaping. This application has been submitted in association with an outline application for residential development for 125 units on land to the south and west of the site.

The submission of this proposal follows a previous scheme submitted in respect of the site which Members resolved to refuse at Committee in December 2013 (application ref: 4266/APP/2012/1544). The scheme has been revised by reducing the height of the proposed hotel by one storey, the deletion of a safer neighbourhood unit and various transport related amendments.

Reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of retail, air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake.

The individual reasons for refusal of the previous scheme, have also been overcome. The Spenhill proposal is now being considered alone and the applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development. In terms of the hotel, this element of the proposal has now been reduced by one storey. Similarly the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety.

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

1,786 local residents, businesses and local amenity groups were consulted. 67 individual letters have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, air quality, impact on retail provision and flooding have also been raised. In addition, 27 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have organised petitions against the proposed development, objecting on similar grounds to those made by individual residents.

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

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

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

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

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

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to a carbon off-set contribution, the development would be London Plan compliant, in terms of CO2 reduction targets. Furthermore, the development would not have any unacceptable impacts on air quality, flooding and ecology, subject to appropriate conditions and planning obligations. In addition, subject to appropriate conditions, the development would not have any adverse impacts on the amenity of residential occupiers by way of noise. In particular the Council's Environmental Protection Unit consider that 24 hour opening for the superstore would be acceptable in this instance.

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

2. RECOMMENDATION

- 1. That the application be referred back to the Greater London Authority.**
- 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:**
 - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**
 - o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;**
 - o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:**
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;**
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
 - o Provision of an informal pedestrian refuge crossing at the western site access;**
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
 - o Traffic signal timings and operations ;**
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**
 - o Coach parking enhancements on Freezeland Way**
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);**
 - o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).**
 - o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;**
 - o Contribution to real time information system at bus stops prior to commencement;**
 - o Construction Logistics Plan (CLP) to include (but not limited to):**
 - * Construction traffic generation by development phase;**

- * Access routes;
- * Contractor parking;
- * Deliveries to avoid highway network peak hours and traffic sensitive hours;
- * Construction staff travel plan;
- * Measures to manage localised priorities.
- * Delivery & Servicing Plan (DSP)

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

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

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

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

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

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

(viii). **Carbon Fund:** a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant

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

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

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

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

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

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

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

1 T1 Time Limit - full planning application

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:

09032 P1-403 Rev. A Hotel First Floor
09032 P2-400 Rev. A Hotel sections
09032 P3-400 Rev. A Hotel Elevations
09032 P3-401 Rev. A Hotel elevations
09032 P1-410 Rev. A Store G/F
09032 P1-411 Rev. A Store Roof level
09032 P2-401 Rev. A Store sections
09032 P3-402 Rev. A Store Elevations
09032 P3-403 Rev. A Store Elevations
09032 P1-420 Rev. A Retail G/F
09032 P0-500 (Landscape)
09032 P0-501 (Landscape)
09032 P0-510 (Landscape)
09032 P0-511 (Landscape)
09032 P0-512 (Landscape)
09032 P1-421 Rev. A
09032 P2-402 Rev. A Retail Sections
09032 P3-404 Rev. A Retail elevations
09032 P3-405 Rev. A Retail Elevations
09032 P4-400 Rev. A Hotel Images
09032 P0-400 Rev. A
09032 P0-401 Rev. A
09032 P0-402 Rev. A
09032 P0-403 Rev. A
09032 P0-404 Rev. A
09032 P0-405 Rev. A
09032 P0-406 Rev. A Illustrative Master Plan
09032 P1-400 Rev. A Hotel Ground Floor
09032 P1-401 Rev. A Hotel Typical Floor
09032 P1-402 Rev. A Hotel Roof Level
09032 P1-422 Rev. A Retail Mez
09032 P4-401 Rev. A Store Immages
09032 P4-402 Rev. A Retail Immages

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Archaeological Desk-Based Assessment

Air Quality Assessment

Report on Tree Inspections

BREEAM Pre-assessments

Daylight and Sunlight Report

Ecological Assessment

Potable Water Strategy

Framework Travel Plan

Hotel Travel Plan

Spenhill Travel Plan
Planning Statement
Retail Assessment
Statement of Community Involvement
Environmental Noise Assessment
Transport Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigations
Energy Statement
Lighting Impact Assessment
Environmental Statement

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

REASON

To ensure that the development complies with the objectives of Policies in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 NONSC Restriction of Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), (i) the main superstore building shall be used only for purposes within Use Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (ii) The three independent retail units shall be used only for purposes within Use Classes A1, A2, A3, A4, A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iii) The hotel building shall be used only for purposes within Use Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iv) The Safer Neighbourhood Centre shall be used only for purposes within Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

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

5 NONSC Floorspace

Notwithstanding S55(2) of the Town and Country Planning Act 1990, or Article 3 of the Town and Country Planning (use classes) order 1987, no more than 27% of the retail floor space contained within the main retail food store unit hereby approved shall be used for the display or sale of comparison goods. Furthermore, the total gross internal floor space of the retail food store shall not exceed 3,543 sq.m. Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floor space shall be created in excess of that area expressly authorised by this permission.

REASON

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

6 COM20 Air extraction system noise and odour

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

REASON

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

7 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

8 NONSC Visibility Splays

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

REASON

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

9 NONSC Management Plan

Before any part of the development is occupied a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall

include details parking allocation and of 5 brown badge holders within the retail car park; details of the car club, including parking space, operation and management; and measures for the sharing of the retail car parking with hotel overnight and with residential visitors during limited times over weekends. The scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

10 NONSC Construction Logistics Plan

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

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

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

REASON

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

11 COM29 No floodlighting

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

REASON

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

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

13 COM7 Materials Details

No development shall take place until details of all materials and external surfaces, including:

- * details of the hotel elevations and the ground floor glazing and roof/fascia design and finish;
- * details of the windows, louvers, balconies and plant enclosure at roof level of the hotel;
- * details of the energy centre

have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

14 NONSC Trees Hedges & Shrubs 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 Measures

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 hotel and retail units

2.b Cycle Storage for the hotel, retail units and store.

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs, in particular, over the roof of the energy centre and north wall of the store.

4. Details of Landscape Maintenance

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

4.b Proposals for the replacement of any tree, shrub, or area of 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 Ecology

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

REASON

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

18 NONSC Noise Management

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

REASON

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

19 NONSC Bird Hazard Management Plan

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

REASON

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

NONSC

~~20~~ Prior to the commencement of the development of the hotel and retail units hereby permitted, details of the proposed CCTV scheme and other security measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police. The CCTV should be implemented prior to first occupation of the retail units.

REASON

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

21 NONSC Noise Levels

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

REASON

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

22 NONSC Construction Environmental Management Plan

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

REASON

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

23 NONSC Archaeological Mitigation

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

Written Scheme of Investigation approved under Part (A).

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

REASON

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

24 NONSC Surface Water Drainage

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

REASON

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

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

25 NONSC Air Quality

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

REASON

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

26 NONSC CHP Specification

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the

relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

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

27 NONSC Air Pollution Protection Measures

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

REASON

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

28 NONSC Fleet Management

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

REASON:

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

29 NONSC Energy Assessment

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

REASON

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

30 NONSC Electric Charging Points

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

marked. The development shall proceed in accordance with the approved plan.

REASON

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

31 NONSC Sustainable Water Management

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

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

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

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

REASON

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25.

(ii) To ensure that surface water run off be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of the London Plan (July 2011).

32 NONSC Soils

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be

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

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

33 NONSC Changing Facilities

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

REASON

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

34 NONSC Contamination

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

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

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

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

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

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

REASON

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

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

35 NONSC Accessibility

The design of the hotel shall ensure that the proposed hotel is designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 5 percent of the hotel rooms are to be designed with a fixed tracked hoist system (compliant with BS8300 Figure 59), a further 5 percent with a fixed track hoist system or similar system, a further 5 percent capable of being adapted in future to accessibility standards. In addition approach to the building shall be designed in accordance with BS 8300:2009. The facilities approved in compliance with this condition shall be provided prior to the occupation of the hotel and shall be permanently retained thereafter.

REASON

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

36 NONSC Accessibility 2

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

REASON

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

37 NONSC Servicing & Deliveries

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

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

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

REASON

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

38 NONSC Trolley Trap

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

REASON

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

39 RES24 Secured by Design

The buildings (and car park) 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). None of the buildings hereby approved shall be occupied until accreditation for the relevant building 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.

INFORMATIVES

1

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

2

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

3

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.

4

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

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

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

5

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

6 147 **Damage to Verge - For Council Roads:**

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

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

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

7

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.

8

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

accordance with BS 8300: 2009.

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

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

the door and wall should be clearly differentiated from one another, with the door more prominent.

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

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

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

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

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

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

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

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

Observations Specific to the Proposed Hotel

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

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

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

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails.

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

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

(xvii). All signage for directions, services or facilities should be provided in a colour

contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.

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

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

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

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

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

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

(xxii). Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

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

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

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

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

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

Fire exits should incorporate a suitably level threshold and should open onto a suitably level area. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently in the event of a fire evacuation. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

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

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

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

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

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with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms. (xxii). Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility. (xxiv). Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers. (xxv). Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.) (xxv). Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance. (xxvi). The lifts should accord with BS 8300:2009. (xxvii). A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for Disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently in the event of a fire evacuation. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating page system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

9

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

10

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

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

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

11 I2 **Encroachment**

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

12 I21 **Street Naming and Numbering**

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

13 I23A **Re-instatement of a Vehicle Access.**

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

14 I24 **Works affecting the Public Highway - General**

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

15 I43 **Keeping Highways and Pavements free from mud etc**

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

16 I44A **Prevention of Litter**

You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution.

Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004.

Should you have any queries on the above, please contact the Environmental

Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

17 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).

18 I53 Compulsory Informative (2)

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

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE26	Town centres - design, layout and landscaping of new buildings

BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major office and other business proposals in town centres
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R1	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
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 4.9	(2011) Small Shops
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity

LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land

19

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

20 16 Property Rights/Rights of Light

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

21

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).

22

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

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents. You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act

if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

23

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

24

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £271,775 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £127,400. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

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

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5 metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment. Immediately to the west of the site is Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5 storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access.

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

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

3.2 Proposed Scheme

The detailed proposal comprises of the following elements:

Retail Store

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

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

Independent Retail Units

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

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

Hotel

The proposed hotel will front a piazza, located at the primary vehicular and pedestrian entrance to the site at its south-west corner. The hotel would provide for 70 rooms and be 6 storeys in height, with an associated plant level. The lobby area to the hotel would be provided at ground floor level, along with a proposed cafe/bar measuring 183 sqm. To the rear of the hotel (adjacent to Long Lane) a servicing and car parking area is proposed, which would provide for 22 car parking spaces and 4 cycle spaces.

Access

Vehicular access to the proposed food store, 3 retail units and hotel (the detailed application) is proposed via a priority junction from Freezeland Way, approximately 50 metres east of the Hillingdon Circus junction. Vehicular traffic to the retail units would turn right into the dedicated car park area, whilst refuse, delivery vehicles and visitors of the hotel would turn left onto a dedicated road serving these uses and associated areas.

It is intended that the residential area (associated outline application) will also be served

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

External Highway Improvements

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

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

Landscape

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

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

Boundary Planting

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

Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

Gateway Entrance/Piazza

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

Internal Planting

A comprehensive planting scheme is proposed within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. Significant tree planting is proposed within the car park to help avoid a large expanse of hardstanding. A well defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses. The proposed residential blocks will be separated by soft landscaping which will be used to provide private amenity space for residents with tree planting on internal edges to further help separate the commercial and residential components.

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

- Design & Access Statement, including Visual & Landscape Assessment

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

- Planning Statement

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

- Retail Assessment (July 2011) (Appended to the Retail Assessment Addendum Report June 2012)

The Retail Assessment notes that the site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. The supermarket and

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

- Retail Assessment Addendum Report (June 2012)

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

- Daylight & Sunlight Assessment

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

- Energy Statement (May 2012)

This report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO2 emissions of the proposed mixed use development at Hillingdon to 426 tonnes CO2 per annum from the ADL 2010 compliant base case of 592 tonnes, representing a regulated CO2 emission savings of 28%.

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development at Hillingdon, in line with the local and regional planning policy requirements. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions of the proposed mixed use development. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO2 emissions beyond the baseline.

Whilst achieving significant reduction in CO2 emissions, it is not likely to be viable to provide all of the reduction from renewable sources. The statement explains the constraints preventing this and demonstrated the rationale behind the proposed approach, which we consider to follow best practice and offer the most appropriate method of CO2 reduction for this development. Considering the residential units of the scheme alone, the proposals are expected to achieve circa 46% reduction in carbon emissions over the Part L 2006 compliant base case. Thereby allowing the scheme to

qualify for Code for the Sustainable Homes Level 4.

- Energy Statement (July 2014)

The purpose of this Energy Statement is to:

- Establish the ADL 2010 compliant regulated baseline energy demand and CO2 emissions of the development;
- Describe the passive, energy efficiency, low carbon and renewable energy initiatives proposed for the site and the rationale behind them; and
- Quantify the anticipated impact on regulated energy consumption and associated CO2 emissions of the development.

- Sustainable Design & Construction Statement

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

- Potable Water Strategy

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

- Lighting Impact Assessment

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

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

- Site Statutory & Site Utilities Services Investigations

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

- Air Quality Assessment

The site is in an AQMA, and as such analysis is made of air quality impacts during

construction and operation. The assessment identifies sources of pollutants and how these can be mitigated.

- Archaeological Assessment

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

- Phase 1 Environmental Risk Assessment

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

- Acoustic Assessment

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

- Transport Assessment

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

- Transport Assessment technical Note

This note documents the new surveys undertaken in March 2014, and compares the results with the earlier data sets. It is concluded that overall, there have been no significant changes to traffic conditions between 2008 and 2014 in the vicinity of the site. Comparing 2008 and 2014 journey times, there has been a slight increase in average journey times during the PM peak hour but this is counterbalanced by decreases during the Saturday peak hour. Average journey times during the AM peak hour have remained consistent. The variability of journey times has also reduced in all time periods. Overall, it is considered that surveys undertaken during March 2014 validate the assumptions used in earlier analyses.

· Travel Plan in respect of Food store

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

· Travel Plan in respect of Hotel

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

· Flood Risk Assessment

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

· Statement of Community Involvement

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

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Spenhill store
- Some residents were concerned at the impact of housing on local services
- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition
- Some asked whether a hotel was needed
- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

· Arboricultural Survey and Impact Assessment

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

· Phase 1 Habitat Survey

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

The site has potential to support a range of protected species including bats, amphibians,

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

- Ecology Report (2013)

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

- Updated ecological Report (2014)

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound.

- Revised Environmental Impact Assessment

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

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

The submission of this application follows a previous scheme submitted in respect of the site which members resolved to refuse at Planning Committee during December 2013 (Application references - 4266/APP/2012/1544 and 4266/APP/2012/1545). This application, together with the associated outline application for residential development is therefore subject to an EIA and a full Environmental Statement has been submitted. The EIA comprises the following volumes:

- Volume 1: Main Text Individual environmental topics covered are as follows:
Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration,

Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

- Volume 2: Townscape, Conservation and Visual Impact Assessment
- Volume 3: Appendices
- Volume 4: Non-Technical Summary

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

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

3.3 Relevant Planning History

Comment on Relevant Planning History

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

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening.
- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing
- Insufficient provision towards education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to noise and poor outlook
- Inadequate provision towards the storage of refuse and recyclables.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.
- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

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

- The detrimental impact of the proposed foodstore on the borough's retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and

openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).

- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

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

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

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

- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

- A full application ref: 4266/APP/2012/1544 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces; refused in December 2013 for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposal would not result in an unacceptable rise in traffic in and around the application site causing severe impacts to the free flow of traffic as well as to highway and pedestrian safety, contrary to policies AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2. Planning Obligations - 1

The proposal, if implemented in isolation would not bring forward the benefits that accrue from housing provision (for which there is a need) as such the scheme is contrary to policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Planning Obligations - 2

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 Off site Highways Works, Public Transport, Travel Plans, Employment and Hospitality Training, Construction Training, Public Realm, Landscape Screening and Ecological Mitigation, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and the adopted Supplementary Planning Document 'Planning Obligations and Policy 8.2 the London Plan (July 2011).

4. Hotel - Individual

The proposed hotel, by virtue of its position and overall height is considered to constitute an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the North Hillingdon Local Centre or compliment the visual amenities of the street scene and openness and visual amenity of the Green Belt, and would mar the skyline, contrary to Policy BE1 of the Hillingdon Local Plan Part 1, Policies OL3, OL5, BE13, BE19, BE26, BE35, BE38 and PR23 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.6 of the London Plan (2011) and the provisions set out in the National Planning Policy Framework.

In addition the following reasons for refusal were given in respect of cumulative impacts arising from the redevelopment of the application site and the site adjacent to Hillingdon Station & Swallow Inn Long Lane. Cumulatively, the impact of both schemes together, in terms of retail, air quality and highway considerations were judged to be unacceptable.

5. Traffic/Highways - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1544) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1545) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative traffic impacts would not be severe in terms of congestion on the highway network, significantly detrimental to free flow of traffic, highway and pedestrian safety. Accordingly the proposal is contrary to Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.

6. Retail - Cumulative

The approval of the proposed development on the site of the Former Master Brewer Hotel proposed by Spenhill (i.e ref: 4266/APP/2012/1544) alongside the approval of the development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (planning application ref: 3049/APP/2012/1352), would, cumulatively, radically shift the role, function, scale and attraction of the North Hillingdon Local Centre and in turn would prejudice retail investment (and its associated benefits) in Uxbridge. Accordingly the application is considered to be contrary to policies E4 and E5 of the Hillingdon Local Plan Part 1, Policies 2.15, 4.7, 4.8 and 4.9 of the London Plan (July 2011) and the provisions set out in the National Planning Policy Framework.

7. Air Quality - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1544) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1545) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative air quality impacts of the developments would not be unacceptable. The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

6. Comparative

There would be an unacceptable cumulative impact if the proposed development (i.e. ref: 4266/APP/2012/1544) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1545) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), and the Council considers that the proposed development (i.e. ref: 4266/APP/2012/1545) is less preferable in planning terms than the Bride Hall Scheme (i.e. ref: 3049/APP/2012/1352) by virtue of the absence of housing and the height and appearance of the hotel and the developments significantly detrimental impacts to free flow of traffic, highway and pedestrian safety and therefore the proposed development (i.e. ref: 4266/APP/2012/1545) on balance is less preferable in terms of meeting the objectives of the Development Plan and the NPPF.

· Outline Planning application ref: 4266/APP/2012/1545 for 125 residential units (use class C3) with parking spaces and cycle parking spaces and associated highways alterations together with landscape improvements refused for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposal would not result in an unacceptable rise in traffic in and around the application site causing severe impacts to the free flow of traffic as well as to highway and pedestrian safety, contrary to policies AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2. Development in Isolation - Individual

The proposal, if implemented in isolation would not bring forward the regenerative benefits (including job creation and improvements to the vitality and viability of the Hillingdon Local Centre) from developing a mix of uses across the site, additionally the application does not demonstrate that it would not preclude development of a mix of uses on other portions of the allocated site, as such the scheme is contrary to policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Planning Obligations - Individual

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of Off site Highways Works, Public Transport, Travel Plans, Construction Training, Public Realm, Landscape Screening and Ecological Mitigation, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document 'Planning Obligations.

In addition the following reasons for refusal were given in respect of cumulative impacts arising from the redevelopment of the application site and the site adjacent to Hillingdon Station & Swallow Inn Long Lane insofar as traffic, retail and air quality is concerned.

4. Traffic/Highways - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative traffic impacts would not be severe in terms of congestion on the highway network, significantly detrimental to free flow of traffic, highway and pedestrian safety. Accordingly the proposal is contrary to Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.

5. Air Quality - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative air quality impacts of the developments would not be unacceptable. The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

It was also resolved that the proposal advanced in respect of the Bride Hall development site was more preferable in planning terms.

6. Comparative

There would be an unacceptable cumulative impact if the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544)

and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), and the Council considers that the proposed development (i.e. ref: 4266/APP/2012/1545) is less preferable in planning terms than the Bride Hall Scheme (i.e. ref: 3049/APP/2012/1352) by virtue of the lack of job creation and lack of contribution towards the vitality and viability of the Hillingdon Local Centre and therefore the proposed development (i.e. ref: 4266/APP/2012/1545) on balance is less preferable in terms of meeting the objectives of the Development Plan and the NPPF.

Officer note:

With respect to applications 4266/APP/2012/1544 and 4266/APP/2012/1545 above, reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of retail, air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake. With regard to the individual reasons for refusal, the Spenhill proposal is now being considered alone and the applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development. In terms of the hotel, this element of the proposal has now been reduced by one storey. Similarly the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety. These matters have been dealt with in relevant sections of this report.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E4	(2012) Uxbridge
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major office and other business proposals in town centres

OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R1	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
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 4.9	(2011) Small Shops
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport

NPPF7 NPPF - Requiring good design
NPPF9 NPPF - Protecting Green Belt land

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development.

1,757 surrounding property owners/occupiers have been consulted. At the time of writing the report, 67 letters or internet representations have been received objecting on the following grounds:

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

In addition 27 letters, supporting the proposals were received and are summarised below:

1. A Hotel on the site is a good idea, as the Master Brewer Hotel was well used by locals

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

The above comments include responses received following further consultations undertaken in July 2014, upon receipt of an updated energy assessment, additional transport information, landscaping plans and an ecological update.

PETITIONS

Two petitions have been received objecting to the proposal.

(a) A 60 signature petition organised by the Ickenham Residents Association raising the following :

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

(b) A 53 signature petition organised by Oak Farm Residents' Association objecting on the following grounds:

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

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

GREATER LONDON AUTHORITY

Stage 1 Report Summary:

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

0 Retail: The application in relation to retail tests of the London Plan still raises concern over the scale of the retail floorspace proposed in a neighbourhood centre and its impact on the retail hierarchy within Hillingdon and in particular town centres identified in the London Plan. The cumulative impact of the proposed Tesco store and the refused Morrison's store on the Hillingdon Station site should remain an important consideration in assessing the application impact on town centres and in particular investment in those centres. Furthermore justification is required in context of the future convenience requirement identified in the Hillingdon Local Plan part 1, which identifies a requirement of only 2,709 sq.m to 2021 when recent retail approvals in the borough appear to have already taken this requirement.

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

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

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

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

0 Energy: Based on the energy assessment submitted at stage I a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions.

0 Transport: TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane; TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increase; further contributions towards the extension of the U10 bus route, countdown and

improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards.

Comments on additional information:

Concerning recent consultation letter concerning the amended planning application Former Master Brewer Site, Freezleand Way, Hillingdon (your ref: 4266/APP/2014/518). The GLA will not be taking the amended application to the Mayor as the revised scheme (with reduced hotel height) was taken to the Mayor on 30 April 2014 with the stage 1 letter and report issued D&P/0995d/01& D&P/0995e/01 issued to Hillingdon council.

As the new amended application largely relates to updated documents and minor changes, the issues raised in the 30 April 2014 stage 1 report remain unchanged and Hillingdon Council should accept this report as GLA consultation response to the new amended application.

The only issue where updated comment is required will be on the revised energy strategy. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant has provided updated carbon savings but these need to be revised before compliance with policy 5.2 can be assessed.

(Officer note: Officers are aware of the shortfall in carbon dioxide savings. This matter has been addressed by a planning obligation for a contribution of £100,800 towards a carbon fund, to make up for the shortfall for this development and to make it policy compliant).

ENGLISH HERITAGE

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. The above planning either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

Although this application does not lie within an Archaeological Priority Area, the applicant's archaeological desk-based assessment identifies medium potential for later prehistoric or Roman remains based on recent discoveries in the surrounding area. The site lies on London Clay which has often been considered unattractive to early settlement but these recent discoveries show that, as is found elsewhere in southern/midland England, some settlement expanded onto the claylands in later prehistoric and Roman times. This site could therefore contribute to understanding that process in the hinterland of Londinium.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an

acceptable safeguard. A condition is therefore recommended to require a twostage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

Condition

The applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available. Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a twostage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

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

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

It is recommended that the archaeological fieldwork should comprise of the following:

Evaluation

Trial trenching should focus on those parts of the site likely to have been less disturbed by modern development. This would form the first stage of investigation with further excavation to follow if necessary. An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation)

but can also be required by condition to refine a mitigation strategy after permission has been granted.

Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application. Please note that this response relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

DEFENCE ESTATES

No safeguarding objection.

NATS (en route)

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

LONDON UNDERGROUND

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

HEATHROW AIRPORT LTD.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition 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'. The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/shallow pitched roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

We therefore have no aerodrome safeguarding objection to this proposal, provided that the above

condition is applied to any planning permission. It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

External Consultees (Additional)

ICKENHAM RESIDENTS ASSOCIATION

We are writing to object to the above application on behalf of our membership. This objection is submitted in order to comply with the extended consultation timeline.

We had consulted our members formally about the previous applications (2011/234 & 2034 and 2012/1544 & 1545) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections, despite the reduction in size from the previous submissions - so it is reasonable to assume that these views stand.

We may also provide further material to support this objection prior to the Planning Committee hearing including evidence, further analysis and additional reasons for objection. We met with the applicants before this submission and acknowledged their changes to the size of the store and hotel and now we are in possession of the TA are aware of the proposed changes to the signaling times, layout changes and the introduction of another entrance on the west bound section of Freezeland Way.

Our objection to 4266/APP/2014/518 is primarily based on traffic impact and consequential pollution of the environment - nothing in the new application helps the existing traffic issues, and consequently the pollution issue gets progressively worse.

We are not particularly objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed.

We have taken notice of the fact that the height of the proposed hotel has been reduced by one storey, but still consider the hotel as such extremely high on this location.

TRAFFIC IMPACT

We are objecting to the proposal because:

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

and:

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

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

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

In summary our objection is that we believe there will be increased traffic flows due to the proposed

development and that insufficient information has been provided within the Transport Assessment to alter this view.

The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day.

It is of interest that the TA states that both LBH and TfL have stated the development will have 'an acceptable impact' on the operation of the local network, see below, but the report contains insufficient data to support this statement.

As noted in the December 2013 Committee Report in respect of previous applications 2012/1544 & 1545, LBH officers and TfL both concluded that the traffic impacts of a slightly larger scheme than that currently proposed were acceptable subject to provision of capacity enhancements at Hillingdon Circus. As the same capacity enhancements are proposed as part of the current applications and the traffic generation of the current application is marginally lower, it follows that the current applications will also have an acceptable impact upon the operation of the current highway network.

Anyone who uses the junction at peak hours, especially in the evening knows that the junction is frequently blocked; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. Local resident also know very well, that the pm peak is later than assumed and that traffic regularly queues from Court Road in the South all the way through Ickenham itself.

So the conclusions they draw in the Transport Assessment are wrong and given the lack of supporting evidence around traffic signaling times and new traffic surveys any assumptions must be in question.

We also assert that the applicant has not correctly identified the real evening Peak Period and have merely assumed it is between 16:45 - 17:45 based on an outdated survey undertaken in 2008; residents know a lot has changed since then.

Traffic Signal Timings

The TA states that the applicant proposes 'Altered (optimised) signal timings at the Hillingdon Circus signalised junction' but the detail of these changes has not been provided and therefore cannot be verified.

NB: on a previous submission the traffic signaling changes were found to be flawed.

Pedestrian Signal Timings

In section 11.7.2 the applicant acknowledges that the proposed changes to the pedestrian crossing times "are likely to increase average pedestrian crossing times" and that they are "willing to minimise any of these adverse effects" and they will be "developed in detail following grant of consent" which means they are not fully developed and cannot be assessed. Also, the risk of pedestrians becoming impatient with the longer waiting time and deciding to 'take a chance' is unknown.

Existing Traffic Flows

Existing traffic flows for the applicants 2012 base case are based on a survey undertaken in 2008 and have assumed that there has been no growth in traffic since 2008. Once again, anyone that lives in the area knows that this is not true.

Traffic Growth

Figures are based on a outdated survey (2008) and are not reliable

The baseline data used comes from a survey undertaken in 2008 and then "growthed" using the (NTM) National Transportation Model.

The TA does not provide which revision of the NTM was used to derive the baseline figures.

The Road Transport Forecasts 2011 (RTF11) presents the latest results from the Department for Transport's National Transport Model (NTM), the growth figures from this document are summarised below, the Association is at odds with the growth figures presented

Paragraph 4.4 of the NTM 2011 report states: The key results this year are an increase in traffic vehicle miles of roughly 44% between 2010 and 2035, with equivalent increases in seconds lost due to congestion and journey times.

Journey Times

No Journey time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

Queuing Times

No queuing time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

If more supporting TA evidence becomes available, we trust you will allow us to comment in due course, and we will also submit a petition providing further material to support our objection prior to the Planning Committee Hearing, including evidence, further analysis and additional reasons for objection.

Additional Comments (July 2014)

We cannot see anything in the amended proposals received in March, the 27th June and on the 3rd of July 2014 for Traffic; that is likely to materially reduce these objections. We would further like to state that the objections raised in the response we submitted on the 10th June 2013, our Ref: HT/DG/PD/RP/DM/DJ/HR remain.

TRAFFIC IMPACT

We are objecting to the proposal because:

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

In summary our objection is that despite the assertions in the many Transport Assessments received to date and the Technical Note dated the 21st May 2014; there will be an increase in traffic flows and overall queuing time due to the proposed development.

Recently Supplied Technical Note - Post Application

The Association has reviewed the additional Traffic information provided and although it considers the traffic flows on Freezeland Way, the survey area on the main North-South route only covers from Swakeleys Drive to the Master Brewer junction and then South to Granville Road. This means that it does not consider any consequential/cumulative traffic impact from Swakeleys Drive through Ickenham towards Ruislip and any queues beyond Granville Road towards the Uxbridge Road.

We would point out that residents also know that the Peak Period operates well beyond 18:00, not the 2 periods included in the assessment; 16:45 - 17:45 and 17:00 - 18:00

We note the calculations in the TA are based on remodelled data from 2008 and new surveys

taken in March 2014.

We believe the conclusions reached in 6.1.1 and 6.1.2 (Technical Note dated 20th May 2014) that there has been 'no significant changes to traffic conditions' and only a 'slight increase in journey times' since 2008 are flawed. Ickenham Park alone lead to an acknowledged increase in traffic volumes and queues now regularly stretch from the Master Brewer junction through Ickenham to the traffic lights at Aylsham Drive, that were installed after 2008 to service the new Ickenham Park development.

The figures show the Master Brewer Junction has increased by 175 (PCU's) cars in the a.m. peak and by 42 in the p.m. peak when compared with 2008. Swakeleys Drive to Granville Road, has decreased by 147 cars in the morning and by 78 in the evening, it certainly doesn't feel like a reduction for residents using this route on a daily basis.

The Traffic Assessments also state that the LBH and TfL 'officers' involved in the surveys and site meetings agree with their findings. Can documented evidence of this agreement be provided?

ENVIRONMENTAL IMPACT

It has to repeated again and again that London ranks as one of the worst European Cities for air quality, and not enough has been done to reduce emissions. More than 4,000 deaths are caused by pollutants. Living within 100 metres of a major road compared to people living further away amounts to a similar difference in coronary calcification as six months of ageing.

The Borough needs to show they are serious about looking after our local area by introducing policies to help reduce the surrounding roads of traffic. Air pollution at Hillingdon Circus is second only to levels found at Heathrow Airport, and it is self-evident from of recent traffic surveys, that even the revised Tesco development, will contribute to higher traffic levels.

We would like to reserve the right to add to the above comments at a future date, should further facts come to light that need discussions.

OAK FARM RESIDENTS ASSOCIATION

Over development of the site.

ENVIRONMENT AGENCY

Since November 2013 we have adopted a new way of working with your authority for surface water flood risk which is set out in a Memorandum of Understanding. As such we should not be consulted on applications where surface water flood risk is the only constraint and we will not be providing any comments on this application. For comments on surface water flood risk please send this consultation to the Floods and Water Management Officer, Victoria Boorman at vboorman@hillingdon.gov.uk.

Internal Consultees

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: These applications are similar in design terms to those previously submitted. The design and height of the hotel have, however, been revised. It is noted that the GLA's UD advisors still don't seem to have visited the site and retain the view that the area is predominantly Victorian in character, although developed during 20th century. Also, that they wish to see the proposed development front Long Lane, even though the site includes only a small stretch of road frontage, the rest comprising a steep, treed slope that is not within the development site.

In urban design terms this site is really an island, separated from the surrounding context by roads, its main relationship is with the open GB land to the east. The impact of this development on this area has been considered as part of the application in terms of impact on significant views and in terms of environmental improvements to the immediate setting of the site, with proposed additional planting/landscaping.

Tesco Store- no objection to the overall design approach, as previously advised, there are concerns re the long term weathering properties of timber panelling, but it is also noted that this method of construction and external finish appears to have been used quite extensively by Tesco for other projects. Further information on this and the management regimes required to maintain these buildings should be covered by condition.

The bricks to be used, wood stains and the colours for the roof and funnels will all need to be agreed.

New retail units- no objection in principle, again there are concerns re the use of timber cladding for the elevations, this should be considered as previously noted.

Hotel- no objection in principle, the design has been slightly simplified and the height reduced by 1 floor. The quality of the materials to be used will play an important role in final appearance of the building, the choice of brick will be crucial and ideally should reflect the colours of the surrounding buildings. The materials and detailed design of the structure, including the frontage and canopy of the ground floor bar/ restaurant, will need to be subject to condition requiring the submission of further detailed drawings and samples of materials/finishes.

Residential units- outline only, the overall scale, massing and general design approach are as previously discussed, no objection in principle. Conditions re the detailed elevational design and materials for these blocks will need to be included.

Landscape- details of this need to be conditioned.

CONCLUSION: No objection in principle, subject to suitable conditions.

WASTE MANAGER

I would make the following comments on the above application regarding waste management.

Hotel

a) I would estimate the waste arising from the development to be as follows depending on the star rating of the hotel: -

Source of waste arising	Number of 1,100 litre eurobins required
4 /5 star hotel	22
2 /3 star hotel	16
1 star hotel	10

From the above it can be seen that larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on -roll off bins. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away.

b) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

c) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) If gate / door are added to the waste storage area these need to be made of either metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow sufficient clearance either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins (1,100 litres) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The access road to the waste storage area must be able to withstand the load of the collection vehicle. Allow up to 32 tonnes for front end loader or roll on roll off vehicles. It must also be 4 metres wide.

Commercial Unit (Tesco)

This should receive a waste collection through a bulk bin system to properly and hygienically contain the waste arising from this food store operation. The above considerations would apply.

General Point

· The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

Internal Consultees (Additional)

ACCESS OFFICER

The site is located on the premises of the Old Master Brewer site, at the junction of Long Lane, Freezeland Way, is adjacent to Hillingdon Underground and railway station, and is North of Hillingdon Town Centre. The site has been vacant since 2007. The proposal is deliver a comprehensive mixed use development in two phases. The commercial element would comprise a Tesco store and retail units, and a 70 bed hotel would be located closest to the main site entrance. It is anticipated that the hotel would have sufficient space for a restaurant/bar or cafe.

No accessibility concerns are raised in respect of the proposed Tesco store. However, to ensure that the hotel accommodation is implemented in line with London Plan policy 4.5. the following planning condition should be attached to any granted permission:

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, a similar system giving the same degree of availability, convenience of use, 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 room designed to BS 8300:2009.

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 the 2011 London Plan, policy 4.5.

Conclusion: acceptable, subject to the above condition being met.

TREE AND LANDSCAPE OFFICER

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

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

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance.

The site is covered by Tree Preservation Order No.6. However, this is an old TPO and many of the scheduled trees no longer exist.

The land to the east of the site is designated Green Belt, as is the strip of land along the northern boundary and to the north of the A40.

PROPOSAL: The 2014/518 proposal is to create a mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bedroom hotel (Use Class C1), with associated car parking and cycle spaces; together with associated highways alterations and landscape improvements.

The 2014/519 proposal is an Outline Application (with details of appearance reserved) for the erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highway alterations, together with landscape improvements.

(The above descriptions have been amended following the 2012/1544 and 2012/1545 applications.)

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of

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

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

Environmental Statement

- A Revised Environmental Statement, dated February 2014 has been submitted.
- Key landscape sections include 2.0 Description of the Proposed Development which includes a site wide landscape strategy, 7.1 Townscape and Visual Change, and 7.6 Ecology and Nature Conservation.
- The assessment methodology is described in 7.1.3 and 7.1.4. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets (2.13) out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents.
- At 7.1.60 reference is made to the London-Wide Landscape Character Types, the Natural Landscape Areas and their 'Natural Signatures', Hillingdon's Landscape Character Assessment and Townscape Character Areas.
- The proposed enhancement, mitigation and residual effects in the light of the viewpoint assessments are described from 7.1.291 and include rooftop tree planting (7.1.295).
- Residual Impacts are tabulated in Table TVC6 and 7 (pp.77-91 of 278).
- Section 7.6 of the ES refers to Ecology and Nature Conservation based on the Extended Phase 1 Habitat Survey, prepared in April 2011. The residual impacts (ranging from 'negligible' to 'moderate beneficial') and proposed mitigation measures are summarised in table NCS9, p. 215 of 278.

Planning Statement

- The Planning Statement describes the landscape planning strategy in sections 2.20- 2.27. This includes a reduced (illegible) copy of a drawing No. W105860L02 (fig. 7) Landscape Strategy General Arrangement.
- The statement describes four key elements of the landscape masterplan including; boundary planting, off-site planting, gateway entrance / piazza and internal planting.

Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the hybrid application is described. The commercial and hotel proposals are detailed Phase 1 proposals and the residential element, which wraps around the south and east of the site is part of an Outline Planning application to be implemented as a second phase.
- Section 7.3 describes the Phase 1 (Tesco and hotel) detailed proposal
- The Outline Proposal (Phase 2, housing) is described in section 7.4.
- This 'L'-shaped residential scheme wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt.
- Section 8 describes the landscape concept and objectives for the hybrid scheme. The landscape concept has been developed with the benefit of pre-application discussions with the planning authority and as part of the masterplanning of the site including roads and buildings.
- A masterplan, titled Landscape Proposal - General Arrangement illustrates and annotates the key

landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

- There is also a copy of Grontmij's Detailed Proposal: Retained and Removed Trees.
- Finally, the landscape objectives for the residential zone are set out. This includes the provision of off-site planting in the form of a 15 metre wide tree belt on the Green Belt land to the east of the site.

Existing Trees

- A Tree Report dated March 2011, by Broad Oak Tree Consultants has been re-received. The shelf-life of this report has expired as trees are living organisms whose physical condition and amenity could well have changed since 2011. For reasons of both their amenity value and risk management, the trees on site should be re-inspected and the survey findings reviewed.
- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).
- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained:
 - However, the drawing indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.
 - The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.
 - A more detailed (phased) tree strategy was previously shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application. This drawing has not been re-submitted as part of the current application.

Landscape Proposals

- The only landscape plan submitted at this time is Grontmij's drawing No. W105860L01 Rev A
- It is noted that Ash *Fraxinus excelsior* remains (see previous comments) amongst the species on the Woodland Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.
- The previous application included a suite of landscape drawings including:
 - Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works which previously indicated a comprehensive soft landscape proposal to plant over 190No. specimen trees as specified within the previous Environmental Statement (at 7.1.300). These details have not been re-submitted.
 - Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A previously illustrated On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively. This drawing has not been re-submitted.
- Landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

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

- The trees on this site are overdue for a review and the Tree Report and Landscape Plans requires amendment, as necessary.
- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.
- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

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

S106 OFFICER

I have reviewed the proposals and will seek the following S106 Obligations - please note that the scheme has only changed slightly from that previously approved, thus, unless I am advised otherwise by specialists, the Heads of Terms remain the same :

S106 Obligations sought:

(i). Transport: All on site and off site highways works as a result of this proposal. These include the following:

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

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

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

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

(v). Construction Training: either a construction training scheme delivered during the construction

phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m² x £71,675) = total contribution).

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

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

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

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

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

FLOOD AND DRAINAGE OFFICER

The 'Revised Environmental Statement' produced by GL Hearn dated February 2014 includes section 7.8 Surface Water Drainage and Flooding which is taken by the Council to be their submission of Flood Risk Assessment for these sites.

Desktop studies indicate the site is predominantly clay and infiltration unlikely and the storage capacity is based on those findings and proposes the capacity to control surface water and commits to reducing the run off rates to a Greenfield run off rate of 5l/s/ha. This meets current requirements to utilise redevelopment to reduce flood risk to the surrounding area.

Rainwater harvesting is promised across the site, in residential areas as water butts and in the mixed use area, and grey water used for toilets and this is supported by Hillingdon.

Hillingdon also welcomes the proposed use of permeable paving as it will provide filtration at source. However as residential and other mixed uses are considered a medium hazard in table C1 of the National Suds Standards there should be two treatment stages proposed. The sustainable drainage options, at the more detailed design stage should be explored further to provide the most sustainable option, providing dual purposes of reducing the consumption of water and the need for quality control as well as quantity within the proposed drainage proposals to meet National Standards.

As the Suds Approval Body is not yet required by government it is therefore not in existence at Hillingdon. In areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

Therefore it is appropriate a suitable condition requesting a more detailed strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement.

Recommendation

Conditions

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

scheme to dispose of foul and surface water for the relevant phase/relevant component of the full planning element, shall be submitted to and approved by the Local Planning Authority.

2. The scheme shall clearly demonstrate how it follows the strategy set out in Revised Environmental Statement, produced by GL Hearn dated February 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 plans of the surface water design including all suds features and a detailed explanation on how the plan delivers the National Suds Standards from both a quality and quantity perspective.
 - 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. demonstration of the acceptable condition or functioning of any receptors including utilities.
 - d. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - e. 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, 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 Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011). These conditions should be considered alongside any landscaping conditions and the final designs for both coordinated for submission to ensure the development of one does not prejudice the other.

SUSTAINABILITY OFFICER

An updated ecological statement was submitted as part of the latest applications. I am satisfied that the position remains as set out previously. The following recommendations are therefore based on the original ecology reports from 2013 as endorsed by the July 2014 update.

The original reports acknowledged the need for offsite compensation works. In the long term, the offsite landscaping will help deliver habitat enhancements. However, short terms works are also needed as well as diversifying the habitat offerings.

The report therefore acknowledges the need to enhance an existing pond to the east of the

development site. The report suggests a number of improvements to help improve this habitat area, including vegetation clearance, re-landscaping the pond, fencing and maintenance. The report also suggests that bat boxes, bird boxes and beetle loggeries will be installed.

The enhancements works (including the pond) are off site and outside the ownership of the applicant. Therefore the works will need to be secured through a S106 contribution which has previously been discussed and approved by the applicant.

The works required to improve the pond and for additional enhancement opportunities have been assessed by the Council's Green Spaces team. The works have been estimated as costing £50,000.

I have no objections on ecological grounds subject to the following:

- The development being carried out in accordance with the agreed landscaping plan (W105860L09 - Dated 29 May 2012 - On and Off Site Landscape Proposals)
- The development being carried out in accordance with the Ecological and Mitigation Enhancement Report (Appendix 2, referenced ECO2585.EcoAs.vf, December 2011)
- A contribution to the improvement and enhancement of the £50,000 in the S106 for pond works and enhancement opportunities as previously discussed and agreed.

These offsite works will mitigate for the loss of established habitat areas on the site in the short term and in the long term when the offsite planting has established.

Ecology Note 1: The off site works must be triggered by the commencement of development - either the residential or the commercial. They then must be delivered in their entirety, regardless of the subsequent phasing of development.

Energy Comments

Since the 2012 submissions, carbon reduction policies across London have been strengthened. All development proposals submitted after 1 October 2013 must demonstrate a 40% reduction in CO2 as opposed to the 25% prior to this date.

The updated energy strategy shows a 28% reduction can be achieved for mixed used scheme with 31% achieved for the residential units.

As a consequence of falling short of the 40% target, the Council has sought additional remedies pursuant to Policy 5.2E of the London Plan. This allows for offsite solutions to be developed. To that end - the S106 contribution to be secured for a carbon fund to make up for the shortfall for this development (and to make it policy compliant) is:

cost/carbon tonne (£) X 30 (years) x shortfall (tco2)

60(1) x 30(2) x 56(3) = £100,800

(1) - Cost per carbon tonne used by the Council based on the recent Government consultation on the cost of Allowable Solutions. £60 represents the mid price per carbon tonne which provides a reasonable opportunity for the Council to fund realistic offsite solutions.

(2) - 30 years comes from the Governments forecasting. It is the period from now at which the national grid becomes significantly less carbon intensive meaning the development post 30 years would have little or no carbon footprint. The saving therefore only relates to the first 30years and

not the lifetime of the development.

(3) - 56tonnes is the shortfall outlined in the energy assessment.

In addition to the offsite contribution the following conditions are necessary:

Prior to the commencement of development a report containing full details and specifications of the technology and measures to meet the reduction targets set out in the energy strategy (July 2014) shall be submitted and approved by the Local Authority. The report shall include details of the energy network including location of pipework, the type and location of renewable energy technology and the maintenance and management arrangements. The development must proceed in accordance with the approved details.

Reason

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

Living Walls and Roofs

The drainage plan suitably shows the drainage attenuation to be installed. I therefore have no further objections subject to the development proceeding in accordance with the plans submitted.

Living walls and roofs have been previously discussed but little or no justification has been put forward for not including them within the designs. Since the original designs a district heating centre has been included within the plans and there is no reason that this structure cannot be 'greened' in some manner. In accordance with comments previously made the following condition needs to be applied to any subsequent approval:

Condition

Prior to the commencement of development a plan showing the incorporation of living walls and a living roof onto the energy centre shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved plan.

Reason

To incorporate methods for urban greening, water attenuation and climate change adaptation in accordance with Policy 5.11 of the London Plan.

Sustainability - Electric Vehicle Charging Points

Condition

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

Reason

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

Internal Consultees (Additional)

HIGHWAY ENGINEER

The Council had previously considered two planning applications refs. 4266/APP/2012/1544 and

4266/APP/2012/1545 in December 2013 for a comprehensive development of the site. These applications sought consent for a slightly larger development than in the current applications. The differences from the current applications were an additional 14 hotel rooms and a 100m² safer neighbourhoods unit. Whilst the transport impacts of the current proposals would be lower compared to the previous proposals, the differences are considered to be insignificant.

The applicant has submitted updated traffic and journey time surveys to validate the earlier assessments that were based on 2008 surveys. The new surveys were undertaken in March 2014 and compare three key factors:

- Traffic flows through the Hillingdon Circus junction
- Traffic flows through the Long Lane/Swakeleys Drive junction
- Journey times on Long Lane.

When comparing the 2008 and 2014 average journey times between Swakeleys Drive and Granville Road, during the AM peak hour, the journey times have remained consistent. During the PM peak hour, there is an increase of 1 minute 14 seconds, whereas there is a slight decrease in the Saturday peak hour. The variability of journey times has also reduced in all time periods.

When comparing the total junction flows between the estimated 2014 and observed 2014 flows, the differences during peak periods are considered to be insignificant. Notwithstanding this, the 2014 surveys show the flows and turning movements at individual junction arms have changed. This shows the traffic demand and interaction has changed, especially when considering the operation of individual junction arms and interaction with others, which affects the operation of the road network. The applicant will therefore be required to undertake revised modelling to ensure the requisite highway improvements together with signal timings will provide the most optimised solution for all users of the highway. This should be covered by way of a suitable planning obligation within the S106 agreement.

Notwithstanding the above, the applicant's previous assessments provided detailed modelling of the traffic impacts, which demonstrated the development would not have severe transport impacts.

In absence of revised modelling based on 2014 survey data, it is considered that the previous modelling can be relied upon as a high level study to ascertain the level of transport impacts of the development. Consequently, the previous highways comments reiterated later here are still considered to be applicable in this regard, except the enhanced package of mitigation to the highway network.

The enhanced highway measures which supplement the previously proposed measures consist of:

1. Enhanced signs, including vehicle actuated signs, to enforce the 30mph speed limit on Freezeland Way in front of the development. This will assist drivers leaving the scheme as they enter Freezeland Way as westbound traffic speeds will be lower
2. Provision of a through vehicle route within the site to connect the two accesses onto Freezeland Way. This will enable residents of Blocks C to E to access from the east without having to travel through Hillingdon Circus.

In connection with item.2 above, the scheme will be required to include measures to stop the non-residential vehicles exiting from the proposed through vehicle route as a rat-run. Details of the measures can be secured by way of a planning condition.

Swept paths are required to be provided to demonstrate the propose layout of Blocks C to E is satisfactory for refuse vehicles and cars.

The boundary treatment to the scheme has been enhanced, to that pedestrians can only access

the scheme via Freezeland Way. This will encourage pedestrians to use the controlled crossing facilities at Hillingdon Circus as opposed to crossing Long Lane further north.

Comments on previous planning applications refs. 4266/APP/2012/1544 and 4266/APP/2012/1545:

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

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

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

(LBH comments on SKMCB Feb. 2014 TA: The analysis of road collisions has been updated for the five years period to December 2012. Again, there does not appear to be any cluster of specific accident types that would cause concern.)

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

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

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

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

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

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

presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

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

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

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

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

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

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

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

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

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

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

time both northbound and southbound and therefore has a negative impact.

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

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

The latest modelling review undertaken by PB recommends that:

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

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

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

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

Considering that;

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

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

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

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

road ensuring safety and suitable maneuvering.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered to be excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

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

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

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

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

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

(LBH comments on SKMCB Feb. 2014 TA: The revised scheme does not provide coach parking space for the hotel. Restrictions should be imposed on the hotel by way of S106 agreement not to cater for coach parties and/or coaches to/from the hotel.)

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

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

Recommendation

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

Additional comments

A summary of pedestrian crossing times has been provided for Hillingdon Circus junction, calculated by a spreadsheet using the existing and proposed signal staging and cycle times. A comparison of base and proposed results is provided for the PM peak. An example calculation has also been provided for one of the longer, if not the longest route that a pedestrian might reasonably take and on this basis the methodology is considered to be robust. Six of ten possible crossing movements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are limited, specific impacts of the junction alterations which, overall, mitigate the traffic impacts of the development.]

Transport & Highways Obligations

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

- o Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors during limited times over weekends;
- o ECVPs for residential: 5% active and 15% passive with a review mechanism;
- o ECVPs for retail: review mechanism of the use and increase of active EVCPs;
- o Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
- o Details of internal access roads and car parking together with swept paths including 300mm margins for error;
- o Details of the car club: parking space, operation, and management;
- o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
- o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
- o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
- o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- o Provision of an informal pedestrian refuge crossing at the western site access;
- o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
- o Traffic signal timings and operations ;
- o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
- o Coach parking enhancements on Freezeland Way
- o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before

commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;

o Contribution to real time information system at bus stops prior to commencement;

o Construction Logistics Plan (CLP) to include (but not limited to):

Construction traffic generation by development phase;

Access routes;

Contractor parking;

Deliveries to avoid highway network peak hours and traffic sensitive hours;

Construction staff travel plan;

Measures to manage localised priorities.

o Travel Plan (subject to the Travel Plan officer comments)

o Delivery and service plan

(Officer note: Car Park Management Plan (CPMP), ECVPs, brown badge car parking spaces, details of internal access roads and car parking together with swept paths, delivery and service plan and details of the car club (including parking space, operation, and management) are covered by conditions).

Internal Consultees (Additional)

ENVIRONMENTAL PROTECTION UNIT

Noise:

I refer to the above detailed application for mixed use redevelopment comprising the erection of a 3,543 sq.m. foodstore (Use Class A1), with 179 car parking spaces and 32 cycle spaces; 3 retail units, totalling 1,037 sq.m (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 6 storey (plus plant level) 70 bedroom hotel (Use Class C1) together with associated highways alterations and landscaping.

I have considered the noise report prepared by Sharps Redmore Partnership dated 22nd May 2012 (ref. 1011389/R1). The SRP report considers the development covered by (i) detailed application 4266/APP/2014/518 including the main foodstore, (ii) outline application 4266/APP/2014/519 including five residential blocks A to E.

My comments on noise issues on detailed application 4266/APP/2014/518 are given below. These comments take account of the proposed development covered by the associated outline application.

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

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

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

Car parking activity noise

Section 8 of the SRP report contains an assessment of car parking activity noise. Tables 8.4A and 8.4B give predicted LAeq,T average noise levels from car parking for daytime and night-time respectively at the existing properties of Swallow PH, Barnards Lodge Hotel, and residential properties in Freezeland Way. Table 8.6A gives predicted LAeq,T noise levels from car parking activity for daytime and night-time respectively at the proposed residential blocks C, D and E, and the proposed new hotel.

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

I accept that the provision of LAeq,16h average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. I would, however, have expected the assessment of car parking activity noise at night to use LMax peak noise predictions, in addition to LAeq,8h average noise predictions. Owing to the relatively large separation distances involved, I now accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. I therefore now also accept that provision of LMax peak noise levels for these new properties at night from car parking activity is unnecessary.

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

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

Road traffic noise

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

The predictions of road traffic noise contained in Annexe B are in terms of LAeq,16h average noise levels over the daytime period, and do not cover road traffic noise at night. However, Annexe C gives contours of predicted overall LAeq,8h average noise levels at night. Since the contours are for overall noise, they include road traffic noise. Annexe C4 gives contours of predicted changes in night-time overall LAeq,8h average noise levels. These contours show that overall LAeq,8h average noise levels at night do not increase by more than 1 dB at the existing residential

properties in Freezeland Way. The SRP letter dated 11 January 2012 also suggests that there would be no significant increase in noise levels from customer traffic at night at existing residential properties.

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

Delivery noise

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

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

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

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

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

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

Condition (delivery noise management plan)

The development shall not begin until a delivery noise management plan which specifies the provisions to be made for the control of noise from night-time delivery and service yard operation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall

include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

Mechanical services plant noise

Noise from mechanical services plant is considered in SRP report section 6. Paragraph 6.6 proposes limiting plant noise to a "rating noise level" not exceeding the lowest existing background noise level. The Council's Supplementary Planning Document on noise recommends in paragraph 4.24 that the rating noise level should be at least 5 dB below the existing background noise level. Therefore, in order to control noise from mechanical services plant, I recommend use of the following condition.

Condition (mechanical plant)

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

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

Construction environmental issues

Construction noise is considered in section 10 of the SRP report. In order to control noise and other environmental impacts during construction, I recommend use of the following condition.

Condition (construction management plan)

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

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

The following informative is also recommend for construction/demolition works:

Informative-Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines",

Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Hotel

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

Informative

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

Contaminated land:

No new contaminated land investigation information has been submitted for the site and my opinion is that the comments in my previous consultation e mails apply. The e-mails are dated 11 November 2011, 1 August 2012 and 21 May 2013. This would mean applying the standard contaminated land conditions, COM30 and RES26 as well as a soil import condition to the applications.

On the subject of the fly tipping the Environment Agency is investigating the tipping and it appears that Tesco will be removing the waste. This was planned prior to April 1 prior to landfill tax rises, however it will be a little later in the month. Tesco have to chemically test the waste to confirm its classification for the receiving landfill. It appears that to date the waste appears to be mainly construction (rubble, soil, demolition waste etc) and commercial waste probably from a large recycling centre (as it appears sorted perhaps by a screener). As there is solid material such as soils this needs testing. Agency Officers have not noted chemical barrels or similar in the waste but cannot fully confirm until the heaps are broken out and they see what is in the middle and at the base. There was a small amount of asbestos cement board. It is on hard standing and grass and the hard standing may not be completely solid and impervious.

I do not think that the fly tipping changes the situation. We should ask for the details of the chemical testing and removal work from Tesco to confirm that the ground has not been affected by the tipped material. I am not anticipating a problem although the removal costs may be significant.

If the time scales are as proposed for removal then you could have the removal information with the testing prior to the Committee. Otherwise the report could be requested under the contaminated land condition of any planning permission or a specific condition specifically asking for the details of removal could be applied.

Air Quality:

Comments have been provided below with regard to current air quality in the area, and the submitted air quality assessment. Whilst the current air quality in the area is poor based on monitoring undertaken by the London Borough of Hillingdon there is insufficient grounds to refuse on air quality based on the London Council's Air Quality and Planning Guidance document. Conditions towards making the development acceptable on air quality grounds have been recommended as far as practicable, alongside additional considerations for travel plans and construction site management plans.

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

- Environmental Statement Spenhill Regeneration Ltd, prepared by GL Hearn for The Former Master Brewer Site, Hillingdon, February 2013 - Air Quality Chapter 7.3 by RPS Group

Air Quality:

The application site is within the AQMA, at a busy junction. Monitoring has been undertaken using NO_x tubes on Long Lane and Hercies Road since 2012. The without development assumes the Hillingdon Circus and RAF Uxbridge developments are operational. The measured data for 2013 is from a road side location, therefore the likely NO₂ levels at the facade of the building nearest the NO_x tubes have also been estimated using three different background NO₂ concentrations.

In order for the roadside measured NO₂ levels to be just below the EU limit value of 40 mg/m³ at the residential facade, the background NO₂ levels in the area would have to be 34 mg/m³ or below. The estimate of the likely background in the area that we can infer from monitored data indicates it is probably at around 35.6 mg/m³, therefore it is possible current NO₂ levels may be slightly exceeding at the residential facade. With this being the likely situation in 2013, it does not seem possible in a years time in 2015, that three fully operational major developments in the area will result in 'better' air quality and lower NO₂ levels as the modelled figures in the air quality assessment suggests.

The proposed developments are indicated to add 0.4 mg/m³ at this location, which would be a 'small' increase, although it was reported as 'negligible', and this is the highest increase indicated at the existing receptors that were considered in the assessment. Where increases are indicated at other receptor locations, these have been in the region of 0.1 to 0.3 mg/m³ which are considered 'negligible'. As indicated above, it is considered the approach of the assessment is such that it probably underestimates the traffic NO₂ contribution from the development. Clarification was not provided for the traffic data used in the assessment.

Following the London Councils Guidance for determining a planning application on air quality grounds the application would fall under 'APEC - B'. This relates to developments in areas where NO₂ levels are 5 per cent below or above the national objective. The guidance considers there is insufficient grounds for refusal, however appropriate mitigation must be considered such as maximising distance from pollutant source, ventilation systems etc. This is particularly relevant to the residential development.

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

Section 106

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

Ingress of Polluted Air

The following condition is recommended for any permission that may be given, in accordance with the London Council's Guidance. This particularly applies to the residential development, which would otherwise be refused on air quality grounds, as it is introducing several new receptors into a poor air quality area.

The condition should also be considered in connection the proposed store, retail units and hotel as it appears this part of the development will house the energy centre. Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable, appropriate filtration or treatment measures are implemented. The BREEAM pre-assessment report by URS dated May 2012 for the commercial element of the development appears to indicate no points will be picked up for indoor air quality in occupied areas. The modelling also does not appear to have considered the residential development in relation to the CHP. The Code for Sustainable Homes pre-assessment from URS, dated May 2012 does not appear to consider indoor air quality for the residential development.

Condition 1: Ingress of Polluted Air (Residential and Mixed Use)

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

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

Air Quality Condition 2 - Details of Energy Provision (Mixed Use and residential)

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

EPUK CHP Guidance 2012, if applicable. 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 relevant building emissions benchmarks.

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. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Transport

The new Transport Assessment seems to indicate slight change to the junction, with more direct access to the development site. The transport chapter indicates minor adverse impacts upon journey times on Long Lane.

The travel plan documents do make a brief mention of separate Delivery and Servicing Plans will be developed by both the food store and the hotel to manage movement directly from and to these sites. It states they will be developed within 3 months of the food store and hotel opening to establish the baseline. The following condition is advised for the commercial aspect of the application in relation to any deliveries and maintenance vehicles. This development is within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. However, as this development is also within a declared AQMA and within an area which is already exceeding European Union limit values a detailed environmental management plan aimed at reducing emissions from the fleet is also required for the operational phase of the development. This should include, for example, selecting delivery companies who can demonstrate their commitment to following best practice such as the Freight Operator Recognition Scheme (FORS). This would need to be submitted for approval prior to the operational phase of the development commencing.

Air Quality Condition 3 - Environmental Fleet Management (Mixed Use)

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

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

Travel Plans

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

regard to travel plans. However, as it seems likely the transport emissions benchmark (TEB) will not be met for the developments, the measures in the travel plans should clearly identify the TEB for the proposed development without 'mitigation', and then indicate how the travel plan, environmental fleet management plan and service delivery plan implementation will contribute towards improving the TEB for the proposed developments. Provision should be made within the plans to continually improve/minimise road transport emissions.

Construction Phase

The assessment refers to the IAQM Dust and Air Emissions Mitigation Measures document which lists mitigation measures for low, medium and high risks. The high risk mitigation measures were summarised in the document. It is recommended the Construction Site Management Plan include all the relevant mitigation measures identified to reduce pollutants including dust emissions, and the application should be conditioned accordingly. The assessment also indicates should the site have dust emissions originating from contaminated material, this will be considered separately.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

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

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

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

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

a potential food store development on land adjoining Hillingdon Station.

The GLA in the Stage 1 report raise concern that the application in relation to retail tests of the London Plan still raises concern over the scale of the retail floorspace proposed in a neighbourhood centre and its impact on the retail hierarchy within Hillingdon and in particular town centres identified in the London Plan. The cumulative impact of the proposed Tesco store and the refused Morrison's store on the Hillingdon Station site should remain an important consideration in assessing the application impact on town centres and in particular investment in those centres. Furthermore justification is required in context of the future convenience requirement identified in the Hillingdon Local Plan part 1, which identifies a requirement of only 2,709 sq.m to 2021 when recent retail approvals in the borough appear to have already taken this requirement.

Responses to the above concern are set out within this section below:

CUMMULATIVE IMPACT

The submitted Retail Addendum explores the cumulative retail issues arising from the the Spenhill and Bride Hall food store proposals.

In assessing the previously refused proposal, the Council had before it two schemes, the Spenhill scheme, comprising a full and outline application at the former Master Brewer site and the Bride Hall scheme at the adjacent Hillingdon Circus site, both for mixed use development in North Hillingdon. Both schemes proposed a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Spenhill scheme, a community facility and cafe/ bar. Because of the need to consider the cumulative impacts of the schemes, the applications were considered together at the same committee meeting. Both schemes were refused.

A cumulative assessment was carried out in connection with the refused schemes, which concluded that in retail terms, cumulatively these two store proposals taken together, and if implemented, would radically shift the role and function of the North Hillingdon local centre. The harm which would result to the Borough's main centre would be significant, and on balance, the various benefits of the two schemes would not outweigh the harm in retail impact terms. Objections were raised to the cumulative impacts, as it was not considered acceptable to allow planning permission for both schemes.

In addition a comparative assessment was carried out, which concluded that comparatively, the smaller proposal by Spenhill (i.e the Tesco store) was more in keeping with the scale of the centre than the larger Supermarket proposed by Bride Hall (i.e. the Morrisons store) and was preferable in this regard.

At the time of writing this report, no subsequent application or appeal has been lodged on the adjacent Bride Hall site. The applicant has argued, and officers agree, that as such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake.

RETAIL

The application site, together with the land to the immediate east and the shopping parade on the south west side of Hillingdon circus are identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) as the North Hillingdon Local Centre. Table 8 of the Local

Plan: Part 2 - Saved UDP Policies defines local centres as providing local shops and services for people who do not live or work near a town centre. Accordingly, they are in principle an appropriate location for a supermarket, for people who would otherwise make longer trips to their nearest town centre.

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

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

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

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

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

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

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

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

Sequential test:

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

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. This carries over the requirements set out in the now revoked PPS4 Policy EC16.1a. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. This carries over the requirements of PPS4 Policy EC16.1b and 16.1d.

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

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments, such as the extensions to

Sainsbury's South Ruislip and Uxbridge stores. Any one of these fields is sensitive to the assumptions inputted into the forecasting model and retail forecasting has developed into a specialised area.

Adequacy of Retail Impact Assessment

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

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

To this end, the applicant was asked to update the study. A further Retail Addendum, as well as several clarification notes have therefore been submitted to both update the submitted impact assessment tables, as well as provide cumulative impact analysis to take into account the application in North Hillingdon ('the Morrison's scheme'). These documents have been resubmitted in support of the current application. It is considered that the various Retail Assessment documents taken together are up to date.

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

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

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

The current application has a much smaller catchment area than that considered excessive by the Inspector (approximately half the size, with a residential population of approximately 65,000). While the size of the store is also smaller (and therefore it's not surprising that the catchment area is smaller), it is considered that the catchment area is realistic given the size of store now proposed, and taking account of the location of the competitive set of supermarkets, road network/ease of access and location of customers.

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

Members should note that the forecasting predictions simply provide an indication of the likely impact of developments and should not be read as an exact science.

The submitted Retail Addendum (August 2013) seeks to address inconsistencies and to

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

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

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

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

The applicant has defined a relatively wide catchment area which includes Cowley in the south to Iver Heath in the west. There are no significant planned or committed public sector investments within the catchment areas of both sites for the foreseeable future. However, there are a small number of privately funded investment proposals for retail development in the area.

Planning permission has been approved for a 2,130 m² extension to the Sainsbury's food store in Uxbridge Town Centre, of which 1,099 sq m would be allocated for the sale of convenience goods. The retail impact assessment estimates that approximately 16% the trade in an expanded Sainsbury's Uxbridge store would be diverted to the proposed supermarket at the Master Brewer site. This would leave the Sainsbury's trading at 13% less than would be expected (13% less than the 'benchmark') for a Sainsbury's store.

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

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

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

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

operations, the goods and services it offers and the catchments over which it has influence.

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

Impact on town centre vitality and viability:

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

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

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

North Hillingdon:

A health check on the vitality and viability of the centre indicates a low vacancy rate, but with few national multiple operators and a predominance of local independent retailers providing specialist goods and essential services, with few convenience goods shops. With limited opportunities for convenience shopping, the centre is not considered a destination for main food shopping activity, but rather a top-up/secondary shopping destination. Surveys indicate that that most local residents carry out their weekly/monthly food shopping at Uxbridge Town Centre. The introduction of the proposed Spenhill store would offer a much wider choice of branded goods (hitherto unavailable in the centre). This would retain a significant amount of local expenditure within the area and in turn, reduce the number of vehicular trips to shopping destinations further afield.

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

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

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

On balance it is considered that the proposed store would have a net beneficial effect on

the vitality of North Hillingdon local centre, by enhance by enhancing local consumer choice and resulting in increased spin-off expenditure in existing shops and services.

Uxbridge:

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

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

Ruislip:

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

Ickenham:

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

Other centres

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

Scale:

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

"Neighbourhood and more local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket

(typically up to around 500sq.m), sub-post office, pharmacy, laundrette and other useful local services.

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

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

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

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

INDEPENDENT RETAIL UNITS

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

HOTEL

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

CONCLUSION

The site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. Furthermore, emerging policy in the form of the Council's Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan and emerging policy. The accompanying Retail Assessment concludes that the scale of development

proposed is commensurate with the function of North Hillingdon Local Centre and accordingly would not result in an adverse impact on its vitality and viability. This is reinforced by the localised catchment adopted in the retail impact assessment.

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

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

7.02 Density of the proposed development

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

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

ARCHAEOLOGY

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

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

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

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

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

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

7.04 Airport safeguarding

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

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

7.05 Impact on the green belt

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

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

The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area. A Visual Impact Assessment Addendum has also been submitted, which revisits the agreed viewpoints from the adjacent green belt (views 20 and 21) and reflects the proposed off site woodland planting. The indicative off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak* and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm).

The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the long term create a more effective screen. The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green belt land.

View 21 also from the east, but closer to the site shows that the 6-storey hotel will be visible on the skyline, as will the top floor of the residential blocks. The prominence of the buildings in the winter is acknowledged. In addition, the proposals to undertake coppicing and replanting of the hedgerow would in the short term, increase the term increase the visibility of the residential blocks, but in the ling terms create a more effective screen.

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

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

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

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

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

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals. Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

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

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

The GLA Stage 1 report states that the layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm; and to improve its relationship to the existing local centre. Officers have considered the concern and the response is set out below:

Layout

The scheme adopts a traditional design approach with a large supermarket to be positioned towards the north west of the site and extensive ground level parking. The scheme includes commercial units and a 6 storey hotel located at the entrance to the site. The existing wooded embankment along Long Lane would screen the service area. In addition, there would be five, 5 storey housing blocks on the south and east site boundaries (associated outline application), set back from Freezeland Way and with a buffer area of planting adjacent to the open land to the east.

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

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

A range of commercial uses form a spine of active uses leading from the foodstore into North Hillingdon Local Centre thereby creating and activating a public realm. The hotel has been located to the south-west of the site to help reinforce the creation of a landmark development. Extensive hard landscaping is proposed at the ground floor level of the hotel including a plaza, which connects into the proposed crossing facilities into North Hillingdon Centre, thereby improving the existing and proposed pedestrian environment.

Scale

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

The independent retail units and supermarket buildings would have a maximum height of approximately 7.5 metres. These buildings are low key structure and are considered to have little visual impact on the street scene and character of the area. Whilst the hotel building at 6 storeys would be visually prominent, it is a stand alone landmark building occupying only a small proportion of the site at the south west corner. It is noted that the supporting text to Local Plan Policy BE26 states that new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves. In addition, where centres have prominent sites with development potential, the opportunity to create distinctive new buildings that can act as landmarks or focal points of the centres should be taken, although buildings which exceed the height of their surroundings will only be permitted where it can be shown that they will make a positive and welcome contribution to the character of the centre. With regard to the hotel, this has now been reduced by one storey in response to concerns raised over the previous

scheme. It is not considered that the hotel building would appear as so dominant that refusal could be justified. It is considered that the proposed hotel building would be in keeping with the character and appearance of the surrounding area and would not detract from the visual amenities of the street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer, subject to conditions regarding materials.

Design

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

Landscaping and boundary treatment

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

The site's eastern boundary provides an effective screen to much of the proposed residential development. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

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

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

Gateway Entrance/Piazza

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

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

7.08 Impact on neighbours

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

There are no residential properties that directly abut the site. The development would be separated from residential properties by roads and open land to the east. The nearest residential properties are in Freezland Way opposite. The nearest building would be the hotel, which would be 6 stories in height and would be separated from the residential properties by 70m at their closest point. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of overdominance or loss of outlook and light.

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

The 6 storey hotel building would be over 70m from the nearest residential properties in Freezland Way and would be separated from those properties by the road itself. The independent retail units and the super store would be over 120 metres distant. This is sufficient to ensure no harm to the residential occupiers by loss of privacy.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

7.09 Living conditions for future occupiers

Not applicable to this application as there is no residential element to this proposal. The design of the hotel and other commercial elements (subject to conditions) would provide adequately for disabled persons.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible

for the rest of the road network in this area. TfL buses operate on Long Lane.

The GLA in their Stage 1 report raise concern that TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. The applicant has undertaken this work, and the results will be provided to the GLA as part of any Stage 2 referral. It is important to note that the scheme on the Hillingdon Circus site has been refused, and no appeal lodged (there is no live application to consider). The Committee will recall that previous schemes were refused on both sites due to concerns over cumulative traffic impacts. Given that there is not a live application to consider at the Hillingdon Circus site, this residential outline scheme does not include an explicit cumulative assessment.

TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increased; further contributions towards the extension of the U10 bus route, countdown and improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards (this can be secured by legal agreement and conditions).

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. The supporting Transport Assessment considers the impact of the proposed redevelopment of the site on the local highway and concludes that along with proposed highways works sufficient capacity exists to support the proposals. The accompanying Travel and Framework Plans identify the various measures proposed as part of the application to encourage sustainable patterns of movement.

The Highway Engineer has reviewed the submitted documentation and notes that the differences from the previously refused scheme are a reduction of 14 hotel rooms and the deletion of the 100m² safer neighbourhoods unit. The boundary treatment to the scheme has been enhanced, so that pedestrians can only access the scheme via Freezeland Way. This will encourage pedestrians to use the controlled crossing facilities at Hillingdon Circus as opposed to crossing Long Lane further north.

Whilst the transport impacts of the current proposals would be lower compared to the previous proposals, the Highway Engineer considers that the differences between the refused and current schemes are insignificant.

Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

Swept paths are required to be provided to demonstrate the proposed layout of Blocks C to E is satisfactory for refuse vehicles and cars.

Off Site highway Improvements

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

Traffic generation

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. The applicant has also submitted updated traffic and journey time surveys to validate the earlier assessments that were based on 2008 surveys. The new surveys were undertaken in March 2014 and compare three key factors:

- Traffic flows through the Hillingdon Circus junction
- Traffic flows through the Long Lane/Swakeleys Drive junction
- Journey times on Long Lane.

In addition to this, an Environmental Statement which considers the cumulative impact of the Spenhill and Bride Hall Developments schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates used are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact

assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

TfL is satisfied that there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety in relation to the Strategic Road Network). Accordingly, TfL raise no objection on highways grounds.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. The Ickenham Residents Association has provided detailed responses to the consultations, and these have been reproduced in the External Consultees section of this report. In summary its objection is that despite the assertions in the many Transport Assessments received to date and the Technical Note dated the 21st May 2014; there will be an increase in traffic flows and overall queuing time due to the proposed development.

The Council previously appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants on the refused applications. The Highway Engineer noted then that there were some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments on the previous and current applications, which take into account representations from local residents groups, TfL, and the Council's external transport consultancy are provided in the Internal Consultee section of this report. The Highway Engineer considered that for the previously refused scheme, in terms of traffic impact on the local highway network, the modelling had demonstrated that the network can be mitigated to accommodate the flows produced by the Spenshill development without any severe impact (for the Master Brewer Development alone). In summary, the applicant's previous assessments provided detailed modelling of the traffic impacts, which demonstrated the development would not have severe transport impacts.

In terms of updated traffic and journey time surveys submitted in support of the current applications, the Highway Engineer notes that when comparing the 2008 and 2014 average journey times between Swakeleys Drive and Granville Road, during the AM peak hour, the journey times have remained consistent. When comparing the total junction flows between the estimated 2014 and observed 2014 flows, the differences during peak periods are considered to be insignificant.

Notwithstanding this, the Highway Engineer notes that the 2014 surveys show the flows and turning movements at individual junction arms have changed, indicating that traffic demand and interaction has changed, including individual junction arms and interaction with other arms. This would in turn affect the operation of the road network. The Highway Engineer therefore recommends that the applicant undertake revised modelling, to ensure the requisite highway improvements, together with signal timings will provide the most optimised solution for all users of the highway. This could be secured by way of a suitable planning obligation within the S106 agreement, in the event of an approval.

In the absence of revised modelling based on 2014 survey data, the Highway Engineer considers that the previous modelling can be relied upon as a high level study to ascertain the level of transport impacts of the development. Consequently, the previous highways comments are still considered to be applicable in this regard, except the enhanced

package of mitigation to the highway network. The enhanced highway measures which supplement the previously proposed measures consist of:

1. Enhanced signs, including vehicle actuated signs, to enforce the 30mph speed limit on Freezeland Way in front of the development. This will assist drivers leaving the scheme as they enter Freezeland Way as westbound traffic speeds will be lower
2. Provision of a through vehicle route within the site to connect the two accesses onto Freezeland Way. This will enable residents of Blocks C to E to access from the east without having to travel through Hillingdon Circus. As such the scheme will be required to include measures to stop the non-residential vehicles exiting from the proposed through vehicle route as a rat-run. Details of the measures can be secured by way of a planning condition.

Conclusion

In conclusion, the Highway Engineer considers that the network can be mitigated to accommodate the flows produced by the Spenhill development without any severe impact. In the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not considered to be demonstrably severe for the Spenhill development alone. As such no objections are raised on traffic generation grounds, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i).

7.11 Urban design, access and security

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application were approved.

7.12 Disabled access

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

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The GLA Stage 1 report states that additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMS) would be comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrians access from the housing, bus stops, tube station to the site. Officers have considered the concern and the response is set out below:

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate to the location and access to disabled parking, glass doors, cash point machines, signage, accessible toilets, baby changing facilities, details of refuge areas and/or emergency evacuation procedures, and details of a fire in emergency plan. specific observations have been made with regard to the proposed hotel regarding the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms and internal access arrangements, lighting levels toilets, directional signage, lifts and fire evacuation procedures.

In terms of accessible parking the proposal would provide 20 spaces marked out to an appropriate standard for use by blue badge holders within the car park for the retail store, which would be appropriately located adjacent to the store entrance. The Access Officer advises that this level of provision would exceed the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon, but would fall slightly below the 10% required within by the London Plan. However, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking no objection with respect to the provision of inclusive parking for the retail store.

The hotel would be served by 9 spaces marked out to an appropriate standard for use by blue badge holders, which fully complies with both the Council's Local Guidance and the London Plan.

It is considered that should the application be approved, detailed matters could be deal with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

7.13 Provision of affordable & special needs housing

Not applicable to this application as there is no residential component. Housing matters

are dealt with as part of the associated outline residential scheme elsewhere on this agenda.

7.14 Trees, landscaping and Ecology

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles summarised below.

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

The Applicant has taken the opportunity to incorporate a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. It is proposed to plant over 190 specimen trees within the site, including significant tree planting within the car park, to help avoid a large expanse of hard standing. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

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

Additional landscape benefits include the retention, protection and rejuvenation of existing trees and hedges. The site's eastern boundary provides an effective screen to much of the proposed residential development and it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link,

proposed indigenous woodland blocks and pond enhancements. The application also includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

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

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

An Ecological report has been submitted in support of this application. The report documents the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. In addition, updated ecological survey work at the site to inform the current planning applications were carried out, comprising an updated desktop study and extended Phase 1 habitat survey, undertaken in June 2014.

The proposed development would result in a loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings.

The applicant has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound. Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development

protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

Although the design details have not been provided, the requirement for the scheme to provide for appropriate covered and secure refuse and recycling bin storage facilities can be secured by a condition in the event that this scheme is approved.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 40% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan now requires major developments to demonstrate a 40% reduction from a 2010 Building Regulations compliant development.

The GLA Stage 1 report states that based on the energy assessment submitted at stage 1 a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions. Officers have considered the concern and the response is set out below:

A Sustainability Statement was initially submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO₂ emissions of the proposed mixed use development. In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, this energy strategy demonstrates that a range of technologies are viable and will be utilised to reduce the regulated CO₂ emissions of the proposed development to 417 tonnes CO₂ per annum from the Part L 2010 compliant regulated base case of 557 tonnes CO₂ per annum. This represents a regulated CO₂ emissions saving of 25% over the Part L 2010 compliant base case.

A revised Energy Statement has subsequently been submitted in support of the application, in view of the new London Plan requirement for a 40% reduction in CO₂ emissions over the Part L 2010 compliant base case. This shows that the scheme falls short of the required emissions reduction target. The revised energy statement now acknowledges the commitment to a carbon offsetting contribution and states the applicable tonnage of shortfall.

In terms of the housing element, the applicant submits that they have not attempted to model it, since at this outline stage and it has not been designed in detail. However, a generic scheme of this type could achieve a 32% reduction and it is not unreasonable that the designs should achieve 40%, but that must be borne out by the calculations when the residential element comes forward in detail at reserved matters stage. The Council's Sustainability Officer has however commented that a condition that the housing achieves a 40% reduction in CO₂ is not appropriate, if the outline strategy does not present an option that is feasible or viable. Any subsequent developer would feel they are in a position of strength for renegotiating a target if they have an outline strategy that says less

than 40% but a Council condition that says otherwise. In this instance, it is likely that it would be difficult to secure the 40% reduction. To that end, a S106 contribution of £100,800 is recommended to be secured for a carbon fund to make up for the shortfall for this development and to make it policy compliant.

Whilst achieving significant reduction in CO2 emissions, the applicants submit that it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

In response to comments in the Mayor's Stage 1 Report, the applicants have responded as follows:

Be Lean- Energy Efficiency standards

The air permeability and heat loss parameters are now improved significantly. For the food retail store, an air permeability of 3 m³/(h.m²) @ 50 pa has been used in the design calculations. The U-values of the development will be improved on average circa by 15% below the Part L 2010 limiting values, depending on the building use. The development will achieve circa 6% reduction in regulated emissions from passive design and energy efficiency measures alone, estimated over the Part L 2010 compliant baseline emissions of the development.

Be Clean-District Heating

The developer will provide a spatial allowance for heat connection equipment within the energy centre to ensure the system is designed to allow future community heating networks, should this become feasible. Site-wide CHP is proposed. An LTHW network linking the food retail store, residential blocks and hotel is proposed. We have re-examined the case for linking the hotel to the site-wide CHP network. The DHW and space heating demands of the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant) will be supplied by the site-wide CHP heating network.

The revised proposal for the site is to install a circa 185kWe gas fired CHP as the primary heat source for the proposed site-wide district heating network linking the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant).

A reduction in regulated CO2 emissions of 102 tonnes per annum is estimated in approved software analysis through the second part of the energy hierarchy. Based on the calculation methodology recommended by the GLA, CHP would provide circa 19% reduction in regulated emissions estimated over the energy efficient design.

Be Green-Renewable technologies

The applicant has investigated the feasibility of a number of renewable technologies and air source heat pumps are proposed for the retail units. Based on the approved software analysis, a reduction in regulated CO2 emissions of circa 4 tonnes per annum is estimated through the third element of the energy hierarchy.

Overall Carbon Savings

Based on the approved software analysis, this report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO2 emissions

of the proposed mixed use development at Hillingdon to 417 tonnes CO2 per annum from the Part L 2010 compliant base case of 557 tonnes, representing a regulated CO2 emission savings of 25%. Hence the development will satisfy the CO2 emission reduction requirements of the London Plan 2011.

(As stated above, the CO2 emission reduction requirements of the London Plan 2011 are now 40% and as such, the development is no longer policy compliant).

In terms of the overall energy strategy, the Sustainability Officer notes that most of the energy use on the superstore is from unregulated sources and as such, the London Plan energy targets have little impact on the superstore. However, the information submitted broadly equates to an appropriate energy strategy. Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. In addition, the information about the renewable energy solution for the development is also broad at this stage. It is considered that there is a need for planning conditions, in the event of an approval, to ensure the final energy solutions are appropriate.

In order to ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met, a condition is therefore recommended, requiring the submission and approval of a detailed energy assessment which consolidates all the information provided with this application and shows clearly the baseline carbon footprint for each element of the proposal. The energy assessment must include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant, set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. In addition the assessment must clearly set out the maintenance arrangements for the CHP and air source heat pumps.

It is also recommended that a monitoring and reporting requirement for the first years of the development be secured by way of a S106 Agreement. Should targets set out in the energy strategy not be achieved then the Council will seek action through on site improvements or off site contributions. In addition, a maintenance schedule will be required for the district heating network, which should be included within the S106.

A condition is recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with. In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of grey water, is recommended.

Conclusion

It is considered that the scheme falls short of the required emissions reduction target in carbon dioxide emissions below Part L of the Building Regulations, contrary to the current London Plan requirements. A S106 contribution of £100,800 is therefore sought, to be secured for a carbon fund, to make up for the shortfall for this development and to make it policy compliant. Subject to this obligation and conditions outlined above, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application and the associated outline residential application, taking into consideration the principles of the NPPF and other relevant regional and local policies.

Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme. Above ground attenuation is not considered appropriate within the commercial phase due to the car parking space required. The site is part of a larger application for future residential phases and there may be scope to provide above ground attenuation within those phases

The FRA states that permeable paving with an area of 5000m² will be required. The Micro Drainage results supplied with the FRA provide a summary of critical results (the worse case storm for each pipe) for the 1:100 year storm event plus 30% climate change, demonstrating that there is no flooding during all storms. If further storage is required an alternative solution of attenuating surface water runoff in the substructure below the permeable paving, storage type crates can be used thus reducing the area of attenuation required.

The results in the FRA demonstrate that for the 1:100 year storm event plus climate change there is no flooding within the site or downstream and the drainage strategy has been modelled correctly.

Sustainable Urban Drainage (SUDS)

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

Since November 2013 the Environment Agency no longer provides comments where surface water flood risk is the only constraint. The Council's Flood and Drainage Officer comments that the drainage strategy would have to demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

The Council's Flood and Drainage Officer also notes that there is some uncertainty about the types of SUDS to be used. The FRA states that it is unknown if infiltration is viable on

the site and the calculations in the FRA do not include for this. However, the FRA states that if during construction, areas of land are identified that may be used for infiltration then soakage testing will be carried out and infiltration techniques utilised. It is noted that it would not be appropriate to pepper pot the site at this time with soakage testing when the SFRA states that infiltration will probably not be viable on this site.

The FRA demonstrates a worst case scenario should no infiltration be found. However as stated above, the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out.

Rain water harvesting

The FRA has states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA. Rain water harvesting is secured by condition.

Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons have been provided to justify why green roofs cannot be used on any of the buildings. However, it should be noted that this application is for a site situated within both the height and bird strike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of bird strike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

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

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the outline application 4266/APP/2012/1545 comprising five residential blocks. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing. The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

Car parking activity noise:

The Noise report contains an assessment of car parking activity noise and provides predicted LAeq,T average noise levels from car parking, for daytime and night-time respectively, at the existing properties of Swallow PH, Barnards Lodge Hotel, the residential properties in Freezeland Way for the proposed residential blocks and new hotel. The report predicts that average noise levels at existing and proposed properties are within World Health Organisation (WHO) guideline values for day and night-time, and significantly below the existing noise climate in the vicinity of the nearest dwellings. On this basis, report claims that the main store could trade unrestricted for 24 hours per day without noise from customer car parking activity adversely affecting residential amenity.

The EPU accept that the provision of average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. However, EPU would have expected the assessment of car parking activity noise at night to use peak noise in addition to average noise predictions. Nevertheless, owing to the relatively large separation distances involved, EPU accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. EPU concludes that car parking activity noise

will not be significantly detrimental to residential amenity during daytime and night-time, and there is no justification for restricting trading hours at night for the main store and 3 retail units.

Delivery noise

The Noise report also deals with delivery noise, including both noise from service yard activity and noise from moving delivery vehicles. Predicted average noise contours from servicing activity, predicted average noise levels at existing properties from servicing activity for daytime and night-time respectively are provided and the report claims that that these predicted average noise levels comply with the World Health Organisation guideline values, and are significantly below the existing noise climate. Additional consideration is given to peak noise levels from deliveries at night.

In addition the report gives predicted peak noise levels from deliveries caused by passing delivery lorries at existing properties, which are are slightly in excess of WHO guideline values. However, the existing noise climate already includes noise events in excess of this level throughout the night period.

The report gives predicted peak noise levels from night-time deliveries caused by passing delivery lorries at the proposed new properties. The report paragraph recognises that the peak noise levels at Block E and the hotel exceed the WHO guideline values, but that mitigation in the form of appropriate glazing and alternative ventilation would be provided at the proposed residential blocks and the hotel to ensure that future residents and guests are not disturbed by night-time deliveries.

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

The report provides draft wording for a delivery noise management plan for controlling noise from night-time deliveries and service yard operation. On this basis, the report concludes that servicing could be carried out on a 24 hours per day basis without the likelihood of harming the amenity of existing or proposed residential dwellings. In view of the above, EPU concludes that the application has demonstrated that there is no justification for imposing a restriction on delivery hours for the main store and the 3 retail units, provided a condition is imposed requiring a delivery noise management plan.

Mechanical services plant noise

Noise from mechanical services plant is considered in the Noise Report which proposes limiting plant noise to a rating noise level not exceeding the lowest existing background noise level. However, the Council's Supplementary Planning Document on noise recommends that the rating noise level should be at least 5 dB below the existing background noise level. EPU therefore recommend a condition to control noise from mechanical services plant to this lower level.

Construction environmental issues

Construction noise is considered in the Noise Report. EPU recommend the imposition of a condition requiring the submission and approval of a Construction Environmental Management Plan (CEMP) comprising of measures for controlling the effects of demolition, construction and enabling works This should address the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.

Cumulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E. is shown to be slight. The facade noise levels on each of the blocks will only change by few decibels. which could be addressed by the recommended noise condition for facade sound insulation.

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

Hotel:

Predicted overall noise levels at the proposed hotel are given by the noise contours in the noise report, as well as average noise levels for daytime and at night. The report claims that these car parking noise levels are within WHO guidelines for day and night-time. The report also gives predictions of delivery peak noise levels at the proposed new hotel. Although these are well above WHO guideline values, that adequate noise mitigation would be incorporated in the hotel. EPU notes that the provision of satisfactory noise levels in guest accommodation at new hotels is the developer's concern. EPU recommends an informative advising on the need for adequate noise insulation at the proposed new hotel.

Conclusion:

It is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met for the various noise issues discussed above, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition also being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks.

AIR QUALITY

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality.

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for

improvement with regard to poor air quality.

Air quality is therefore a key concern. An Air Quality Assessment was submitted in support of both the full commercial and outline residential applications. Following the London Councils Guidance for determining a planning application on air quality grounds there is insufficient grounds for refusal. Nevertheless, appropriate mitigation must be considered, such as maximising distance from pollutant source, ventilation systems etc. This is particularly relevant to the residential development.

As part of the Construction Management Plan requirements, management of potential dust generation including fugitive dust, and minimising emissions to air of pollutants has been identified as medium risk without mitigation.

EPU also notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral. Some mitigation proposals have been proposed, although there does not appear to be any specific provision for protecting future residents from poor air quality. Should the applications be given planning permission, conditions have therefore been recommended.

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

On balance, officers do not object to the application, subject to clear measures to reduce the impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NO_x emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

Subject to the above mentioned conditions and planning obligations, it is considered that The impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 27 letters, supporting the proposals were received and are summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

Submissions in Objection

At the time of writing the report, 67 letters or internet representations have been received together with 2 petitions bearing 57 and 60 signatures respectively organised by the Oak Farm and Ickenham Residents Associations have been received objecting to the proposal. The main issues raised together with officer's commentary are provided below:

1. Impact on already heavily trafficked roads (points 1 and 19).

Planning Officer Comment:

This issue has been assessed by the Council's Highways Officer who has considered the implications of the development on the potential impact on the free flow of traffic.

2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down (point 2).

Planning Officer Comment:

These issues have been assessed by the Council's Highways Officer regarding the potential impact on the free flow of traffic.

3. No need for another store let alone 2 (with the Master Brewer Tesco).

Planning Officer Comment:

'Need' is not a planning consideration.

4. Loss of trade for local stores.

Planning Officer Comment:

This has been assessed within the principle of development section.

5. Insufficient parking

Planning Officer Comment:

Car parking provision has been assessed by the Council's Highways Officer who has raised no objection in this regard.

6. Disruption during construction Nuisance to residence and increased noise and air pollution.

Planning Officer Comment:

The issue of noise and disturbance during construction is controlled by separate Environmental Protection legislation.

7. The hotel is out of keeping for the site but a lower height is more acceptable.

Planning Officer Comment:

The hotel has been assessed by Design Officers and is deemed acceptable in both scale and design.

8. Overdevelopment of the site

Planning Officer Comment:

The scheme has been assessed and is deemed to not represent an overdevelopment of the site.

9. Design unattractive

Planning Officer Comment:

The design of the development has been assessed by the Council's Design Officer. Following concerns with the initial design the scheme was amended to the satisfaction of officers. The scheme is considered to be in keeping with and add positively to the character of the area.

10. Eye sore on the landscape

Planning Officer Comment:

Please see point 9 above.

11. Development should be coordinated with the Tesco Master Brewer site

Planning Officer Comment:

The Commutative Assessment, carried out by officers, has demonstrated that both developments cannot be carried out together.

12. More parked cars and vehicles within this vicinity.

Planning Officer Comment:

The car provision for the development has been assessed by the Highways Officer and is deemed acceptable. As such, it is not considered that the development will result in indiscriminate parking in the area.

13. Noise from deliveries (points 8 and 9)

Planning Officer Comment:

This issue has been assessed in detail by the Council's Environmental Protection Unit

14. (Point 22). The Spenhill Retail Addendum continues to be based on a 2008 household survey and the Morrison's survey (2011) is more up to date, covering a greater population sample and is therefore more robust.

Planning Officer Comment:

The Bride Hall 2011 survey does not directly relate to the assumptions and judgements used to inform the Morrison's Retail Assessment. It is worth noting that the Spenhill 2008 survey is supplemented by an update. The Spenhill survey is therefore considered to be more realistic.

15. (Point 23) The Spenhill Retail Addendum omits the Morrison's and Aldi (Yiewsley) stores.

Planning Officer Comment:

The Morrison's and Aldi (Yiewsley) stores are not included in the summary table but are referred to in the full list.

22. (Point 30) Inaccuracies within the highway submission for the Spenhill application,

Planning Officer Comment:

These issues have been reviewed by the Council's Highway Engineer and by Parsons and Binceroff and their conclusions remain the same.

With regard to the under reporting of impact upon journey times along Long Lane, Bride Hall reviewed the traffic flow assumptions and proposed signal staging arrangements from

the Spennhill Transport Assessment dated December 2012 and associated mitigation measures. These were then inputted into the Morrison's Model to formulate a comparison assessment based on the traffic levels as projected at 2014. However, Officers are unable to comment on the model results, as the objector's VISSIM files have not been provided by the objector.

The comments received in relation to drainage, flooding, Impact on wildlife and the Green Belt are noted and have been addressed within the body of the report.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted comments to the Council. These were assessed by Officers. The issues raised were taken into account.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

1. Transport: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:
 - o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
 - o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - o Provision of an informal pedestrian refuge crossing at the western site access;
 - o Coach parking enhancements on Freezeland Way
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - o Traffic signal timings and operations ;

- o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
- o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;
- o Contribution to real time information system at bus stops prior to commencement;
- o Construction Logistics Plan (CLP) to include (but not limited to):
 - Construction traffic generation by development phase;
 - Access routes;
 - Contractor parking;
 - Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - Construction staff travel plan;
 - Measures to manage localised priorities.
- o Travel Plans

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

3. Travel Plans for both the store and hotel.

4. Employment and Hospitality Training: An employment strategy to be entered into and adhered to, in order to address how local people will gain access to employment opportunities. It is noted that the applicants have confirmed that they will be forming a Regeneration Partnership that guarantees 30% of around 200 roles created at the Spenhill store will be given to local people that are currently long-term unemployed.

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

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

7. Air Quality: a financial contribution in the sum of £25,000.

8. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

9. Delivery of the residential development which is subject to a separate outline application. The applicants have offered to deliver 100% of the affordable (Block A) and also "block B" to "shell and core" prior to occupation of the retail and hotel scheme. The applicants have also offered to implement residential blocks C, D & E no later than the sale of 50% of the units in Block B.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by

way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic.

Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The development accords with the sequential approach set out in the NPPF and will not result in any significant adverse impacts on planned investment or the vitality and viability of town centres. Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area. The comparison element of the scheme will not be in direct competition with retailers in North Hillingdon and the store could play a role in retaining a significant amount of local expenditure that would have gone outside the area. Accordingly, there are no retail grounds for refusal of the application.

A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. The Highway Engineer considers that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily. The analysis also shows that the traffic impact on the rest of the study area will be acceptable. In the context of paragraph 32 of NPPF it is unlikely that the residual traffic impacts of the Spenhill development alone, with the proposed mitigation measures, would be demonstrably severe.

Subject to compliance with conditions, it is considered that the scheme can satisfactorily address noise and air quality impacts, drainage and flood related issues, the mitigation and adaptation to climate change and to minimising carbon dioxide emissions.

It is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development.

The proposal will secure the sustainable redevelopment of a brownfield site, enhance the vitality and viability of North Hillingdon and promote more sustainable patterns of travel. Given the presumption in favour of sustainable development articulated throughout the NPPF, the application is recommended for approval.

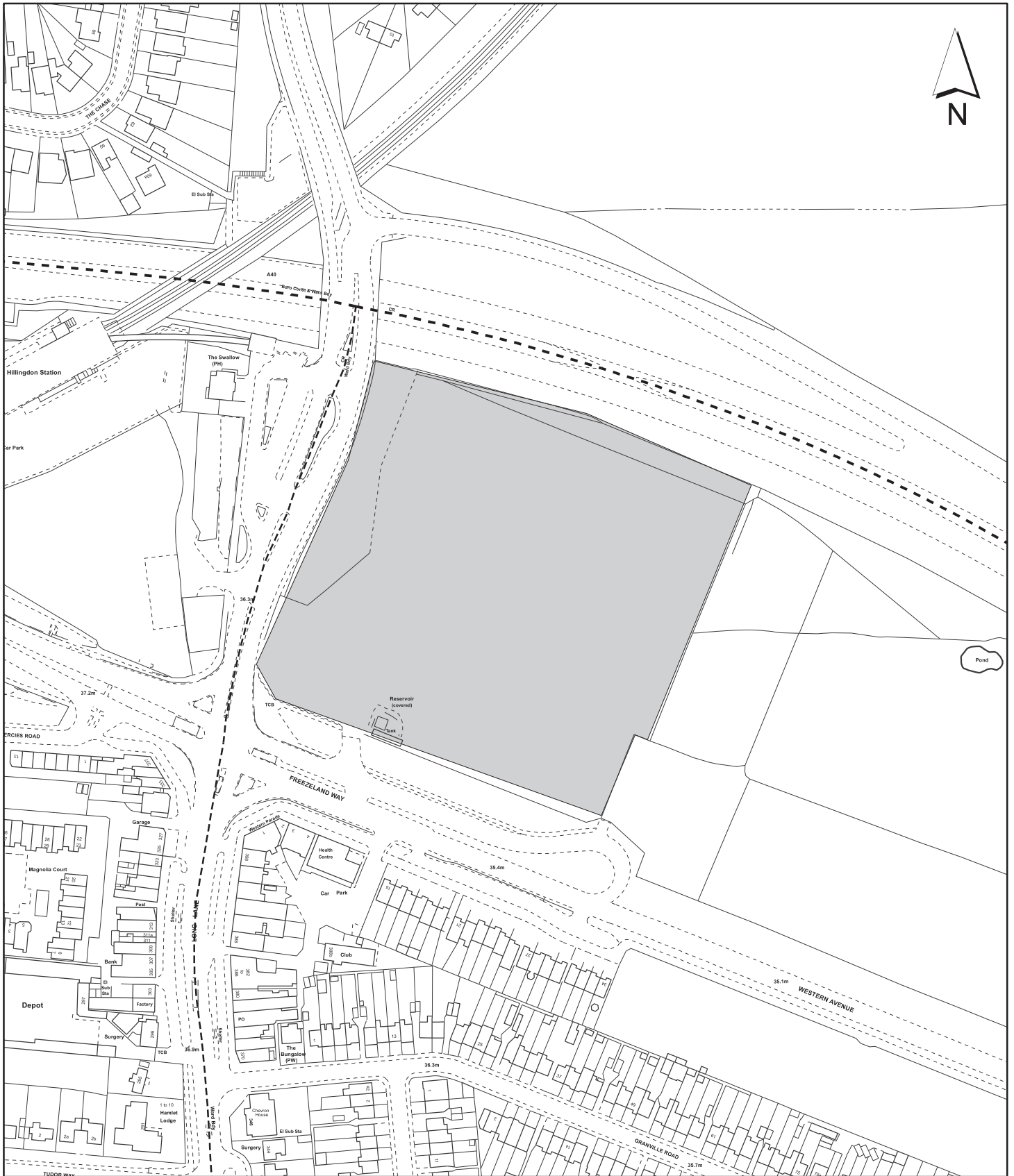
11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design


Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Former Master Brewer Site Freetland Way Hillingdon	
Planning Application Ref:	Scale
4266/APP/2014/518	1:2,500
Planning Committee	Date
Major Page 117	August 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 MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements (Outline Application with details of appearance reserved).(Additional information relating to Transportation, Ecology, Energy and Landscaping).

LBH Ref Nos: 4266/APP/2014/519

Drawing Nos: 09032 P0-301 REV. A
09032 P0-302 REV. A
09032 P0-303 REV. A
09032 P0-304 REV. A
09032 P1-301 REV. A
09032 P1-302 REV. A
09032 P1-303 REV. A
09032 P1-304 REV. A
09032 P3-301 REV. A
09032 P3-302 REV. A
09032 P0-511
09032 P0-510
09032 P0-502
09032 P0-501
09032 P0-500
09032 P0-512
Site Statutory & Site Utilities Services Investigations
Statement of Community Involvement
Arboricultural Survey and Impact Assessment
Environmental Impact Assessment
179751-OS-008 Rev D (Off Site Highway Works)
Design & Access Statement, including Visual & Landscape Assessment
Planning Statemen
Transport Assessment incorporating Hotel, Foostore and Framework Travel Plan
Affordable Housing Statement
Energy Strategy Rev 5
Energy Statement (Addendum)
Breeam Assessment
Code for Sustainable Homes
Potable Water Strategy
Lighting Impact Assessmen
ECOLOGICAL UPDATE ECO2585 - BN.dv2.
TRAFFIC FLOWS
TRANSPORT NOTE

Date Plans Received: 17/02/2014 **Date(s) of Amendment(s):**

Date Application Valid: 12/03/2014

1. SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the west and north of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Regeneration Ltd. on behalf of Tesco (hereafter referred to as the Master Brewer scheme).

This application is referable to the Mayor of London.

The submission of this proposal follows a previous scheme submitted in respect of the site which members resolved to refuse at Committee in December 2013 (application ref: 4266/APP/2012/1545). Reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake. The individual reasons for refusal of the previous scheme, have also been overcome. The applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development, including a commitment to implement the residential scheme in association with the retail/hotel element of the proposal. Similarly, the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety.

1,657 local residents, businesses and local amenity groups were consulted initially in March 2014, and re-consulted on receipt of further information in July 2014. In total, 53 individual letters have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, lack of community infrastructure, and flooding have also been raised. In addition, 3 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided responses and organised petitions against this application, and have raised similar concerns as the individual responses mentioned above.

There is no land use policy objection to the principle of a retail led mixed use development of the site. The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Although this is an outline application with further details to be submitted at reserved matters stage, the submitted documentation has demonstrated that the proposed development could provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the Spenhill development would incorporate adequate parking and includes off-site highway works and contributions towards public transport improvements. The

Council's Highways Officer is satisfied that the development would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety, subject to mitigation measures.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space to mitigate the impact of the development on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

The Spenhill development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality, noise or ecology.

It is considered that the current scheme has overcome concerns which lead to the refusal of the previous proposal. Approval is therefore recommended subject to conditions, planning obligations and a Stage 2 referral to the Mayor of London.

2. RECOMMENDATION

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

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

(i). Transport: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:

- o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;**
- o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:**
- o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;**
- o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
- o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
- o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
- o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
- o Provision of an informal pedestrian refuge crossing at the western site access;**
- o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**

- o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
 - o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
 - o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development);
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Construction Logistics Plan (CLP) to include (but not limited to):
 - * Construction traffic generation by development phase;
 - * Access routes;
 - * Contractor parking;
 - * Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - * Construction staff travel plan;
 - * Measures to manage localised priorities.
 - o Coach stop enhancements on Freezeland Way
- (ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.
- (iii). Travel Plan.
- (iv). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (v). None of the market housing will be occupied until 100% of the affordable housing is delivered.
- (vi). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($\text{£2,500 for every £1m build cost} + (\text{total gross floor area}/7,200\text{m}^2 \times \text{£71,675}) = \text{total contribution}$).
- (vii). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.
- (viii). Air Quality: a financial contribution in the sum of £25,000.
- (ix). Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant.
- (x). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

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

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

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

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

1 RES1 Outline Time Limit

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

REASON

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

2 RES2 Outline Reserved Matters

Details of the appearance, (hereinafter called "the reserved matter") shall be submitted to the Local Planning Authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

- (i) Any phasing for the development
- (ii) Details of all materials and external surfaces, including details of balconies
- (iii) Details should include information relating to make, product/type, colour and photographs/images.

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

REASON

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

3 RES10 Tree to be retained

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

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

REASON

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

4 RES11 Play Area provision of details

No development shall commence until details of play areas for children for each block have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant block and maintained for this purpose.

REASON

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

5 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development. The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all SUDS features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iii. include a timetable for its implementation; and
- iv. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

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

6 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from road traffic, rail traffic and air traffic noise has been submitted to and approved in

writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

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

7 RES18 Lifetime Homes/Wheelchair Units

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

REASON

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

8 RES19 Ecology

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

REASON

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

9 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, 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 adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan . (July 2011).

10 RES23 Visibility Splays - Pedestrian

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

0.6m and 2.0m above the level of the adjoining highway.

REASON

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

11 A21 Parking for Wheelchair Disabled People

10 of parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked as allocated to the relevant wheelchair accessible unit. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with policy AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 RES24 Secured by Design

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

REASON

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

13 RES25 No floodlighting

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

REASON

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

14 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA).

The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

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

REASON

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

15 RES4 Accordance with Approved Plans

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

09032 P0-301 REV. A

09032 P0-302 REV. A

09032 P0-303 REV. A

09032 P0-304 REV. A

09032 P1-301 REV. A

09032 P1-302 REV. A

09032 P1-303 REV. A

09032 P1-304 REV. A

09032 P3-301 REV. A

09032 P3-302 REV. A

09032 P0-511

09032 P0-510

09032 P0-502

09032 P0-500

09032 P0-500

09032 P0-512

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).

16 RES5 General compliance with supporting documentation

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

Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report
Ecological Assessment
Potable Water Strategy
Framework Travel Plan
Planning Statement
Environmental Noise Assessment
Transport Assessment
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigations
Energy Statement
Lighting Impact Assessment
Environmental Statement

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

REASON

To ensure that the development complies with the objectives of relevant Policies in the Local Plan and London Plan (2011).

17 RES6 Levels

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

REASON

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

18 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be

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

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

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

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

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 - 1.d A phasing plan, setting out the order and timing in relation to the delivery of each block and the overall site, including interim landscaping proposals for uncompleted phases of the development.
2. Details of Hard Landscaping
 - 2.a Refuse Storage, covered and secure
 - 2.b Cycle Storage covered and secure for 125 bicycles.
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 99 parking spaces
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority

becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

20 NONSC Soils

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

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).

21 NONSC Air Quality 1

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

REASON

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

22 NONSC Air Quality 2

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

REASON

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

23 NONSC Air quality 3

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

REASON

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

24 NONSC CHP

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

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

25 NONSC Energy

Prior to the commencement of development a report containing full details and specifications of the technology and measures to meet the reduction targets set out in the energy strategy (July 2014) shall be submitted and approved by the Local Authority. The report shall include details of the energy network including location of pipework, the type and location of renewable energy technology and the maintenance and management arrangements. The development must proceed in accordance with the approved details.

REASON

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

26 NONSC Noise

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAmox noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15

27 NONSC CEMP

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

REASON:

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

28 NONSC Drainage

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

REASON

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

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

29 NONSC Code for Sustainable Homes 1

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

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

30 NONSC Code for Sustainable Homes 2

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

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

31 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme, including details of the car club parking space, operation and management, 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 and car club, 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).

32 NONSC Charging

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 20% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked and review mechanism of the use and increase of active EVCPs. The development shall proceed in accordance with the approved plan.

REASON

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

33 NONSC Archaeology

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

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

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

REASON

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

34 NONSC Internal Layout

No development shall take place until details of the internal layout of the proposed units have been submitted to and approved in writing by the Local Planning Authority.

REASON

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

INFORMATIVES

1 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.

2 110 Illustrative Drawings

You are reminded that the indicative floor plans submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

3 111 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

4 114 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

5 114C Compliance with Building Regulations Access to and use of

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

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

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

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

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

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

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 118 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).

9 119 Sewerage Connections, Water Pollution etc.

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

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 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.

11 121 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).

12 123 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.

13 124 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

14 143 Keeping Highways and Pavements free from mud etc

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

15 152 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).

16 153 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.

- | | |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards. |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| BE13 | New development must harmonise with the existing street scene. |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings
Investigation of sites of archaeological interest and protection of |

BE3	archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
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
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
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

17

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

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

18

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

19 147 **Damage to Verge**

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

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

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

20

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £374,640 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £1,016,880. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

21

- a) Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.
- b) 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 residents, and if multiple bins are installed for the bins to be rotated in between collections.

- c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.
- d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.
- e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
- f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.
- g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).
- h) The collectors should not have to cart a 1,100 litre bulk bin more than 10metres from the point of storage to the collection vehicle (BS 5906 standard).
- i)The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.
- j) The vehicle carriageway must be able to withstand the load of a 26 tonne refuse collection vehicle and have a swept path sufficient for a 10.5 metre vehicle. The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an 'L' shaped piece of land 1.25 hectares in extent. The northern arm was formerly the eastern part of the Master Brewer Hotel site, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. The southern section of the application site, fronting Freezeland Way, is Council owned land. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre.

Currently, the Master Brewer site comprises hard standing and semi mature vegetation. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, which has been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5 metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment.

Immediately to the west of the site the remaining part of the Master Brewer site and Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5 storey office development measuring 11,574

sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access. A cocurrent planning application for a retail led mixed use development has been submitted on this adjacent site and is reported on this agenda.

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

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL).

The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

3.2 Proposed Scheme

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping. Layout, scale, means of access and landscaping are to be determined at this stage. Appearance is a matter to be reserved for future determination, although illustrative plans have been provided to demonstrate that policy standards can be met.

The proposal comprises of the following elements:

The 125 residential units are proposed in blocks A to E which are located to the east and south of the associated commercial application site for a superstore, retail units and hotel. Each block would be 4 storeys in height with a 5th. storey set back from the road frontage (Blocks C, D and E) and from the Green Belt Boundary (Blocks A and B).

The scheme proposes 2050 sq.m of private amenity space and 2310 sq.m public amenity space.

In addition to the main access to the commercial development, it is intended that the residential area will also be served via a separate access, at the south east corner of the associated foodstore car park, approximateley 120 metres east of the western commercial site access. Pedestrian and cycle access to all proposed land uses will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon

Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of

two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction

- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.

Landscape

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

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

Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary adjacent to Long Lane falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units.

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

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

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site.

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

- Planning Statement

This Statement has been submitted in support of full (commercial) and outline (residential) planning applications. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that the proposals represent a significant opportunity to re-use a vacant brownfield site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough and improves the vitality and viability of North Hillingdon Local Centre.

- Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernible effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way.

- Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development. This report seeks to demonstrate how a variety of technologies could be incorporated into the design to reduce the CO₂ emissions of the proposed mixed use development, representing a CO₂ saving of 45%. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units.

- Energy Statement DRAFT July 2014

This report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO₂ emissions of the proposed mixed use development to 426 tonnes CO₂ per annum from the ADL 2010 compliant base case of 592 tonnes, representing a regulated CO₂ emission savings of 28%.

- Sustainable Design & Construction Statement

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

- Potable Water Strategy

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

- Lighting Impact Assessment

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

- Site Statutory & Site Utilities Services Investigations

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

- Air Quality Assessment

The key objectives of the air quality assessment are:

- Construction Effects: to evaluate the effects from fugitive dust and exhaust emissions associated with construction activities and a recommendation of appropriate mitigation measures;
- Operational Effects: to describe the significance of the potential air quality effects resulting from changes in traffic flow characteristics on the local road network due to the operation of the Proposed Development and emissions from the proposed gas-fired Combined Heat and Power (CHP) plant, with due regard for the potential air quality effects on the AQMA; and
- Site Suitability: to determine the environmental suitability of the Proposed Development site for its proposed uses, with regard to the appropriate air quality criteria.

The assessment of air pollution during the construction phase such as dust generation and plant vehicle emissions suggests that the impacts are likely to be in the medium risk category but are predicted to be of short duration and only relevant during the construction phase. Implementation of mitigation measures set out in the London Best Practice Guide should reduce the impact of construction activities to low risk. Changes in pollutant concentrations associated with the operation phase are expected to be negligible and the site is deemed to be suitable for its proposed uses. Overall the assessment concludes that effects are not deemed significant and there are no constraints to the development in the context of air quality.

- Archaeological Assessment

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

- Phase 1 Environmental Risk Assessment

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

- Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme.

The assessment concludes that with appropriate mitigation measures the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

- Transport Assessment

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

- Transport Assessment technical Note

This note documents the new surveys undertaken in March 2014, and compares the results with the earlier data sets. It is concluded that overall, there have been no significant changes to traffic conditions between 2008 and 2014 in the vicinity of the site. Comparing 2008 and 2014 journey times, there has been a slight increase in average journey times during the PM peak hour but this is counterbalanced by decreases during the Saturday peak hour. Average journey times during the AM peak hour have remained consistent. The variability of journey times has also reduced in all time periods. Overall, it is considered that surveys undertaken during March 2014 validate the assumptions used in earlier analyses.

- Flood Risk Assessment

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

- Statement of Community Involvement

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

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Tesco store
- Some residents were concerned at the impact of housing on local services
- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in

exhibition. Some asked whether a hotel was needed

- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area.

- Arboricultural Survey and Impact Assessment

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

- Phase 1 Habitat Survey

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

The site has potential to support a range of protected species including bats, amphibians, reptiles and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts.

Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

- Ecology Report

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

- Updated ecological Report (2014)

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound.

- Environmental Impact Assessment

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

The applicants requested a Screening Direction from the Secretary of State in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for commercial development is therefore subject to EIA and a full Environmental Statement has been submitted. Individual environmental topics covered are as follows:

Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

3.3 Relevant Planning History

Comment on Relevant Planning History

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

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre by virtue of the scale of development proposed and the proportion of comparison goods.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening.
- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing, education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to the A40 and overlooking to the roof servicing areas in terms of noise and outlook.
- Inadequate provision towards the storage of refuse and recyclables.
- Inadequate provision towards affordable family units.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.
- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a Spenhill superstore (7,673 m²), 1,244m² of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order,

Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

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

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

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

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces; Refused in December 2013.

- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

- A full application ref: 4266/APP/2012/1544 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces; refused in December 2013.

- Outline Planning application ref: 4266/APP/2012/1545 for Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping;
Refused for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposal would not result in an unacceptable

rise in traffic in and around the application site causing severe impacts to the free flow of traffic as well as to highway and pedestrian safety, contrary to policies AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2. Development in Isolation - Individual

The proposal, if implemented in isolation would not bring forward the regenerative benefits (including job creation and improvements to the vitality and viability of the Hillingdon Local Centre) from developing a mix of uses across the site, additionally the application does not demonstrate that it would not preclude development of a mix of uses on other portions of the allocated site, as such the scheme is contrary to policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Planning Obligations - Individual

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of Off site Highways Works, Public Transport, Travel Plans, Construction Training, Public Realm, Landscape Screening and Ecological Mitigation, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document 'Planning Obligations.

4. Traffic/Highways - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative traffic impacts would not be severe in terms of congestion on the highway network, significantly detrimental to free flow of traffic, highway and pedestrian safety. Accordingly the proposal is contrary to Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.

5. Air Quality - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative air quality impacts of the developments would not be unacceptable. The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy

7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

6. Comparative

There would be an unacceptable cumulative impact if the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), and the Council considers that the proposed development (i.e. ref: 4266/APP/2012/1545) is less preferable in planning terms than the Bride Hall Scheme (i.e. ref: 3049/APP/2012/1352) by virtue of the lack of job creation and lack of contribution towards the vitality and viability of the Hillingdon Local Centre and therefore the proposed development (i.e. ref: 4266/APP/2012/1545) on balance is less preferable in terms of meeting the objectives of the Development Plan and the NPPF.

Officer note: Reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake. The individual reasons for refusal of the previous scheme, have also been overcome. The applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development, including a commitment to implement the residential scheme in association with the retail/hotel element of the proposal. Similarly, the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety. These issues have been addressed in relevant sections of this report.

4. Planning Policies and Standards

Of note is site specific Local Plan Part 2 Policy PR23.

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

A. Within the Green Belt:-

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

B. Within the developed area:-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local

shopping and residential environment; and

Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
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
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
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt

LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,676 surrounding property owners/occupiers have been consulted. At the time of writing the report, 53 letters have been received objecting on the following grounds:

1. Increased traffic to the area
2. Traffic will predominantly come from outside the area further decreasing the quality of the streets that are already tired and in need of a complete overhaul
3. The development is too large for area.
4. This site is below a flight path
5. There is not enough parking space allocated
6. No family homes
7. No GP, dental, school, parking area or playing area for children and local gym
8. You already have recently sufficient flats developed in Brackenbury Village which have not fully completed development
9. This proposal together with similar proposal will degrade this area increase risk of traffic, accidents due to the proposals
10. Local school Doug Marty School on Long has frequent encounters with fast moving traffic for which school children have had near misses. Also there has been risk to traffic coming in and out of Gilbey Close
11. Increasing noise and air pollution
12. This planned development of the Master Brewer site will cause added traffic chaos on the A40 and slip roads leading to Hillingdon Circus.
13. Already daily traffic jams in Long Lane and Hercies Road and adjoining streets off Long Lane.
14. Traffic noise and pollution will result
15. The planned development is far too expansive.
16. It will have a deleterious effect on the local area and spoil the skyline
17. Taken with the other application for the site - gross over development which the transport infrastructure cannot accommodate and gridlock will result
18. High rise 5 storey blocks will totally dominate the area

19. 125 resident units with only 99 car parking places unacceptable
20. Where will the residents park?
21. The proposed development will be harmful to the local businesses and environment, and cause further congestion in an area already overloaded with traffic, damaging amenity for local residents as well as travellers in general
22. We do not need social housing or yet another superstore in this location.
23. The Environmental Impact Assessment highlights the ex Air Force base - which is now housing so therefore there is already an increase of traffic on Long Lane/ Ickenham Road
24. The Tesco site would just add more traffic
25. Object to the plans due to the sheer weight of traffic and pollution it will cause, together with strain on community resources like Doctors and Dentists
26. The access to and from the site is still via Long Lane and until this is addressed I will continue to oppose
27. This site and the 'Morrisons' one the other side of the road should be considered together. Both have severe access problems so anything encouraging large traffic flows should be stopped. Both are trying to get far too much development on small areas of land.
28. Buildings of more than 2 storeys are out of character with the area and would dominate the skyline
29. Not too dense residential development with more parking and open/ green areas should be considered without all the commercial, traffic generating add ons
30. The density of the development is too great
31. Having such high blocks will not improve the landscape, even if the level of the development begins at a lower point than the neighbouring roads
32. Too many Cycle spaces
33. Access to the site from the East on Freezeland Way looks like an accident waiting to happen
34. Residential Blocks fronting Freezeland Way due to their Height would not be in keeping with the houses opposite
35. The visual appearance is uninspiring and lacking in character
36. The whole notion of having two large sites given over to intense usage of both a retail and residential nature is simply excessive in the context of an already heavily populated area and congested area
37. A 5 storey block seems somewhat out of character for that piece of land, the shops on the other corner being only 2 or 3 storeys
38. More residents more strain on local amenities such as schooling and doctors surgeries
With the recent "Cala development" the area is becoming over populated and will reduce the "village" feel of Ickenham - which will in turn cause people to move away from the area
39. Inadequate car parking space during peak hours and when locations become popular and more well known, forcing traffic to local roads such as Granville Road.
40. The residential blocks and Hotel are too high and are visually intrusive. They are much larger than the buildings in the surrounding area and would be overbearing
41. Is Tesco going to build and furnish a new surgery or even better, a new school?
How about something for the local community, we haven't got a decent bar or restaurant in this part of Hillingdon, a travel lodge would even be preferable, there are already train and coach facilities within walking distance
42. The schools are oversubscribed already and it would move the boundary for those who currently qualify for Ickenham schools, potentially preventing places being allocated to Hillingdon residences
43. The GP surgeries are already at the maximum and extra pressure added would not be acceptable
44. The area is already too densely populated
45. The height of the proposed development exceeds that of the buildings formerly present
The proposed alterations to the highways, specifically access to and from the proposed development, will have an adverse effect on road safety.
46. The majority of units will have one if not two cars which will mean a lot more street parking in

the area

47. We ideally preferred the Morrison's proposal as it lead to a new shopping precinct as well

48. The plan is too ambitious and does not really support community needs.

49. I consider this site to be an unsuitable location for residential units given its close proximity to both the A40 and RAF Northolt

3 letters of support have been received.

1. The reduction in size of the store on site and other improvements to the design have gone as far as possible towards allaying my concerns.

2. Additional traffic is inevitable but I think this is the best plan to have emerged and I would now support it, having been against earlier submissions.

3. The site is currently an eyesore and desperately needs to be put to good use.

4. Would much rather have this development than the massive Morrison's proposal.

5. I fully support the addition of housing, but am totally opposed to Tesco, or any other supermarket, as it would bring added congestion to an already congested area.

The above comments include responses received following further consultations undertaken in July 2014, upon receipt of an updated energy assessment, additional transport information, landscaping plans and an ecological update.

Two petition has also been received organised by the Ickenham and Oak Farm Residents Associations.

bearing 53 and 60 signatures respectively, objecting to the Spenhill retail and housing applications.

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

GREATER LONDON AUTHORITY

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

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 145 of the Stage 1 Report but that the possible remedies set out in that paragraph could address those deficiencies.

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

GLA STAGE 1 REPORT (Summary)

Stage 1 Report Summary:

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

0 Retail: The application in relation to retail tests of the London Plan still raises concern over the scale of the retail floorspace proposed in a neighbourhood centre and its impact on the retail hierarchy within Hillingdon and in particular town centres identified in the London Plan. The cumulative impact of the proposed Tesco store and the refused Morrison's store on the Hillingdon Station site should remain an important consideration in assessing the application impact on town centres and in particular investment in those centres. Furthermore justification is required in context of the future convenience requirement identified in the Hillingdon Local Plan part 1, which identifies a requirement of only 2,709 sq.m to 2021 when recent retail approvals in the borough appear to have already taken this requirement.

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

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

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

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

0 Energy: Based on the energy assessment submitted at stage 1 a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions.

0 Transport: TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane; TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increase; further contributions towards the extension of the U10 bus route, countdown and improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards.

Comments on additional information:

Concerning recent consultation letter concerning the amended planning application Former Master Brewer Site, Freezleand Way, Hillingdon (your ref: 4266/APP/2014/518). The GLA will not be taking the amended application to the Mayor as the revised scheme (with reduced hotel height) was taken to the Mayor on 30 April 2014 with the stage 1 letter and report issued D&P/0995d/01& D&P/0995e/01 issued to Hillingdon council.

As the new amended application largely relates to updated documents and minor changes, the issues raised in the 30 April 2014 stage 1 report remain unchanged and Hillingdon Council should accept this report as GLA consultation response to the new amended application. The only issue where updated comment is required will be on the revised energy strategy. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant has provided updated carbon savings but these need to be revised before compliance with policy 5.2 can be assessed.

(Officer note: Officers are aware of the shortfall in carbon dioxide savings. This matter has been addressed by a planning obligation for a contribution of £100,800 towards a carbon fund, to make up for the shortfall for this development and to make it policy compliant).

NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

LONDON UNDERGROUND

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

HEATHROW AIRPORT LTD

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

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 * See para below for information *

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

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some

instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We would also make the following observation:

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

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

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

MoD SAFEGUARDING - RAF NORTHOLT

No safeguarding objections.

ENVIRONMENT AGENCY

Since November 2013 we have adopted a new way of working with your authority for surface water flood risk which is set out in a Memorandum of Understanding. As such we should not be consulted on applications where surface water flood risk is the only constraint and we will not be providing any comments on this application. For comments on surface water flood risk please send this consultation to the Floods and Water Management Officer, Victoria Boorman at vboorman@hillingdon.gov.uk.

External Consultees (Additional)

ICKENHAM RESIDENTS ASSOCIATION

We are writing to object to the above application on behalf of our membership. This objection is submitted in order to comply with the extended consultation timeline. We had consulted our members formally about the previous applications (2011/234 & 2034 and 2012/1544 & 1545) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections, despite the reduction in size from the previous submissions - so it is reasonable to assume that these views stand.

We may also provide further material to support this objection prior to the Planning Committee hearing including evidence, further analysis and additional reasons for objection. We met with the applicants before this submission and acknowledged their changes to the size of the store and hotel and now we are in possession of the TA are aware of the proposed changes to the signaling times, layout changes and the introduction of another entrance on the west bound section of Freezeland Way.

Our objection to 4266/APP/2014/518 is primarily based on traffic impact and consequential pollution of the environment - nothing in the new application helps the existing traffic issues, and consequently the pollution issue gets progressively worse. We are not particularly objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. We have taken notice of the fact that the height of the proposed hotel has been reduced by one storey, but still consider the hotel as such extremely high on this location.

TRAFFIC IMPACT

We are objecting to the proposal because:

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

and:

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

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

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

In summary our objection is that we believe there will be increased traffic flows due to the proposed development and that insufficient information has been provided within the Transport Assessment to alter this view. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day. It is of interest that the TA states that both LBH and TfL have stated the development will have 'an acceptable impact' on the operation of the local network, see below, but the report contains insufficient data to support this statement.

As noted in the December 2013 Committee Report in respect of previous applications 2012/1544 & 1545, LBH officers and TfL both concluded that the traffic impacts of a slightly larger scheme than that currently proposed were acceptable subject to provision of capacity enhancements at Hillingdon Circus. As the same capacity enhancements are proposed as part of the current applications and the traffic generation of the current application is marginally lower, it follows that the current applications will also have an acceptable impact upon the operation of the current highway network.

Anyone who uses the junction at peak hours, especially in the evening knows that the junction is frequently blocked; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. Local residents also know very well, that the pm peak is later than assumed and that traffic regularly queues from Court Road in the South all the way through Ickenham itself. So the conclusions they draw in the Transport Assessment are wrong and given the lack of supporting evidence around traffic signaling times and new traffic surveys any assumptions must be in question.

We also assert that the applicant has not correctly identified the real evening Peak Period and have merely assumed it is between 16:45 - 17:45 based on an outdated survey undertaken in 2008; residents know a lot has changed since then.

Traffic Signal Timings

The TA states that the applicant proposes 'Altered (optimised) signal timings at the Hillingdon

Circus signalised junction' but the detail of these changes has not been provided and therefore cannot be verified.

NB: on a previous submission the traffic signaling changes were found to be flawed.

Pedestrian Signal Timings

In section 11.7.2 the applicant acknowledges that the proposed changes to the pedestrian crossing times "are likely to increase average pedestrian crossing times" and that they are "willing to minimise any of these adverse effects" and they will be "developed in detail following grant of consent" which means they are not fully developed and cannot be assessed. Also, the risk of pedestrians becoming impatient with the longer waiting time and deciding to 'take a chance' is unknown.

Existing Traffic Flows

Existing traffic flows for the applicants 2012 base case are based on a survey undertaken in 2008 and have assumed that there has been no growth in traffic since 2008. Once again, anyone that lives in the area knows that this is not true.

Traffic Growth

Figures are based on an outdated survey (2008) and are not reliable. The baseline data used comes from a survey undertaken in 2008 and then "growthed" using the (NTM) National Transportation Model.

The TA does not provide which revision of the NTM was used to derive the baseline figures.

The Road Transport Forecasts 2011 (RTF11) presents the latest results from the Department for Transport's National Transport Model (NTM), the growth figures from this document are summarised below, the Association is at odds with the growth figures presented Paragraph 4.4 of the NTM 2011 report states: The key results this year are an increase in traffic vehicle miles of roughly 44% between 2010 and 2035, with equivalent increases in seconds lost due to congestion and journey times.

Journey Times

No Journey time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

Queuing Times

No queuing time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

If more supporting TA evidence becomes available, we trust you will allow us to comment in due course, and we will also submit a petition providing further material to support our objection prior to the Planning Committee Hearing, including evidence, further analysis and additional reasons for objection.

Additional Comments (July 2014)

We cannot see anything in the amended proposals received in March, the 27th June and on the 3rd of July 2014 for Traffic; that is likely to materially reduce these objections. We would further like to state that the objections raised in the response we submitted on the 10th June 2013, our Ref: HT/DG/PD/RP/DM/DJ/HR remain.

OAK FARM RESIDENTS ASSOCIATION

Over development.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

NOISE

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

My comments on noise issues on this outline application 4266/APP/2012/1545 take account of the proposed development covered by the associated detailed commercial application.

The SRP noise assessment for the proposed residential development is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" recommending use of Noise Exposure Categories for determining suitability of sites for new residential development.

The noise assessment for the proposed residential development is contained in section 5.0 of the SRP report. This section refers to the noise contour maps in Annexe D showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq,16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

Report section 5.1 recommends design targets in terms of LAeq,T and LAm_{ax} for internal noise levels in residential blocks A to E. These design criteria are the same as required by Table 2 of the Council's Supplementary Planning Document on noise. Report section 5.3 states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise. It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. Paragraph 7.9 states that adequate noise mitigation will be provided for residential block E to ensure future residents are not disturbed by noise from night time deliveries. This is important since the predictions in paragraph 7.8 show that LAm_{ax} noise levels at night from deliveries will be well above WHO outdoor guideline values. Since proposed residential blocks A to E are in the form of flats without gardens, outdoor noise levels are not an important consideration. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. I accept that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions. The conditions should ensure that satisfactory LAeq,T and LAm_{ax} noise levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

In order to ensure that sound insulation and ventilation are adequate to provide satisfactory internal noise levels, I recommend use of the following condition.

Condition

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAmax noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

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

In order to deal with environmental issues during construction, I recommend use of the following condition.

Condition

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

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

Comments on EIA

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations:

The additional information provided in section 7.4 of the ES is same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified. Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The facade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for façade sound insulation. The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

CONTAMINATED LAND

No new contaminated land investigation information has been submitted for the site with the applications. The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached. You could use the recommended condition in my previous memo, or for consistency with other current applications the two new conditions, RES26 and COM30 for the residential and commercial applications respectively.

The contaminated land information can be submitted later in a combined geo-environmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition to the standard contaminated land condition, the following condition is advised with regard to soil contamination (as this may not be specifically included in the standard contaminated land condition).

Condition to minimise risk of contamination from garden and landscaped areas

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

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

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

Air Quality:

The application site is within the AQMA, at a busy junction. Monitoring has been undertaken using NOx tubes on Long Lane and Hercies Road since 2012. The measured data for 2013 is from a road side location, therefore the likely NO2 levels at the facade of the building nearest the NOx tubes have also been estimated using three different background NO2 concentrations.

The estimate of the likely background in the area that we can infer from monitored data indicates it is probably at around 35.6 mg/m³, therefore it is possible current NO2 levels may be slightly exceeding at the residential facade.

Following the London Council's Guidance for determining a planning application on air quality grounds the application would fall under 'APEC - B'. This relates to developments in areas where NO2 levels are 5 per cent below or above the national objective. The guidance considers there is insufficient grounds for refusal, however appropriate mitigation must be considered such as maximising distance from pollutant source, ventilation systems etc. This is particularly relevant to the residential development.

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

Section 106

Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality

monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

Ingress of Polluted Air

The air quality assessment indicates there will be exceedances of the EU limit value on the facade of the proposed residential development and hotel. The following condition is recommended for any permission that may be given, in accordance with the London Council's Guidance. The condition should also be considered in connection the proposed store, retail units and hotel as it appears this part of the development will house the energy centre. Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable, appropriate filtration or treatment measures are implemented.

Condition 1: Ingress of Polluted Air (Residential and Mixed Use)

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

Energy Provision

The Code for Sustainable Homes Pre-Assessment dated May 2012 indicates a CHP unit with NO_x emissions less than 600 mg/kWh and supplementary gas combi boilers with NO_x emissions of less than 40 mg/kWh were feasible. There are CHP units available that should be able achieve NO_x emissions well below 600 mg/kWh.

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

Air Quality Condition 2 - Details of Energy Provision (Mixed Use and residential)

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue(s) for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue(s) with or without mitigation technologies and needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012, if applicable. The use of ultra low NO_x emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the relevant building emissions benchmarks.

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. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Construction Phase

The air quality assessment indicates for air pollution during the construction phase, without mitigation, the impacts are likely to be in the high risk category. The assessment refers to the IAQM Dust and Air Emissions Mitigation Measures document which lists mitigation measures for low, medium and high risks. The high risk mitigation measures were summarised in the document. It is recommended the Construction Site Management Plan include all the relevant mitigation measures identified to reduce pollutants including dust emissions, and the application should be conditioned accordingly. The assessment also indicates should the site have dust emissions originating from contaminated material, this will be considered separately.

Internal Consultees (Additional)

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: These applications are similar in design terms to those previously submitted. The design and height of the hotel have, however, been revised. It is noted that the GLA's UD advisors still don't seem to have visited the site and retain the view that the area is predominantly Victorian in character, although developed during 20th century. Also, that they wish to see the proposed development front Long Lane, even though the site includes only a small stretch of road frontage, the rest comprising a steep, treed slope that is not within the development site.

The impact of this development on this area has been considered as part of the application in terms of impact on significant views and in terms of environmental improvements to the immediate setting of the site, with proposed additional planting/landscaping.

Residential units- outline only, the overall scale, massing and general design approach are as previously discussed, no objection in principle. Conditions re the detailed elevational design and materials for these blocks will need to be included.

Landscape- details of this need to be conditioned. Will there be an interim scheme between the development of the commercial and residential elements of the scheme?

CONCLUSION: No objection in principle, subject to suitable conditions.

SUSTAINABILITY OFFICER

An updated ecological statement was submitted as part of the latest applications. I am satisfied that the position remains as set out previously. The following recommendations are therefore based on the original ecology reports from 2013 as endorsed by the July 2014 update.

The original reports acknowledged the need for off-site compensation works. In the long term, the offsite landscaping will help deliver habitat enhancements. However, short terms works are also needed as well as diversifying the habitat offerings.

The report therefore acknowledges the need to enhance an existing pond to the east of the development site. The report suggests a number of improvements to help improve this habitat

area, including vegetation clearance, re-landscaping the pond, fencing and maintenance. The report also suggests that bat boxes, bird boxes and beetle loggeries will be installed.

The enhancements works (including the pond) are off site and outside the ownership of the applicant. Therefore the works will need to be secured through a S106 contribution which has previously been discussed and approved by the applicant.

The works required to improve the pond and for additional enhancement opportunities have been assessed by the Council's Green Spaces team. The works have been estimated as costing £50,000.

I have no objections on ecological grounds subject to the following:

- The development being carried out in accordance with the agreed landscaping plan (W105860L09 - Dated 29 May 2012 - On and Off Site Landscape Proposals)
- The development being carried out in accordance with the Ecological and Mitigation Enhancement Report (Appendix 2, referenced ECO2585.EcoAs.vf, December 2011)
- A contribution to the improvement and enhancement of the £50,000 in the S106 for pond works and enhancement opportunities as previously discussed and agreed.

These offsite works will mitigate for the loss of established habitat areas on the site in the short term and in the long term when the offsite planting has established.

Ecology Note 1: The off site works must be triggered by the commencement of development - either the residential or the commercial. They then must be delivered in their entirety, regardless of the subsequent phasing of development.

Energy Comments

Since the 2012 submissions, carbon reduction policies across London have been strengthened. All development proposals submitted after 1 October 2013 must demonstrate a 40% reduction in CO2 as opposed to the 25% prior to this date.

The updated energy strategy shows a 28% reduction can be achieved for mixed used scheme with 31% achieved for the residential units.

As a consequence of falling short of the 40% target, the Council has sought additional remedies pursuant to Policy 5.2E of the London Plan. This allows for offsite solutions to be developed. To that end - the S106 contribution to be secured for a carbon fund to make up for the shortfall for this development (and to make it policy compliant) is:

cost/carbon tonne (£) X 30 (years) x shortfall (tco2)

60(1) x 30(2) x 56(3) = £100,800

(1) - Cost per carbon tonne used by the Council based on the recent Government consultation on the cost of Allowable Solutions. £60 represents the mid price per carbon tonne which provides a reasonable opportunity for the Council to fund realistic offsite solutions.

(2) - 30 years comes from the Governments forecasting. It is the period from now at which the national grid becomes significantly less carbon intensive meaning the development post 30 years would have little or no carbon footprint. The saving therefore only relates to the first 30years and not the lifetime of the development.

(3) - 56tonnes is the shortfall outlined in the energy assessment.

In addition to the off-site contribution the following conditions are necessary:

Prior to the commencement of development a report containing full details and specifications of the technology and measures to meet the reduction targets set out in the energy strategy (July 2014) shall be submitted and approved by the Local Authority. The report shall include details of the energy network including location of pipework, the type and location of renewable energy technology and the maintenance and management arrangements. The development must proceed in accordance with the approved details.

Reason

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

Living Walls and Roofs

The drainage plan suitably shows the drainage attenuation to be installed. I therefore have no further objections subject to the development proceeding in accordance with the plans submitted.

Living walls and roofs have been previously discussed but little or no justification has been put forward for not including them within the designs. Since the original designs a district heating centre has been included within the plans and there is no reason that this structure cannot be 'greened' in some manner. In accordance with comments previously made the following condition needs to be applied to any subsequent approval:

Condition

Prior to the commencement of development a plan showing the incorporation of living walls and a living roof onto the energy centre shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved plan.

Reason

To incorporate methods for urban greening, water attenuation and climate change adaptation in accordance with Policy 5.11 of the London Plan.

Sustainability - Electric Vehicle Charging Points

Condition

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

Reason

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

HIGHWAY ENGINEER

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

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

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

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

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

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

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

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

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

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

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

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the

proposed site access for the Hotel land use;

- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.

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

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

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

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

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

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

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

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

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

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

The latest modelling review undertaken by PB recommends that:

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

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

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

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

Considering that;

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

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

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

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

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

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

(4-5 no.) of the retail car parking spaces should be provided for brown badge holders

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

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

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

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

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

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

Recommendation

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

Additional comments

A summary of pedestrian crossing times has been provided for Hillingdon Circus junction, calculated by a spreadsheet using the existing and proposed signal staging and cycle times. A comparison of base and proposed results is provided for the PM peak. An example calculation has also been provided for one of the longer, if not the longest route that a pedestrian might reasonably take and on this basis the methodology is considered to be robust. Six of ten possible crossing movements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are limited, specific impacts of the junction alterations which, overall, mitigate the traffic impacts of the development.

Transport & Highways Obligations

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

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

(Officer note: The Car Park Management Plan (CPMP), ECVPs, brown badge car parking spaces, details of internal access roads and car parking and details of the car club are covered by conditions).

FLOOD AND DRAINAGE OFFICER

The 'Revised Environmental Statement' produced by GL Hearn dated February 2014 includes section 7.8 Surface Water Drainage and Flooding which is taken by the Council to be their submission of Flood Risk Assessment for these sites.

Desktop studies indicate the site is predominantly clay and infiltration unlikely and the storage capacity is based on those findings and proposes the capacity to control surface water and commits to reducing the run off rates to a Greenfield run off rate of 5l/s/ha. This meets current requirements to utilise redevelopment to reduce flood risk to the surrounding area.

Rainwater harvesting is promised across the site, in residential areas as water butts and in the mixed use area, and grey water used for toilets and this is supported by Hillingdon.

Hillingdon also welcomes the proposed use of permeable paving as it will provide filtration at source. However as residential and other mixed uses are considered a medium hazard in table C1 of the National Suds Standards there should be two treatment stages proposed. The sustainable drainage options, at the more detailed design stage should be explored further to provide the most sustainable option, providing dual purposes of reducing the consumption of water and the need for quality control as well as quantity within the proposed drainage proposals to meet National Standards.

As the Suds Approval Body is not yet required by government it is therefore not in existence at Hillingdon. In areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

Therefore it is appropriate a suitable condition requesting a more detailed strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement.

Recommendation

Conditions

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

2. The scheme shall clearly demonstrate how it follows the strategy set out in Revised Environmental Statement, produced by GL Hearn dated February 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 plans of the surface water design including all suds features and a detailed explanation on how the plan delivers the National Suds Standards from both a quality and quantity perspective.
 - 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. demonstration of the acceptable condition or functioning of any receptors including utilities.
 - d. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - e. 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, 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 Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

These conditions should be considered alongside any landscaping conditions and the final designs for both coordinated for submission to ensure the development of one does not prejudice the other.

ACCESS OFFICER

The site is located on the premises of the Old Master Brewer site, at the junction of Long Lane, Freezeland Way, is adjacent to Hillingdon Underground and railway station, and is North of Hillingdon Town Centre. The site has been vacant since 2007. 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.

The residential component of the scheme seeks to provide 125 dwellings, of which 10% would be designed as wheelchair accessible. Of the 44 car parking spaces, it is understood that three would be allocated for use by disabled people. The lifts are to have internal dimensions of 1900 x 1900mm and landings of 1500 x 1500mm. It is further stated that the accessible bathrooms are to be provided in accordance with Lifetime Home Standards in all the dwellings. The wheelchair accessible dwellings would be located on the ground floor. 10% of wheelchair accessible dwellings are to be located on the ground floor.

Concern is however raised on the limited parking and the impact that this is likely to have on residents who use wheelchairs. The Greater London Authority's published 'Wheelchair Housing' best practice guidance states that "Generally one blue badge parking space will be required for each wheelchair accessible unit, including int hose developments that would otherwise be car-free. Where the proposal is for blue badge parking to be on the public highway, ensure that local parking rules allow for these to be restricted for use of disabled residents only. The parking strategy should include a management plan for the enforcement of designated bays and how fluctuating demand and supply for blue badge bays will be dealt with in the future."

The following access observations are provided:

1. It is unclear how a parking space would be achieved for each of the required 12 wheelchair accessible dwellings.

2. 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 and rear 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.

3. A minimum of one bathroom within every Lifetime Home Standards dwelling should be designed in accordance with the specifications detailed on page 27 of the SPD referred to above. To this end, a minimum of 700 mm to one side of the toilet pan, with 1100 mm provided between the front edge of the toilet pan and any obstruction opposite.

4. All bathrooms should be capable of straightforward conversion into a wet room, and the plan should show the location and specification of floor gully to be installed.

Conclusion: revised plans should be requested as a prerequisite to any planning approval.

In any case, an additional Condition, as set out below, should be attached to any planning permission:

Level access shall be provided to and into all blocks, designed in accordance with technical measurements and tolerances specified by Part M to the Building Regulations 2010 (2004 edition, incorporating 2010/13 amendments), and shall be retained in perpetuity.

REASON: to ensure adequate access for all, in accordance with London Plan policy 3.8, is achieved and maintained, and to ensure an appropriate standard of accessibility in accordance with the Building Regulations.

Internal Consultees (Additional)

TREE AND LANDSCAPE OFFICER

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

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

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance.

The site is covered by Tree Preservation Order No.6. However, this is an old TPO and many of the scheduled trees no longer exist. The land to the east of the site is designated Green Belt, as is the strip of land along the northern boundary and to the north of the A40.

PROPOSAL: The 2014/518 proposal is to create a mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bedroom hotel (Use Class C1), with associated car parking and cycle spaces; together with associated highways alterations and landscape improvements.

The 2014/519 proposal is an Outline Application (with details of appearance reserved) for the erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highway alterations, together with landscape improvements.

(The above descriptions have been amended following the 2012/1544 and 2012/1545 applications.)

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

Environmental Statement

- A Revised Environmental Statement, dated February 2014 has been submitted.
- Key landscape sections include 2.0 Description of the Proposed Development which includes a site wide landscape strategy, 7.1 Townscape and Visual Change, and 7.6 Ecology and Nature Conservation.
- The assessment methodology is described in 7.1.3 and 7.1.4. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets (2.13) out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents.
- At 7.1.60 reference is made to the London-Wide Landscape Character Types, the Natural Landscape Areas and their 'Natural Signatures', Hillingdon's Landscape Character Assessment and Townscape Character Areas.
- The proposed enhancement, mitigation and residual effects in the light of the viewpoint assessments are described from 7.1.291 and include rooftop tree planting (7.1.295).
- Residual Impacts are tabulated in Table TVC6 and 7 (pp.77-91 of 278).
- Section 7.6 of the ES refers to Ecology and Nature Conservation based on the Extended Phase 1 Habitat Survey, prepared in April 2011. The residual impacts (ranging from 'negligible' to 'moderate beneficial') and proposed mitigation measures are summarised in table NCS9, p. 215 of 278.

Planning Statement

- The Planning Statement describes the landscape planning strategy in sections 2.20- 2.27. This includes a reduced (illegible) copy of a drawing No. W105860L02 (fig. 7) Landscape Strategy General Arrangement.
- The statement describes four key elements of the landscape masterplan including; boundary planting, off-site planting, gateway entrance / piazza and internal planting.

Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the hybrid application is described. The commercial and hotel proposals are detailed Phase 1 proposals and the residential element, which wraps around the south and east of the site is part of an Outline Planning application to be implemented as a second phase.
- Section 7.3 describes the Phase 1 (Tesco and hotel) detailed proposal
- The Outline Proposal (Phase 2, housing) is described in section 7.4.
- This 'L'-shaped residential scheme wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt.
- Section 8 describes the landscape concept and objectives for the hybrid scheme. The landscape concept has been developed with the benefit of pre-application discussions with the planning authority and as part of the masterplanning of the site including roads and buildings.

- A masterplan, titled Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).
- There is also a copy of Grontmij's Detailed Proposal: Retained and Removed Trees.
- Finally, the landscape objectives for the residential zone are set out. This includes the provision of off-site planting in the form of a 15 metre wide tree belt on the Green Belt land to the east of the site.

Existing Trees

- A Tree Report dated March 2011, by Broad Oak Tree Consultants has been re-received. The shelf-life of this report has expired as trees are living organisms whose physical condition and amenity could well have changed since 2011. For reasons of both their amenity value and risk management, the trees on site should be re-inspected and the survey findings reviewed.
- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).
- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, previously submitted, has not been re-submitted as part of the current proposal?
- However, the drawing indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.
- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.
- A more detailed (phased) tree strategy was previously shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application. This drawing has not been re-submitted as part of the current application.

Landscape Proposals

- The only landscape plan submitted at this time is Grontmij's drawing No. W105860L01 Rev A
- It is noted that Ash *Fraxinus excelsior* remains (see previous comments) amongst the species on the Woodland Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.
- The previous application included a suite of landscape drawings including; Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works which previously indicated a comprehensive soft landscape proposal to plant over 190No. specimen trees as specified within the previous Environmental Statement (at 7.1.300). These details have not been re-submitted.
- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A previously illustrated On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively. This drawing has not been re-submitted.
- Landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

- The proposed landscape enhancements have been developed and amended in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates

measures to mitigate residual effects of the development on the local townscape character and viewpoints. However, much of the detail previously submitted has not been re-submitted with the current application.

- If the application is recommended for approval, supporting landscape drawings (referred to above) should be provided prior to approval.
- The trees on this site are overdue for a review and the Tree Report and Landscape Plans requires amendment, as necessary.
- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.
- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.
- Due to the nature of the hybrid application, phasing plans should clarify when the various items of the landscape masterplan will implemented. Where feasible, advance planting should be secured.

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

WASTE MANAGER

I would make the following comments on the above application regarding waste management.

1) Flats

a) Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.

b) 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 residents, and if multiple bins are installed for the bins to be rotated in between collections.

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

h) The collectors should not have to cart a 1,100 litre bulk bin more than 10metres from the point of storage to the collection vehicle (BS 5906 standard).

i) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

j) The vehicle carriageway must be able to withstand the load of a 26 tonne refuse collection vehicle and have a swept path sufficient for a 10.5 metre vehicle. The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This outline application, together with the associated full planning application for commercial development proposes a comprehensive mixed-use retail-led development incorporating residential, hotel, community and cafe bar. This brownfield site is located within close proximity to the services and facilities provided by North Hillingdon Local Centre as well as Public Transport Infrastructure.

The principle of comprehensive mixed-use retail-led development incorporating residential use is

established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

The strategic planning context of the site is provided by the NPPF, London Plan (2011) and Local Plan Policy PT1.E5.

Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail.

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

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

Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided.

At a more site-specific level, the context is provided by Saved Policy PR23. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. It is therefore considered that the size and scale of development are determining issues in terms of the scale and function of the existing Local Centre, the openness and visual amenities of the adjoining Green Belt and impact on the local road network. These issues are discussed elsewhere in this report.

The GLA in their Stage 1 report raise concern over the scale of the retail floorspace proposed and its impact on the retail hierarchy. This application relates only to residential development, and the GLA concerns on retail aspects are therefore addressed in the

accompanying application (ref: 4266/APP/2014/518, which includes a hotel and supermarket). The other GLA stage 1 issues are addressed below.

Policy H4 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) also seeks to encourage additional housing in town centres.

The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

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

Because the Spenhill scheme has been submitted as two separate applications, Officers have considered a scenario where the Spenhill residential proposal (the outline planning application) could come forward on its own. However, this is considered unlikely as the applicant's primary business is retail. In addition, a purely residential scheme would be contrary to site specific Local Plan policy PR23 which seeks a comprehensive mixed use development on this town centre site. As such, a solely residential scheme in isolation would not be supported. This issue can be dealt with through an appropriate planning obligation.

London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 125 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan, emerging policy and the Council's objectives for the site. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

DENSITY

The application site has an area of 1.25 hectares. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan

recommends that for a PTAL of 3, a density of 150- 250 hr/ha or between 50-95 u/ha, (assuming 3.1-3.7 hr/u) can be achieved for the application site. For an urban context, Table 3.2 of the London Plan recommends a range of 70-130 u/ha or 200-300 hr/ha.

The proposal seeks to provide 125 residential units with an indicative total of 147 habitable rooms. This equates to a density of 100 u/ha or an indicative 283 hr/ha. This level of development is marginally over the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 and a suburban setting, but well within the guidelines for an urban setting.

The Mayor, in his Stage 1 report for the associated commercial scheme states that the density would be acceptable at reserved matters stage, provided the detailed design is exemplary and the living environment does not exhibit any of the typical indicators of an overdevelopment.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site. It is considered that this residential element of the scheme can be designed at reserved matters stage to meet the relevant policy standards and targets, with Code for Sustainable Homes Level 4 being targeted and provision of at least 10% wheelchair housing.

UNIT MIX

Saved Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The indicative residential unit mix is provided below:

- 1 bed 2 person x 35
- 1 bed 2 person wheelchair x 3
- 2 bed 3 person x 30
- 2 bed 4 person x 44
- 2 bed 4 person wheelchair x 4
- 3 bed 5 person x 8
- 3 bed 5 person wheelchair x 1

The GLA in their Stage 1 report note that the applicant should review the low (7.2%) proportion of three bedroom units, for which a specific need is identified in policy H2 of the emerging Core Strategy and in line with the objective set out in the revised London Housing Strategy.

The outline nature of the scheme is such that the exact mix has yet to be fixed, this would be dealt with at Reserved Matter stage, where it is likely that some 3 bed units may be required as part of any affordable housing offer. This mix of units put forward by the applicant is considered appropriate for this town centre location. It is worth noting that the Council's Housing Officer has not raised objection to the mix of units given local need specific to the area.

The proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of redundant brownfield land whilst respecting the surrounding context and adjacent Green Belt land.

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

The site does not fall within or close to a Conservation Area or Area of Special Character.

ARCHAEOLOGY

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

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

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

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application, but that the archaeological position should be reserved by attaching a condition to any consent granted under this application. The condition would secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

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

In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal and proposed off-site planting. The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area.

With respect of the views from the Green Belt to the immediate north, the scheme has been developed to incorporate additional planting, parallel with the existing hedgerow

along the northern boundary of the site. Fast growing species will be selected with a height at maturity of over 15 metres. The residential scheme has been designed to allow visual permeability from the Green Belt to the east of the site, creating green gaps with amenity areas and with a green buffer/tree planting associated commercial elements.

The off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm). The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green Belt land.

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

In the event of an approval, it is recommended that a legal agreement should secure the implementation and long-term management of the proposed off-site landscaping/woodland planting in the open space/parkland in the Green Belt to the east of the site, all of which should be integral to the scheme to develop the wider Master Brewer site. Subject to the off site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21 and relevant design guidance.

7.07 Impact on the character & appearance of the area

In terms of urban design, site specific policy PR23 requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design. Policy BE13 requires the layout and appearance of development to harmonise with the existing street scene or other important features of the area, while Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity.

The supporting text to Policy BE26 states that the design of buildings and external spaces should increase the visual and functional attractiveness of town centres, in order to attract people and investment; and new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves.

The immediate site context is dominated by roads and railways. It is an area of considerable fragmentation with no coherent urban form. This is contrasted by more extensive areas of open, semi-rural landscape to the east and west of the site. Of particular relevance is the impacts of scale in respect of the existing urban context at Hillingdon Circus and the visual impacts on the adjoining Green Belt. With respect of visual impacts on the Green Belt, this has been addressed elsewhere in this report.

It is acknowledged that the present open and degraded site, together with the vacant

adjoining Hillingdon Circus site to the west are major detractors in Hillingdon Circus's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon, as recognised in the UDP. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

Layout

The GLA Stage 1 report raises concern over layout, noting that the layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm; and to improve its relationship to the existing local centre.

In response it is noted that this refers to the layout (e.g.parking areas)for the commercial elements, not the current application for residential development. Notwithstanding this the layout has been assessed, and relevant consideration is set out in this section (below).

The residential blocks have been sited to ensure that a sufficient gap exists between each building to provide visual permeability from the Green Belt into the site and that an acceptable living environment is created for prospective residents in terms of privacy and overlooking. Distances of between 19.2 and 35 metres are maintained between individual blocks which will be used to make provision towards private amenity space and car parking.

With respect to the views from residential properties on Freezeland Way/Western Avenue, immediately to the south of the site, Blocks C, D and E, have been set back from the road by approximately 30 metres. An avenue of large scale street trees is proposed within an attractive piazza or forecourt to the development. This will assist in providing a 'green' setting of appropriate scale for the buildings.

It is considered that the layout would satisfactorily reflect the established suburban character of the townscape context of the site.

Scale

The proposed residential blocks are 4 storeys with a 5th storey set back. The scale of the buildings have been designed in order to integrate it into the existing street pattern, particularly onto Freezeland Way. This objective has been achieved on blocks C, D and E fronting Freezeland Way, by confining the front element to 4-storeys (12.8 metres), stepping up to 5-storeys (15.8 metres). With regard to blocks A and B, the 4 storey elements are set back between 6 to 8.4 metres from the eastern boundary with the Green Belt with the 5th floor element set back a further 7 metres (approximately).

The wider impact of the building on the town centre and its skyline has been carefully considered by assessing its visual impact from a number of key viewpoints. It is considered that the proposed buildings will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

Appearance

Whilst the outline application only seeks approval in respect of layout, scale, landscaping and means of access, the proposed residential element has been designed to a detailed level to ensure that it can meet the relevant planning policy standards. The accompanying

Design & Access Statement and other supporting reports demonstrate the ability of this part of the scheme to address policy requirements.

The residential element of the scheme is accompanied by illustrative material, as set out within the Design & Access Statement, which identifies the possible appearance of the proposed residential blocks. Notwithstanding the submitted information, appearance is a matter reserved for future determination and so will be subject to a further separate reserved matter application.

Landscaping

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides some screening of the proposed residential use, it is also proposed to provide a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is to be delivered through a Section 106 Agreement.

It is considered that the proposal would respect the scale and character of the surrounding area and for the reasons outlined above, would be in accordance with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) 'Residential Layouts' states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to

overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

Although the residential element of the scheme is in outline form only, details of siting and scale are to be determined at this stage. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The separation distances between Blocks C, D and E, would maintain a separation distance of least 70 metres from existing properties on the south side of Freezland Way. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, it is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

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

The residential element of the scheme is in outline only. With regard to privacy, the position of all windows would be dealt with at reserved matters stage. Notwithstanding, and in order to demonstrate that detailed design matters can be achieved the supporting design & Access Statement identifies that policy in respect of unit mix and size can be met. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. It is considered that the relevant minimum overlooking distances can be achieved, as the proposed building would be sited a sufficient distance away from adjoining properties. In addition, boundary treatment is covered by condition.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Overall, it is considered that the proposed development would provide good living

conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS 'Residential Layouts' and the provisions of the London Plan.

7.09 Living conditions for future occupiers

Amenity Space

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

In order to demonstrate that the proposed residential element can achieve the required open space policy standards, the required level has been calculated based on the proposed indicative mix and designed into the scheme for illustrative purposes. The scheme proposes 2,050 sq.m of private amenity space and 2,310 sq.m communal amenity space. Therefore collectively a total of 4,360 sq.m is proposed which represents an overprovision of 1190 sq.m when compared to relevant policy standards.

It should be noted that the precise provision towards amenity space will be finalised as part of future reserved matters applications and aligned to the final agreed mix.

Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Floor Space

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

It is considered that the information in the submitted plans and documentation, including the planning statement and design and access statement illustrate that lifetime homes and wheel chair standards could be achieved, subject to detailed approval at reserved matters stage, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

Outlook and Light

Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It should be noted that the precise provision fenestration will be finalised as part of future reserved matters applications. However, it has been demonstrated that the design of the development would protect the privacy of

future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

A Transport Assessment and a related technical note have been submitted in support of this application and the associated commercial application for retail and hotel development. The supporting Transport Assessment considers the impact of the proposed redevelopment of the site on the local highway and concludes that along with proposed highways works, sufficient capacity exists to support the proposals. The accompanying Travel and Framework Plans identify the various measures proposed as part of the application to encourage sustainable patterns of movement.

In addition, an Environmental Statement which considers the cumulative impact of the Spenhill and Bride Hall Developments schemes has also been submitted. The Highway Engineer has reviewed the submitted documentation and notes that the differences from the previously refused scheme are a reduction of 14 hotel rooms and the deletion of the 100m² safer neighbourhoods unit. The boundary treatment to the scheme has been enhanced, so that pedestrians can only access the scheme via Freezeland Way. This will encourage pedestrians to use the controlled crossing facilities at Hillingdon Circus as opposed to crossing Long Lane further north. Whilst the transport impacts of the current proposals would be lower compared to the previous proposals, the Highway Engineer considers that the differences between the refused and current schemes are insignificant.

Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use is proposed via the south east corner of the

foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed. Swept paths are required to be provided to demonstrate the proposed layout of Blocks C to E is satisfactory for refuse vehicles and cars.

Off Site highway Improvements

The GLA in their Stage 1 report raise concern that TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. The applicant has undertaken this work, and the results will be provided to the GLA as part of any Stage 2 referral. It is important to note that the scheme on the Hillingdon Circus site has been refused, and no appeal lodged (there is no live application to consider). The Committee will recall that previous schemes were refused on both sites due to concerns over cumulative traffic impacts. Given that there is not a live application to consider at the Hillingdon Circus site, this residential outline scheme does not include an explicit cumulative assessment.

TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increased; further contributions towards the extension of the U10 bus route, countdown and improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards (this can be secured by legal agreement and conditions).

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

Traffic generation

In addition to the Transport Assessment, the applicant has also submitted updated traffic and journey time surveys to validate the earlier assessments that were based on 2008 surveys. The new surveys were undertaken in March 2014 and compare three key factors:

- Traffic flows through the Hillingdon Circus junction
- Traffic flows through the Long Lane/Swakeleys Drive junction
- Journey times on Long Lane.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates used are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

TfL is satisfied that there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety in relation to the Strategic Road Network. Accordingly, TfL raise no objection on highways grounds.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. The Ickenham Residents Association has provided detailed responses to the consultations, and these have been reproduced in the External Consultees section of this report. In summary its objection is that despite the assertions in the many Transport Assessments received to date and the Technical Note dated the 21st May 2014; there will be an increase in traffic flows and overall queuing time due to the proposed development.

The Council previously appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants on the refused applications. The Highway Engineer noted then that there were some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments on the previous and current applications, which take into account representations from local residents groups, TfL, and the Council's external transport consultancy are provided in the Internal Consultee section of this report. The Highway Engineer considered that for the previously refused scheme, in terms of traffic impact on the local highway network, the modelling had demonstrated that the network can be mitigated to accommodate the flows produced by the Spenhill development without any severe impact (for the Master Brewer Development alone). In summary, the applicant's previous assessments provided detailed modelling of the traffic impacts, which demonstrated the development would not have severe transport impacts.

In terms of updated traffic and journey time surveys submitted in support of the current applications, the Highway Engineer notes that when comparing the 2008 and 2014 average journey times between Swakeleys Drive and Granville Road, during the AM peak hour, the journey times have remained consistent. During the PM peak hour, there is an increase of 1 minute 14 seconds, whereas there is a slight decrease in the Saturday peak

hour. The variability of journey times has also reduced in all time periods. When comparing the total junction flows between the estimated 2014 and observed 2014 flows, the differences during peak periods are considered to be insignificant.

Notwithstanding this, the Highway Engineer notes that the 2014 surveys show the flows and turning movements at individual junction arms have changed, indicating that traffic demand and interaction has changed, including individual junction arms and interaction with other arms. This would in turn affect the operation of the road network.

The Highway Engineer therefore recommends that the applicant undertake revised modelling, to ensure the requisite highway improvements, together with signal timings will provide the most optimised solution for all users of the highway. This could be secured by way of a suitable planning obligation within the S106 agreement, in the event of an approval.

Notwithstanding the above observations, in the absence of revised modelling based on 2014 survey data, the Highway Engineer considers that the previous modelling can be relied upon as a high level study to ascertain the level of transport impacts of the development. Consequently, the previous highways comments are still considered to be applicable in this regard, except the enhanced package of mitigation to the highway network. The enhanced highway measures which supplement the previously proposed measures consist of:

1. Enhanced signs, including vehicle actuated signs, to enforce the 30mph speed limit on Freezeland Way in front of the development. This will assist drivers leaving the scheme as they enter Freezeland Way as westbound traffic speeds will be lower
2. Provision of a through vehicle route within the site to connect the two accesses onto Freezeland Way. This will enable residents of Blocks C to E to access from the east without having to travel through Hillingdon Circus. As such the scheme will be required to include measures to stop the non-residential vehicles exiting from the proposed through vehicle route as a rat-run. Details of the measures can be secured by way of a planning condition.

Parking

It is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be secured by condition. The Access Officer raises no objection to the disabled parking provision. However, the residential proposals do not include any electric charging vehicle points (ECVPs). The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. This is secured by condition.

In conclusion, the proposed car parking provision for the residential element of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of

Policy AM14 and AM15 of the Local Plan Part 2.

Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with Council and TfL officers a Travel Plan target programme for modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

Deliveries and Servicing

A swept path analysis of all required delivery and servicing vehicles has been completed. The Highway Engineer is satisfied that, all required vehicles can adequately use the internal site layout.

Public Transport Network

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

Pedestrian and Cycling Networks

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site. The Council's Highways Officer has also reviewed all of the internal layouts and offsite highways works and raises no objections with regard to pedestrian safety.

With regard to pedestrian crossing times at Hillingdon Circus junction, the Highway Engineer notes that six of ten possible crossing movements as a result of the Hillingdon Circus junction improvements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are not considered to be excessive in the context of the overall scheme to mitigate the traffic impacts of the development. The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

Conclusion

In conclusion, the Highway Engineer considers that the network can be mitigated to

accommodate the flows produced by the Spenhill development without any severe impact. In the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not considered to be demonstrably severe for the Spenhill development alone. As such no objections are raised on traffic generation grounds, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i).

7.11 Urban design, access and security

SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

7.12 Disabled access

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

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

The GLA Stage 1 report notes that additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMS) would be comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrians access from the housing, bus stops, tube station to the site.

While many of the matters raised relate to the commercial scheme (4266/APP/2014/518), equity of access and mobility are taken seriously and will be integrated into the residential scheme. The Council's Access officer has made a number of observations which are summarised below:

All residential accommodation should comply with all relevant Lifetime Home standards. In addition, 10% of new housing should be built to Wheelchair Home Standards. At least one accessible parking space should be provided within each zone/lift core and an allocated parking space is required for each Wheelchair Standard Home. The wheelchair accessible flats should be evenly distributed throughout the site, while two Part M compliant passenger lifts should also be provided for each block. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. Finally, the internal floor areas of the wheelchair accessible/adaptable units should be of a sufficient size to allow the successful integration of facilities.

As this is an outline application, no specific details have been submitted in respect of compliance with relevant standards and design guidance. However, the applicant has identified 12 ground floor units in indicative accommodation schedule, which would be Wheelchair Accessible/Adaptable Units. These are shown to be provided in the following

mix: 3 x 1 Bed 2 person, 8 x 2 bed 4 person and 1 x 3 Bed 5 person wheel chair units.

Subject to detailed design that it is considered that lifetime homes standards can be achieved and that the scheme is considered to be in accordance with the London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable.

The GLA in their Stage 1 report note that the financial viability appraisals, to which reference has been made in the affordable housing statement, should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of any independent review commissioned by the Council should be submitted to the GLA before any further referral of this application back to the Mayor.

The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) has been provided by the applicant, which has been reviewed by an appropriately qualified, independent, third party, financial consultant.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant advised that the development would be affected by abnormal costs associated with off site highway and landscaping works, which other developments would not typically have to deal with. By way of example, the cost of off site highways works would be well in excess of £1m.

The FVA has been heavily scrutinised and is accurate. It is not considered that a greater level of affordable housing could be achieved without reducing other obligations (which officers do not feel would be appropriate).

7.14 Trees, landscaping and Ecology

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles as summarised and illustrated below. Full details of the Landscape Strategy are provided within the accompanying Design & Access Statement.

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

The application incorporates a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. In terms of the proposed commercial uses, significant tree planting is proposed within the car park to help avoid a large expanse of hardstanding. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses. The proposed residential blocks will be separated by soft landscaping which will be used to provide private amenity space for residents with tree planting on internal edges to further help separate the commercial and residential components.

Off Site Planting

The application includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November

2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

An Ecological report has been submitted in support of this application. The report documents the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. In addition, updated ecological survey work at the site to inform the current planning applications were carried out, comprising an updated desktop study and extended Phase 1 habitat survey, undertaken in June 2014.

The proposed development would result in a loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings. The applicant has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound. Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently

requires non domestic buildings to achieve a 25% improvement on building regulations. Parts C & D of the policy require proposals to include a detailed energy assessment.

The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

The GLA in their Stage 1 report note that based on the energy assessment submitted at stage 1 a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The GLA state that the applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions.

In response, a Sustainability Statement was initially submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO₂ emissions of the proposed mixed use development. In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, this energy strategy demonstrates that a range of technologies are viable and will be utilised to reduce the regulated CO₂ emissions of the proposed development to 417 tonnes CO₂ per annum from the Part L 2010 compliant regulated base case of 557 tonnes CO₂ per annum. This represents a regulated CO₂ emissions saving of 25% over the Part L 2010 compliant base case.

A revised Energy Statement has subsequently been submitted in support of the application, in view of the new London Plan requirement for a 40% reduction in CO₂ emissions over the Part L 2010 compliant base case. This shows that the scheme falls short of the required emissions reduction target. The revised energy statement now acknowledges the commitment to a carbon offsetting contribution and states the applicable tonnage of shortfall. To that end, a S106 contribution of £100,800 is recommended to be secured for a carbon fund to make up for the shortfall for this development and to make it policy compliant. Subject to this, no objection is made to the scheme by the Council's sustainability Officer.

Whilst achieving significant reduction in CO₂ emissions, the applicants submit that it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach. In response to comments in the Mayor's Stage 1 Report, the applicants have responded as follows:

Be Lean- Energy Efficiency standards

The air permeability and heat loss parameters are now improved significantly. For the food retail store, an air permeability of 3 m³/(h.m²) @ 50 pa has been used in the design calculations. The U-values of the development will be improved on average circa by 15% below the Part L 2010 limiting values, depending on the building use. The development will achieve circa 6% reduction in regulated emissions from passive design and energy efficiency measures alone, estimated over the Part L 2010 compliant baseline emissions of the development.

Be Clean-District Heating

The developer will provide a spatial allowance for heat connection equipment within the energy centre to ensure the system is designed to allow future community heating networks, should this become feasible. Site-wide CHP is proposed. An LTHW network linking the food retail store, residential blocks and hotel is proposed. We have reexamined the case for linking the hotel to the site-wide CHP network. The DHW and space heating demands of the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant) will be supplied by the site-wide CHP heating network.

The revised proposal for the site is to install a circa 185kWe gas fired CHP as the primary heat source for the proposed site-wide district heating network linking the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant). A reduction in regulated CO₂ emissions of 102 tonnes per annum is estimated in approved software analysis through the second part of the energy hierarchy. Based on the calculation methodology recommended by the GLA, CHP would provide circa 19% reduction in regulated emissions estimated over the energy efficient design.

Be Green-Renewable technologies

The applicant has investigated the feasibility of a number of renewable technologies and air source heat pumps are proposed for the retail units. Based on the approved software analysis, a reduction in regulated CO₂ emissions of circa 4 tonnes per annum is estimated through the third element of the energy hierarchy.

Overall Carbon Savings

Based on the approved software analysis, this report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO₂ emissions of the proposed mixed use development at Hillingdon to 417 tonnes CO₂ per annum from the Part L 2010 compliant base case of 557 tonnes, representing a regulated CO₂ emission savings of 25%. Hence the development will satisfy the CO₂ emission reduction requirements of the London Plan 2011.

(As stated above, the CO₂ emission reduction requirements of the London Plan 2011 are now 40% and as such, the development is no longer policy compliant).

In terms of the overall energy strategy, the Sustainability Officer notes that most of the energy use on the superstore is from unregulated sources and as such, the London Plan energy targets have little impact on the superstore. However, the information submitted broadly equates to an appropriate energy strategy. Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. In addition, the information about the renewable energy solution for the development is also broad at this stage. It is considered that there is a need for planning conditions, in the event of an approval, to ensure the final energy solutions are appropriate.

In order to ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met, a condition is therefore recommended, requiring the submission and approval of a detailed energy assessment which consolidates all the information provided with this application and shows clearly the baseline carbon footprint for each element of the proposal. The energy assessment must include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant, set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. In addition the assessment must clearly set out the maintenance arrangements for the CHP and air source heat pumps.

It is also recommended that a monitoring and reporting requirement for the first years of the development be secured. Should targets set out in the energy strategy not be achieved then the Council will seek action through on site improvements or off site contributions. In addition, a maintenance schedule will be required for the district heating network. A condition is also recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with. In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of grey water, is recommended.

Conclusion

It is considered that the scheme falls short of the required emissions reduction target in carbon dioxide emissions below Part L of the Building Regulations, contrary to the current London Plan requirements. A S106 contribution of £100,800 is therefore sought, to be secured for a carbon fund, to make up for the shortfall for this development and to make it policy compliant. Subject to this obligation and conditions outlined above, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application and the associated full commercial application, taking into consideration the principles of the NPPF and other relevant regional and local policies. This has been examined by the Flood officer who raises no objections.

Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme. Above ground attenuation is not considered appropriate within the commercial phase due to the car parking space required. The site is part of a larger application for future residential phases and there may be scope to provide above ground attenuation within those phases.

The FRA states that permeable paving with an area of 5000m² will be required. The Micro Drainage results supplied with the FRA provide a summary of critical results (the worse case storm for each pipe) for the 1:100 year storm event plus 30% climate change, demonstrating that there is no flooding during all storms. If further storage is required an alternative solution of attenuating surface water runoff in the substructure below the permeable paving, storage type crates can be used thus reducing the area of attenuation required.

The results in the FRA demonstrate that for the 1:100 year storm event plus climate change there is no flooding within the site or downstream and the drainage strategy has been modelled correctly.

Sustainable Urban Drainage (SUDS)

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

Since November 2013 the Environment Agency no longer provides comments where surface water flood risk is the only constraint. The Council's Flood and Drainage Officer comments that the drainage strategy would have to demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

The Council's Flood and Drainage Officer also notes that there is some uncertainty about the types of SUDS to be used. The FRA states that it is unknown if infiltration is viable on the site and the calculations in the FRA do not include for this. However, the FRA states that if during construction, areas of land are identified that may be used for infiltration then soakage testing will be carried out and infiltration techniques utilised. It is noted that it would not be appropriate to pepper pot the site at this time with soakage testing when the SFRA states that infiltration will probably not be viable on this site.

The FRA demonstrates a worst case scenario should no infiltration be found. However as stated above, the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out.

Rain water harvesting

The FRA has states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA. Rain water harvesting is secured by condition.

Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons have been provided to justify why green roofs cannot be used on any of the buildings. However, it should be noted that this application is for a site situated within both the height and bird strike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of bird strike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and

this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

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

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 saved UDP Policies seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this outline application and the associated full commercial application comprising retail and hotel uses. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing.

The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, subject to a condition being imposed, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

The noise assessment for the proposed residential development refers to the noise contour maps in showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq, for16hrs.

These high noise levels are mainly caused by road traffic on the A40 road.

The report recommends design targets for internal noise levels in residential blocks A to E. These design criteria are the same as required by the Council's Supplementary Planning Document on noise. The report states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise.

It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. The report states that adequate noise mitigation will be provided for residential block E (closest to the access road) to ensure future residents are not disturbed by noise from night time deliveries. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. EPU consider that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions to ensure that satisfactory levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

AIR QUALITY

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

The Council's Environmental Protection Unit (EPU) notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral.

Although officers consider that the impacts on air quality will be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.

· Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

Subject to the above mentioned conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 3 letters, supporting the proposals were received and are summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

Submissions in Objection

At the time of writing the report, 53 letters or internet representations together with 2 petitions bearing 50 and 60 signatures respectively have been received. The main issues raised are summarised in the 'External Consultee' section of this report. The issues raised are noted and have been addressed in the relevant sections of the report.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted detailed comments to the Council. These were assessed by Officers. The issues raised were taken into account and clarification sought on issues where it was deemed necessary.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

(i). Transport: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:

- o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
- o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
- o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
- o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- o Provision of an informal pedestrian refuge crossing at the western site access;
- o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
- o Traffic signal timings and operations ;
- o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- o Coach stop enhancements on Freeland Way;
- o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
- o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;
- o Contribution to real time information system at bus stops prior to commencement;
- o Construction Logistics Plan (CLP) to include (but not limited to):
 - Construction traffic generation by development phase;
 - Access routes;
 - Contractor parking;
 - Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - Construction staff travel plan;
 - Measures to manage localised priorities.
- o Travel Plan (subject to the Travel Plan officer comments)

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

(iii). Travel Plan.

(iv). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.

(v). None of the market housing will be occupied until 100% of the affordable housing is delivered.

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

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

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

(ix). Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant

(x). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

Contributions towards education, health, libraries and community facilities are now covered by the Hillingdon Community Infrastructure Levy.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance. It is considered that the design, scale and layout of the development will introduce a built form that is appropriate to its town centre context and character of the area and views from the neighbouring Green Belt.

Overall, it is considered that the proposed development would provide acceptable living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. Access, parking and highway safety issues have been satisfactorily addressed.

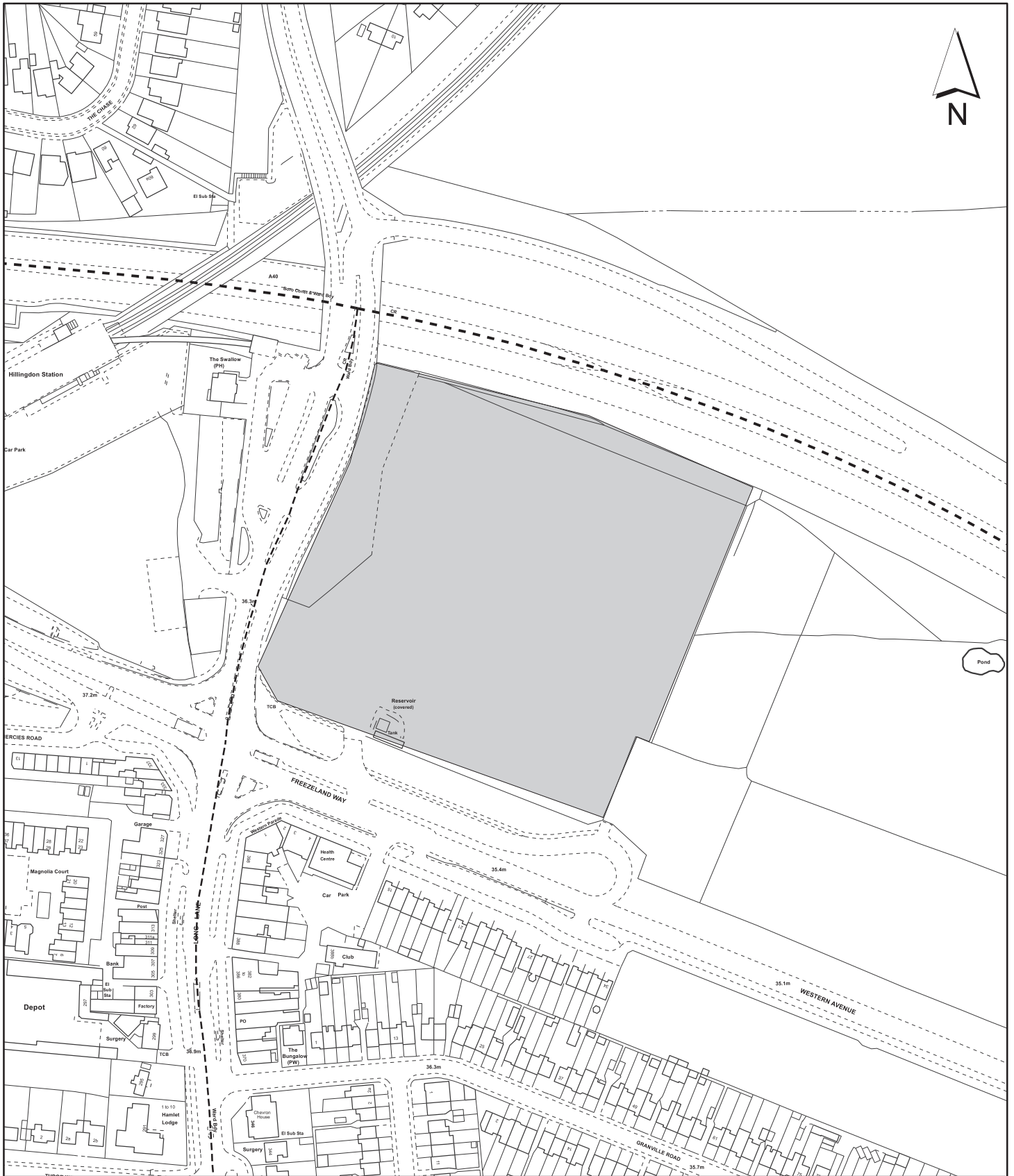
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents


The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Former Master Brewer Site Freezland Way Hillingdon	
Planning Application Ref: 4266/APP/2014/519	Scale 1:2,500
Planning Committee Major	Date August 2014
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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 THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

Development: Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the second phase: Phase 8 - The Veneer Store (multi-storey car park for 526 vehicles, and 65 space surface car park, together with 332sqm of A1/A2/A3/A4/A5/B1/D1/D2 floor space), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site).

LBH Ref Nos: 59872/APP/2014/1928

Drawing Nos: Safetrack Details - TFL
4208-L01A
Column Details LDL-C5
4208-SK101A
4208-SK102A
4208-SK103A
4208-SK104A
4208-SK105A
4208-SK106A
4208-SK107A
4208-SK108A
4208-SK109A
4208-SK110A
0212-P-8200 Rev 03
0212-P-8104 Rev 02
0177-P-8102 Rev 08
0212-P-8100 Rev 07
0212-P-8102 Rev 05
0212-P-8103 Rev 04
0212-P-8105 Rev 03
EAM987-E-1005 P1
Light Details LDL-WPT158/WPT258
Safetrack Technical Specification - MA442/4
Light Distribution Details - 16/04/2014
Landscape Maintenance and Management Plan - Rev 01 (17/07/2014)
Light Details LDL-LD7016
Light Details LDL-AET85
Safetrack Product Datasheet - MA407 Issue 9
Light Details LDL-WLE128
Fire Strategy - 11/04/2014
Specification of Planting and Cultivation Works - 16/04/2014
Design and Access Statement - July 2014
4208-SK100A

Date Plans Received: 04/06/2014 **Date(s) of Amendment(s):** 25/07/2014
Date Application Valid: 04/06/2014 04/06/2014

1. SUMMARY

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the second application within the site, Phase 8: The Veneer Store, which includes a multi-storey car park for 526 vehicles, and a 65 space surface car park, together with 332sqm of A1/A2/B1 floor space.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located towards the west end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, and houses the former marketing building.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The overall development will provide a significant number of car parking spaces in accordance with the outline consent, therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4208-L01A; 4208-SK100A; 4208-SK101A; 4208-SK102A; 4208-SK103A; 4208-SK104A; 4208-SK105A; 4208-SK106A; 4208-SK107A; 4208-SK108A; 4208-SK109A; 4208-SK110A; 0212-P-8200 Rev 03; 0212-P-8104 Rev 02; 0177-P-8102 Rev 08; 0212-P-8100 Rev 07; 0212-P-8102 Rev 05; 0212-P-8103 Rev 04; 0212-P-8105 Rev 03; EAM987-E-1005 P1, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the details contained within the following specified supporting plans and documents:

Design and Access Statement - July 2014

Landscape Maintenance and Management Plan - Rev 01 (17/07/2014)

Specification of Planting and Cultivation Works - 16/04/2014

Safetrack Details - TFL

Safetrack Technical Specification - MA442/4

Safetrack Product Datasheet - MA407 Issue 9

Light Distribution Details - 16/04/2014

Column Details LDL-C5

Light Details LDL-WPT158/WPT258
Light Details LDL-LD7016
Light Details LDL-AET85
Light Details LDL-WLE128
Fire Strategy - 11/04/2014

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

3 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the commercial floorspace in the building hereby approved shall be used only for purposes within Use Classes A1, A2 or B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

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).

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
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport

	infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 160 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

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

The Reserved Matters application site is located towards the west end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, and houses the former marketing building.

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

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a

Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007) and a Strategic Industrial Location (SIL) as designated within the London Plan.

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

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

Many of the existing building buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the second application within the site, Phase 8: The Veneer Store, which includes a multi-storey car park for 526 vehicles, and a 65 space surface car park, together with 332sqm of A1/A2/B1 floor space.

The Veneer Store would be a five-storey building containing 526 parking spaces. At ground floor level would be three small commercial units, one of 186.8sqm, one of 89.1sqm, and one of 78.1sqm. These units have no defined user at present, and will be completed to shell and core. Also at ground floor level would be the car park office and plant room.

The building has been designed to be unique in appearance. It has been designed in accordance with the identified parameters that were approved as part of the outline permission. The building is proposed to be clad in a mixture of coloured steel 'fins', with coloured masonry providing horizontal banding, together with rainscreen cladding to the commercial units. Landscaping is proposed at ground floor level, with circular hard landscaping features to emphasise the site's history. A landscaped area is proposed as part of this phase to the northwest corner of the site to provide amenity space and children's play space.

3.3 Relevant Planning History

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

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

Decision: 19-04-2013 Approved

59872/APP/2013/3775 The Old Vinyl Factory Site Blyth Road Hayes

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

Decision: 18-03-2014 Approved

Comment on Relevant Planning History

The relevant history is listed above.

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

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

This reserved matters application is therefore submitted as Phase 8 of the revised application, but brought forward as allowed as per ref. 59872/APP/2013/3775.

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.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (2012) Leisure and Recreation
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)

PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

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
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture

- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 7.9 (2011) Heritage-led regeneration
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.1 (2011) Implementation
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **10th July 2014**
- 5.2** Site Notice Expiry Date:- Not applicable

16th July 2014

6. Consultations

External Consultees

Consultation letters were sent to 28 local owner/occupiers on 17/06/2014. The application was also advertised by way of site and press notices. One response was received asking questions relating to the application. These queries were answered, and no follow-up response has been received.

HEATHROW:

We have assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development, subject to the inclusion of an informative regarding cranes.

NATS:

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

Internal Consultees

CONSERVATION AND URBAN DESIGN:

This application has been subject to pre-application discussions with the Conservation and Design Team. There are no objections to the design or materials of the proposed car park structure, and the introduction of commercial units at ground floor is welcomed. The proposed hard landscaping is simple, utilising appropriate low key modern materials. There is a question over the durability of the proposed thermoplastic circles laid onto the paving adjacent to the new structure, and these may be better undertaken in a coloured block or self coloured material, rather than applied to the surface of the pavement. The latter would it is felt also be more in keeping with the quality of the wider landscaping scheme for the site. Overall, however, there are no objections in principle to the proposals.

HIGHWAYS:

Having reviewed the revised drawings, there is no objection to the proposal. However the details will be reviewed as part of the design of the vehicular access.

TREE AND LANDSCAPE OFFICER:

Further to the previous comments, and a meeting with the design team, revised landscape information has been submitted. The amended proposals reflect the outcome of discussion between the design team and planning specialists. No objection.

ENVIRONMENTAL PROTECTION UNIT:

No objections. The proposed condition restricting the commercial uses will address the need for a flue to be incorporated into the building.

ACCESS OFFICER:

Having reviewed all plans and related documents, the details are satisfactory to allow the Discharge of Conditions 2 and 3 from an accessibility standpoint.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

The erection of a car park building with commercial units at ground floor was approved within this area of the site as part of the outline consent for the redevelopment of the site. Approved as part of the outline consent was a parameter plan, which included the parameters within which the buildings should be located. The proposed building is in accordance with the parameter plan in terms of height and footprint.

As such, the use of the building would be in accordance with the approved parameter plan and no objection is raised in this regard.

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

7.04 Airport safeguarding

The proposed development is within the height parameters approved at outline stage. BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of

which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to pre-application discussion with the Council's Conservation and Design Team. The large circular ramp structure depicted within the Outline submission documents is to be omitted in favour of a more efficient internal ramp and sloping/ramped car park decks. The curved west elevation will be retained to preserve the aspirational appearance and form of the building established within the outline proposals, but will not be used as a ramp. The radius/curved elevation to the west facade will be retained as a key urban motif, that serves to soften the impact of the building to pedestrians and vehicles approaching from the Dawley Road roundabout approach. The height and footprint of the building are in accordance with the outline planning permission.

To soften the appearance of the car park and add activity it is proposed to introduce projecting metal and curtain wall glazing units which will form the frontage for the commercial units illustrated within the outline approval.

The principal facade treatment and key design feature to the car park structure will consist of a combination of double height and single height extruded metal fin louvres fixed to a precast fascia profile. The pre-cast edge profile will serve to trim, fix and frame the metal fin louvres. The metal fin louvres are arranged to suit the structural grid of the building in a sequential number pattern giving a randomised effect. The louvres will also be coloured in varying lively and natural colours that serve to blend with the public realm proposals and create energetic and lively elevations. The facade treatments will serve to screen the principal car park structure; the double height fins will cover two storeys/ decks and there will be single height louvres to the ground floor. This is in line with the aspirations of the approved outline scheme in terms of creating a coherent screening to the car park structure. The full-height, louvre facade treatment, will allow ventilation and light ingress but reduce the visual impact of the vehicles.

This proposed building forms part of the masterplan for the regeneration of this particular site and to make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

Phase 8 is located to the west of the site, opposite commercial/industrial properties, and adjacent to residential properties to the west. The building would be located over 35 metres from the rear of the nearest property, so there is unlikely to be any impacts generated from this development that would affect neighbouring properties. In addition, the scale and location of the building was approved at outline stage, and the proposed building corresponds with the information provided at that stage.

The proposed building and surrounds would be used for car parking. The area the proposal is located in is currently used for car parking, so there would be no change to the nature of the use adjacent to the residential properties. No additional or different issues have been identified as part of the consideration of this reserved matters application for Phase 8. Light spill would be controlled within the building, and noise would not be any greater than existing. As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

The proposal is for a car parking building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Part of the consideration of the outline application included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences posed in the current application, there are no further issues raised by this scheme.

The reserved matters application for landscaping and appearance for this phase accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal.

Parking provision is to be staggered across the delivery of the site, as a large majority of the car parking for the site is to be provided in this and the multi-storey car park being delivered at a later phase of the scheme. Following the construction of the following phases, the car parking on the site will be at the level agreed as part of the outline permission.

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 a DDA compliant lift to access the upper floors of the building. Level access is provided from the building to the external areas and to the car park. 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

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application.

The landscaping proposals include the provision of areas of hard and soft landscaping around the building, including along the boundary of the site, and the planting of new trees along the site frontage. The proposal also includes the permanent landscaping of the amenity space and play area to the corner of the site. The Council's Tree and Landscape Officer has stated that revised landscape information has been discussed and submitted. The amended proposals reflect the outcome of discussion between the design team and planning specialists.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The sustainable waste features of the proposed development were considered as part of the outline application. The application was supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

The proposed development would create a refuse storage point within the building for the storage of waste and recycling. The servicing of the site would be carried out from a lay-by area adjacent to the proposed Veneer Building.

7.16 Renewable energy / Sustainability

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

7.17 Flooding or Drainage Issues

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

7.18 Noise or Air Quality Issues

Noise and air quality aspects were considered as part of the outline application. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

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

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

There are no other issues.

8. Observations of the Borough Solicitor

GENERAL

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

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

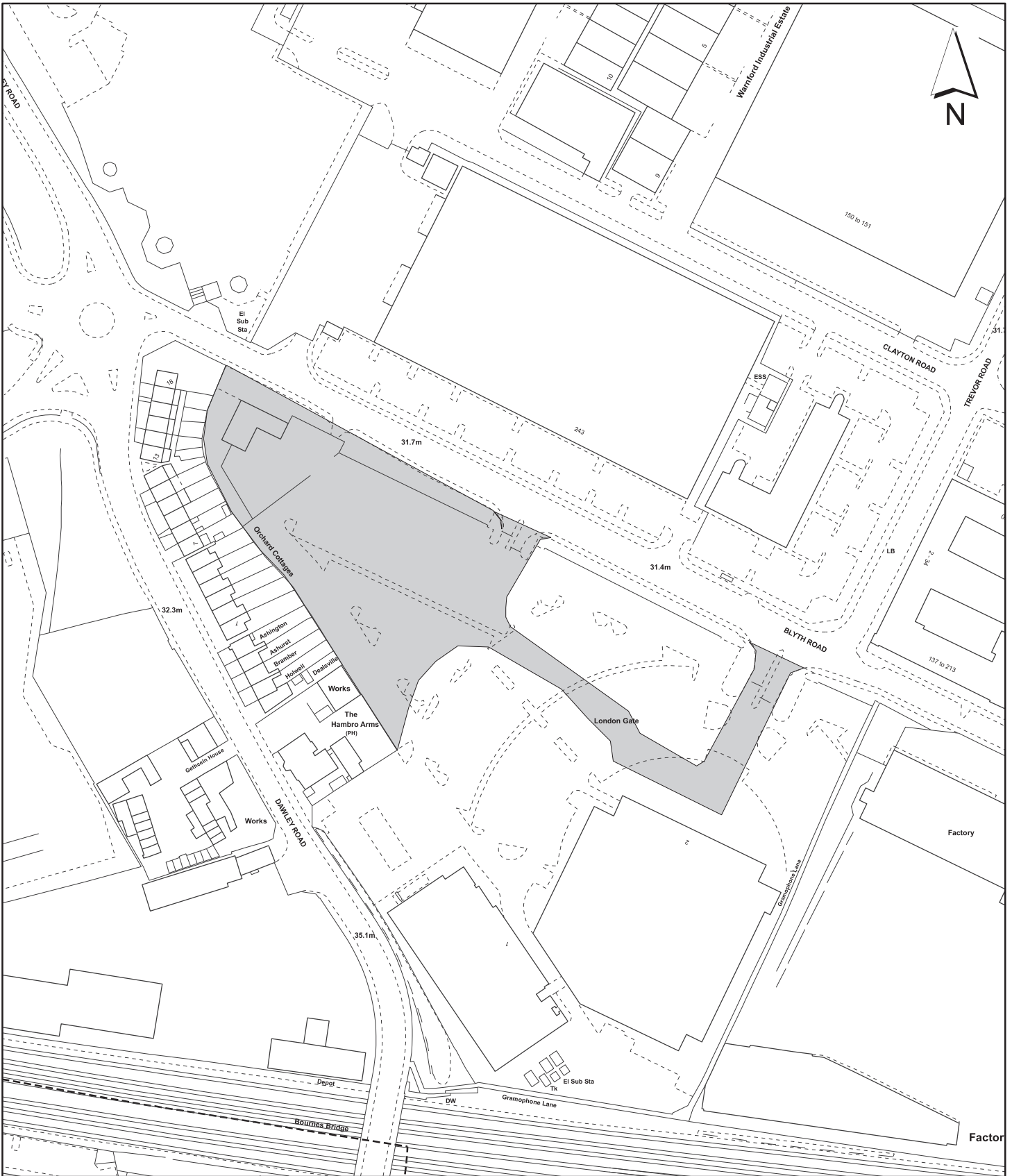
The overall development will provide a significant number of car parking spaces in accordance with the outline consent, therefore, the application is recommended for approval.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
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 align="center">The Old Vinyl Factory Site Blyth Road Hayes</p> <p>Planning Application Ref: 59872/APP/2014/1928</p> <p>Planning Committee Major Page 226</p>	<p align="center">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 align="center">  HILLINGDON LONDON </p>
	<p>Scale 1:1,800</p>	
		<p>Date August 2014</p>

Report of the Head of Planning, Sport and Green Spaces

Address HAYES SWIMMING POOL BOTWELL LANE HAYES

Development: Construction of an A1 discount food store with associated car parking and landscaping.

LBH Ref Nos: 1942/APP/2013/3565

Drawing Nos: HIGHWAY RESPONSE REF:LF/13-0409 TN2
Energy and Sustainability Addendum
3176 102B amended location plan
3176 111 rev.A
13624/T/01-02
13624/T/02-02
ARBORICULTURAL IMPACT ASSESSMENT REV.C
TREE CONSTRAINTS PLAN REV. A
TREE PROTECTION PLAN
LIGHTING PROPOSAL REV. E
ARBORICULTURAL IMPACT ASSESSMENT REPORT
REF:LUK/BLH/AIA/01b
ARBORICULTURAL METHOD STATEMENT REF: LUK/BLH/AMS/01a
FLOOD RISK ASSESSMENT
SUSTAINABILITY/ENERGY STATEMENT
STATEMENT OF COMMUNITY INVOLVEMENT
PLANNING STATEMENT
TRANSPORT ASSESSMENT
GROUND INVESTIGATION REPORT
AIR QUALITY ASSESSMENT
FOUL DRAINAGE STATEMENT
LANDSCAPE MANAGEMENT PLAN
DESIGN AND ACCESS STATEMENT
TRANSPORT ASSESSMENT Technical Note
Lidl18911 11E.
3176 109F
3176 108K
3176 110D
Additional Transport Statement
Highway Risk Assessment:
ARBORICULTURAL METHOD STATEMENT (REVISED)
ARBORICULTURAL IMPACT ASSESSMENT REPORT (REVISED)
LiDL Hayes Carpark Lighting Proposal 23-07-2014

Date Plans Received:	02/12/2013	Date(s) of Amendment(s):	23/07/2014
Date Application Valid:	17/12/2013		25/07/2014
			06/03/2014
			25/03/2014
			08/04/2014
			21/03/2014
			24/07/2014
			03/12/2013

1. SUMMARY

Planning permission is sought for a new foodstore with a gross external floorspace of 2,085 sq m to be occupied by Lidl, on part of the former Hayes Pool site.

72 local residents, businesses and local amenity groups were consulted. 2 letters of support have been received. Objections have been received from Hayes Chamber of Commerce, Hayes Conservation Area Advisory Panel and the local MP, primarily on the grounds of design, increased traffic generation and traffic congestion.

In terms of retail impact, the proposal is of scale that is considered appropriate to the centre and will not have an unacceptable impact on the other centres in the catchment area, meeting the relevant tests set out within the NPPF. As such, the development will not result in any impacts that would be significantly adverse in retail terms, in accordance with relevant policies in the London Plan (July 2011). There is therefore no land use policy objection to the principle of a retail development of this town centre location.

Whilst the design approach is generally low key, the layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within and surrounding the site, to mitigate the impact of the development.

The Council's Highways Officer is satisfied that the development would not have any adverse impacts on the free flow of the highway network, whilst car parking for the proposed store meets the relevant standards. Furthermore, the Council's Highway engineer raises no concerns regarding the access arrangements.

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

The development makes adequate provision by way of planning obligations to mitigate its impacts, including contributions to air quality monitoring and town centre improvements.

Accordingly, the application is recommended for approval, subject to a S106/Highway Agreement and conditions.

2. RECOMMENDATION

1. The Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:

(i). Transport: All on site and off site highways works as a result of this proposal including the use of the highway verge for landscaping (and its future management and maintenance of landscaping) subject to a licence pursuant to S142 of the Highways Act 1980.

(ii). Travel Plan and a Delivery and Servicing plan.

(iii). Air Quality: a financial contribution in the sum of £12,500.

(iv) Town Centre Improvements: £25,000

(v) The applicants pay a sum to the Council equivalent to 5% of the value of contributions for compliance, administration and monitoring, project management and overseeing implementation of elements of the completed planning (and/or highways) agreement(s).

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

3. If the above Section 106 agreement has not been finalised by 10th September 2014, then delegated authority 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 on site and off site highways works, air quality monitoring, town centre improvements and construction training facilities). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

4. 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.

5. That if the application is approved, the conditions set out below be attached:

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 OM1 Development in accordance with Approved Plans

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

3176 102B amended location plan

3176 111 rev.A

13624/T/01-02

13624/T/02-02

3176/108 REV. J

3176/109 REV. F

LIDL1811-11E (Landscape)

3176/110 REV. C

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following mitigation measures and recommendations have been completed/put in place in accordance with the Air Quality Assessment

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

REASON

To ensure that the development complies with the objectives of Policies in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

5 COM6 Levels

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

REASON

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

6 COM14 No additional internal floorspace

Notwithstanding S55(2) of the Town and Country Planning Act 1990, or Article 3 of the Town and Country Planning (use classes) order 1987, no more than 20% of the retail floor space contained within the main retail food store unit hereby approved shall be used for the display or sale of comparison goods. Furthermore, the total gross internal floor space of the retail food store shall not exceed 2,085.0 sq.m. Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floor space shall be created in excess of that area expressly authorised by this permission.

REASON

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

COM8

No site clearance or ~~Trees Protection~~ Tree Protection work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

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

8 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.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including demonstration that 3 of the parking spaces are served by electrical charging points and the provision of 6 disabled parking bays)
 - 2.d Hard Surfacing Materials
3. Living Walls and Roofs
 - 3.a 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)

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.

REASON

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

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

11 COM16 Scheme for site noise control

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

REASON

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

12 COM22 Operating Hours

The premises shall not be used for the sale of goods except between:-
[0800 and 2300], Mondays - Fridays
[0800 to 2300] Saturdays
[1000 to 1800] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties and in order to safeguard the satisfactory redevelopment of the adjoining site, which has development potential, in accordance with Policies OE3 and BE14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

14 NONSC Energy

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) to 2010 Building Regulations Part L standards. This should also include the Part L calculations for the baseline.
- 2) the methods to improve the energy efficiency of the development, how this impacts on the baseline emissions and where these measures will be included within the development. Each measure shall be clearly related back to the baseline energy and emissions data.
- 3) full details, specification and location of renewable energy to ensure that the 40% target can be achieved in combination with the energy efficiency measures.
- 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.

15 COM28 Visibility Splays - Pedestrian

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

REASON

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

16 COM29 No floodlighting

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

Authority other than for routine maintenance which does not change its details.

REASON

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

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

18 OM7 Refuse and Open-Air Storage

Refuse shall be stored internally within the Delivery Store, unless agreed in writing by the Local Planning Authority.

REASON

To ensure that visual amenities are not prejudiced, in accordance with policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Trolley Trap

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

REASON

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

20 NONSC Non Standard Condition

No display, placing or storage of goods, materials, plant or equipment shall take place other than within the buildings other than within the areas shown on the approved plans.

REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 NONSC Non Standard Condition

No part of the development hereby permitted shall be commenced until details of 8 covered and secure cycle storage spaces, for users of and visitors to the development, and a shower facility for staff have been submitted to and approved in writing by the

Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, including the collection of refuse outside the hours of 08.00 to 18.00 Monday to Friday, and between the hours of 08.00 and 13.00 on Saturdays, and not at all on Sundays or Bank or Public 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).

INFORMATIVES

1

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

2

2. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

3

111

The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

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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.

5

114C

Compliance with Building Regulations Access to and use of

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

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

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

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

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

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

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best

Practice Guidance' The Control of dust and emissions from construction and demolition.

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

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

7 116 Directional Signage

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

8 118 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).

9 119 Sewerage Connections, Water Pollution etc.

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

10 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.

11 124 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

12 125 Consent for the Display of Adverts and Illuminated Signs

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

13 I25A **The Party Wall etc. Act 1996**

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

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

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

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

14 I34 **Building Regulations 'Access to and use of buildings'**

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

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- 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.

15 143 **Keeping Highways and Pavements free from mud etc**

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

16 147 **Damage to Verge**

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

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

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

17 152 **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).

18 153 **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.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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
R8	Loss of facilities which support arts, cultural and entertainment activities
S1	New retail development within the shopping hierarchy
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
POBS	Planning Obligations Supplementary Planning Document, July 2008
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 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	

19 158 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

20 16 Property Rights/Rights of Light

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

21 19 Community Safety - Designing Out Crime

Before the submission of details required by condition 19, you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

22

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £72,975.00 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 1 hectare irregularly shaped plot, located on the north corner of Central Avenue and Botwell Lane, Hayes. It formally accommodated the relatively large scale, 1960s style, Swimming Pool building, located centrally within the site, together with associated car parking to the north. The site has been cleared following the demolition of the old Hayes Swimming Pool. The site is level and its Botwell Lane frontage is characterised by mature trees of various species and low level shrubs. Central Avenue has a double row of London Planes at more regular spacing.

The site is bounded to the west by Botwell Lane and Church Road, beyond which are residential properties; to the south by Botwell Lane, beyond which is the Immaculate Heart of Mary Church, Botwell House and associated car parking and landscaping; to the east by Central Avenue, beyond which is Botwell Green, which has recently been redeveloped to provide a new community leisure centre, incorporating a new swimming pool, sports hall, sports pitches and one stop shop. To the north the site is bounded by residential properties fronting Holmbury Gardens, and a pay and display car park, which is associated with the new leisure centre complex. 20 car parking spaces at the north east of the site would be retained for public use.

The site falls with Hayes Town Centre as defined by the Hillingdon LocalPlan Proposals Map, but lies outside the primary and secondary shopping areas. It also falls within the Hayes/West Drayton Corridor. Botwell House to the south is a Grade II Listed Building, and the Hayes Village Conservation Area lies just over 100m to the north east.

The balance of the old swimming pool site is likely to be developed independently at a later date.

3.2 Proposed Scheme

The application proposes a new foodstore with a gross external floorspace (GIA) of 2,085

sq m, to be occupied by Lidl. The sales area of the store will extend to 1,407 sq m., of which 80% will be used for the sale of convenience goods and 20% for the sale of comparison goods.

The proposed store will be positioned in the north-west corner of the site, with customer parking to south and east. The building will be set back between 18 and 24 metres off the Botwell Lane boundary and between 14 and 21 metres off the Central Avenue boundary. Vehicular access to the store will be provided via Central Avenue. Two pedestrian walkways are provided within the site, allowing direct access to and from the store to Botwell Lane and Central Avenue. The service yard will be located adjacent to the northern elevation.

62 car parking spaces are proposed, six of which will be allocated as disabled spaces and three as child and parent spaces.

The proposed store would feature a monopitched roof, with a maximum height of 16 metres, sloping down to 10 metres at the rear. The external walls will be rendered in white panels between grey piers up to shopfront glazing head height. At low level, there will be a splash-proof grey plinth upstand. Cladding above the shopfront glazing head line will be in rainscreen tray panel cladding system, in UV resistant silver metallic finish. The entrance and trolley bay area, fascias and soffits generally, will be formed in Alucobond system. The store entrance and exit will be formed with automatic opening glazed doors finished in blue powder coated aluminium. The south elevation will feature full height shopfront glazing in blue powder coated aluminium.

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

- Planning Statement

This statement sets out the background to the proposal, identifies the planning policy context and provides an analysis of the scheme. This report explores in detail the capacity for a new deep discount foodstore on the application site and the qualitative benefits of the proposed development.

- Transport Assessment/Travel Plan

This report assesses the transport implications of the proposed development. It concludes that the site is accessible by a choice of means of transport and that the development would reduce the number and length of car journeys. In addition, it notes that the site enables access for delivery vehicles via the primary road network, therefore avoiding sensitive streets. In order to encourage sustainable modes of a Travel Plan aimed at employees and customers of the proposed store is proposed. Additional traffic surveys and modelling has been undertaken by the applicant looking at the impact of the proposal on near by junctions and additional information relating to the site access provided.

- Energy/Sustainability Statement

This statement considers how the proposed development can reduce its energy demand and associated CO2 emissions and proposes renewable energy measures

- Design and Access Statement

This statement sets out the design philosophy of the scheme taking into consideration

access, sustainability and energy implications.

- Foul Drainage Statement and Flood Risk Assessment

This report provides a flood risk assessment of the proposal. It finds that the site is within Flood Risk Zone 1 as identified by the Environment Agency indicative Flood Zone Maps as being land least likely at risk of flooding.

- Landscape Management and Maintenance Plan

- Tree Survey/Arboricultural Assessment

This report provides an arboricultural impact assessment of the proposal reviewing any conflicts between the scheme and material tree constraints identified in the survey accompanying the assessment. It concludes that the trees to be retained are generally in good health and capable of withstanding root disturbance or crown reduction whilst the development takes place. It considers that those trees recommended for felling are of little significance and concludes that their loss will not affect the character of the area. It is considered that any losses can be mitigated by the replacement trees and landscaping associated with the proposed development.

- Statement of Community Involvement

This statement summarises the feedback received from the local community and details Lidl's response to the issues raised. 91% of comments were in favour the proposal, indicating public support for the proposed new store.

- Noise Assessment

This report assesses the noise issues in relation to condenser plant noise, delivery noise and car park noise associated with the proposed development. It concludes that the impact of noise levels will not be significant when compared to the existing noise climate.

- Air Quality Assessment

This report considers the air quality impacts of the proposed development during the construction phase and once the development is fully operational. It concludes that there are no significant air quality constraints to the proposed development and that it does not conflict with the Council's Air Quality Action Plan nor any of the relevant strategies and policies set out in the national, regional and London Council's Air Quality Planning Guidance.

- Ground Investigation Report

This report describes a geo-environmental ground investigation of the site and provides design recommendations to be incorporated into the scheme.

3.3 Relevant Planning History

1942/APP/2010/31

Hayes Swimming Pool Botwell Lane Hayes

Redevelopment of site to provide 72 residential units with associated access, amenity space, landscaping and car parking, including demolition of existing swimming pool (Outline application with details of access, layout and scale only)

Decision: 02-11-2010 Approved

Comment on Relevant Planning History

Previous historic applications at the site relate to its use as a swimming pool and are considered to have no relevance to the current proposal. The following planning history is considered relevant:

1942/APP/2010/31 - Redevelopment of the existing Hayes Swimming Pool site to provide a part two, part three and part four-storey residential building comprising a total of 72 units, with associated access, car parking and landscaping, including the demolition of the existing pool. Details of access, layout and scale have been provided at this stage with details of appearance and landscaping reserved for future consideration. Approved December 2012.

In addition, the development of a leisure centre complex at Botwell Green, on the opposite side of Central Avenue is relevant and applications relating to that scheme are summarised below:

20817/APP/2006/3393 - Redevelopment of site to create a community leisure centre incorporating a new 25m swimming pool, sports hall, fitness and exercise areas, creche, cafe/bar, and associated ancillary areas, library and one stop facility, with associated parking and landscaping - Approved 09/03/07

20817/APP/2007/2019 - Amendments to planning permission ref: 20817/APP/2006/3393 (erection of a community leisure centre) to relocate multi-use games area pitches and alter car parking layout - Approved 25/09/07

20817/APP/2007/3080 - Construction of an all-weather surface training pitch including details of floodlighting, fencing enclosure and additional acoustic fencing - Approved 23/01/08

20817/APP/2008/2693 - Amendments to planning permission ref: 20817/APP/2006/3393 (erection of a community leisure centre) to provide a new gymnastics hall, retail units and glazed atrium as well as alterations to car parking layout - Approved 12/12/08.

4. Planning Policies and Standards

Town Centres

The NPPF re-confirms the previous PPS4 principle that town centres come first. It reiterates that local authorities should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period, which should include recognising town centres as the heart of their communities and pursue policies to support their viability and vitality. It should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres (paragraph 23).

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.H1	(2012) Housing Growth

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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
R8	Loss of facilities which support arts, cultural and entertainment activities
S1	New retail development within the shopping hierarchy
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
POBS	Planning Obligations Supplementary Planning Document, July 2008
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 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. Consultation letters were sent to 72 local owner/occupiers, the Hayes Chamber of Commerce, the Hayes Town Partnership, the Hayes Town Centre Residents' Association and the Townfield Residents' Association.

2 letters, supporting the proposals were received and are summarised below:

1. This proposal will be beneficial to local residents as well as removing a real eyesore from the landscape. The land between the hoardings and the hedges is very unsightly and has been used for very anti-social behaviour, e.g. as a toilet.

2. With all the new housing estates that are springing up in the Hayes area I believe this retail store is needed. Iceland is the only other comparable store in Hayes Town so another similar store is needed to cope with the amount of trade.

3. This proposal will be beneficial to local residents as well as removing a real eyesore from the landscape. The land between the hoardings and the hedges is very unsightly and has been used for very anti-social behaviour, e.g. as a toilet.

ENGLISH HERITAGE (GLASS)

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although the site lies close to medieval Botwell it is previously developed and not identified as an Archaeological Priority Area.

No further assessment or conditions are therefore necessary. Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

HAYES CHAMBER OF COMMERCE

Traffic is already overloaded in this area at peak times and with the new school, this will be even worse as this store will only add to traffic in the area.

The mix of heavy traffic and extra children will put off people coming to Hayes Town and will not help with promoting and regenerating the town.

There are already sufficient supermarkets in the area. The town has too much competition and this development could easily tip some of the smaller stores over the edge.

Parking along Central Avenue is a serious issue with cars parking on the pavements because of lack of spaces in the Swimming Pool car park.

We therefore object to this application.

HAYES CONSERVATION AREA ADVISORY PANEL

This site lies at one of the gateways to Hayes town centre and we believe it should be used in a way that makes a positive contribution to the town centre improvements that are currently being planned. The present proposals do not make good use of the opportunity presented by this pleasant and prominent site and are therefore inappropriate; we hope that planning permission will not be granted.

Our additional reservations about the proposal that has been submitted are as follows:

- 1) There are no current proposals for the north-western part of the site, and the size and shape of the area that is left diminishes the potential for an appropriate future use; it is foolish not to consider the site as a whole, as was done in the previous application (1942/APP/2010/31).
- 2) The north-west elevation of the proposed building is utilitarian, actively ugly and, were it built, would have a negative impact on the street scene in Botwell Lane.
- 3) The south-west elevation is unsympathetic to its position and is out of scale with the other buildings nearby, while the south-east elevation is another ugly blank facade which will detract from the adjacent Central Avenue Area of Special Local Character.
- 4) The added traffic that this proposed development would generate would add to the existing congestion around the junction of Central Avenue with Botwell Lane. Those travelling to both the primary school and the leisure centre would be adversely affected.

JOHN MCDONELL MP

This site is one of the most important sites in the area. It stands at the entrance to Hayes Town

centre. The proposed building is grotesquely ugly. It is nothing more than a large shed. It will stand opposite a beautiful church and a modern design leisure centre. The statement that it will make to anyone entering Hayes Town centre is that nobody cares for the aesthetics of our town. In addition this development will greatly increase the level of traffic in this locality, thus vastly increasing congestion, air pollution and risk of accidents to the children of the nearby school. The area is already heavily congested, suffers from high levels of air pollution and has a large number of children coming to and from the local school and leisure centre, who may be put at risk from this significant increase in traffic movements.

Internal Consultees

HIGHWAY ENGINEER

Traffic Generation & Impact: The estimated vehicle trip generation is still based on discount foodstores and Lidl's specific examples. Unless the planning consent is restricted to Lidl or discount foodstore, the assessment should be based on a generic A1 food retail use. Different retailers have small, medium and large stores, and to avoid making the trip generation estimates overly complicated, a simple methodology would have been to estimate trip rates per 100 sqm from a mixture of A1 retail foodstores located in comparable locations, except for Tesco express type stores, and apply the trip rates to the proposed store to estimate trips for the generic A1 food retail use.

The re-opening of Station Road as a through route is an integral part for the Hayes Town Centre project and should not be ignored. The applicant was invited to seek further information on committed developments and the re-opening of Station Road in order to consider the proposed development in a cohesive manner, but unfortunately no one has come forward to discuss this. The applicant's transport consultants are of the view (as per their submission dated 25th March 2014) that the public consultation occurred post submission of the planning application and would not therefore form part of the assessment conditions. It should be noted that when undertaking an assessment of the future year scenarios, the re-opening of Station Road is a vital change and therefore cannot be ignored.

Geometric diagrams and validation information for the traffic models have still not been supplied. This information is required to evaluate the accuracy and reliability of the theoretical capacity shown on the modelling outputs.

Notwithstanding the issues above, in light of the NPPF, the proposed foodstore is not considered to result in a significant traffic impact on the surrounding highway network. Although the applicant has failed to provide a robust assessment, I do not wish to object on the grounds of traffic impact of the development.

Parking: A total of 62 car parking spaces are proposed, including 3 parent & child spaces and 6 shared blue/brown badge holder spaces. These 6 shared spaces should instead be provided as 3 for blue badge holders and 3 for brown badge holders.

Based on the London Plan standards, the range of maximum car parking is between 72 and 108 spaces for sites with a PTAL of between 4-2. Furthermore, the average parking dwell time at the proposed store is likely to be slightly higher as a result of linked trips with other retail uses in the town centre; consequently there could be a lower turnover of car parking spaces.

The applicant has however identified a typical peak parking accumulation of 48 spaces occurring on a Friday between 13:00 - 14:00 hours and 50 spaces occurring on a Saturday between 12:00 - 13:00 hours.

Only 3 cycle stands are proposed, whereas a minimum of 17 cycle parking spaces should be

provided in accordance with the London. Furthermore, the Council's parking standards require 1 space per 20 car parking spaces for two-wheelers in addition to parking for cars and bicycles.

Site Access: The development will provide a dedicated pedestrian access. A new vehicular access is also proposed in Central Avenue, opposite the Botwell Green Sports and Leisure Centre egress. Whilst this access is not ideal as it will involve 16.5m long articulate lorries entering the path of oncoming traffic when manoeuvring to enter the site, will take up the full width of the access and involve excessive reversing movements. Notwithstanding these issues, the proposed alternative access is preferred over the previous proposal, which involved utilising the existing public car park access in Central Avenue and unacceptable swept paths for delivery lorries entering and exiting the proposed retail store.

Guard railings are proposed adjacent to both the existing sports and leisure centre egress and the proposed retail store access to help restrict pedestrians from crossings randomly at this point. Furthermore, the new access will be clearly visible to the public.

The proposed vehicular access has been reviewed under a Stage 1 Road Safety Audit. There are no comments on the swept paths; however the Safety Auditor has raised a number of issues relating to the detailed design of the vehicular access and replacement street lighting, which the designer has agreed to address at the detail design stage.

An additional issue is raised on how the existing cycle facilities continue along Central Avenue. The Safety Auditor is of the view that no clear demarcation/route may put cyclists at risk of being struck by passing traffic. This issue has been discussed with the Council's Transport & Project team to consider in the future schemes. Some consideration has been given to introduce advisory cycle lanes in Central Avenue between the access for the public car park and the existing segregated cycle refuge at the junction with Botwell Lane, however the available carriageway width is not considered to be adequate to accommodate cycle lanes alongside other vehicles in a satisfactory manner.

Recommendation: In case of an approval, suitable planning conditions should be applied to secure amendments to car parking designation and layout of the vehicle access, and cycle parking, motorcycle parking and a Service Management Plan.

(Officer note: Parking issues are addressed in the relevant section of this report).

ACCESS OFFICER

Located to the North-West of Hayes Town Centre, the site is now vacant following demolition of the former Hayes Swimming Pool. A pay and display car park is located adjacent to the site on the North side.

The proposal seeks to erect a new building which would be utilised as a Lidl retail store. The site is understood to be effectively level, with access for older and disabled people integrated into the design. Three accessible parking spaces are said to have been located close to the entrance to allow ease of access, however, the bays are shown on plan not to be in an optimum position to achieve this objective. Hillingdon Local Plan Policy AM 15, as set out in Annex 1, prescribes that 10% of parking spaces should be reserved for use by disabled persons (see Hillingdon Local Plan Part 2 policies). In addition, the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted May 2013), states that a further 5% of parking spaces, particularly in respect of retail development, should be allocated for older persons with a Brown Badge permit.

The accessible toilet facility shown on plan is noted, and the internal design is otherwise considered

to be acceptable. Provisions including dropped kerbs, tactile paving, lighting and signage would be specified at the detail design stage: no concerns are raised in this regard.

Amended plans that incorporate the following alterations should be requested:

1. The total number of accessible parking bays should be increased from 3 to 7, which should all be made available to both Blue and Brown badge holders. Whilst the provision of 7 accessible spaces would fall below the policy requirement, discretion should be invoked to take account of the relatively small car park.
2. To minimise the walking distance and need for older and disabled people to cross the road in order to access the retail store, the accessible parking spaces should be located on the same side as the store, and preferably adjacent to the South East elevation.

Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
2. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

ENVIRONMENTAL PROTECTION UNIT

Construction of an A1 discount food store with associated car parking and landscaping.
Botwell Lane, Hayes - Geoenvironmental Ground Investigation by Opus for Lidl dated 24 June 2013

I refer to the above application and the submitted combined geotechnical and contaminated land report by Opus. I am assuming this is solely for the supermarket and no residential is planned. Some of the risk assessment is using the stricter residential targets for contamination.

It appears that when the swimming pool was filled in much rubble and various bits of waste such as wood and metal were used. So there is a fair depth of made ground in the swimming pool void. There was also a boiler room although evidence of contamination was not found. It appears a fair coverage of the site was obtained with 14 trial pits and 16 window samples. The sampling was targeted to the made ground and fuel contamination with a range of tests including metals, TPH, PAH and Asbestos. Little contamination was found although the made ground is fairly deep at the site and there may be further contamination found during the site works. Two slightly elevated PAH levels were found, these were for benzo(a)pyrene and do not affect the development in the current layout as the building is on top of this soil.

I would advise using COM30 as although no problems were found there is a good depth of backfill and further contamination may be located when the site is excavated. We have no record of what was used to fill the closed pool. The investigation is sufficient for the application and should meet the SI part of the standard condition (a, b would be met and there would be no remediation strategy at present for c). Probably it is better to apply the whole condition rather than just the latter parts.

- (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).

AIR QUALITY: The following information was submitted with regard to air quality:

· Lidl Foodstore Air Quality Assessment, Botwell Lane, Hayes by RPS for Lidl UK GmbH, dated 19 November 2013

We do not have any specific objections to the development on air quality grounds as impact from the development as set out in the air quality assessment may well be negligible and the air quality assessment has indicated no mitigation measures were required. No NO₂ exceedances are indicated with or without development at all three existing receptor locations, however one at 11 Botwell Lane is very close to exceeding the EU limit value for NO₂ with development. This same location is shown as slightly exceeding the EU limit value based on modelling by CERC for 2011. We would recommend mitigation measures be considered as part of the development to minimise NO_x emissions as far as practicable (see comments below).

Air Quality

The proposed development is within the declared AQMA and in an area which currently appears to be a little under the European Union limit value for annual mean nitrogen dioxide (NO₂) based on CERC modelling for 2011, except for some of Botwell Lane. However, based on the submitted air quality assessment, it appears none of the existing residential receptors considered near the development site will be over the EU limit value of 40 mg/m³. The air quality assessment appears to be reasonably conservative, and may be overestimating the NO₂ levels in one location on Central Avenue.

A maximum increase of 0.3 mg/m³ is indicated at one out of the three residential receptors considered, as a result of the proposed development, which is described as 'negligible'. It is possible our own modelling is slightly overestimating or underestimating the air quality in the area as the influence from nearby junctions may not be accurately spatially located.

Section 106 obligation of £12,500 should be sought for contribution to the air quality monitoring network in the area.

We would recommend the use of ultra-low NO_x boilers where possible.

The Sustainability and Energy Statement indicates fresh-air ventilation to sales area on an as required basis only using gas monitoring.

TREE AND LANDSCAPE OFFICER

The site is occupied by the now vacant swimming pool site to the south of Holmbury Gardens and west of Central Avenue, from which there is vehicular access. Situated on the west edge of Hayes Town Centre, the swimming pool site is surrounded by hoardings. To the south of the hoardings there is open grassland with occasional trees. The southern boundary is defined by a highway verge which contains mature trees and shrubs which are currently managed by Hillingdon Council.

The land parcel to the west of the hoardings is bounded by Botwell Lane (to the south), Church Road (to the west) and Holmbury Gardens (to the north) is also within the ownership of the applicant but lies outside the current application site. The northern site boundary is defined by a mature buffer of tall mixed conifers and deciduous trees which effectively screen views into the site from the residents of Holmbury Gardens.

The character of this space is dominated by the large roadside London Plane trees, on Central Avenue, which form the southern end of an avenue of trees in this area. They provide a dramatic, and unusual, landscape feature and break between the urban town centre to the east and the more suburban residential area to the west. The Plane trees extend to the junction of Botwell Lane and the line of highway trees continues around the Botwell Lane frontage.

The trees are an important landscape feature in this area. However, because they have been (until recently) under the control of the London Borough of Hillingdon, they are not protected by Tree Preservation Order or Conservation Area designation.

PROPOSAL: The proposal is to construct an A1 discount food-store with associated car parking and landscaping. (This application has been the subject of preapplication discussion, with regard the retention of existing trees and the landscape proposals - including those on Council land.)

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

- The Design & Access Statement explains and illustrates the strip of highway verge along the Botwell Road. This land is outside the red line of the site, but whose soft landscape features visually complement the land within the red line (section 04).
- Section 10 and 11 describe the existing landscape features and briefly explain the landscape objectives.
- The application is supported by a Topographic Survey, by EDI, drawing Nos. 13624/T/01-02 and 02-02. The surveys have plotted the locations and ground levels of all trees on site, together with those immediately off-site, including the double avenue of Plane trees.

- A Tree Survey, by Landmark Trees, document ref. LUK/BLH/AIA/01b is supported by unnumbered drawings titled, Arboricultural Impact Assessment and Tree Constraints Plan.
- The survey assesses the quality and value of 31No. individual trees which are on, or close to, the site. 2No. are rated 'A' (good condition and value), 18No. 'B' (moderate), 8No. are 'C' (poor) with 1No. C/U and 2No. 'U'. The 'A' grade trees, T1 an oak (to the north east of the site) and T20, a plane in the highway verge at the junction of Botwell Lane and Central Avenue will be retained / unaffected by the development.
- The principle impacts to trees (identified in section 1.3) are the felling of 6No. specimens to facilitate the development, T21,22,23,24,28 and 29. T28 is the only 'B' grade tree, with the others rated 'C'.
- A further 2No. trees (T26 and 27) are category 'U' and will be removed in the interests of good arboricultural practice.
- Most of the better quality trees are found around the site perimeters. While they will continue to provide shading over the site, this will only affect short term car parking for shoppers.
- Due to the proximity of the car park surfacing to the boundary trees, 'no dig' construction techniques have been recommended (section 5.0, table 1 and section 6.0) for trees 3-17 and 20 in order to prevent damage to their root protection areas.
- The report makes recommendations in section 8.0 and the Appendices, with further details provided in the Arboricultural Method Statement and Landmark drawing titled, Tree protection Plan. If the development is constructed in accordance with these recommendations, the landscape and visual benefit of the existing tree cover will be safeguarded. CD drawing No. LIDL18911-11A

Landscape Proposals provides the proposed site layout with comprehensive landscape proposals which incorporate the retained boundary trees. The drawing is supported by a Landscape Management and Maintenance Plan.

- The grass under the Planes along Central Avenue will be re-inforced with geotextile and bark mulched. (This strip will be too shady to establish new planting and this treatment will prevent the need for cultivation / disturbance of the soil around the tree roots.)
- On the Botwell Lane frontage the shrubs on the highway verge will be heavily pruned. Invasive plants such as sycamore, elder and hawthorn will be removed to allow existing (desirable) shrubs to develop. This management will benefit the plants but leave large gaps which should be filled with new planting (see Management Plan, 5.12).
- Within the site large blocks of low-growing ornamental planting have been proposed.
- No new / replacement trees have been proposed. The planting plan should be amended to provide trees along the Botwell Lane boundary, both on and off site.
- 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.
- The use of the highway verge (and its future management) by the applicant has been agreed in principle, with LBH officers. Once a final landscape scheme has been approved, the applicant will need to obtain a licence from the Council's Green Spaces department to formalise this arrangement.

RECOMMENDATIONS: No objection subject to the above observations and conditions RES6, RES8, RES9 (parts 1,2,4,5 and 6) and RES10.

S106 OFFICER

I have reviewed the proposal for the erection of a 2085sq metre LIDL supermarket. I consider that the following Heads Of Terms need to be secured:

1. Highways: A S278/S38 Agreement may need to be entered into subject to comments from the Highways Officer comments.
2. Travel Plan
3. Construction Training: £2500 per £1m build cost plus a workplace coordinator contribution equal

to 2085/7500 x 71,675 = £19,925.65

4. Town Centre Improvements: £25,000

5. Air Quality monitoring: £12,500

6. Project Management & Monitoring fee: 5% of total cash contributions.

CONSERVATION AND URBAN DESIGN OFFICER

BACKGROUND: The existing site is situated adjacent Botwell Lane and Central Avenue, both busy thoroughfares. On a road junction, it is a highly visible location. The area is characterised by inter-War housing estates of two storeys and the former swimming pool which was on the site was part of this inter-War progression of Hayes. There are a number of designated and non-designated heritage assets within the vicinity including the Immaculate Heart of Mary (also a landmark), Hayes Library, Botwell House and Central Avenue, Hayes, Area of Special Local Character (ASLC). There is a double row of plane trees along Central Avenue (the entrance to the ASLC) as well as significant areas of green open landscaping and major shrub planting. Botwell Road side also has significant shrub planting and mature trees. At the junction there are low brick planters with shrubs. This is an important green 'lung' within this area of Hayes and a large site.

I accept the points on siting. Given the circumstances, refusal is not recommended. It is regrettable that we are unable to improve design more generally. This is one of Lidi standard designed stores.

The materials will need to be conditioned, particularly for the hard landscaping.

SUSTAINABILITY OFFICER

The Sustainability Officer raises concerns over the energy assessment. There is a lack of evidence to show PV would not work and concern that energy efficient lights will offset the energy suggested by the applicant.

I am confident that the development can reach the 40% target. No satisfactory reason for the developer to not resort to renewable energy has been provided. No information has been provided as to why this development is sufficiently unique for renewable energy technology to be unviable. As a consequence, the following condition is therefore necessary and meets the relevant planning tests:

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) to 2010 Building Regulations Part L standards. This should also include the Part L calculations for the baseline.
- 2) the methods to improve the energy efficiency of the development, how this impacts on the baseline emissions and where these measures will be included within the development. Each measure shall be clearly related back to the baseline energy and emissions data.
- 3) full details, specification and location of renewable energy to ensure that the 40% target can be achieved in combination with the energy efficiency measures.
- 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.

FLOOD AND DRAINAGE OFFICER

Although the applicant has submitted a Flood Risk Assessment for the site which shows the site itself is not a risk from flooding, the applicant does not meet requirements of the London Plan to reduce run off rates as a minimum by 50%. In addition there is no acknowledgement of the area surrounding the site, which is shown on the Environment Agency Surface Water Flood maps to be an area where surface water ponding is likely. Therefore the Council would expect any major development in this area to meet greenfield run off rates. Opportunities to incorporate water saving measures and equipment, water collection facilities to capture excess rainwater; rain and grey water to be recycled and reused should be explored in the development.

(Officer note: A condition is recommended to address this issue).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

LOSS OF LEISURE FACILITY

The site is currently vacant. Notwithstanding this, it was last in use as a public swimming pool.

Policy R5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will not grant planning permission for proposals which involve the loss of leisure facilities unless adequate, alternative facilities are available.

Planning permission was granted in 2007 for the erection of a community leisure centre, incorporating a new 25m swimming pool, sports hall, fitness and exercise areas, creche, cafe/bar, library and associated facilities (ref: 20817/APP/2006/3393) on Botwell Green, on the opposite side of Central Avenue, immediately to the east of the application site. Planning permission was also granted in 2008 for the construction of an all-weather surface training pitch at that site. The new leisure centre has recently opened to the public. It is considered that the provision of a new modern leisure centre, which includes a 25m pool, in such close proximity to the application site, is sufficient to off-set the loss of the existing facility and to justify an exception to Policy R5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

LOSS OF POTENTIAL HOUSING

The principle of the loss of indoor sports and leisure facilities has been established by virtue of an extant planning permission for the provision of 72 residential units (ref. 1942/APP/2010/31), granted in December 2012. However, by allowing the current application, this quantum of residential development clearly cannot be achieved on the site. Nevertheless, the applicant has put forward a number of reasons why the benefits associated with the proposed development outweigh the potential loss of housing on this site:

1. The site was marketed with the benefit of the residential permission for a number of months without success. The permitted residential scheme has therefore proved to be economically unviable and is unlikely to be implemented.
2. The permitted residential scheme can be considered a 'windfall site' in the Borough's Hillingdon's Housing Trajectory, which shows that up to 2016/2017, GLA targets will be exceeded. Even without the permitted 72 residential units on the application site, the Borough comfortably exceeds the GLA target.
3. The permitted scheme attracted a number of objections from local residents, Hayes Town Business Forum, Hayes Town Partnership and John McDonnell MP. Many of the

issues raised questioned

the need for the number of residential units proposed and included concerns regarding the impact on existing infrastructure, such as schools and services and the lack of car parking facilities in the town centre. The applicant contends that the proposed Lidl would not generate the same concerns.

4. The current application only relates to the eastern part of the former swimming pool site. Potential therefore remains for residential units to be developed on the western part of the site. With this in mind, the current application has been designed to ensure the foodstore will not prejudice residential development on the adjoining site.

5. The proposed Lidl store will bring this strategic edge of centre site back into active use having remained vacant for a number of years. The store will act as an anchor to Hayes Town Centre, improving its viability through linked trips and increased footfall. The provision of a strong town centre is key to realising Hayes's regeneration potential identified in the Local Plan.

6. The store will also provide approximately 30 new jobs for local people and is likely to improve investor confidence and may attract new retailers.

THE PRINCIPLE OF THE RETAIL USE

The strategic policy planning context for development of the site is provided by the London Plan (2011) and Local Plan Part 1 Policy E5. London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

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

Local Plan Part 1 Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided.

The application site is identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) proposals map as forming part of with Hayes Major Town Centre but outside both the primary and secondary shopping areas.

SEQUENTIAL TEST:

Paragraph 24 of the NPPF sets out the principles of the sequential test. In effect, this direction carries over the guidance set out in PPS4 Policy EC15. Furthermore, Paragraph 24 provides further advice to local authorities that when considering applications on out of-centre sites, preference should be given to accessible sites that are well connected to the town centre. Paragraph 24 adds that LPAs should apply sequential testing to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre uses be considered. In and edge of centre sites have been considered in terms of whether they are suitable and available, having regard to the requirement for flexibility on issues of format and scale.

The application site is located within the defined Hayes Town Centre boundary, but not within the defined shopping frontage, being located approximately 100m from the primary shopping frontage. The NPPF defines 'edge of centre' as 'a location that is well connected and up to 300 metres from the primary shopping area'.

There is an overlap in the definitions within the NPPF and the site is both within a 'centre' and in an 'edge of centre' location as defined. A strict interpretation of the NPPF would be that the site is 'in centre', it is an appropriate use and no further sequential or impact assessment is required. Notwithstanding this, the applicant has provided further assessment for robustness.

The applicant has identified a requirement for a new foodstore in Hayes, as there are currently no deep discount operators in the town and the new store seeks to address this qualitative deficiency in the existing retail offer. As such, the assessment of potential sites has been limited to potential sites within Hayes Town Centre only (i.e. the defined primary and secondary frontages). The applicant contends that it is not considered appropriate to look for alternative sites in any other defined centres, given the need for the new store in Hayes and the limited catchment a deep discounter such as Lidl typically serves.

Lidl's business model requires a minimum size of store for trading operations to be viable. The Western Core Area of the centre is identified in the adopted UDP (1998) as a potential development site. However, this site is highly constrained in terms of its size and location. It is considered that the site better lends itself to traditional high street retailers and is not considered suitable for a stand alone supermarket. In addition, there is limited capacity to accommodate the 64 car parking spaces required to serve the store and to allow for access by service vehicles.

In conclusion, the sequential test has shown that no such suitable sites are available and the applicant submits that the application site is therefore the most sequential preferable location. The application site is on the edge of a centre, will be reasonably integrated into Hayes Town Centre, and is located close to public transport links (Hayes Station and bus services). This is compliant to London Plan Policy 4.7 (b). Having regard to the requirements of the NPPF at paragraph 24, it is considered that there are no preferable sites following the sequential approach to site selection.

IMPACT ASSESSMENT:

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

As mentioned earlier, in this section, impact assessments are only required for developments which are not 'in centre' and therefore such an assessment is not required by policy. Notwithstanding this, the applicant has provided an assessment for robustness.

Impact on existing investment in Hayes Town Centre:

As identified in Strategic Perspectives Retail Study, existing convenience provision in Hayes Town Centre is limited and primarily consists of independent, specialist and/or ethnic shops. The applicant's review of the town centre (September 2013) confirms that this is still a reflection of the current situation in Hayes.

The Impact assessment concludes that the proposed Lidl store is likely to have a positive impact on these existing retailers for the following reasons:

- The Lidl store will act as an anchor to Hayes Town Centre providing additional consumer choice and increasing the overall attraction of the centre.
- As a 'deep discount' retailer, Lidl will not directly compete with the existing specialist town centre retailers. Lidl will have no fresh meat, fish or deli counter and only a limited range of fresh produce. There will be no concessions such as post office, dry cleaners etc. The opening hours are limited. The store will therefore complement existing retailers and boost trade through increased footfall.
- The site is in an edge of centre location with real potential for linked trips.
- The proposal will provide an additional 64 parking spaces within the town centre.
- The proposal represents a significant investment in Hayes creating up to 30 new jobs. The new store may also improve investor confidence and attract new retailers.

Impact on committed/planned investment:

The Impact Assessment does not identify any planned investment/commitments which the application would have an impact on. Furthermore, no site specific proposals are identified through the LDF proposal which the Lidl store would prejudice. The proposed Lidl store would serve to enhance Hayes centre and provide adequate convenience facilities for the potential growth of Hayes as a result of the planned station upgrade associated with the Crossrail development. The store would also assist in strengthening Hayes against the threat from planned and proposed investment outside the centre and in other nearby centres.

With respect to the recently approved Asda scheme, that site is located in an out-of-centre position, some 325m south-east of Hayes Town Centre and approximately 650m from the Primary Shopping Frontage. The NPPF does not therefore require an assessment of the impact of the proposed Lidl on this out of centre commitment.

Nevertheless, in determining the Asda appeal, the Inspector concluded that the Asda store would give rise to a sufficient level of linked-trips to bring significant benefits to the town centre, suggesting a positive net change to the Hayes Town Centre turnover of between £0.5 million and £2.5 million per annum. Such predicted increases in turnover, the Inspector concluded, would provide a clear benefit and boost to the town's vitality and viability. Furthermore, the proposed ASDA store would be likely to attract its custom from other stores of similar size and character and would therefore be unlikely to have any direct impact on any of the stores within Hayes Town Centre.

The impact Assessment suggests that the Inspectors findings are relevant to this application in two respects. Firstly, the Inspector concluded that the 7 to 8 minute walk between the appeal site and the existing town centre and primary shopping frontage is not 'insignificant' but would nevertheless give rise to a sufficient level of linked trips. By contrast, the Lidl site is less than a two minute walk from the town centre and would therefore facilitate, at the very least, a similar proportion of linked trips.

Secondly, the Inspector's findings indicate that the Lidl store would not have a significant impact on the Asda development, which would attract its custom from other stores of similar size and character.

Improved consumer choice:

Hayes Town Centre lacks an anchor foodstore and is largely characterised by independent specialist and ethnic food retailers. The assessment recognises that the permitted Asda will improve consumer choice but the store is in an out of centre location

and duplicates existing mainstream supermarket provision. The proposed Lidl store will provide a town centre anchor and introduce a deep discount supermarket to Hayes, which will enhance consumer choice and the overall vitality of the centre.

Improved Town Centre parking:

National Planning Practice Guide requires LPAs to adopt a 'town centre first' approach, including seeking to improve the quality of parking in town centres in line with the National Planning Policy Framework and where it is necessary, to ensure the vitality of town centres. Hayes town centre has only limited car parking. The proposed development will include 64 additional spaces, two minutes walk from the Primary Shopping Area, which will enhance the centres vitality.

Overall, the proposal is considered to satisfy the requirements of national, regional and local policy in retail terms. The development is considered to satisfy the sequential test and will have a positive impact on the vitality and viability of Hayes Town Centre, enhancing its role as a District Centre.

Accordingly, providing other site specific policies can be addressed, no objection is raised to the principle of the development in this location.

7.02 Density of the proposed development

Not applicable to this application as there is no residential component.

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

ARCHAEOLOGY

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

English Heritage considers that the the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although the site lies close to medieval Botwell, it is previously developed and not identified as an Archaeological Priority Area. No further assessment or conditions are therefore necessary.

CONSERVATION AREA/LISTED BUILDINGS

The site does not fall within an area of Special Local Character or Conservation Area, although the Hayes Village Conservation Area is located approximately 100m to the north east of the site. However, due to mature tree planting along Central Avenue, views of the proposed building would be limited from here. Given the distance, combined with the screening, and that the scheme would be seen in context with other large town centre buildings, including the adjacent leisure centre development, it is considered that the proposal would have a negligible impact on the character and appearance of the Hayes Village Conservation Area.

Botwell House, which is located approximately 65m to the south of the nearest part of the application site boundary is a Grade II Listed Building. However, given the separation provided between that building and the application site by Botwell Lane, and extensive mature tree planting around the application site boundaries, it is not considered that the proposed development would have such a detrimental impact on its setting so as to justify refusal. Whilst the proposed building would project further forward into the site than the former swimming pool building, it is considered that the proposed design would be more

in keeping with the character and appearance of the area than the former pool building or consented 3 storey residential development.

It is therefore considered that the proposal would not have a detrimental impact on the setting of the listed buildings or conservation area, in accordance with Saved Policies BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to relevant conditions and informatives.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals. Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The site is prominently located on the edge of Hayes Town Centre, opposite Botwell Green, and benefits from an attractive setting, including tree avenues along Central Avenue, shrub planting and mature trees along Botwell Lane. The site is visually important, given the central and strategic location opposite the new Sports Centre, situated a few minutes walk from the town centre.

The nature of development in the surrounding area varies widely in terms of scale, height, density, layout and appearance. To the north east and north west the area is largely characterised by two-storey semi-detached and terraced residential properties. However, to the south west, and beyond Botwell Green to the south east, the area is much less uniform in character, with a mix of two, three and four storey buildings, many of which are commercial buildings associated with Hayes Town Centre. Amongst the largest buildings in the locality are the Immaculate Heart of Mary Church to the south, which is equivalent to approximately three-storeys in height, with a taller tower, the four-storey telephone exchange building just over 100m to the south east, and various three to four storey high commercial buildings closer to the heart of the town centre. To the east, south, the new leisure centre is a large building, accommodating various facilities including a 25m swimming pool, sports hall, gymnasium, etc. The tallest part of that building would be approximately 13.5m high.

The building design of the proposed store follows the general model developed over recent years by the applicants. This comprises a long rectangular sales area with entrance at one end and servicing, via a ramped approach, at the other. A warehouse and welfare facilities run alongside the sales area. The applicants argue that the only place at which an entrance can be formed for customers' cars and service vehicles, is at the north end of the site's Central Avenue frontage, where access will be shared with the existing pay & display car park.

The store entrance occupies a central position facing both public highways with car parking wrapping around the two main elevations of the building. Direct pedestrian access along desire lines, is available from both public roads. Most of the perimeter trees in place, creating a development with an open leafy feel similar to those opposite.

The site benefits from a setting of mature trees around the perimeter. It is proposed to thin out and reduced height of some of these trees to provide views into the site, but there is scope for the existing planting to be managed in order to provide an attractive setting to the redeveloped site. Elsewhere around the perimeter of the site, a landscaping scheme is proposed, featuring a mix of hardy low level shrub planting.

The Council's Design Officer notes that in terms of overall design, a very standard approach has been taken with all the facades, the elevations are bland, and there is no real depth to the elevations or articulation, but given what has already been approved on the site, refusal on design grounds is not sustainable. The NPPF at Paragraph 60 states that Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. Nevertheless it will be important to ensure that appropriate materials landscaping are secured by condition. Subject to these conditions, it is considered the scheme would not detract from the visual amenities of the street scene and area generally, in accordance with Policies BE13 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light. Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The nearest residential properties to the proposed development are located in Holmbury Gardens and back on to the site's northern boundary. However, the rear elevation of these properties is located just over 40m away from the nearest elevation of the proposed development. This significantly exceeds guidance in the Council's Supplementary Planning Document on Residential Layouts which requires a minimum distance of 21m between facing habitable room windows. Notably the northern part of the western wing steps down in height to two-storeys at this point which further reduces its impact on properties to the north and opposite. In addition to this distance, a row of approximately 12m high Hornbeam and Cypress trees align the site's northern boundary and provide a significant amount of screening between those properties and the proposed building, even during winter months.

Residential properties are also located in Church Road, Botwell Lane, Golden Crescent and Nield Road to the east of the site, the nearest, on the corner of Botwell Green and Church Road, being approximately 40m away. However, the orientation of these properties means that they do not directly face the application site, and Botwell Lane and Church Road provides some separation. In addition, the existing mature tree planting around the site boundaries would be retained and provides some screening between these properties and the proposed residential block.

Given the distances between the proposed building and the nearest residential properties,

in addition to screening provided around the site boundaries by mature tree planting, it is not considered that the development would result in an unacceptable level of overlooking, loss of light or overdominance which would be detrimental to the residential amenity of the occupiers of nearby properties. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application as there is no residential component.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Traffic Generation & Impact:

A Transport Assessment and a series of related technical notes have been submitted in support of this application. A specific Lidl assessment has been provided within the Transport Assessment. This makes use of specific Lidl user data and operational information.

The Transport Assessment includes capacity modelling of the junction of Central Avenue and Botwell Lane, which indicates that the junction operates well within theoretical capacity at present and any increases in vehicle movements associated with the proposed development would not have a material impact on queuing, delay or theoretical capacity at the junction.

The development proposals would not result in a material increase in vehicle movements on the surrounding highway network, as the majority of trips made to the foodstore will be pass-by, linked or diverted and would therefore already be on the surrounding highway network in some form at present.

In view of the above, the Transport Assessment concludes that the proposed development is acceptable in transport terms and meets with local and national policy criteria, there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore there are no traffic and transport related reasons why the development should not be granted planning consent.

The Highway Engineer notes that sample sites used to estimate modal splits and trip rates are not considered to be directly comparable with the proposed development, as the

Transport Assessment focuses on the proposed foodstore based upon a Lidl retail format only, whereas any planning permission, if granted, would allow the store to be used for any food retail A1 use. Since it would not be expedient to restrict the use of the store to any one particular operator, the Transport Assessment would need to be based on a generic Class A1 retail use.

The applicants have responded that Lidl is identified as the end occupier for the development and the proposed site/store layout is designed to Lidl's specification. It is widely accepted good practice when preparing Transport Assessment, to name and tailor a Transport Assessment, if an end user is identified, since this is likely to provide a more detailed and representative assessment of the potential impacts of such a development, rather than a generic use class assessment.

In addition, the applicants argue that a distinction should be made in terms of the size of the proposed foodstore, since the proposed 1,407 sqm floor space fulfils a specific niche in food retailing, which is larger than 'convenience' stores but smaller than a destination 'one-stop' foodstore. The convenience stores typically have little or no car parking provision and a 'one-stop' foodstore represents a destination store such as the Tesco at Bulls Bridge or the recently consented Asda store at Millington Road. If one considers the largest four retailers in the market (Asda, Morrison's, Sainsbury's and Tesco) they operate models of large destination supermarkets, or much smaller convenience stores, with a strictly limited product range. There are few examples of these retailers operating within stores with a retail floor area of the size proposed.

A comparison it is argued, cannot therefore reasonably be made between the proposed discount foodstore and a mainstream ('generic') foodstore with a greater retail floor area, since the smaller store will naturally limit the range of goods available, which in turn will influence customer shopping behaviour. Equally, a comparison of the proposed Lidl operation with the smaller foodstores on the TRICS database is inappropriate, since it would underestimate the number of vehicle trips due to the lower car parking provision. Using bespoke Lidl (London) trip rates, is therefore the most appropriate and reliable indicator of likely impacts.

Notwithstanding the above, in order to demonstrate that the assessment presented in the Transport Assessment is robust for a discount foodstore, a comparison has been undertaken of the surveyed Lidl stores presented in the TA with results from a generic foodstore assessment based on surveyed sites on the TRICS database. The TRICS assessment underestimates the level of vehicular trips associated with a typical Lidl foodstore located within the London area. The Transport Assessment is based on the Lidl specific assessment and, based on the above comparison, it presents a robust weekday assessment of the type of use proposed.

The use of TRICS data is an accepted method of assessment for discount foodstore applications. The Transport Assessment provides a more in depth assessment tailored specifically to Lidl foodstore located within London and the results of the above comparison indicate that the projected vehicle flows are higher than a generic TRICS assessment. On this basis, a more robust assessment has been undertaken and the results as highlighted in the Transport Assessment indicate that in terms of junction capacity, the local highway network can accommodate the proposed level of diverted, pass-by, transferred and new trips in the location proposed.

It is also noted that the use of the TRICS discount foodstore category was accepted as part of proposals to alter access arrangements to a number of existing retail units at

Stonefield Way, South Ruislip and the the Cowley Road, Uxbridge site.

The Highway Engineer has reviewed the additional information and notes that the estimated vehicle trip generation is still based on discount foodstores and Lidl's specific examples. In addition, the re-opening of Station Road as a through route is an integral part for the Hayes Town Centre project and should not be ignored. Furthermore, geometric diagrams and validation information for the traffic models, to evaluate the accuracy and reliability of the theoretical capacity shown on the modelling outputs, have still not been supplied. Notwithstanding these issues, the Highway Engineer does not consider that the proposed foodstore would generate significant volumes of vehicle traffic on the local highway network that would have a significant impact on the capacity of the nearby junctions. Although the applicant has failed to provide a robust assessment, the Highway Engineer does not object on the traffic impact of the development.

ACCESS DELIVERIES AND SERVICING

A dedicated pedestrian access to the store will be provided from Central Avenue, linking to the store entrance. This will be visible from Central Avenue so that pedestrians heading to the store from the north have a choice of accesses into the Lidl site.

Vehicular access to the proposed foodstore will be provided via Central Avenue. Two pedestrian walkways are provided within the site, allowing direct access to and from the store to Botwell Lane and Central Avenue. The service yard will be located adjacent to the northern elevation.

The Highway Engineer initially raised concerns regarding the adequacy of the originally proposed access off Central Avenue and the site access itself. This joint access would also serve a public car park and would potentially provide access for residential development at the remainder of the former Hayes Pool site. Notwithstanding the swept paths submitted, the Highway Engineer considered that there would be potential conflict between pedestrians and vehicles and reversing delivery lorries. The applicants were therefore advised to devise a suitable access strategy.

The applicants have responded to these concerns by submitting a revised access arrangement off Central Avenue opposite the Botwell Green Sports and Leisure Centre egress. The Highway Engineer considers that the proposed alternative access is preferred over the previous proposal, which involved utilising the existing public car park access in Central Avenue and unacceptable swept paths for delivery lorries entering and exiting the proposed retail store. Guard railings are proposed adjacent to both the existing sports and leisure centre egress and the proposed retail store access to help restrict pedestrians from crossings randomly at this point. Furthermore, the new access will be clearly visible to the public.

The proposed vehicular access has been reviewed under a Stage 1 Road Safety Audit. There are no comments on the swept paths; however the Safety Auditor has raised a number of issues relating to the detailed design of the vehicular access and replacement street lighting, which the designer has agreed to address at the detail design stage.

The applicants point out that the majority of Lidl stores operate with servicing arrangements taking place within the car parking area. The operations team within Lidl are familiar with this arrangement and seek to minimise any delay to customers. Lidl delivery drivers are required to perform manoeuvres within this type of shared arrangements all over the Lidl store network.

Lidl typically requires only 1 delivery vehicle per day to service the store, which may increase to 2 vehicles during busy periods. The swept path analysis provided indicates that the site access from Central Avenue can accommodate a 16.5 metre articulated vehicle entering the site, manoeuvring within the site and leaving the site in a forward gear. and this is likely to occur 1-2 times per day, predominantly outside of peak operational hours.

With respect to the future development of the remainder of the Hayes Pool site, the applicants have stated that the principle of access directly onto Church Road is likely to be achievable. Any such development on the remainder of the Hayes Pool site would review the access arrangements as part of any transport documents prepared for such an application.

The Highway Engineer raises no objections to the revised vehicular arrangements, subject to suitable planning conditions requiring final details of the layout of the vehicle access and a Service Management Plan. Subject to these conditions, it is considered that the development would accord with the policy requirements of Local Plan Part 2 Policies Policy AM7(i), of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

PARKING

A total of 62 car parking spaces are proposed including 6 disabled spaces and 3 parent & child spaces. The maximum London Plan standards for a store of this size with a PTAL of 2-4 is between 72 and 108 spaces. The Highway engineer considers that the average parking dwell time at this store is likely to be slightly higher as a result of linked trips with other retail uses in the town centre; consequently there would be a lower turnover of car parking spaces.

However, it is noted that the London Plan standards are policy maxima, within a given PTAL range. Given that the site has an upper range PTAL score of 4, it is considered safe to assume that the site should provide parking towards the lower end of the stated range, in this case a maximum of 72 spaces. The proposed car parking provision is only 10 spaces below the lower maximum parking standard.

In addition, the applicants state that Lidl will manage the car park to ensure that it is provided for the use of customers and not as an extension to the town's car parking offering, which in turn will limit the dwell time of cars within the car park.

The applicants have submitted a parking accumulation profile as part of the trip assessment in the Transport Assessment. This indicates that on a typical Friday, the car park would have a peak demand of 48 spaces (75% occupancy), whilst on a Saturday a peak demand of 50 spaces is predicted (78% occupancy). This leaves an element of capacity within the car park for peak trading periods and to account for potential increases in duration of stay associated with limited linked trips (to be controlled by car park management measures).

On the basis of the above and considering the policy approach on car parking, it is considered that the proposals strike the requisite balance between parking restraint (to promote alternative travel modes) and the provision of adequate parking. The proposed level of parking meets LBH's UDP as well as all London Plan standards. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

In terms of cycle parking, it would be important for riders to be encouraged to cycle to the site, including staff. It is noted in a recent appeal for similar proposal(ref: APP/R5510/A/11/2158101) the Inspector stated:

'While I note the appellant's concerns over the inclusion of a shower room in the condition regarding cycling, I consider that the absence of one would represent a disincentive, and this is of particular relevance in an area where high traffic congestion and air quality issues support promotion of alternative transport choices.'

The issue is considered particularly relevant to the current scheme, and as such a relevant condition to ensure staff are encouraged to ride to work a condition is recommended to provide for showering facilities.

TRAVEL PLAN

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. A draft Travel plan has been submitted, however, the target programme for modal shift is yet to be agreed. The Travel Plan is to be secured as part of the S106 Agreement in the event of an approval.

CONCLUSION

Subject to the the provision of electric charging points in compliance with the London Plan requirements for the retail stores and the conditions listed above, it is considered the proposed development accords with relevant policies in the London Plan and the policy requirements of Local Plan Part 2 Policies AM7(i), AM9, AM14 and AM15 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application were approved.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services

from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store.

The Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate primarily to the location and access to disabled parking. In terms of accessible parking the proposal has been amended to provide 6 spaces marked out to an appropriate standard for use by blue badge holders within the car park, close to the store entrance as requested by the Access Officer. This level of provision would meet the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon and the London Plan. In addition, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking, no objections are raised with respect to the provision of inclusive parking for the retail store.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Not applicable to this application as there is no residential component.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPE

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a Design & Access Statement, Topographic Survey, tree survey, arboricultural implications report, Arboricultural Method Statement and by landscaping plans.

In order to address the revised access arrangements, revised Tree reports were submitted to address changes to the landscaping and tree removal, to accommodate the alternative access off Central Avenue.

The swimming pool site is now surrounded by hoardings. To the south of the hoardings there is open grassland with occasional trees. The southern boundary is defined by a highway verge which contains mature trees and shrubs which are currently managed by

Hillingdon Council. The land parcel to the west of the hoardings is bounded by Botwell Lane (to the south), Church Road (to the west) and Holmbury Gardens to the north) is also within the ownership of the applicant but lies outside the current application site. The northern site boundary is defined by a mature buffer of tall mixed conifers and deciduous trees which effectively screen views into the site from the residents of Holmbury Gardens.

The character of this space is dominated by the large roadside London Plane trees on Central Avenue, which form the southern end of an avenue of trees in this area. The Plane trees extend to the junction of Botwell Lane and the line of highway trees continues around the Botwell Lane frontage. The mature trees form large and conspicuous linear features in the local landscape, contribute to the visual amenity and character of the area and provide some screening of the site. The majority of the trees, in particular those close to the boundaries of the site, have high amenity values and will be protected and retained as part of the development.

The Tree and Landscape Officer notes that these trees provide a dramatic, and unusual, landscape feature and break between the urban town centre to the east and the more suburban residential area to the west. Although the trees are an important landscape feature in this area, they are not protected by Tree Preservation Orders or Conservation Area designation.

The tree removal associated with the new access has been kept to a minimum. The principle impacts to trees are the felling of 7 specimens to facilitate the development, of which two area 'B' grade trees, with the others rated 'C'. A further 2 trees will be removed in the interests of good arboricultural practice. The Tree and Landscape Officer notes that most of the better quality trees are found around the site perimeters and although they will continue to provide shading over the site, this will only affect short term car parking for shoppers.

According to the AMS, Landmark Trees will be on site to supervise the tree removal, and planned crown lifting and any demolition / building operations in close proximity to trees.

In addition a revised landscape drawing has been submitted to reflect the new access arrangements. 3No. new parking spaces have been introduced at the north end of the site, in place of the previous access point. A timber knee rail detail now wraps around this boundary. However, a more substantial barrier will be required to deter pedestrian movement between the public car park to the north and these parking spaces. The narrow wedge between the bays and the boundary would be better detailed with hard surfacing rather than bark mulch as proposed. Finally The legend states that the shrub planting within the highway verge is to be pruned down and protected during construction. While this vegetation management was previously agreed, it will also be necessary to replant all of the gaps which will be exposed within this planted area. Planting details to be specified. All these issues can be addressed by way of a condition and informative, in the event of an approval.

Due to the proximity of the car park surfacing to the boundary trees, 'no dig' construction techniques have been recommended for certain trees, in order to prevent damage to their root protection areas. If the development is constructed in accordance with the recommendations in the Arboricultural Method Statement and Tree Protection Plan, it is considered that the landscape and visual benefit of the existing tree cover will be safeguarded.

A comprehensive landscape scheme is proposed which incorporates the retained

boundary trees. The grass under the Planes along Central Avenue will be re-inforced with geotextile and bark mulched. On the Botwell Lane frontage, the shrubs on the highway verge will be heavily pruned. Invasive plants such as sycamore, elder and hawthorn will be removed to allow existing desirable shrubs to develop. This management will benefit the plants, but leave large gaps which will be filled with new planting. Within the site, large blocks of low-growing ornamental planting have been proposed.

No new or replacement trees have been proposed. The Tree and Landscape officer therefore recommends that the scheme be amended to provide trees along the Botwell Lane boundary, both on and off site. If the application is recommended for approval, landscape conditions could be imposed to ensure that the proposals are incorporated into the final landscaping scheme, in order to preserve and enhance the character and appearance of the area.

It is noted that the strip of highway verge along the Botwell Road is land outside the red line boundary of the site. However, its soft landscape features visually complement the site. The use of the highway verge and its future management by the applicant has been agreed in principle with Council officers. Once a final landscape scheme has been approved, the applicant will need to obtain a licence from the Council's Green Spaces department to formalise this arrangement.

Overall, the Tree and Landscape Officer raises no objections, subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting on the adjacent highway verge be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in and surrounding the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The previous use and extent of hard standing and built form on the site reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the retention of the majority of the trees, the additional tree planting and soft landscaping will contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies. It is considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area.

7.15 Sustainable waste management

Although the design details have not been provided, the requirement for the scheme to provide for appropriate covered and secure refuse and recycling bin storage facilities can be secured by a condition in the event that this scheme is approved.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently

requires nondomestic buildings to achieve a 40% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan requires major developments to demonstrate a 40% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. The statement indicates that proposal will achieve an improvement on Part L 2010 of 31% for regulated CO2 emissions with a much more significant CO2 saving anticipated for operational emissions. The statement was assessed by the Council's Sustainability Officer who raised a number of concerns. Firstly, there was no clear baseline to kWhr or KgCO2 per annum or how the measures manage to help reduce emissions by a little over 30%. Furthermore, the development does not meet the 40% reduction target despite not resorting to any form of renewable energy technology. The report does not provide adequate justification as to why the 40% target cannot be achieved. Finally, the expected shortfall could easily be met by the use of on-site PVs.

The applicant was advised that shortfalls can be made up using offsite contributions as set out in Policy 5.2e of the London Plan, but these should only be explored where all on-site arrangements have been exhausted.

The applicants have submitted an Energy and Sustainability Addendum in an attempt to address these concerns. This has also been reviewed. Neither the original report nor the addendum provide any clear details as to why it is commercially unviable to provide renewable energy on site in this instance. The Council's Sustainability Officer still considers that the submitted documentation remains a poor energy assessment. The rationale for not providing PVs remains particularly weak particularly the the applicant's argument that PVs are not deemed a suitable solution. Furthermore, the applicants' reliance solely on improvements to lighting is also questionable, particularly since none of it is properly evidenced.

In summary, the Sustainability Officer considers that the development can reach the 40% CO2 reduction target. However, no satisfactory reason for the developer to not resort to renewable energy has been provided and no information has been provided as to why this development is sufficiently unique for renewable energy technology to be unviable. It is therefore recommended that in the event of an approval, a condition be imposed requiring a detailed energy assessment showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show the baseline energy demand for each element of the regulated energy use, the methods to improve the energy efficiency of the development, how this impacts on the baseline emissions and where these measures will be included within the development and full details, specification and location of renewable energy to ensure that the 40% target can be achieved, in combination with the energy efficiency measures.

Subject to compliance with the afore mentioned condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate

measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) and Foul Drainage Statement has been submitted as part of the application. The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

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

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report assessing the noise arising from operations associated with the proposed Lidl has been submitted. A noise survey was undertaken to determine the existing baseline noise climate and a modelling exercise was undertaken to determine the plant and delivery operation equivalent noise levels at the facade of the nearby noise sensitive receivers. The Assessment concludes that the proposed plant, servicing operation and car park activities is considered acceptable in terms of noise emission to the dwellings in the vicinity. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard. Accordingly, it is not considered that the development would result in a significant increase in noise which could have a detrimental impact on residential amenity, in compliance with relevant policies.

AIR QUALITY

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality.

The proposed development is within the declared AQMA and in an area which currently

appears to be a little under the European Union limit value for annual mean nitrogen dioxide (NO₂) except for some of Botwell Lane.

An Air Quality Assessment was submitted in support of this application. This was referred to the Council's Environmental Protection Unit. Based on the submitted air quality assessment, it appears none of the existing residential receptors considered near the development site will be over the EU limit value of 40 mg/m³. The Environmental Protection Unit considers the air quality assessment to be reasonably conservative, and may be in fact have overestimated the NO₂ levels in one location on Central Avenue. A maximum increase of 0.3 mg/m³ is indicated at one out of the three residential receptors considered, as a result of the proposed development, which is described as 'negligible'.

The Council's Environmental Protection Unit concedes that its own modelling may be slightly overestimating or underestimating the air quality in the area and raises no specific objections to the development on air quality grounds, as impact from the development may well be negligible and the air quality assessment has indicated no mitigation measures were required. Nevertheless, as the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has requested a contribution of £12,500 to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement. Subject to the above mentioned obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1 and London Plan, Policy 7.14.

7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 2 letters supporting the proposals were received

Submissions in Objection

At the time of writing the report no individual letters of objection have been received.

However, objections have been received from Hilligdon Chamber of Trade, Hayes Village Conservation Area Advisory Panel and John McDonnell MP. The main issues raised together with officer's commentary are provided below:

1. Impact on already heavily trafficked roads

Planning Officer Comment:

This issue has been assessed by the Council's Highways Officer who has considered the implications of the development on the potential impact on the free flow of traffic.

2. No need for another store

Planning Officer Comment:

'Need' is not a planning consideration.

3. Loss of trade for local stores.

Planning Officer Comment:

This has been assessed within the principle of development section.

4. Insufficient parking

Planning Officer Comment:

Car parking provision meets the relevant Local and London Plan standards.

5. Design unattractive

Planning Officer Comment:

The design of the development has been assessed by the Council's Design Officer who considers that although the design is uninspiring, recognises that this is not a sustainable reason to refuse the application. Furthermore, the scheme would have less of a visual impact on the street scene than the consented 3 storey residential development for this site.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

(i) The use of the highway verge (and its future management) by the applicant has been agreed in principle, with LBH officers. Once a final landscape scheme has been approved, the applicant will need to obtain a licence from the Council's Green Spaces department to formalise this arrangement.

(ii) Travel Plan

(iii). Air Quality: a financial contribution in the sum of £12,500.

(iv). Town Centre Improvements: a financial contribution of £25,000

(v) The applicants pay a sum to the Council equivalent to 5% of the value of contributions for compliance, administration and monitoring, project management and overseeing implementation of elements of the completed planning (and/or highways) agreement(s).

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

ENVIRONMENTAL ISSUES

A Geo environmental report has been prepared in support of the application. The report has not confirmed any contamination that might be onerous for this supermarket development. It appears that when the swimming pool was filled in, much rubble and various bits of waste such as wood and metal were used. As a result, there is a fair depth of made ground with clinker in the swimming pool void. There was also a boiler room, although evidence of contamination was not found in the site investigation, which involved 14 trial pits and 16 window samples. Little contamination was found although the made ground is fairly deep at the site and there may be further contamination found during the

site works.

The Council's Environmental Protection Unit has reviewed the submitted documentation and has recommended that a contaminated land condition be imposed, as there is no record of what was used to fill the closed pool and further contamination may be located when the site is excavated. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with this condition, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

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 proposal is considered to satisfy the requirements of national, regional and local policy in retail terms. The development is considered to satisfy the sequential test and will not have a detrimental impact on the vitality and viability of Hayes Town Centre.

The proposed development would not generate significant volumes of vehicle traffic on the local highway network that would have a significant impact on the capacity of the nearby junctions.

Whilst some reservations remain with regard to deliveries, this could be addressed by a robust Service and Delivery Plan which can be secured by condition.

Whilst the design approach follows the standard model developed by the applicants, the proposed development is considered to not detract from the visual amenities of the street scene and would be in keeping with the character and appearance of the surrounding area. A comprehensive approach to landscaping and tree protection has been provided. In addition, the scheme would not have any significant detrimental impact on the amenity of the nearest residential occupants, subject to conditions.

The proposals will not increase surface water runoff, through the incorporation of sustainable drainage techniques. Subject to conditions, the scheme can also provide an energy efficient building, reducing its CO2 emissions in line with London Plan Policy.

The development makes adequate provision by way of planning obligations to mitigate its impacts.

Accordingly, the application is recommended for approval.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)

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

London Plan 2011

National Planning Policy Framework (NPPF)

The Greater London Authority Sustainable Design and Construction (2006)

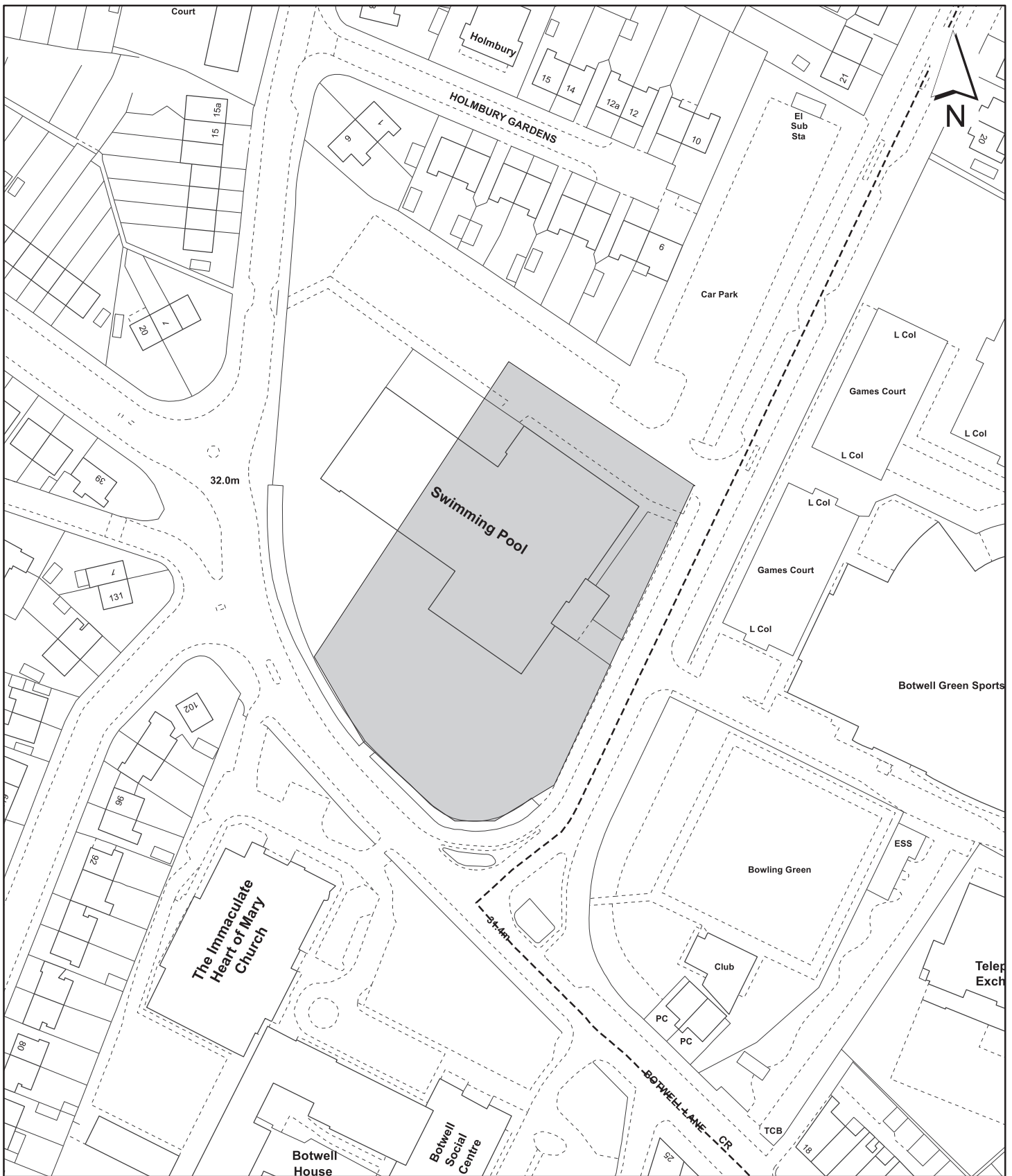
Council's Supplementary Planning Guidance - Community Safety by Design



Council's Supplementary Planning Document - Air Quality

Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



<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>Hayes Swimming Pool Botwell Lane Hayes</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>1942/APP/2013/3565</p>	<p>Scale</p> <p>1:1,250</p>	
	<p>Planning Committee</p> <p>Major Page 278</p>	<p>Date</p> <p>August 2014</p>	
		 HILLINGDON LONDON	

Report of the Head of Planning, Sport and Green Spaces

Address HARLINGTON QUARRY, NORTH OF CRANFORD LANE HARLINGTON

Development: Erection of an Anaerobic Digestion Biogas Plant including landscaping, parking and associated works.

LBH Ref Nos: 2373/APP/2012/2011

Drawing Nos: Design and Access statement
ITL7203-SK-001
46368012
Archaeological Assessment
M10.149.07 REV A
Shortlisted sites Constraints Plan 2
Ward Associates Ecological Assessment
402-03900-00001
Site search and constraints mapping Flood Risk map
Assessment of Food Waste Treatment 'need' for the Harlington Quarry Site
4053 - WBM Noise Assessment
Planning statement
JCB/NM/JM/ITB7203-001a R - Transport Statement
412.00063.00043.001 - Phase One Environmental Assessment
210
M10.149.03 REV A
M10.149.10 REV A
M10.149.05
Photographs
M10.149.02
M10.149.04
M10.149.06
M10.149.08
M10.149.09
M10.149.11
M10.149.13
M10.149.07
200
Supplementary Assessment of Impact on Listed Buildings and
Conservation Areas
M10.149(a).03
M10.149(a).02
12010/V5a/1
12010/V5a/2
SLR Alternative Sites - Response to GLA
SLR Carbon Emissions - Response to GLA
Carbon Report - Response to GLA
Heat User Study - Response to GLA and Sustainability officer
SLR Process and Energy Outputs - Response to GLA
WLWP Response Schedule
Alternative Sites Assessment
John W Platts Chartered Landscape Architects Ltd Landscape Appraisal
Revision 02
Portakabin Energy Rating

Date Plans Received:	14/08/2012	Date(s) of Amendment(s):	16/08/2012
Date Application Valid:	02/11/2012		16/08/2014
			11/02/2013
			01/03/2013
			13/11/2013
			01/11/2012
			02/11/2012

1. SUMMARY

This application seeks consent for the erection of an Anerobic Digestion plant on a site currently occupied by a diused sand and gravel processing plant.

The surrounding land is designated as Green Belt and is adjoined to the east by Cranford park Conservation Area and Country Park, which is a designated Ecological Site of Borough Grade 2 of Local Importance.

It is considered that the scheme has failed to demonstrate that there are any specific special circumstances to justify such a development within the Green Belt. Given the nature of the development, its siting, scale, and massing, the proposal is considered to have a detriemtnal impact on the character, visual amenity and openness of the Green Belt setting and is considered to form a wholly inappropriate form of overdevelopment in this location.

Furthermore, the application has failed to demonstrate that the proposed development could be completed without detriment to the air quality within the surrounding area.

Refusal is recommended accordingly.

2. RECOMMENDATION

- 1. That the application be referred back to the Greater London Authority.**
- 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, and refuse the application for the following reasons:**

1 NON2 Green Belt

The proposal, by reason of its location, the extent, scale and massing of the built form, the associated infrastructure, and the intensified generation of commercial activity, would result in the loss of open space and the future ecological value of the site, and would cause detrimental harm to the visual amenity, openness and setting of the Green Belt, adjacent Cranford Park Conservation Area and Ecological Site of Borough Grade 2 of Local Importance. The scheme has also failed to demonstrate that there are any special circumstances for allwoing such inappropriate development within the Green Belt. Overall, the proposals are contrary to Policies BE1, HE1, EM2 and EM6 of the Hillingdon Local Plan: Part One - Strategic Policies, Policies EC2, BE4, OE1, OL1, OL4 and OL5 of

the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), London Plan Policy 7.16 and National Planning Policy Framework (Chapter 9).

2 NON2 Air quality

The scheme, in the absence of a detailed and robust assessment of the likely emissions arising from all aspects of the proposed Anaerobic Digestion plant, is considered to give rise to unacceptable levels of air and odour pollution within the area, which would exceed the EU limit values for Air Quality Management Areas. The scheme therefore fails to comply with policies 7.14 of the London Plan, EM8 of the Hillingdon Local Plan: Part One - Strategic Policies, and Air Quality Supplementary Planning Guidance (2002).

3 NON2 Planning obligations

In the absence of an agreement between the Council and applicant to secure contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development, in respect of construction training, highways works, air quality, and environmental mitigation, the proposal would be contrart to Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Planning Obligations Supplementary Planning Guidance.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
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.
BE4	New development within or on the fringes of conservation areas
EC2	Nature conservation considerations and ecological assessments
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 (2011) Opportunity Areas and intensification areas

LPP 2.13	
LPP 2.17	(2011) Strategic Industrial Locations
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.19	(2011) Hazardous waste
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.9	(2011) Overheating and cooling
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
NPPF	National Planning Policy Framework
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
OE2	Assessment of environmental impact of proposed development
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
PPS10	Planning for Sustainable Waste Management
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3. CONSIDERATIONS

3.1 Site and Locality

The application site is currently occupied by a disused sand and gravel processing plant known as Harlington Quarry. The site is surrounded by open land including arable fields, and restored, and inactive landfill sites. The site is located 500 metres north of Cranford Lane, approximately 200 metres south of the M4 motorway with residential area located beyond this (300 metres to the north of the site) and Harlington Village centre is located approximately 720 metres to the south west.

Immediately to the north of the site lies Crane Meadows. To the east there is a woodland and approximately 400 metres in this direction from the site Cranford Country Park is located, which is an 'Ecological site of Borough Grade 2 of Local Importance'. To the west, the site is adjacent to an arable field, beyond which is residential.

The land is designated as Green Belt land, and adjoins Cranford Park Conservation Area along its eastern boundary. Harlington Village Conservation Area is located to the west of the site.

3.2 Proposed Scheme

This application proposes to re-develop the site and provide for a new anaerobic digestion(AD) plant at the existing disused Harlington Quarry. The scheme proposes to replace all of the buildings and structures related to the quarry, with a number of buildings and tanks associated with the proposed use. The plant area is 2.59ha and this consists of a mix of structures which include a weighbridge/office, reception building, mixing tank, digester tanks x 2, degestate storage tanks x 3, electricity generation plant x 3, site office, workshop and ancillary plant.

The highest structures within the site will be the digesters, which will have a maximum height of 19 metres. The offices, weighbridge and portakabins will form the lowest structures with a consistant height of 3 metres. All other structures within the plant site will be between these two height brackets, with a maximum height of 10 metres (storage tanks and reception building).

It is proposed that the operational areas of the site will be screened by both existing and proposed screening bunds which are to be grass seeded, and tree and shrubs planted to further screen the area. The proposed bunds will be 3 metres in height, with a more gradual slope to the outer side of the boundary.

Access to the site will remain as existing via the northern access track, linking to Harlington High Street.

The remainder of the quarry site will be restored to agricultural use and wildlife area in accordance with the conditions of the existing planning permission (2373/APP/2005/2815).

3.3 Relevant Planning History

2373/APP/2005/2815 North Of Cranford Lane Harlington

EXTRACTION OF SAND AND GRAVEL; BACKFILLING (INCLUDING FRESH WATER LAGOON) WITH INERT WASTE; USE OF LAND FOR THE RECYCLING OF INERT CONSTRUCTION AND DEMOLITION WASTE AND RETENTION OF TEMPORARY BUILDINGS FOR A PERIOD OF 10 YEARS; RESTORATION OF LAND TO AGRICULTURE/WILDLIFE HABITAT

Decision: 12-12-2006 Approved

Comment on Relevant Planning History

Planning permission for a sand and gravel extraction plants was granted on appeal in 1968. This permission was subsequently updated in 1999 under the Environment Act 1990 (the ROMP process). The quarry has been dormant for around 10 years.

In December 2006 (application reference 2373/APP/2005/2815), planning permission was granted for the extraction of the remaining sand and gravel, the backfilling of the lagoon with inert waste, the recycling of inert construction and demolition waste and the retention of the buildings for 10 years, followed by the restoration of the land to agriculture/wildlife habitat. The deadline for completing the mineral extraction and restoration was extended until November 2019.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- 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.
BE4	New development within or on the fringes of conservation areas
EC2	Nature conservation considerations and ecological assessments
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.19	(2011) Hazardous waste
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
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OL1	Green Belt - acceptable open land uses and restrictions on new development
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PPS10	Planning for Sustainable Waste Management
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. **Advertisement and Site Notice**

- 5.1 Advertisement Expiry Date:- **6th December 2012**
- 5.2 Site Notice Expiry Date:- Not applicable

12th December 2012

6. Consultations

External Consultees

18 residents were consulted on the application and a site notice was displayed which expired on 12th December 2012. Four letters were received in response to this consultation which raised the following concerns:

- Scheme would result in visual impact and low amenity on Cranford Park;
- Scale and height of the proposal would be visible from the park and damage views.
- Concerns with regards to traffic and increased emissions/air pollution from the site.

Cranford Park Friends

- No special reason has been given as to why the proposal needs to be on Green Belt land;
- This land has to be restored to farm land by 2016;
- Proposals would cause visual intrusion and be clearly visible from Cranford Park Conservation Area;
- Crane Meadows is owned by Cranford Park Friends, although not in public use at present. Expect the public to be given access to Crane Meadows at a future date;
- Proposal would cause aural and visual intrusion to this part.

Harlington and Cranford Advisory Panel

- Green Belt should not be developed unless there is no where else in non Green Belt land that it could be sited;
- Site should be cleared and restored to farmland by 2016, not replaced with plants;
- Traffic movements need reapproving;
- Proposal would be a permanent eyesore.

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 AIRPORT SAFEGUARDING

No safeguarding objections. Recommend that the following informative is added to any consent:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicants attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>) Regards Simon Vince Safeguarding Officer Airside Safety & Compliance

ENVIRONMENT AGENCY

We have no objections to the proposed development subject to the inclusion of a number of conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application

Condition 1

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that

includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

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

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

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

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

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

Reasons

The site is in a sensitive groundwater area, upon a principle aquifer and in close proximity to a private permitted abstraction. Any contaminants entering the groundwater may affect this abstraction or cause problems for the groundwater to achieve good chemical status by 2027 which is required by the Water Framework Directive.

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

Condition 2

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

Reasons

Infiltration at the site has the potential to mobilise existing contamination in the land or introduce contamination from the new activity if there is a failure of control measures. Due to the sensitivity of the site no pathways should be present to allow such contamination to enter the ground. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Condition 3

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 shall also include:

- Proposals for all storage tanks to have secondary containment (bunding at 110% of the largest tank capacity or 25% of total capacity)
- All other areas must have impermeable sealed drainage system to prevent any emission to ground.
- Details of the drainage system indicating gulleys, pipework, interceptors storage areas and connections to foul and surface water discharges.
- Details of how the scheme shall be maintained and managed after completion.
- Indicate the volume, general layout and areas contributing to the rainwater harvesting system.
- Confirm the type, size and location of the proposed SUDS features. Any proposals which indicate the storage of liquids below groundwater level will not be acceptable.

Reasons

To minimise risk to groundwater quality but to improve and protect it where practical and improve habitat and amenity. To prevent the increased risk of flooding, both on and off site.

Note:

In order to discharge this condition the following information (but not limited to) will have to be provided;

- A clearly labelled drainage layout plan showing pipe networks and any attenuation features, such as swales, filter strips or soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of any manholes.
- If infiltration forms part of the proposed storm water system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- Where on site attenuation is achieved through swales or ponds calculations showing the volume of these are also required.
- Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

Advice to Applicant

-Environmental Management

The applicant must obtain the relevant Environmental Permit from the Environment Agency. The applicant should contact Luke Tobitt in our Environment Management Team on 01707 632 714 to discuss the requirements of the permit.

All areas where waste is being handled and treated must have a sealed drainage system. Interceptors on surface water drainage systems must be inspected bi-annually, maintained and emptied when necessary. The interceptor must be re-charged with water once emptied.

All cleaning and washing operations, including steam cleaning effluent, should be carried out in designated areas isolated from the surface water system and draining to the foul sewer.

No construction material shall be stored in a manner that poses a risk to controlled waters.

-Flood Defence Consent

Under the Water Resources Act 1991 and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for certain works or structures in, over, under or within 8.0m of the top of the bank of the Frogs Ditch. The applicant should contact ps-thames@environmentagency.gov.uk for more details on applying for a Flood Defence Consent.

ENGLISH HERITAGE

Do not consider that the application should be notified to English Heritage

MINISTRY OF DEFENCE

No safeguarding objections

GREATER LONDON AUTHORITY (GLA)

Strategic planning application stage 1 referral (new powers) Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The proposal:

Construction of an Anaerobic Digestion (AD) facility, including an electricity generation plant (x3) and other associated structures. The waste management facility has the capacity to recover 49,500 tonnes of waste per year. The scheme also includes access, parking and landscaping.

The applicant:

The applicant is Andigestion Ltd and the agent is Stephen Bowley Planning Consultancy.

Strategic issues:

At this stage, the principle of the development to provide for a waste management use within the Greenbelt is not acceptable. Further information with regards to urban design and inclusive access, climate change and transport is also required to address outstanding concerns for the scheme to be considered as fully compliant with the London Plan.

Recommendation:

That Hillingdon Council be advised that the application on balance does not comply with the London Plan for the reasons set out in paragraph 78 of this report; but that the possible remedies set out in this paragraph could address these deficiencies.

Context

1. On 26 November 2012 the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2. The application is referable under the following categories of the Schedule to the Order 2008: Category 2D (1) 'Waste development which does not accord with one or more provisions of the development plan in force in the area in which the application site is situated and which falls into one or more of these sub-categories (a) it occupies more than 0.5 hectares'

Category 3D (1) 'Development (a) on land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and (b) which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building.'

3. Once Hillingdon Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4. The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been taken into account in the consideration of this case.

5. The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6. The application site is currently occupied by a disused sand and gravel processing plant known as Harlington Quarry. The site is surrounded by open land including arable fields and restored and inactive landfill sites; the site is located 500 metres north of Cranford Lane, approximately 200 metres south of the M4 motorway with residential area located beyond this (300 metres to the north of the site) and Harlington village centre is located approximately 720m to the south west.

7. Immediately to the north of the site lies Crane Meadows, to the east there is woodland and approximately 400 metres in this direction from the site Cranford Country Park is located which is an 'Ecological site of Borough Grade 2 of Local Importance'. To the west the site is adjacent to an arable field, beyond, which is residential uses.

8. Cranford Park to the east The nearest section of the Transport for London Road Network (TLRN) is the A321 The Parkway, approximately 900m to the east, and the A4, situated 1km to the south. There is no section of Strategic Road Network (SRN) within 3km of the site. The site will be accessed via the existing quarry access arrangements from Harlington High Street.

9. Three bus routes (140, 90 and H98) can be accessed within 500m of the proposed development site. These provide services between Heathrow Bus Station and Long Elms, School Road and Wood End Road and Northolt and Feltham Leisure Centre. Cycle superhighway 9 (Heathrow to Hyde Park Corner) lies approximately 1km to the south.

10. Hayes & Harlington Railway Station is located approximately 1.2km to the north and offers a service on the First Great Western and Heathrow Connect lines. The station will further benefit from Crossrail services by 2019. The nearest London Underground Station to the site is Hatton Cross (Piccadilly Line), located approximately 2.6km to the south of the site, and therefore not considered to be within an acceptable walking distance. As such, the site has been estimated to records a poor public transport accessibility level (PTAL) of 2, on a scale of 1-6 where 6 is most accessible.

Details of the proposal:

11. The applicant proposes to re-develop the site and provide for a new anaerobic digestion at the existing disused Harlington Quarry and will replace all of the existing buildings and structures related to the quarry. It should be noted that the applicant intends the new anaerobic digestion plant to replace an existing quarry processing plant, with the remainder of the quarry site to be restored to agricultural use and wildlife area in accordance with the conditions of the existing planning permission (Reference No: 2373/APP/2005/2815). The proposed new development will be contained within the existing Harlington Quarry Plant Site and will replace all of the existing buildings and structures related to the quarry.

12. The technology proposed is an anaerobic digestion (AD) facility which will have the capacity to recover 49,500 tonnes of waste per year and will process food wastes only.

13. The development proposals will comprise a number of components including a weighbridge/office, a 1,092 sq. m reception building located to the to the south west of the site, two digester tanks, three digestate tanks, a site office, workshop and ancillary plant.

14. The digesters will be the highest structures within the plant site will have a maximum height of 19m (broken down as 14.5m to the rim of the drum decreasing in size for further 2.5m to the top of the dome with a diameter of 1m, and a 2m funnel which has also has a diameter of 1m).

15. In addition to the above the development proposals will include three 1.0 MW electricity generation plants.

Case history:

16. The applicant did not enter into pre application discussions.
Strategic planning issues and relevant policies and guidance

17. The relevant issues and corresponding policies are as follows:

- Waste/minerals- London Plan; the Municipal and Business Waste Management
- Green Belt/MOL - London Plan
- Employment - London Plan; Industrial Capacity SPG; Land for Industry and Transport SPG
- Urban Design - London Plan
- Air quality - London Plan; the Mayor's Air Quality Strategy;
- Ambient noise London Plan; the Mayor's Ambient Noise Strategy;
- Sustainable development - London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy
- Parking - London Plan; the Mayor's Transport Strategy

18. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the saved polices from the 2004 Hillingdon Unitary Development Plan, the 2012 Hillingdon Development (Core) Strategy and the 2011 London Plan.

19. The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The Early Minor Alteration to the London Plan
- The draft West London Waste Plan (WLWP) Proposed Sites and Policies Consultation Document (February 2011).

Principle of Development:

Waste

20. London Plan policy 2.17 and annex three of the London Plan, seek to promote and where appropriate, protect the strategic industrial locations (SILs) as 'London's main reservoirs of industrial and related capacity, for industrial uses, including waste management and environmental industries'.

21. Map 2.7 which accompanies policy 2.17 identifies the Preferred Industrial Location's (PIL's) which are regarded as locations particularly suitable for general industrial use, waste management and recycling functions. The proposed development site is not located within such areas.

22. The application site at Harlington Quarry was formally nominated for consideration through the West London Waste Plan (WLWP) process; however it is understood that the WLWP Proposed Sites and Policies Consultation Document (February 2011) did not take forward the application site as a suitable site for a waste management use; however, it should be noted that little weight is afforded to this document at this stage.

23. Further clarification will need to be given concerning this point from the Council in order to understand the justification of the removal of the site from the preferred site section of the document. Further clarification will also need to be given regarding the advancement of the WLWP and any relevant recent updates.

24. It is recommended that the applicant should in the first instance pursue the designation of the site through the waste plan.

25. The applicant has provided an Assessment of Food Waste Treatment report which sets out where material needed for the AD process is expected to come from. The information provided in the submitted material is unclear as to what percentages of waste may be processed and from where.

26. In terms of the technology proposed, anaerobic digestion (AD) is supported in principle, especially as the applicant proposes to use waste derived gases to produce some renewable energy. The applicant has stated that the electrical generation will be provided for the National Grid network, again which is supported; however, the applicant will need to confirm that the facility is designed to ensure that all usable generated heat can be exported to local heat distribution networks (nearby commercial or residential users) should they be available and this will need to be demonstrated through a district heat study, which will need to be submitted before the scheme is referred back to the Mayor at stage two. Should the application be granted the Council should require a commitment to make best endeavours to develop a heat network and to ensure that the proposed development is heat-off take ready so that the scheme fully complies with London Plan policy 5.17 (part C).

27. The London Plan also requires boroughs to bring forward land to manage borough waste apportionments; Hillingdon has been designated a London apportionment figure of 3.7% share of waste to be managed in London by 2031 with a target to manage 186,000 tonnes of MSW by 2031 (refer to table 5.2 in the London Plan). The proposed application is anticipated to manage up to 49,500 tonnes per annum and therefore the development scheme will help achieve these strategic targets and in this regard complies with London Plan policies 5.16 and 5.17.

28. The proposed scheme would contribute to the Mayor's policy objectives for London to manage as much of its own waste within London as practicable, working towards 100 per cent self sufficiency by 2031 and would help to meet borough apportionment figures in line with 5.16.
Green Belt

29. It is understood that the application site is an inactive quarry that has a remaining permitted life until November 2019 and that the development will be on previously developed land within the Green Belt. It is also noted that the site has permission for the recycling of construction and demolition materials over the same period.

30. London Plan Policy 7.16 makes it clear that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. The London Plan also makes it clear that inappropriate development should be refused, except in very special circumstances.

31. The policy guidance of paragraphs 79-92 of the National Planning Policy Framework (NPPF) on Green states that the Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

32. Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; the NPPF makes it clear that 'very special circumstances' will not exist unless potential harm to the Green Belt by reason of inappropriateness, is clearly outweighed by other considerations.

33. In addition, paragraph 89 of the NPPF states that 'a local planning authority should regard the

construction of new buildings as inappropriate in Green Belt' and lists exceptions to this, including redevelopment of previously developed sites and replacement of a building of the same use and not materially larger than the one it replaces. The development proposals to construct an AD facility do not fall within any of the exceptions listed in paragraphs 89 and 90 of the NPPF.

34. Therefore, by definition the proposal is not appropriate, the only possible justification to allow this proposal would be if very special circumstances existed and were demonstrated before any recommendation for approval could be made. There is no definition of 'very special circumstances' and each planning application has to be judged on its own merits.

- Very special circumstances:

35. There are no existing waste management uses on the site and therefore the proposed waste management uses are not appropriate for Green Belt. The applicant has sought to make a 'very special circumstances' argument as follows:

· The wider environmental benefits of renewable energy production:

36. The applicant has stated that from the methane gas resulting from the anaerobic digestion process the plant will produce 18,000MW hours of electricity, which, the applicant states is sufficient to meet 2,500 homes annual requirement. The applicant intends to utilise some electricity directly on site but state that the majority will be fed into the National Grid. The applicant also states that current options to export the surplus energy generated to local hotels and Heathrow Airport are being explored. Before the scheme is referred back at stage two, the applicant will need to provide robust justification of the figures given and will need to provide some confirmation of end users of the energy and how this will be implemented. However, the production of renewable energy itself is not a very special circumstance as this occurs on many sites throughout London.

· The locational needs of anaerobic digestion facilities:

37. In setting out a case for very special circumstances, the applicant has stated that locational criteria for AD plants are set out in the Environment Agency Standard Rules for anaerobic digestion facilities (SR2010 No.15 version 3.0 June 2012) which sets out that the permitted activity must not be carried out:

- Within 500 metres of a European Site, Ramsar Site or SSSI
- Within 250 metres of any off-site building used by the public (including dwelling houses)
- Within an Air Quality Management Area (AQMA) designated due to concerns about nitrogen dioxide
- Within groundwater Source Protection Zone 1 (SPZ1)

38. The applicant states that a key constraint for planning purposes in relation to a site within West London is the 250 metre buffer zone to off-site buildings used by the public and that in this regard the site is suitable and is a special circumstance. However, the London Plan makes it clear that designated Strategic Industrial Land is appropriate for waste management facilities, some of which contain sites that are located in excess of 250 metres from buildings used by the public. The draft West London Waste Plan also identifies appropriate locations for waste management facilities none of which include the Green Belt site put forward to which this report relates. In addition, it is understood that where a site cannot meet the Environment Agency criteria there is the potential to apply for a bespoke permit.

· Lack of alternative sites for a waste management facility:

39. As part of the planning application submission, the applicant has prepared an Alternative Sites Assessment which analyses a number of sites identified in the West London Area based on a set of site assessment criteria identified. The process concluded with a shortlist of six sites which were then subject to a comparative assessment; the proposed site at Harlington Quarry was considered the available best site.

40. Questions are raised regarding the robustness of the sites assessment submitted and its methodology, in particular it is noted that three of the sites short listed score equally, one of which is located within a designated industrial estate within an Opportunity Area. It is unclear how the final conclusions are derived.

·Need for the development:

41. The applicant has noted that the need for an AD facility to serve the West London has been identified in the preparation of the West London Waste Plan (WLWP) and as part of the planning submission the applicant has prepared an Assessment of Food Waste Treatment report. This document provides a food waste availability assessment for the proposed site and the applicant intends this to contribute to the demonstration of 'need' for the facility.

42. The report highlights that in terms of the competitor landscape in WLWA, there are currently no operational AD facilities. Furthermore, at the time of writing there are no known AD facilities that are formally within the planning process.

43. In addition, the report sets out the estimated Need for Food Waste Treatment Capacity in West London; based on scenario of 79,000 to 150,000 tonnes of waste per annum (for the WLWP area to meet self-sufficiency) the report concludes that up to four additional AD facilities will be required to treat local authority waste by 2025.

44. The applicant notes that all of the waste processed will come from within the WLWP area which is encouraged, however a focus should be to utilise waste derived by the borough of Hillingdon and clarity in this regard is requested.

45. A number of issues of clarity are needed regarding the figures and in particular the applicant does not provide clear confirmation of verified future sources.

·The environmental and economic benefits of sustainable waste management:

46. The applicant states that the proposed plant at Harlington Quarry will process local food waste that is presently being treated by processes lower down the waste hierarchy, or at an AD facility in Northamptonshire. The provision of a local AD plant will therefore move the treatment of this waste up the Waste Hierarchy and also reduce unnecessary travel distances by HGV's exporting waste out of London. Evidence that this is the case should be provided by the applicant.

47. In addition, the applicant should also confirm where the end products such as bio-fertilizers would be used, how they would be transported and any impacts this would have environmentally.
Employment use

48. The applicant has confirmed that the scheme will generate 12 jobs directly. As well as this, the applicant should demonstrate that the operators of the facility would be committed to undertaking and / or funding a local employment and training scheme in order to ensure that contractors provide opportunities for the training of local apprentices and for securing the use of local labour, and goods and services during the construction and operation of the project, which is in accordance with the London Plan (Policy 4.12). This will need to be secured accordingly by Hillingdon Council.

In summary:

49. In terms of the technology proposed, anaerobic digestion (AD) is supported as it will contribute to London's self sufficiency targets, will help to meet Hillingdon's waste apportionment and will generate renewable energy. It is also acknowledged that the scheme would deliver a small number of direct jobs.

50. Notwithstanding this, the justification for Green Belt development is insufficient, the very special circumstances demonstrated and evidence provide is not robust and a number of questions are

raised. Therefore, in line with the NPPF and London Plan policy 7.16 the applicant has failed to demonstrate that 'very special circumstances exist and at this stage the principle of development is not acceptable.

Urban design and inclusive access:

51. As has been explained earlier in this report, the site is situated on the Green Belt. The proposed development comprises a number of buildings which resemble a complex of modern farm buildings and in total there will be an uplift of 557 sq. m. of built form on the site compared to the existing.

52. It is acknowledged that the applicant has positioned the new structures in areas of the site to minimise impact on the openness of the Green Belt in line with London Plan policy 7.16 and that landscaping proposed will help soften any visual impact caused by the agricultural forms of the proposed AD facility.

53. Despite this, the new development would include two digester tanks which will have a maximum height of 19 metres and a large reception building (1,092sq. m.) reaching 10 metres. Given the typology of the site and surrounding area the proposal will be visible from nearby Green Belt land and public areas adjacent to the Green Belt. The applicant states that given the landscaping strategy proposed, the development proposals will have limited visual impact and not cause a significant impact on the openness of the Green Belt. However, the impact the development will have on local views and the openness of the Green Belt has not been clearly demonstrated and therefore the negative impact and harm to the character, openness and visual amenity of the Green Belt remains. Before the application is referred back to the Mayor, the applicant will need to demonstrate that the new buildings do not have a detrimental impact on the open character of views from, within, or across the Green Belt.

54. The elevational treatment is welcome and in terms of appearance, the applicant has introduced materials to ensure that the structures will be sensitive to the surroundings and further enhance the agricultural feel of the site, which is supported. The layout of the development proposals are accepted, subject to the issues as set out in paragraph 53 above.

55. The applicant has not provided any information or details regarding inclusive access. Before the scheme is referred back to the mayor at stage two the applicant will need to provide additional information to demonstrate how the principles of inclusive design have been integrated into the proposed development to ensure full and easy access for all users. This will ensure the scheme meets London Plan policy 7.2.

Air quality:

56. The applicant confirms that proposed site lies within an AQMA. An air quality assessment has been undertaken to determine any impact the development proposal would have on the current air quality. The assessment has demonstrated that the scheme will have either a negligible or minor significance impact on air quality. The information the applicant has presented is sufficient and while this does not generate any strategic issues, the council will need to be content in this regard. With this in mind, the scheme complies with London Plan policy 7.14

Noise:

57. A noise assessment has been carried out by the applicant; this demonstrates that the noise climate of the area is generally affected by M4 Motorway noise and aircraft associated with Heathrow Airport. The report concludes that the scheme will generate noise levels below the average daytime and evening background noise levels for the daytime and therefore a negligible effect on existing residential receptors once the scheme is completed. The scheme complies with London Plan policy 7.15 in this regard.

Climate Change:

58: It is noted that the scheme will generate some renewable energy; however, the applicant has not submitted an energy strategy or provided any detailed information in relation to energy efficiency standards. Before the scheme can be assessed appropriately in strategic terms the applicant will need to provide information on the specifics of the AD process, predicted biogas output and specific figures relating to the electricity/heat generation, how much will be made available for 'export' and how this will be implemented and delivered.

59. The applicant should state the estimated regulated carbon emissions of the development in tonnes of carbon dioxide per annum before (baseline) and after the cumulative effect of energy efficiency measures, biogas derived waste heat and renewable energy has been taken into account and at each interim stage of the energy hierarchy. The applicant should present the information required in the format set out in Tables 1 & 2 of the document 'Energy Planning - GLA Guidance on preparing energy assessments - September 2011' which is available on the GLA website.

60. In addition, information will be needed regarding how the relevant (space heated) buildings meet the requirements of the London Plan. Until the applicant provides the above, the scheme cannot be appraised and does not meet London Plan policies as set out in Chapter 5 of the London Plan.

Flood Risk:

61. The Flood Risk Assessment (FRA) submitted indicates that the site is within Flood Zone 1 and therefore is acceptable in flood risk terms.

62. The FRA states that surface water will be harvested for use on site with residual surface water being disposed of using sustainable drainage methods on site.

63. This approach is good practice and reflects the nature of the development and its location. This approach is in conformity with London Plan policy 5.13 and should be secured via an appropriate planning condition.

Transport:

Trip generation and highway impact:

64. TfL considers that some aspects of the trip generation methodology presented within the transport assessment could be refined, and details of this have been sent to Hillingdon Council on 19 December 2012.

65. Notwithstanding this, it is accepted that the number of Heavy Goods Vehicles (HGVs) movements likely to be generated by the proposed development during peak periods is likely to be less than those expected from the site's extant planning permission and, in any case, is unlikely to have a significant impact on the TLRN.

66. The applicant has agreed to retain the planning condition attached to the extant permission which restricts all HGV movements to entering/leaving the site only from the north. The objective of this condition is supported to reduce the environmental impact of vehicles along the local High Street. However, a Delivery and Servicing Plan (DSP), containing agreed routes for all vehicles and other measures of control secured by condition and enforced thereafter would be more effective.

67. The principles of the proposed changes to the High Street/site access road junction, are acceptable subject to detailed design, including stage 1 safety audit, to be part of a Section 278 agreement expected to be entered into between the applicant and Hillingdon Council (being the highway authority).

Parking:

68. The development proposes 12 car parking spaces for the 12 members of staff, which, given the nature and location of the development, along with the absence of any specific standards in the London Plan, is considered acceptable. TfL would however expect that measures to encourage more sustainable travel be built within the travel plan. In addition, the 12 car parking spaces should include provision of Electric Vehicle Charging Points (EVCP). In accordance with the London Plan policy 6.13, requiring 2 active and 1 passive EVCPs to be provided; this should be secured by condition.

69. There are 4 cycle parking spaces proposed, this accounts for 33% of the employees and is welcomed. TfL also requests that secure storage, showers and changing facilities be provided to encourage employees to cycle to work.

Pedestrian and travel planning:

70. TfL would have expected a Pedestrian Environment Review System (PERS) audit to be undertaken to the nearest bus stop in each direction. TfL therefore recommends that a PERS or similar assessment is prepared and submitted to Hillingdon Council for review, and any subsequent improvements identified, to be delivered through s106 agreement.

71. A Travel Plan should have been provided for the development, and TfL therefore requests that this is secured through a section 106 agreement.

72. A Construction Logistics Plan (CLP) as referred to in the London Freight Plan, should also have been provided. TfL similarly requests that a CLP be submitted to and approved by Hillingdon Council, in consultation with TfL, before construction work commences on site. It is suggested that this should be secured by condition. As stated above, TfL recommends that Hillingdon Council specifically secures a DSP in order to control and enforce the routing of all vehicles accessing the site.

Community Infrastructure Levy (CIL):

73. The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1 April 2012, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL will contribute towards the funding of Crossrail

74. The Mayor has arranged boroughs into three charging bands. The rate for Hillingdon Council is £35 per sq.m. The required CIL should be confirmed by the applicant and council once the components of the development or phase thereof have themselves been finalised. See the 2010 regulations: <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents> as amended by the 2011 regulations: <http://www.legislation.gov.uk/ukdsi/2011/987/made>

75. London borough councils are also able to introduce CIL charges which are payable in addition to the Mayor's CIL. Hillingdon Council has yet to adopt a scheme.

Local planning authority's position:

76. At the time of writing this report the Council's formal position is unknown; however, it is known that the Council will be requesting further information from the applicant before any decision is made.

Financial considerations:

77. There are no financial considerations at this stage.

Conclusion:

78. London Plan policies on principle of development, urban design and inclusive access, air

quality, noise, sustainable development, flood risk and transport are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan; the reasons and the potential remedies to issues of non compliance are set out below:

- Principle of development: The principle of the development to provide for a waste management use within the Green Belt is not supported in strategic terms; the current information setting out the existing 'very special circumstances' is not robust. Further information and discussion will be needed in this regard before the scheme can be seen to comply with London Plan policy 7.16 and the NPPF.
- Urban design and inclusive access: The applicant currently fails to demonstrate the proposals impact on the openness of the Greenbelt. Clarification of the impact of the proposal on the greenbelt should be given in this regard. The applicant will also need to submit information relating to inclusive access for the scheme to comply with London Plan policy 7.2.
- Air quality: The current information provided as part of the planning submission has indicated that the scheme will accord to London Plan policy 7.14 and the application is acceptable in this regard.
- Noise: The current information provided as part of the planning submission has indicated that the scheme will accord to London Plan policy 7.15 and the application is acceptable in this regard.
- Sustainable development: Further information is required before the carbon savings can be verified. For clarity the applicant should state the estimated regulated carbon emissions of the development in tonnes of carbon dioxide per annum before (baseline) and after the cumulative effect of energy efficiency measures, biogas derived waste heat and renewable energy has been taken into account and at each interim stage of the energy hierarchy in order for the scheme to comply with policy 5.2 of the London Plan.
- Flood Risk: The current information provided as part of the planning submission has indicated that the scheme will accord to London Plan policy 5.13 and the application is acceptable in this regard.
- Transport: Overall TfL has no objections to the principle of the proposed development. However, provision of EVCP should be included with the proposed parking provision, along with the submission of a Travel Plan and Construction Logistics Plan. Detailed design of the changes proposed to the junction should be agreed with Hillingdon Council.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Erection of an Anaerobic Digestion Biogas Plant reference 2373/APP/2012/2011 Phase 1 Environmental Assessment Report (Desk Study), Proposed Anaerobic Digestion Plant, Harlington Quarry, High Street, Hayes dated October 2012 for Andigestion

I refer to the above application and the submission of a Phase 1 Environmental Assessment for the site. We discussed this report with the developer's consultant, SLR and it was agreed that a detailed Phase 1 report would be sufficient to support the application with a condition being applied if permission was given to require the site investigation and any remediation works. I have reviewed the Phase 1 report and it covers the issues expected in such a desk study report.

There is no previous site investigation information in the report however reference is made to ongoing gas monitoring by Henry Streeter Sand and Gravel (para 4.8). The report covers the likely issues on site and identifies the main issues as the landfill that at least surrounds the site and the presence of five above ground fuel tanks. The site is definitely surrounded by landfill on all sides and although the site may rest on unexcavated land used by the mineral plant this is by no means certain at the boundary to the landfill. There may be landfill below part of the site. It is believed from the site licences that the landfill is a lower risk construction site type landfill (bricks, concrete, ash etc).

The report is structured and assesses the historic information and site visit findings providing a conceptual model with a preliminary risk assessment. This is concluded by detailing the risk to

human health, buildings and controlled waters (para 6.1.1 to 6.1.3). The report concludes that the risks cannot be fully quantified at present and recommends a site investigation.

I would agree with these conclusions and give the low risk end use it would be acceptable to condition any permission as below.

COM30 would suffice. Part 1(i)(a) desk study will have already been complied with. The developer should include a comprehensive gas assessment within the site investigation. The EA may have further comments on the Phase 1 report and proposals for further investigation by SLR.

COM30- Contaminated Land

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

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

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

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

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

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

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

TREES AND LANDSCAPE OFFICER

LANDSCAPE CONTEXT:

The site is located close and to the south of the M4 motorway between High Street, Harlington (to the west) and Cranford Park to the east. It is accessed by an existing concrete haul road from the south-east of the road bridge across the M4. The site is currently occupied by derelict buildings and mineral processing plant associated with recent gravel extraction from the surrounding land. Much of the surrounding site has been, or is due to be, restored to arable farmland and wildlife areas, in accordance with existing planning consents (2373/APP/2005/2815).

There are no trees or other landscape features of merit within the operations yard which might constrain development. However, part of the woodland belt between the haul road and the motorway is protected by Tree Preservation Order No.25 (Area 5 on the schedule).

The site lies within the Green Belt and is a generally flat open landscape, contained on its edges by woodland and urban development. It lies on the western edge of Hillingdon's Landscape Character Assessment where it is described under LCA: K3 'Cranford Open Gravel Terrace' (LCA:K3).

PROPOSAL:

The proposal is to remove the extraction processing plant and erect an anaerobic digestion biogas plant including landscape, parking and associated works.

The plant area is described in the Design & Access Statement as '2.59ha including the perimeter bunds but excluding the access points which cover an area of 0.56ha. The new use will comprise a digester plant of 19 metres in height and a variety of new operational structures including portable cabin offices (<3 metres in height), storage tanks and a 10 metre high reception building.

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.

Hillingdon's LCA: K3 notes that the area is characterised by its openness and long views which 'could be interrupted by further development'. The emerging guidelines promote 'the management of arable farmland' and 'potential enhancement and restoration of mineral extraction sites and other industrial areas'. The guidelines also recommend 'the management and re-inforcement of tree cover along the transport corridors and industrial workings to ensure that screening and integration is perpetuated'.

- The submission is supported by a detailed Landscape Appraisal by John Platts. This refers to current planning guidance, including the Local Development Core Strategy and the draft form of Hillingdon's Landscape Character Assessment.

- No trees or other significant landscape features will be affected by the proposal whose footprint occupies the existing quarry plant site.

- The Landscape Appraisal confirms (section 6, Mitigation) that no 'open distant' or 'broken' views over 1km have been identified. Viewpoints have also been assessed, under the categories of 'open medium distance' and 'broken medium distance' views (< 1km) and 'short open' / 'short broken' views (<0.5 km). The report concludes that most of the viewing points have only 'broken views', with the impact of the views diluted by intervening vegetation. In the main, the level of impact from the majority of viewing locations are insignificant to minor in winter (worst case when the trees and other vegetation are out of leaf.

- At 6.1 the Landscape Appraisal considers the mitigating factors which have been designed into the scheme. This includes the use of the existing footprint of the yard and existing haul route, the siting of the structures close to the woodland edge of Cranford Park and the Crane meadows hedgerow (thereby limiting the views of the site from residential development and other receptors), and the siting of plant as low as possible, with a mean site level of 25.50 metres AOD.

- The Design & Access Statement states that the appearance of the proposed buildings has been designed to replicate agricultural buildings which will be finished in materials and colours (Olive Green and Merlin Grey) intended to camouflage the structures within the Green Belt setting. Details of external materials, colours and finishes should be conditioned to include BS references, (or RAL codes) with samples and colour swatches to be submitted.

- The cross-sections within the Design & Access Statement and Pleydell Smithyman drawing Nos. M10.149.03 and 04 illustrate the landscape design intentions which seek to assimilate the development within the Green Belt.

- The landscape proposal includes the installation of 3 metre high bunds around the south, east and west perimeters, which will be planted with a mix of native woodland species to screen activity at ground level and filter views of the structures above 3 metres in height. The toe of the external slopes will be defined by a hedge. The bunds will be steeply graded (1:1) on the internal slopes which will provide the opportunity to create gentler outward facing slopes of 1:3 to the east (14

metres wide) and 1:4 to the south and west (with a width of 17 metres).

- Further ecological enhancement is to be provided in the form of transition zones from the woodland, through to scrub planting and meadows which will create a spatial and ecological buffer between the developed area and the arable fields beyond.
- There is an existing outgrown hedgerow, with trees, to the north of the site, defining the southern edge of the Crane Meadows. This hedgerow has the potential to provide a visual screen when viewed from the north of the M4. The stated objective is to retain, manage and re-inforce this hedgerow in order to enhance its appearance and ecological value.
- The bunds are described as having a 'rollover top'. They should be profiled to avoid a harsh geometric finish and the toe of the slopes should also be modelled to have an 'ogee', or 'lamb's tongue' profile, to ensure that the slopes sit comfortably within the landscape.
- The Landscape Appraisal includes suggested tree, shrub and hedge planting mixes. This includes the use of Oak. In view of current concerns for bio-security, the Council recommends that the planting of Oak (and Ash) should be avoided for the time being. Alternative native species should be specified.
- Section 8 concludes that the landscape mitigation strategy will result in there being 'no negative visual impacts on the surrounding landscape / countryside', and that both 'will see an enhancement providing considerable improvements to local wildlife conservation'.
- Subject to the quality of implementation, the successful establishment, management / maintenance of the landscape proposals - all of which should be secured by condition - there is no landscape objection to this proposal.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions COM6, COM7, COM8, COM9 (parts 1, 2,4,5, 6) and COM10.

A section 106 agreement should be entered into to secure the necessary off-site screen planting, hedge management on the Crane Meadows boundary, which is Council-owned.

CONSERVATION AND URBAN DESIGN

COMMENTS: The site lies west of the Cranford Park Conservation Area, which includes a number of grade II and also a Grade II* listed building and an area of historic parkland. To the east is the Harlington Village Conservation Area.

The application documents include an assessment of the impact of the proposals on the setting of the historic assets and also a landscape assessment. Having visited the site and considered the documents, the following points are forwarded:

- Its appears that the existing woodland areas to the west of the northern part of the Cranford Park Conservation Area are sufficient to screen all of the listed structures from the new development, there would, therefore, be no adverse impact upon their setting.
- It is possible that there may be glimpses of the upper part of the taller silos from the western boundary Cranford Park during the winter months. It would be helpful to have the proposed buildings marked onto photo 6 (V5) of the landscape assessment views to properly consider this matter. Whilst the bunding and the proposed planting would go some way to mitigating this impact, this would not it seems be sufficient to screen the upper part of the taller structures.

- There would be distant views of the new structures from the adjacent road bridge over the M4, however, the proposed bunding, agricultural design and dark colour of the new structures would help reduce the impact of the development in terms of views of this area. Planting along the north eastern site boundary (adjacent to the access road) would also assist with screening the site from the main road.
- Other than the above, the impact on the setting of the Harlington Village CA, would appear to be minor.
- The weak point appears to be the northern boundary of the site adjacent to the Crane Meadows, which is a Council owned public open space. The boundary here comprises a thin scrubby hedge and the structures would be large and close to the boundary. Consideration needs to be given to bunding and a more robust planting scheme, with suitable trees to screen, as far as possible, the new development.

HIGHWAYS

Given that there is an extant consent on the site and the lorry movements proposed, being no greater than were considered within the previous consent, no objection is raised subject to the same conditions on lorry movements/numbers etc being imposed.

AIR QUALITY

The following information was submitted with the application for air quality:

- Proposed Anaerobic Digestion Plant, Harlington Quarry Air Quality Assessment, by URS for Andigestion Ltd (2 August 2012)

The air quality assessment is not as transparent as it could be and there is information missing which we would require to screen likely NOx/NO2 emissions. (Some of the missing information was found in the Planning Statement, however, this also suggested the air quality assessment may possibly not be wholly consistent with the proposed development. Further clarification is required.) Please see comments below with regard to the information required. A CHP information collection form can also be provided to the applicant/consultant to collect the relevant information.

Air Quality - NOx

The application site is located within the declared AQMA, in an area which is currently above (to the north of the site) and slightly below (to the south of the site) the European Union limit value for annual mean nitrogen dioxide (NO2) based on 2011 air quality modelling carried out by CERC for the London Borough of Hillingdon. There are nearby exceedances of the limit value largely associated with the M4 motorway.

The air quality assessment appears to be based on three methane fired gas engines (or two), with no information on size (the planning statement indicates there will be three 1MW engines at the site) which is indicated to be operating at maximum load for the entire year (doesn't clarify if this means 24/7), to represent worst case scenario. In addition, the emission from the flare has been modelled for 8.75 hours out of a year to represent emergency flaring. This is indicated to result in a NOx emission of 0.59 g/s for each engine on site and 0.91 g/s for the flare.

Vehicle contributions have been screened out of the air quality assessment. The average daily vehicle movements quoted seems to vary slightly (sometimes within the same document), but the estimate appears to be about at least twice as high as the vehicle movements indicated based on the quantities of waste to be brought to the site and taken off the site and the quoted vehicle capacities. It would be useful to know the likely emissions from this source.

The air quality assessment indicates they have assumed 35% of the NOx is converted to NO2

based on the Environment Agency's worst case assumption on the premise that there is too much NO_x in the area, travelling over a short distance for there to be sufficient ambient ozone available to maintain a high rate of conversion. No comment has been made on the likely percentage of primary NO₂ emissions from the stack. (It should be noted given the right conditions ozone production is more likely if NO_x and hydrocarbon emissions are present, as appears to be the case here.) The report indicates an increase in the NO₂ annual average of 1.4 mg/m³ at the 'worst affected' sensitive receptor point (although it isn't clear which receptor point they are referring to) which is indicated to have an ambient concentration of 34.4 mg/m³ without the development (although it should be noted the same figure is quoted for the background at Harlington AURN, and background and ambient doesn't necessarily mean the same thing). The EU limit value is actually likely to be exceeded at the receptors indicated near the M4 based on NO_x tube monitoring data, and may be slightly higher than indicated at the other receptor locations.

Air Quality - Other Pollutants & Odour

The air quality assessment also refers to sulphur dioxide (SO₂), carbon monoxide (CO), NMVOCs (non-methane volatile organic compounds, assumed to be benzene for the purpose of the assessment as the mixture is unknown) and odour emissions.

We no longer monitor for SO₂. The SO₂ emissions are all indicated to be below the national air quality strategy objectives, and is identified as 'negligible' at the 'worst affected' receptor based on modelling data. However, the assessment does note the SO₂ concentrations varies from a 'imperceptible' to 'large' magnitude of change, but it was considered negligible because limits can be complied with according to the modelling, based on low background concentrations.

NMVOCs assumed to be benzene in the air quality assessment is predicted to be 1.7 mg/m³ at the 'worst affected' receptor, which is below annual mean value of 5 mg/m³ for benzene based on the National Air Quality Strategy objectives. However, it would be considered a 'medium' increase (change in magnitude), based on 'background' levels. Clarification is required on the likely quantities of unburnt hydrocarbons and NMVOCs, and the likely NMVOC mixtures at the site.

The maximum modelled odour concentration was 0.95 OUE/m³, which is below the acceptability criterion on 1.5 OUE/m³. It should be noted that the modelling appears to have assumed the use of a thermal oxidiser in the stack (predicted to reduce odour concentration of emissions by 95 per cent), and the air quality. However, the report also states that the odour concentration would be approximately 10,000 OUE/m³ prior to treatment through the thermal oxidiser, reducing to 500 OUE/m³ following treatment, so it is not entirely clear what the basis of the modelled figure may be. The level indicated at the 'worst affected' receptor is 0.09 OUE/m³.

Odours from other points in the process (digesters, storage, transfer of waste, vehicles, flare etc.) also need to be addressed to minimise the potential odour nuisance from the site. The proposal does indicate the site will use commercial food waste. It is unclear if a sufficient quantity will be available to prevent alternative and potentially more odourous waste being used. It may be advisable to include a condition to limit it to food wastes.

Desulphurisation can be part of the process if viable. It is hoped that this can be addressed as part of permit conditions, alongside any measures necessary to limit and control NMVOCs and odour emissions from the site, although at the moment, it is unclear if it will be addressed adequately by permit conditions (see conditions below). If planning permission is given, can the Environment Agency ensure we are consulted on the permit application, if it falls under their jurisdiction.

It should be noted the air quality assessment does not consider crop affects in relation to the proposed use. The site and the surrounding area was identified as good arable land (MAFF designation), and the landfill sites were required to be restored to a suitable standard for an ongoing arable use.

The air quality assessment has also not indicated if the chimney height used in the assessment is the optimum height for adequate dispersal of pollutants.

Based on the site drawings provided, likely impacts from bio-aerosols appears to be low. However, no information appears to have been submitted to indicate bio-aerosols impacts were given any consideration.

The proposed development will result in additional emissions including NOx (which does not appear to have been adequately quantified) and does not appear to be 'air quality neutral'. The report considers the significance of the proposal to be minor, and has not indicated mitigation measures towards reducing emissions other than indicating that 'the predicted impacts to local air quality associated with additional road traffic movements and construction activities will be appropriately managed and adhere with the Environmental Management Plan for the quarry'. This plan needs to be checked to ensure it is still relevant to the proposed use, and if anything further is required. It is unclear how the conclusions can be deemed robust given the above observations regarding no consideration of primary NO2, significant under-estimation of pollutants concentrations at receptors given that borough monitoring and modelling suggest the receptors (especially those to the north of the M4) are currently above the EU limit values.

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

Section 106

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

Air Quality Condition 1 - Details of Energy Provision

Details of any plant, machinery or fuel burnt for energy provision, shall be submitted to and approved by the Local Planning Authority, before the development is commenced.

REASON: To reduce emissions and safeguard the amenity of the area in accordance with policy OE1 of the Hillingdon Unitary Development Plan and policy 8 of the Mayor's Air Quality Strategy.

Air Quality Condition 2 - Emissions Control Scheme

Details shall be submitted to and approved by the Local Planning Authority, before the development is commenced, for a scheme whose purpose shall be to contain assurances that will control, minimise and monitor emissions of pollutants, bio-aerosols and odour from and attributable to the development. The scheme shall set out the secure measures which can, and will, be put in place, designed to ensure that emissions of pollutants, bio-aerosols and odour are minimised and, wherever practicable, reduced. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To reduce emissions and safeguard the amenity of the area in accordance with policy OE1 of the Hillingdon Unitary Development Plan and policy 8 of the Mayor's Air Quality Strategy.

Air Quality Condition 3 - Operational Environmental Management Plan

The development shall not commence until an environmental management plan has been submitted to and approved by the LPA, including a fleet management and servicing plan. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for so long as the development is available for use.

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

SUSTAINABILITY OFFICER

I object to the proposed development until the following issues can be satisfied:

1 - Landfill Gas Impacts

The phase 1 site investigation shows that there is a low chance of landfill gas affecting the site. However, as no intrusive investigations have been undertaken this is merely an assumption based on historic monitoring details on the edge of the completed landfills. This monitoring is not taken from the centre of the landfill site. Nonetheless, the monitoring data that is available shows that traces of methane and raised levels of CO₂ have been found on the boundaries of the old landfill sites.

Risk is a measurement of the probability x consequence. In this instance the, probability is recorded as low, although accurate data is lacking. With regards to consequence, if this had been a normal built development, then the consequence would also be relatively low. It would therefore be acceptable to request data via a suitable condition. However, the proposed development includes the storage of large quantities of highly combustible gasses. It is therefore prudent to seek information on the exact nature of the risk prior to determination.

The Environment Agency has asked for a condition to determine the impacts on the site, but given they have not mentioned landfill gas it is conceivable that they have overlooked this issue.

I would strongly advise you to raise the above concern with the Environment Agency directly and seek confirmation in writing that they are happy that the level of risk does not need to be considered prior to determination.

2 - Emissions from Development on Surrounding Land

The Environmental Protection Unit (comments from Nayani Chandran) has revealed a number of errors with the air quality assessment. I would advise that these are rectified prior to determination.

In addition, there appears to be no consideration of the impacts of emissions from the site on the immediately adjacent land which includes agricultural uses.

The air quality assessment therefore needs to be updated to not only meet the concerns of the EPU but also reflect all the sensitive receptors in the area, including the watercourses, and nature conservation areas. It is advised that this is done prior to determination.

3 - Ecological Impacts

The Ecology statement does not fully consider the impacts on the adjacent hedge line which is likely to be of important for foraging bats. The development line goes right up to the boundary and it is unclear if there will be any works to the hedge, or what activity will take place immediately adjacent to the hedge. In addition, there is no consideration in the air quality assessment of the impacts of the activity on ecology in this area.

Natural England need to be consulted regarding the issue of the bats. I will contact them direct.

4 - Waste Heat

I am satisfied the energy requirements of London Plan Policy 5.2 can be met. However, further information is required to determine what is happening to all the waste heat on the site. The supporting statement suggests that some of this will be used on site, but it is not clear how much is being produced, or how much is being used.

I require further information on the outputs and uses of the waste heat, as I suspect will the GLA.

5 - Water Consumption

Although no information is submitted to describe the processes undertaken, it is known that considerable quantities of water is required to ensure the waste processes are efficient. The following condition would be required on any subsequent approval, and subject to the satisfactory submission of further details outline above:

Condition

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

Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

SECTION 106 OFFICER

1. Transport - In line with the SPD there may be a need for a s278/38 agreement to be entered into. Depending on vehicle movements and the size of the operation itself, there may also be a need for further measures to be incorporated such as travel plans or heavy vehicle monitoring.

2. Construction training - a contribution towards construction training is likely to be sought as a result of this proposal if the thresholds for this proposal are breached. Namely, the construction period is in excess of 3 months and the construction cost exceeds £2 million.

If this is the case, then in line with the SPD either a financial contribution in the sum of £2500 for every £1m build cost will be sought or an in-kind training scheme delivered during the construction phase of the development, proportionate to the size and length of the construction phase of the development.

3. Air quality - In line with the SPD, a contribution towards air quality initiatives is likely to be sought up to the sum of £25,000.

4. Environmental Mitigation - Further mitigation has been identified, particularly along the northern boundary of the site and a contribution towards such would be sought.

5. Project Management and Monitoring Fee - In line with the SPD, if a S106 agreement is entered into, then a cash contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

London Plan policy 2.17 and annex three of the London Plan, seek to promote and where appropriate, protect the strategic industrial locations (SILs) as 'London's main reservoirs of industrial and related capacity, for industrial uses, including waste management and environmental industries'.

Map 2.7 which accompanies policy 2.17 identifies the Preferred Industrial Location's (PIL's) which are regarded as locations particularly suitable for general industrial use, waste management and recycling functions. The proposed development site is not located within such areas.

The application site at Harlington Quarry was formally nominated for consideration through the West London Waste Plan (WLWP) process. The site was not considered as a suitable site for a waste management use given its location within the Green Belt and the impact that the proposal would have on openness and character of this area.

The application site is an inactive quarry that has a remaining permitted life until November 2019 and the development will be on previously developed land within the Green Belt. The site has permission for the recycling of construction and demolition materials over the same period. The fact that the site has to be restored and retained to open land at the end of this period is a substantial consideration.

The NPPF and London Plan Policy 7.16 makes it clear that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. The London Plan also makes it clear that inappropriate development should be refused, except in very special circumstances.

Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; the NPPF makes it clear that 'very special circumstances' will not exist unless potential harm to the Green Belt by reason of inappropriateness, is clearly outweighed by other considerations.

In addition, paragraph 89 of the NPPF states that 'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt' and lists exceptions to this, including redevelopment of previously developed sites and replacement of a building of the same use and not materially larger than the one it replaces. The development proposals to construct an AD facility do not fall within any of the exceptions listed in paragraphs 89 and 90 of the NPPF.

Therefore, the proposal is not appropriate when considered in relation to the aforementioned policies. The only justification to allow this proposal would be if very special circumstances existed and were demonstrated before any recommendation for approval could be made. There is no definition of 'very special circumstances' and each planning application has to be judged on its own merits.

There are no existing waste management uses on the site and therefore the proposed waste management uses are not appropriate for Green Belt. The applicant has sought to make a 'very special circumstances' argument that the scheme will provide:

- wider environmental benefits in the form of renewable energy production;
- the locational needs of anaerobic digestion facilities requiring sites that maintain a 250 metre buffer zone to off site buildings used by the public;
- lack of alternative sites for a waste management facility;
- need for an AD facility to serve the West London area;
- the environmental and economic benefits of sustainable waste management.

In relation to the justification provided, the Council do not consider that the justification for the location of the site within the Green Belt is sufficient (a more detailed assessment of the impact on the Green Belt is provided within section 7.05 of the report). There are fundamental concerns with the robustness of the 'Alternative Sites Assessment' report and its methodology.

Overall, the very special circumstances demonstrated and evidence provided are not considered to justify this inappropriate development within the Green Belt. The principle

of developing this site to provide an AD plant is therefore considered unacceptable. The proposals would thereby be contrary to the NPPF, London plan policy 7.16, policy EM2 of the Hillingdon Local Plan: Part 1 -Strategic policies and OL1, OL4, OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not relevant given the nature of the development.

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

The site lies west of the Cranford Park Conservation Area, which includes a number of grade II and also a Grade II* Listed Building and an area of historic parkland. To the east is the Harlington Village Conservation Area.

In terms of the impact of the development on the surrounding area, the buildings would be highly prominent in view from the adjacent road bridge over the M4, along the western boundary to Cranford Park during the winter months in particular and northern boundary of the site with Crane Meadows.

In terms of the impact on the proposal on Crane Meadows, given the location of the structures within the site, these extend very close to the site boundary, with only a sparse vegetative screen existing at present. Crane Meadows is a Council owned public open space and there is concern with the impact that the proposed development would have on the visual amenity of this area, given the height and siting of the proposed site buildings.

There were intentions as farback as 1990 for Crane Meadows to be planted with trees and the area then returned as a component of Cranford Park following their establishment. Within the Cranford Country Park Management Plan, it is planned to improve the access to this site from Cranford Park and this will be managed as Hay Meadow. Whilst it is acknowledged that these proposals have yet to materialise and the area is quite run down in condition, it is still a public open space that it is intended to be incorporated into the Cranford Park boundary. Therefore weight is afforded by Officers to the impact that the proposed development could have on this area.

The applicants have suggested that a belt of trees up to 10 metres wide could be planted along the boundary with Crane Meadow (on the Crane Meadow side) to address these concerns. Whilst this does go some way to provide some screening for this area from the proposed development, there is no formal agreement from the Council for these trees to be planted. Further, given the proximity of the storage tanks and loading area to the boundary with Crane Meadows, and no indication of where the trees are likely to be planted, the Council has concerns as to whether the trees in such a location would thrive or instead be under constant pressure for tree works so as to not interfere with the operations on site. This may therefore affect the long term growth of such trees or indeed the level of screening. In its current form, the screening proposed for this part of the site is considered unacceptable and there are concerns with the visual impact of the development on this area and the wider Green Belt environment.

There would be distant views of the new structures from the adjacent road bridge over the M4; however, the proposed bunding, agricultural design and dark colour of the new structures would help reduce the impact of the development in terms of views of this area. Planting along the north eastern site boundary (adjacent to the access road) would also assist with screening the site from the main road.

When considering the impact of the proposal from Cranford Park, it is considered that there would be glimpses of the upper part of the taller silos from the western boundary of

Cranford Park during the winter months. Whilst the bunding and the proposed planting would go some way to mitigating this impact, this would not it seems be sufficient to screen the upper part of the taller structures. Although the buildings would not appear highly prominent throughout the year, in this case, given the land designations and proposed use of the site, even the glimpses of the building are considered to emphasise the unacceptable presence of the development within this area, to the detriment of the openness, character and visual appearance of the conservation area, Green Belt and Ecological site of Borough Grade 2 of Local Importance.

Given the existing landscaping and distance of the site from Harlington Village Conservation Area, the scheme is not considered to have a detrimental impact on the setting, character and appearance of this area.

The majority of the site will be screened from all of the listed structures by the existing woodland areas to the west of the northern part of the Cranford Park Conservation Area. The scheme is therefore not considered to have a detrimental impact on the setting of the adjacent listed buildings.

7.04 Airport safeguarding

There are no airport safeguarding issues associated with the application.

7.05 Impact on the green belt

It is understood that the application site is an inactive quarry that has a remaining permitted life until November 2019. It is also noted that the site has permission for the recycling of construction and demolition materials over the same period. The land must be restored at the end of this period.

London Plan Policy 7.16 makes it clear that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. The London Plan also makes it clear that inappropriate development should be refused, except in very special circumstances.

The policy guidance of paragraphs 79-92 of the National Planning Policy Framework (NPPF) on Green states that the Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; the NPPF makes it clear that 'very special circumstances' will not exist unless potential harm to the Green Belt by reason of inappropriateness, is clearly outweighed by other considerations.

In addition, paragraph 89 of the NPPF states that 'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt' and lists exceptions to this, including redevelopment of previously developed sites and replacement of a building of the same use and not materially larger than the one it replaces. The development proposals to construct an AD facility do not fall within any of the exceptions listed in paragraphs 89 and 90 of the NPPF.

Paragraph 3.10 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) states that the Local Planning Authority wishes to ensure that there is no undue intensification or enlargement of buildings within or adjacent to the Green Belt that collectively may injure the visual amenities of the countryside.

Policy OL5 seeks to ensure that development adjacent to or conspicuous from the Green Belt should not injure the visual amenities of the Green belt by reason of siting, materials, design, traffic or activities generated.

Therefore, by definition the proposal is not appropriate. The only possible justification to allow this proposal would be if very special circumstances existed and were demonstrated before any recommendation for approval could be made. There is no definition of 'very special circumstances' and each planning application has to be judged on its own merits.

There are no existing waste management uses on the site and therefore the proposed waste management uses are not considered appropriate for the Green Belt. The applicant has sought to make a 'very special circumstances' argument as follows:

- The wider environmental benefits of renewable energy production:

The applicant has stated that from the methane gas resulting from the anaerobic digestion process, the plant will produce 18,000MW hours of electricity, which, the applicant states is sufficient to meet 2,500 homes annual requirement. The applicant intends to utilise some electricity directly on site but states that the majority will be fed into the National Grid. The applicant also states that current options to export the surplus energy generated to local hotels and Heathrow Airport are being explored. Whilst the production of renewable energy is welcomed and supported by a number of policies within national, regional and local planning documents, the production of renewable energy itself is not a very special circumstance as this occurs on many sites throughout London. The justification on the grounds of renewable energy is therefore considered insufficient grounds to accept the AD site on this Green Belt land.

- The locational needs of anaerobic digestion facilities

In setting out a case for 'very special circumstances', the applicant has stated that locational criteria for AD plants are set out in the Environment Agency Standard Rules for anaerobic digestion facilities (SR2010 No.15 version 3.0 June 2012). This states that the permitted activity must not be carried out:

- Within 500 metres of a European Site, Ramsar Site or SSSI
- Within 250 metres of any off-site building used by the public (including dwelling houses)
- Within an Air Quality Management Area (AQMA) designated due to concerns about nitrogen dioxide
- Within groundwater Source Protection Zone 1 (SPZ1)

The applicant states that a key constraint for planning purposes in relation to a site within West London is the 250 metre buffer zone to off-site buildings used by the public and that in this regard the site is suitable and is a special circumstance.

However, the London Plan makes it clear that designated Strategic Industrial Land is appropriate for waste management facilities, some of which contain sites that are located in excess of 250 metres from buildings used by the public. The draft West London Waste Plan also identifies appropriate locations for waste management facilities none of which include the Green Belt site put forward. In addition, it is understood that where a site cannot meet the Environment Agency criteria there is the potential to apply for a bespoke permit. It is therefore considered that there are alternative sites, not located within the

Green Belt, that could come forward with a scheme for an AD plant that should be pursued. As this is not therefore the only suitable site for such a scheme within the West London area, the specific locational needs of the site are not considered special circumstances to justify the development.

The site is also located within an AQMA and as section 7.18 of the report demonstrates, there are significant concerns with the impact of the proposed development on the air quality and specifically nitrogen dioxide levels. The proposed plant, does not therefore seem appropriate in this location given the impact it has on air quality.

- Lack of alternative sites for a waste management facility

As part of the planning application submission, the applicant has prepared an Alternative Sites Assessment which analyses a number of sites identified in the West London Area, based on a set of site assessment criteria identified. The process concluded with a shortlist of seven sites of which Harlington Quarry ranked third suitable with a total score of 91. The site with the highest score was Abbey Road, Park Royal, Brent with a total score of 103, followed by a vacant site at Western International Market, Hounslow (score also of 103).

The assessment provided highlights that there are two alternative sites which would be more suited to such development. The Abbey Road site assessed would be adjacent to an existing Reuse and Recycling centre and Waste Transfer site, which would allow co-location of services. Similarly, the site adjacent to Western International Market is large enough for co-location with other waste facilities. Both sites have been approached by the applicants, however the Western International Market site was not commercially available.

The Abbey Road site, was not considered most appropriate by the assessment, because of concerns with the single access into the site through a narrow road. This road is used by both the public and waste trucks and a more intensified use presents public safety issues. Notwithstanding such, the assessment does state that an improved route into the site could be provided, although would be expensive and would not alleviate HGV pressures elsewhere in the area. Further Brent Councils policies do not support the expansion of the existing waste management operations in this area.

Both of these alternative sites are not in the Green Belt and would extend existing waste facilities or in the case of the Western International Market site, allow for co-location of services, something advocated by PPS 10 when considering the location of new sites. Moreover, both alternative sites are also identified in the West London Waste Plan (submitted to the Inspector for examination) as areas for expansion for waste disposal/treatment. Therefore the applicants should continue the consideration of these more suitable alternative sites identified in the plan, which other authorities in West London have already identified as being able to be expanded and used.

The inclusion of the alternative sites in the WLWP, where they have clearly been considered at lengths by the appropriate authorities for use for waste purposes, indicates that Harlington Quarry is not the only suitable site for such development, and the correct procedure would to be a pursue a site supported by the WLWP. Harlington Quarry was put forward by the applicants as a site for consideration in the initial stages of the WLWP but was not taken forward any further as a suitable site within this plan due to its location in the Green Belt.

The argument that there are a lack of alternative sites is not supported by Officers, given

the evidence presented and is therefore not considered to warrant a special circumstance to justify such development in the Green Belt.

- Need for the development

The applicant has noted that the need for an AD facility to serve the West London has been identified in the preparation of the West London Waste Plan (WLWP), and as part of the planning submission the applicant has prepared an Assessment of Food Waste Treatment report. This document provides a food waste availability assessment for the proposed site and the applicant intends this to contribute to the demonstration of 'need' for the facility.

The report highlights that in terms of the competitor landscape in WLWA, there are currently no operational AD facilities.

In addition, the report sets out the estimated Need for Food Waste Treatment Capacity in West London; based on scenario of 79,000 to 150,000 tonnes of waste per annum (for the WLWP area to meet self-sufficiency) the report concludes that up to four additional AD facilities will be required to treat local authority waste by 2025.

Whilst it is acknowledged that there is a need for such plants within the West London area, of consideration also is the appropriateness of the sites upon which they are proposed. PPS10 is still relevant to the consideration of waste applications and this highlights the need to consider a wide range of locations and protect green belts when considering such sites for waste development.

It is evident that there are other sites that have been identified within both the Alternative Assessment report and WLWP, that may be more suitable for such development, and which are not constrained by the site designations of Harlington Quarry. Given that the AD plant was proposed to serve a wider area than just the Borough of Hillingdon, and potential alternative sites being available within the West London Area, it is not considered that need alone in this instance, is a special circumstance to justify such inappropriate development within the Green Belt.

At present, food waste is currently sent to AD plants in Northamptonshire and Bedfordshire, therefore a plant in West London would be a more sustainable future option. However, it is evident that whilst there is a need to have a local facility, there are existing arrangements in place for the disposal of such waste to reduce the amounts going to landfill. This therefore does go some way to meeting the London Plan targets imposed on the local authorities in relation to waste disposal.

- The environmental and economic benefits of sustainable waste management.

The applicant states that the proposed plant at Harlington Quarry will process local food waste that is presently being treated by processes lower down the waste hierarchy, or at an AD facility in Northamptonshire. The provision of a local AD plant will therefore move the treatment of this waste up the Waste Hierarchy and also reduce unnecessary travel distances by HGV's exporting waste out of London.

No information has been provided of where the end products such as bio-fertilizers would be used, how they would be transported and any impacts this would have environmentally.

Overall, in terms of the technology proposed, anaerobic digestion (AD) is supported as it will contribute to London's self sufficiency targets, will help to meet Hillingdon's waste apportionment and will generate renewable energy. It is also acknowledged that the

scheme would also deliver a small number of direct jobs.

Notwithstanding this, the justification for Green Belt development is insufficient, the very special circumstances demonstrated and evidence provided is not robust and the site is considered inappropriate for such development. Therefore, in line with the NPPF and London Plan policy 7.16 the applicant has failed to demonstrate that 'very special circumstances' exist and at this stage the principle of development is not acceptable.

In terms of the layout and design of the buildings and impact that this would have on the openness and character of the Green Belt, consideration is given to the scale and massing of the proposal. The development proposes a number of buildings which resemble a complex of modern farm buildings, and in total there will be an uplift of 557sq.m of built form on the site compared to the existing.

It is acknowledged that the applicant has positioned the new structures in areas of the site to minimise impact on the openness of the Green Belt in line with London Plan policy 7.16 and that landscaping proposed, to some degree, will help soften any visual impact caused by the agricultural forms of the proposed AD facility.

Despite this, the new development would include two digester tanks which will have a maximum height of 19 metres and a large reception building (1,092sq. m.) reaching 10 metres. Given the typology of the site and surrounding area, the proposal will be visible from nearby Green Belt land and public areas adjacent to the Green Belt. The applicant states that given the landscaping strategy proposed, the development proposals will have limited visual impact and not cause a significant impact on the openness of the Green Belt. However, it is evident from walking around the site that the development will have an impact on local views and the openness of the Green Belt, by virtue of the scale, massing, layout and siting of the development. Further, by definition, any physical development on the site which is due to be restored to open land, would harm the openness.

The Council's policies OL4 and OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) specifically seek to ensure that any replacement buildings or development within the Green Belt do not significantly increase the built up appearance of the site; result in a disproportionate change in the bulk and character of the building or have a detrimental impact on the visual amenities of the Green Belt.

In this case, the scheme is considered to increase the built up appearance of the site and to change the character of this part of the Green Belt to an unacceptable degree. Overall, the scheme is considered an inappropriate overdevelopment of a site within the Green Belt and to have a detrimental impact on the openness and character of the surrounding area.

7.06 Environmental Impact

The disused sand and gravel processing plant comprises a grader with associated hoppers and conveyors, located in the centre of the main area of the site. This area also contains a significant quantity of scrap material and derelict mobile plant. A timber office building with a disused weighbridge, a timber canteen building and three static caravans are located in the north west of the site. A small concrete storage building, with a roof comprising probable asbestos cement sheets, and two above ground storage tanks (AST1 and AST2) with masonry bunds and associated dispensers are located in the north corner of the site. A further two masonry storage buildings and an electricity sub-station are located in the centre of the site, south of the grader and conveyors. A brick built

workshop with roller shutter doors and a roof comprising possible asbestos cement sheets is located in the south of the site; this building is labelled as containing gas cylinders and hazardous chemicals. An above ground storage tank (AST3) with masonry bund, an apparently empty ex-situ storage tank (AST4) and a compressor are located to the rear of this building. A further storage tank (AST5) and a wooden shed are situated on raised ground east of the workshop building.

A number of inactive and restored landfill sites are known to be present in the vicinity of the site and possibly beneath part of the site itself.

Given the previous uses on the site, a Phase 1 Environmental Assessment has been submitted. The report covers the likely issues on site and identifies the main issues such as the landfill that surrounds the site and the presence of five above ground fuel tanks. Although the site may rest on unexcavated land used by the mineral plant, this is by no means certain at the boundary to the landfill and there may be landfill below part of the site. It is believed from the site licences that the landfill is a lower risk construction site type landfill (bricks, concrete, ash etc).

The report is structured and assesses the historic information and site visit findings providing a conceptual model with a preliminary risk assessment. The report concludes that the risks cannot be fully quantified at present and recommends a site investigation.

The details contained within the Phase 1 report provide a sufficient assessment of the land and had the scheme been found acceptable, a condition would have been added to any consent to require further site investigation and suitable remediation works.

With regards to the impacts of the proposal in relation to the noise generated and air quality, these are assessed within section 7.18 of the report.

7.07 Impact on the character & appearance of the area

See section 7.03 of the report.

7.08 Impact on neighbours

The nearest residential properties are located on Bletchmore Close which is situated approximately 450 metres from the application site.

Given the location of the plant from the residential properties, the proposal is not considered to have a detrimental impact on the amenities of these occupiers.

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is currently dormant, but consent for sand and gravel extraction at Harlington Pit runs until November 2019. The development site also has permission for the recycling of construction and demolition materials over the same period (Application Ref: 2373/APP/2005/2815). The latter permission includes the following conditions relevant to transport:

- No vehicle shall enter or leave the site except via the existing access points onto Harlington High Street and heavy good vehicles shall only enter or exit the site from or to the north;
- Provision should be made within the site for wheel washing to prevent the passage of mud and dirt onto the adjoining highway;
- There shall be no more than 56 HGV movements (28 in, 28 out) at the site in any one

working day; and;

- A Travel Plan shall be submitted and approved by the Local Planning Authority within three months of the occupation of the development and be reticent for a minimum of five years

The waste will be brought in primarily by specialised sealed lorries with an average payload of 17 tonnes that unload in the reception building. Vehicular, pedestrian, and cycle access to the site will be via the existing quarry access/egress roads from High Street, Harlington. All vehicle entry movements will occur by way of the "in" only point on the eastern side of High Street, whilst all egressing movements will occur from the "out" only point on the western side of High Street. The existing access junctions are to be retained in their current location, but with minor alterations to their layout and will therefore avoid the need for right turn movements in and out of the site, which is beneficial to overall highway safety and operation.

All operations related vehicles (such as those delivering food waste and removing the fertiliser product) will be routed to and from the north (that is, across the M4 overbridge) to prevent site related traffic routing through the centre of Harlington. All HGV movements would be directed via Station Road and Shepiston Lane to access motorway network at the M4 at Junction 4 or via Hyde Road and the A312 to Junction 3 of the M4

It is proposed that waste would be brought into the site in 12m rigid sealed tanker lorries, and the biofertiliser removed in sealed tankers with a vehicle size equivalent to a 16.5m articulated lorry. A swept path analysis using the longer articulated vehicles have been assessed within this report as a worst case. This analysis demonstrates that these vehicles can enter and exit the site safely with undue harm caused to the surrounding highway

On consideration of the scheme, it is accepted that the number of Heavy Goods Vehicles (HGVs) movements likely to be generated by the proposed development during peak periods would be less than those expected from the site's extant planning permission. In any case, the proposal is not considered to have a significant impact on the road network. If the application had been found acceptable in all other respects, the Council would have retained the planning conditions attached to the extant permission. The objectives of these conditions is supported to reduce the environmental impact of vehicles along the local High Street. Included within this, a Delivery and Servicing Plan (DSP), containing agreed routes for all vehicles and other measures of control would have also been sought by condition.

The principles of the proposed changes to the High Street/site access road junction, are acceptable subject to the detailed design of such had the scheme been found acceptable.

In terms of the parking arrangement proposed, the development proposes 12 car parking spaces for the 12 members of staff, which, given the nature and location of the development, along with the absence of any specific standards in the London Plan, is considered acceptable.

Four cycle parking spaces proposed, which accounts for 33% of the employees and is welcomed. Had the scheme been found acceptable, details of secure storage, showers and changing facilities would have been requested by condition.

Overall, on consideration of the proposed scheme and in light of the extant consent on the site, the proposed impact of the development on the highway network is considered acceptable.

7.11 Urban design, access and security

URBAN DESIGN

Assessed in section 7.03 of the report.

ACCESS

See section 7.10 of the report.

7.12 Disabled access

The buildings have been altered so as to provide level access to both the site offices and weighbridge office, and disabled facilities also provided within both.

No objection is raised to the scheme on these grounds.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

Poicy 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. Hillingdon's Local Character Assessment: K3 notes that the area is characterised by its openness and long views which 'could be interrupted by further development'. The emerging guidelines promote 'the management of arable farmland' and 'potential enhancement and restoration of mineral extraction sites and other industrial areas'. The guidelines also recommend 'the management and reinforcement of tree cover along the transport corridors and industrial workings to ensure that screening and integration is perpetuated'.

A Landscape Appraisal has been submitted with the application which identifies the views of the site from the surrounding areas and impact of the proposals on the surrounding landscape and trees.

The scheme proposes the installation of 3 metre high bunds around the south, east and west perimeters, which will be planted with a mix of native woodland species to screen activity at ground level and filter views of the structures above 3 metres in height.

Further ecological enhancement is to be provided in the form of transition zones from the woodland, through to scrub planting and meadows which will create a spatial and ecological buffer between the developed area and the arable fields beyond. The scheme will largely be screened from the surrounding landscape by existing vegetation and the proposed bunds, however there is concern with regards to the screening and impact of the site along the northern boundary, adjacent to Crane Meadows.

The applicants have suggested that a belt of trees up to 10 metres wide could be planted along the boundary with Crane Meadow (on the Crane Meadow side) to address these concerns. Whilst this does go some way to provide some screening for this area from the proposed development, there is no formal agreement from the Council (Landowners of Crane Meadows) for these trees to be planted. Further, given the proximity of the storage tanks and loading area to the boundary with Crane Meadows and no indication of where the trees are likely to be planted, the Council has concerns as to whether the trees in such a location would thrive or instead be constant pressure for tree works so as to not interfere with the operations on site. In its current form, the screening proposed for this

part of the site is considered unacceptable and there are concerns with the visual impact of the development on this area and the wider Green Belt environment.

There would be distant views of the new structures from the adjacent road bridge over the M4, however, the proposed bunding, agricultural design and dark colour of the new structures would help reduce the impact of the development in terms of views of this area. Planting along the north eastern site boundary (adjacent to the access road) would also assist with screening the site from the main road.

Notwithstanding the comments relating to the northern boundary of the site, the remainder of the landscaping proposed raises no objection from the Landscape Officer and had the scheme been found acceptable, conditions would have ensured an appropriate detailed design for the bunds and suitable planting around the site.

7.15 Sustainable waste management

See section 7.16 on renewable energy

7.16 Renewable energy / Sustainability

Notwithstanding the comments relating to the principle of such development within the Green Belt, in terms of the technology proposed, anaerobic digestion (AD) is supported, especially as the applicant proposes to use waste derived gases to produce some renewable energy. The applicant has stated that the electrical generation will be provided for the National Grid network, again which is supported; however, had the scheme been found acceptable in all respects, the Council would have required further confirmation that the facility is designed to ensure that all usable generated heat can be exported to local heat distribution networks (nearby commercial or residential users).

The London Plan also requires boroughs to bring forward land to manage borough waste apportionments; Hillingdon has been designated a London apportionment figure of 3.7% share of waste to be managed in London by 2031 with a target to manage 186,000 tonnes of MSW by 2031 (table 5.2 in the London Plan). The proposed application is anticipated to manage up to 49,500 tonnes per annum and therefore the development scheme will help achieve these strategic targets and in this regard complies with London Plan policies 5.16 and 5.17.

The proposed scheme would contribute to the Mayor's policy objectives for London to manage as much of its own waste within London as practicable, working towards 100 per cent self sufficiency by 2031 and would help to meet borough apportionment figures in line with 5.16.

7.17 Flooding or Drainage Issues

The Flood Risk Assessment (FRA) submitted indicates that the site is within Flood Zone 1 and therefore is acceptable in flood risk terms.

The FRA states that surface water will be harvested for use on site with residual surface water being disposed of using sustainable drainage methods on site. This approach is good practice and reflects the nature of the development and its location.

7.18 Noise or Air Quality Issues

The site is located within an Air Quality Management Area (AQMA), in an area which is currently above (to the north of the site) and slightly below (to the south of the site) the European Union limit value for annual mean nitrogen dioxide (NO₂) based on 2011 air quality modelling carried out by CERC for the London Borough of Hillingdon. There are nearby exceedances of the limit value largely associated with the M4 motorway.

An air quality assessment has been undertaken to determine any impact the development proposal would have on the current air quality.

The air quality assessment has been reviewed by the Councils specialists and concerns are raised with regards to the level of information included within the report. Information used to screen likely NOx/NO2 emissions is absent from the reports.

The air quality assessment indicates they have assumed 35% of the NOx is converted to NO2 based on the Environment Agency's worst case assumption on the premise that there is too much NOx in the area, travelling over a short distance for there to be sufficient ambient ozone available to maintain a high rate of conversion. The report indicates an increase in the NO2 annual average of 1.4 mg/m³ at the 'worst affected' sensitive receptor point, which is indicated to have an ambient concentration of 34.4 mg/m³ without the development. The EU limit value is actually likely to be exceeded at the receptors indicated near the M4 based on NOx tube monitoring data, and may be slightly higher than indicated at the other receptor locations.

The air quality assessment also refers to sulphur dioxide (SO₂), carbon monoxide (CO), NMVOCs (non-methane volatile organic compounds, assumed to be benzene for the purpose of the assessment as the mixture is unknown) and odour emissions.

There are concerns with regards to the odours arising from the proposed plant, with the report failing to identify the likely odours from parts such as the digesters, storage, transfer of waste, vehicles and flare. In the absence of such information, there are concerns with regards to odour emissions arising from the site.

Overall, on consideration of the scheme presented, the proposed development will result in additional emissions including Nitrogen Dioxide (which does not appear to have been adequately quantified) and does not appear to be 'air quality neutral'. The report submitted considers the significance of the proposal to be minor, and has not indicated mitigation measures towards reducing emissions, other than indicating that "...the predicted impacts to local air quality associated with additional road traffic movements and construction activities will be appropriately managed and adhere with the Environmental Management Plan for the quarry". This plan needs to be checked to ensure it is still relevant to the proposed use, and if anything further is required.

In the absence of a specific Environmental Management Plan for the proposed use and concerns with the robustness and detail of the submitted information relating to pollution emissions, there are concerns that the scheme would cause increases in pollution in an area already suffering poor air quality.

NOISE

A noise assessment has been carried out by the applicant which demonstrates that the noise climate of the area is generally affected by M4 Motorway noise and aircraft associated with Heathrow Airport. The report concludes that the scheme will generate noise levels below the average daytime and evening background noise levels for the daytime and therefore a negligible effect on existing residential receptors once the scheme is completed. Overall, the scheme is not considered to give rise to unacceptable levels of noise disturbance within the surrounding area.

7.19 Comments on Public Consultations

The concerns raised within the public consultation have been addressed in the body of the report.

7.20 Planning obligations

Had the scheme been found acceptable the following contributions would have been required:

1. Transport - In line with the SPD there may be a need for a s278/38 agreement to be entered into. Depending on vehicle movements and the size of the operation itself, there may also be a need for further measures to be incorporated such as travel plans or heavy vehicle monitoring.

2. Construction training - a contribution towards construction training is likely to be sought as a result of this proposal if the thresholds for this proposal are breached. Namely, the construction period is in excess of 3 months and the construction cost exceeds £2 million.

If this is the case, then in line with the SPD either a financial contribution in the sum of £2500 for every £1m build cost will be sought or an in-kind training scheme delivered during the construction phase of the development, proportionate to the size and length of the construction phase of the development.

3. Air quality - In line with the SPD, a contribution towards air quality initiatives is likely to be sought up to the sum of £25,000.

4. Environmental Mitigation - Further mitigation has been identified, particularly along the northern boundary of the site and a contribution towards such would be sought.

5. Project Management and Monitoring Fee - In line with the SPD, if a S106 agreement is entered into, then a cash contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

The applicants were made aware of these contributions and have agreed to enter into the necessary agreements to secure such. Had the scheme been found acceptable, a legal agreement would have accompanied any final decision.

7.22 Other Issues

There are no other issues of relevance for the consideration of this application.

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

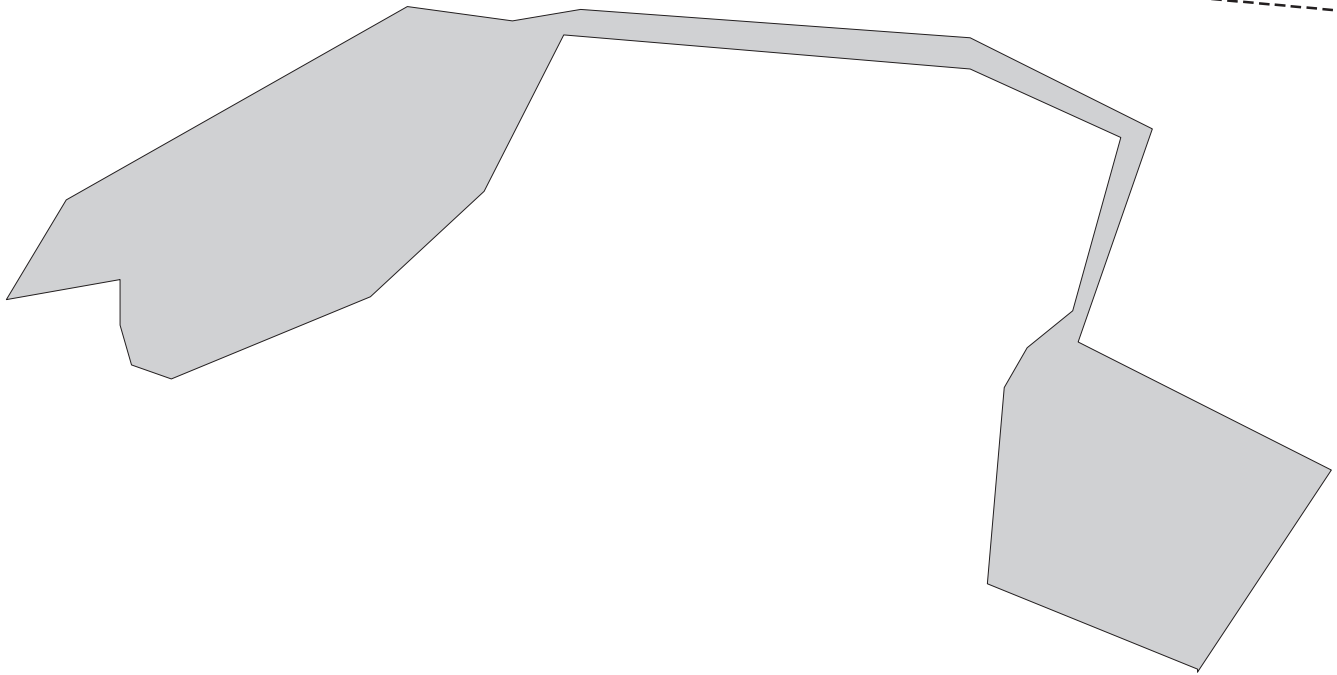
It is considered that the scheme has failed to demonstrate that there are specific special circumstances to justify such a development within the Green Belt. Given the nature of the development, its siting, scale, and massing, the proposal is considered to have a detrimental impact on the character, visual amenity and openness of the Green Belt setting and is considered to form a wholly inappropriate form of overdevelopment in this location.

Furthermore, the application has failed to demonstrate that the proposed development could be completed without detriment to the air quality within the surrounding area.

Refusal is recommended accordingly.

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Harlington Quarry, North of Cranford Lane
Harlington**

Planning Application Ref:

2373/APP/2012/2011

Planning Committee

Major Page 323

Scale

1:3,500

Date

August 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 SNOWBASE EASTERN PERIMETER ROAD HEATHROW AIRPORT

Development: New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

LBH Ref Nos: 45151/APP/2014/2016

Drawing Nos: 16872-00-GA-223-000003 Version 2.6
16872-10-GA-223-000002 Version 2.6
16872-XX-SE-213-000002 Version 0.4
16872-XX-SE-200-000005 Version 0.4
Location plan
Design and Access Statement
PLC/CORE/RE/HSS/GUI/134
Visqueen Low Permeability Gas Membrane
Report 16872-XX-DS-911-000001 Version 2.0
AOF View 1
Archaeological Evaluation Report reference 93003\780
Floor Risk Assessment Version 3
AOF View 2

Date Plans Received: 10/06/2014 **Date(s) of Amendment(s):**

Date Application Valid: 10/06/2014

1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to provide a new airfield operations facility at Heathrow.

The proposals are directly related to the operational needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Accordingly, no objection is raised to the proposal subject to considerations.

2. RECOMMENDATION

No objection subject to the following considerations:

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, 16872-00-GA-223-000003 Version 2.6, 16872-10-GA-223-000002 Version 2.6, 16872-XX-SE-213-000002 Version 0.4, 16872-XX-SE-200-000005 Version 0.4, Location plan 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).

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:

- Design and Access Statement
- Visqueen Low Permeability Gas Membrane
- Report 16872-XX-DS-911-000001 Version 2.0
- Archaeological Evaluation Report reference 93003\780
- Floor Risk Assessment Version 3
- PLC/CORE/RE/HSS/GUI/134

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)

INFORMATIVES

1 I60 Cranes

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

2 I52 Compulsory Informative (1)

The decision to raise NO OBJECTION has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 I53 Compulsory Informative (2)

The decision to raise NO OBJECTIONS 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.

A4	New development directly related to Heathrow Airport
BE13	New development must harmonise with the existing street scene.
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.
LPP 6.6	(2011) Aviation
NPPF	National Planning Policy Framework
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

3. CONSIDERATIONS

3.1 Site and Locality

The site is contained within the Snow Base, an area of airfield principally dedicated to snow operations. In the immediate surrounds of the existing snow base are grassed areas, with live taxiways further to the south and west.

The application site is located within Heathrow Airport adjacent to the Enfield Road Roundabout (at the junction of East Church Road and the Eastern Perimeter Road) within the Airport Boundary as defined within the Development Plan.

The nearest residential property is approximately 600m from the site.

3.2 Proposed Scheme

At present, Heathrow's Airside Operations and Engineering personnel are spread throughout various specialist departments at disparate locations across the airfield and in landside offices. This arrangement has developed in a piecemeal fashion over time, but creates inefficiencies in working practices. For example, many landside based staff are required to work airside to fulfil their daily work. The current arrangement requires a significant amount of time travelling to and from airside locations through security control posts. Furthermore, when taking breaks during airside shifts, staff need to pass through security control posts to access welfare facilities which are located landside.

Proposed as part of this submission is the creation of an Airfield Operations Facility (AOF) which will provide a permanent airside location for the staff and also relocate existing airside teams from multiple locations into one specialist facility.

The building will be a standalone office building location on the southern side of the new Snow Base, occupying a footprint of 18 metres by 45 metres. The building proposed is two storey and its total height will be 8 metres.

3.3 Relevant Planning History

45151/APP/2001/1672 Grass Area 5, Eastchurch Road Heathrow Airport Hounslow
RELOCATION OF SNOWBASE INVOLVING ERECTION OF VEHICLE WORKSHOP, FUEL AND GLYCOL TANKS, VEHICLE SHELTER, WASHING AND PARKING AREAS WITH ACCESS TO ENFIELD ROAD ROUNDABOUT (CONSULTATION UNDER SCHEDULE 2,

PART 18 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 15-10-2001 NO

45151/APP/2012/664 Snowbase Eastern Perimeter Road Heathrow Airport

Expansion of snow base to provide additional covered storage and parking for snow vehicles, a welfare and maintenance building and diesel and de-icer storage (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 22-05-2012 NO

45151/APP/2013/1768 Snowbase Eastern Perimeter Road Heathrow Airport

Expansion of the existing snow base to accommodate additional open parking and vehicle maneuvering areas plus within the footprint of the existing approved snow base the erection of a new snow vehicle storage shed and erection of enclosures for glycol, diesel and stand cleaning liquid (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 25-09-2013 Approved

45151/APP/2014/1805 Snowbase Eastern Perimeter Road Heathrow Airport

New Sweeper tip at Heathrow Airport, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

Decision: 16-07-2014 Approved

45151/APP/2014/2123 Snowbase Eastern Perimeter Road Heathrow Airport

Enclosed vehicle parking building at Heathrow Airport, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

Decision: 12-08-2014 NO

Comment on Relevant Planning History

This site has an extensive planning history for the construction of the Snowbase in this location, however there are no specific applications of relevance to this application.

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.T4 (2012) Heathrow Airport

Part 2 Policies:

A4	New development directly related to Heathrow Airport
BE13	New development must harmonise with the existing street scene.
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.
LPP 6.6	(2011) Aviation
NPPF	National Planning Policy Framework
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th July 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW SAFEGUARDING - We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation: Cranes Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicants attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues, (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

NATS - No safeguarding objections

ENGLISH HERITAGE (GLAAS) - No response at time of writing. Any comments will be added to the addendum.

Internal Consultees

CONSERVATION AND URBAN DESIGN

There are no objections in design terms to the proposed works, however, as the area lies within the Heathrow proposed Archaeological Priority Zone, GLAAS should be consulted on these works.

CONTAMINATED LAND OFFICER

Comments with regard to land contamination only. Some low levels of ground gas has been identified in the investigation, with one of the carbon dioxide readings over 5%, and it is noted worst case scenario (gas flow rates during low and falling pressure) has not been established. It may be advisable to undertake further ground gas monitoring with regard to methane under worst case

scenario conditions. No significant soil contamination was identified, and no groundwater monitoring appears to have been undertaken, even though wells were installed. It may be worth running this past the Environment Agency to determine if they require this information. A gas resistant membrane to address carbon dioxide and low levels of methane has been proposed for the buildings to address ground gas risk. There is also a Land Management document which indicates amongst other things how unexpected contamination would be addressed. Given the submitted information, I have no objection to the proposals. Consideration with regard to soil or gas contamination probably isn't necessary given the submitted information and provided they follow the good practice guidance referred to in the documents. This would include establishing 'worst case' scenario for ground gas.

ENVIRONMENTAL PROTECTION UNIT

No objections

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order).

At present, Heathrow's Airside Operations and Engineering personnel are spread throughout various specialist departments at disparate locations across the airfield and in landside offices. This arrangement has developed in a piecemeal fashion over time, but creates inefficiencies in working practices. For example, many landside based staff are required to work airside to fulfil their daily work. The current arrangement requires a significant amount of time travelling to and from airside locations through security control posts. Furthermore, when taking breaks during airside shifts, staff need to pass through security control posts to access welfare facilities which are located landside. The proposed scheme would create a permanent airside location for the staff and also relocate existing airside teams from multiple locations into one specialist facility.

As such, the proposed works are required for purposes directly related to the operation of the airport. The proposal represents permitted development and accordingly, there is no objection to the principle of the development.

7.02 Density of the proposed development

Not applicable to this application given the nature of the development.

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

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

An archaeological report has been submitted as part of the application and is being reviewed by GLAAS. At the time of writing this report, no comments had been received from this department.

7.04 Airport safeguarding

The building is proposed to be located in the south west corner of the Snow Base compound. The site is constrained by the operational airfield to the west, Mike Taxiway and recently constructed fire access track to the south and height restrictions due to the Obstacle Limitation Surface (OLS). The OLS is the area within which an aircraft may use on approach to land.

The building has been designed to sit safely beneath the OLS and given such, no objections are raised to the proposal on airport safeguarding grounds.

7.05 Impact on the green belt

The application is not located within or on the boundary of the Green Belt.

7.07 Impact on the character & appearance of the area

The building will be clad in composite cladding panels, coloured in a light grey with contrasting bands of darker coloured cladding. The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings and structures within this part of the airport.

Accordingly, it is considered that the proposed development would appropriately harmonise with the character of the surrounding Airport development in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.08 Impact on neighbours

The nearest residential property is located approximately 600m from the application site. As such, the application would not result in any adverse impacts on the amenity of residential occupiers.

7.09 Living conditions for future occupiers

Not applicable to this application given the nature of the development proposed.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this application given the nature of the development proposed.

7.11 Urban design, access and security

Design and access issues are dealt with elsewhere within this report.

The is located within the airport boundary and a secure airside/landside boundary would be provided. Accordingly, the proposal raises no concerns relating to security.

7.12 Disabled access

The building is accessed via level thresholds at two entrances on the northern elevation. DDA compliant ramped access will be provided for the transition between external areas and the internal floor level. Once inside the access to the second floor can be gained either by two stair cores or combined use lift.

The building is considered acceptable in terms of its disability access.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Given the location of the building, it is surrounded by hard standing. The surrounding area will be finished in paving to match the existing. Given the location of the building, no objection is raised to this approach.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability. No objection is therefore raised to the proposal in terms of sustainability.

7.17 Flooding or Drainage Issues

The development will tie into the existing hard standing and provide suitable falls for surface water drainage.

7.18 Noise or Air Quality Issues

The scheme is not considered to give rise to any significant noise disturbance or air

quality issues.

7.19 Comments on Public Consultations

None 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

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 Probitry 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 application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) for the erection of a new airfield operations facility.

The proposals are directly related to the operational needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

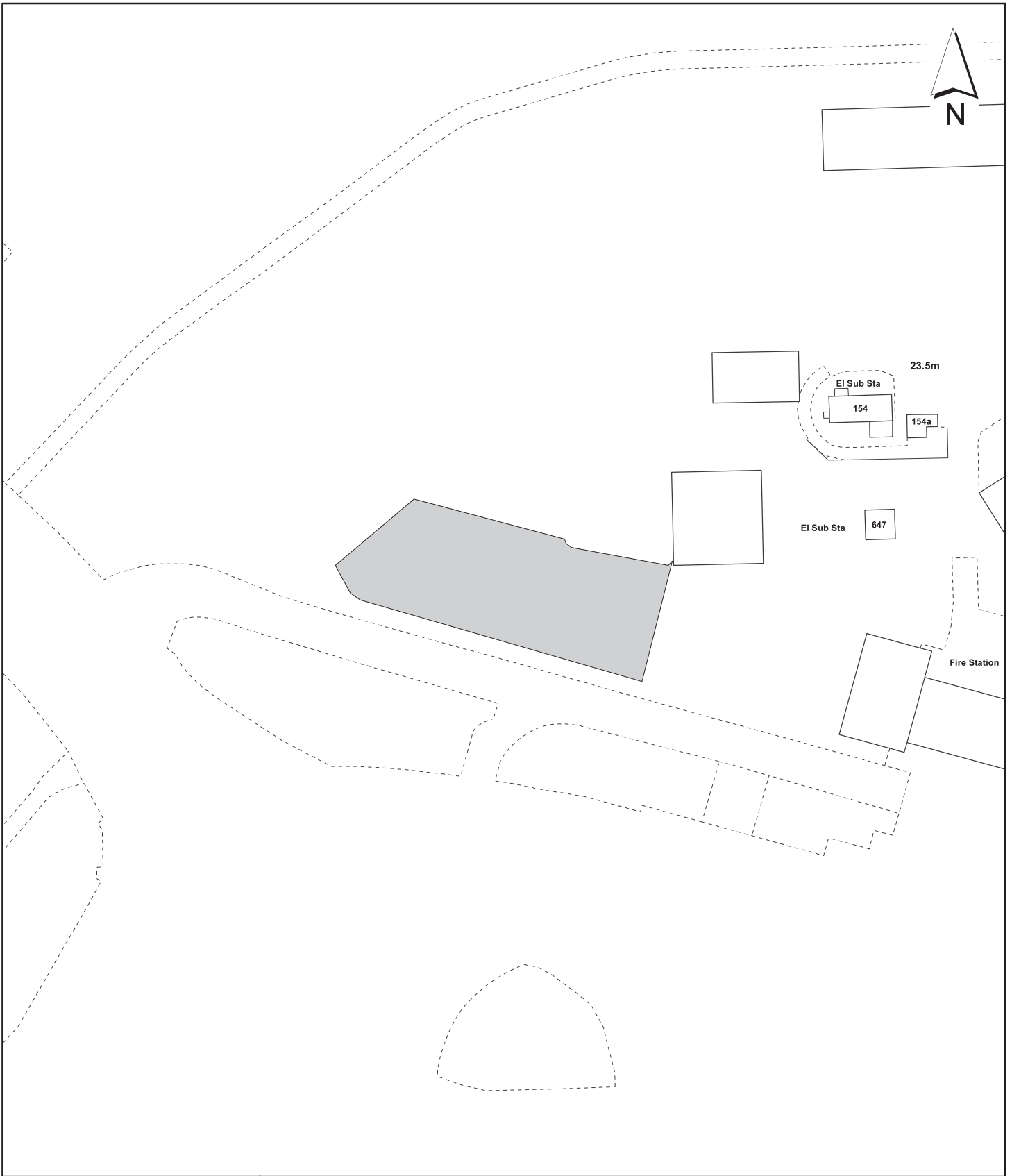
Accordingly, no objection is raised to the proposal.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Bath

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;">Snowbase Eastern Perimeter Road Heathrow Airport</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;">4918/APP/2014/1274</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 HILLINGDON LONDON
	<p>Planning Committee</p> <p style="text-align: center;">MajorPage 334</p>	<p>Date</p> <p style="text-align: center;">August 2014</p>	

Report of the Head of Planning, Sport and Green Spaces

Address COMFORT INN SHEPISTON LANE HAYES

Development: Creation of new floor above, and erection of 2 x extensions to, existing two level carpark to create 25 new hotel rooms with bridge link to main hotel involving extension to front of main building to create access staircase and installation of new canopy to main entrance

LBH Ref Nos: 382/APP/2014/1117

Drawing Nos: 003 Rev C
004 Rev B
008 Rev B
005 rev A
009
Tree
011
Transport Statement
Acoustic Report
Energy Report
010
001
002
102 rev A
103 rev A
104
006 rev A
105
3868 Rev A
007 Rev B

Date Plans Received:	31/03/2014	Date(s) of Amendment(s):	01/08/2014
Date Application Valid:	06/06/2014		31/03/2014
			29/07/2014
			13/08/2014
			21/05/2014

1. SUMMARY

The application relates to the creation 25 new hotel rooms for the Comfort Inn on Shepiston Lane. The rooms would be located within a new storey created above the existing detached two level car park building. Also proposed is a bridge link to connect the rooms/car park to the main hotel building. This would involve an extension to front of main building to create an access staircase and the installation of new canopy to the main entrance.

It is considered that the proposed development would conform with the requirements of the Hillingdon Local Plan (2012) and the London Plan (2011) subject to conditions.

The application is therefore recommended for approval.

2. RECOMMENDATION

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

Culture to grant planning permission subject to the relevant conditions set out below:

A) 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. The prevention of the implementation of this permission alongside planning permission 382/APP/2013/1163.

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 04/09/2014, 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 applicants submissions have not addressed the cumulative transport impacts of this development being implemented alongside the extant planning permission 382/APP/2013/1163 and no legal agreement is in place to prevent the completion of both developments. Insufficient information has been provided to demonstrate that cumulative development will not have unacceptable highways impacts or o demonstrate that it will provide adequate car parking. Accordingly, the development is contrary to Policies AM7 and AM14 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).'

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

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

1 COM3 Time Limit

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

REASON:

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 3868/003 Rev C, 3868/004 Rev B, 3868/007 Rev B, 3868/008 Rev B, 3868/009 and 3868/010 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:

Design and Access Statement
Highways Mitigation (Transport Statement)
Noise Mitigation (Acoustic Report)
Energy Reduction (Energy Report)

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

4 NONSC Energy Assessment

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 of the proposed air source heat pumps including the location and specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) and the impacts on the baseline emissions as well. Full details of maintenance, monitoring and management shall also be included.

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.

5 NONSC Living Roofs/Walls

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

REASON:

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

Saved UDP Policies (November 2012).

6 NONSC Water Reduction

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

REASON:

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

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 which shall be covered and secure
- 2.b Covered and Secure Cycle Storage for 16 bicycles
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.g Other structures

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

REASON:

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

8 N11 Control of plant/machinery noise

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

REASON:

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

9 COM29 No floodlighting

No 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 neighbouring properties in relation to light pollution in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 COM30 Contaminated Land

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of the buildings for the new hotel extensions. If landfill gas is found the applicant shall install remediation measures to prevent gas ingress to the new buildings on the development site to the satisfaction of the LPA.

REASON:

The Council's records show that the development site is near to two former landfill sites. The condition is required to clarify whether or not there is any hazard due to gas migration from these nearby landfill sites to the proposed development site, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 277440.

11 NONSC Travel Plan

A full and formal Travel Plan is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

REASON:

To ensure that the proposed development is in compliance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

12 NONSC Pedestrian Footway

The development shall not be occupied until the pedestrian footway along Arlington Court has been constructed in accordance with details first to be agreed in writing by the LPA.

REASON:

To ensure that the proposed development is in compliance with Policy AM14 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 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.

AM14	New development and car parking standards.
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
AM7	Consideration of traffic generated by proposed developments.
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.
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.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.15	(2011) Water use and supplies (2011) Architecture

LPP 7.6

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.

4 160 Cranes

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

5

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of the M4 motorway with access off the eastern side from Shepiston Lane. On the opposite side of Shepiston Lane are playing fields. To the west and south of the site is the Hayes Fire Station. To the east of the site is a grassed area

and the A437 flyover. To the north, the hotel backs onto rear gardens of the two-storey semi-detached dwelling houses on Carlton Avenue.

The hotel has a separate two-storey car park to the front and is part single, part two and part three storeys in height.

The site is within a developed area as designated by the Hillingdon Local Plan (November 2012). The grassed areas to the east and west of the site are designated as Green Belt.

3.2 Proposed Scheme

The proposal relates to the extension of the existing hotel to create 25 additional rooms. These rooms would for the most part (24) be located in a new storey constructed above the hotels existing two storey carpark. The car park is at present a separate building located between the existing hotel building and Shepiston Lane, adjacent to the sites access. It is also proposed to introduce a hotel room at ground floor level to the front of the car park, directly adjacent to Shepiston Lane.

In addition to the proposed new hotel rooms it is proposed to introduce a pedestrian bridge between the existing hotel and the extended car park building. This would include an extension and alterations to the entrance to the hotel plus a new canopy. External alterations are proposed in the form of new pedestrian footpath that would run adjacent to the access road to the site next to the car park building.

3.3 Relevant Planning History

382/APP/2006/2935 The Comfort Inn Hotel, Heathrow Shepiston Lane Hayes
ERECTION OF A THREE STOREY BEDROOM WING EXTENSION TO HOTEL TO PROVIDE 54 BEDROOMS AND 15 BATHROOMS (INVOLVING DEMOLITION OF EXISTING BEDROOM WING).

Decision: 29-03-2007 Refused **Appeal:** 23-10-2007 Allowed

382/APP/2007/1806 The Comfort Inn Hotel, Heathrow Shepiston Lane Hayes
ERECTION OF A THREE STOREY EXTENSION TO HOTEL TO PROVIDE 51 BEDROOMS AND 15 BATHROOMS (INVOLVING DEMOLITION OF EXISTING 25 BEDROOM WING)

Decision: 27-09-2007 Refused

382/APP/2007/3653 The Comfort Inn Shepiston Lane Hayes
ERECTION OF A FIRST FLOOR FRONT ADDITION TO PROVIDE NEW MEETING ROOM FACILITIES, AND ERECTION OF A NEW ENTRANCE LOBBY WITH NEW REVOLVING DOOR (INVOLVING DEMOLITION OF EXISTING REVOLVING DOOR)

Decision: 03-12-2008 Approved

382/APP/2010/1404 The Comfort Inn Hotel, Heathrow Shepiston Lane Hayes
Erection of a three storey bedroom wing extension to hotel to provide 54 bedrooms and 15 bathrooms, involving demolition of existing bedroom wing (Application to replace extant appeal decision ref: APP/R5510/A/07/2047304 dated 23/10/2007.)

Decision: 14-09-2010 Approved

382/APP/2013/1163 The Comfort Inn Hotel, Heathrow Shepiston Lane Hayes

Application for new planning permission to replace extant planning permission dated 14th September 2010, reference 382/APP/2010/1404 for Erection of a three storey bedroom wing extension to hotel to provide 54 bedrooms and 15 bathrooms, involving demolition of existing bedroom wing (Application to replace extant appeal decision ref: APP/R5510/A/07/2047304 dated 23/10/2007.)

Decision: 20-11-2013 Approved

Comment on Relevant Planning History

There have been a number of previous applications at the site including an application to create additional hotel rooms above an existing wing to the north of the hotel. This application was allowed at appeal (ref.APP/R5510/A/07/2047304 dated 23/10/2007). Applications were submitted in 2010 (ref.382/APP/2010/1404) and 2013 (ref. 382/APP/2013/1163) to extend the time limit for the approved hotel extension. The consent expires on 05 September 2016.

4. Planning Policies and Standards

No additional policies.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

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

AM7 Consideration of traffic generated by proposed developments.

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.

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.

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.15	(2011) Water use and supplies
LPP 7.6	(2011) Architecture

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The proposal was advertised as a major application, site notices were posted adjacent to the development site and 34 Neighbouring properties plus the London Fire and Emergency Planning Authority were consulted on the 09/06/14. By the end of the consultation period no comments or letter of objection had been received.

HEATHROW SAFEGUARDING:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation:

Cranes - Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues'.

Internal Consultees

SUSTAINABILITY OFFICER:

The submitted energy strategy is broadly acceptable and outlines the methods by which the development can achieve a 40% reduction in CO2 in line with London Plan Policy 5.2. The strategy does not contain sufficient details for the Council to properly understand the final design. For example, the energy solutions relies on air source heat pumps but there is limited information on the size, quantity, specification, or location. More information will be needed at design stage and through the discharge of the following 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 of the proposed air source heat pumps including the location and specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) and the impacts on the baseline emissions as well. Full details of maintenance, monitoring and management shall also be included.

The development must proceed in accordance with the approved details.

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

Living Walls and Roofs

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

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

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

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 significantly and the following condition is therefore necessary:

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

Reason - To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

TREES AND LANDSCAPING:

The site is occupied by a hotel situated to the east of Shepiston Lane and north of the M40. The main complex, including the entrance foyer and accommodation, is set back within the site and is partly set behind the fire station. It is accessed via Arlington Crescent to the south of which is a two-storey car park which has a narrow green frontage onto Shepiston Lane.

The strip of land to the south of the complex is designated Green Belt, as are the larger tracts of open space to the east of the site and Sam Philips Park, on the west side of Shepiston Lane. There are a number of trees on, and close to, the site, along the southern boundary some of which are protected by Tree Preservation Order No. 590. TPO No. 25 once protected elm trees on the site. However, these trees no longer exist and are likely to have been affected by Dutch Elm Disease - or the effects of previous phases of development on the site.

Landscape considerations:

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

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

- The Existing Site Plan indicates vaguely the existing vegetation on the small area of green on the Shepiston Lane frontage, and the southern verge alongside the access road. Although no tree/vegetation survey, the existing planting is poor and has little beneficial affect on the site or its approaches. It is implicit that these thin areas of soft landscape will be removed to facilitate the proposed development above the car park.
- The Design & Access Statement is weak and does not address the issues (including Landscape) recommended in government and CABE guidance.
- There is no objection to the loss of this vegetation, particularly in the light of Morrison drawing No. 005 Rev A Bedroom Layout Plan which shows indicative new planting to both of these areas.
- However, the acceptability of the proposal will depend on the quality of the landscape design and implementation, supported by ongoing maintenance.
- The bridge connection to the main complex will be set well back within the site and should not be visible from the public realm.
- It is not clear how the front elevation of the car park / new accommodation block will impact on the Shepiston Lane frontage - or the adjacent Green Belt land?
- Finally, 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.

Reccomendations:

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

ENVIRONMENTAL PROTECTION UNIT:

The noise report does not include details of what is actually going to be installed it only sets levels for the plant to meet but does not show how it will be met. It also uses a 15 minute time period for measurements at night this should be 5 minute. I would therefore recommend that the following condition is attached.

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.

Lighting

No 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 neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Nearby landfills are adjacent and south of the M4 motorway. There are generally filled with inert wastes by 'Henry Streeter Sand and Gravel Ltd' particularly the nearest site at St Peters Way. The Harlington High Street site has more mixed waste but again probably has more construction site waste. the following condition is therefore recommended

Gas Condition

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of the buildings for the new hotel extensions. If landfill gas is found the applicant shall install remediation measures to prevent gas ingress to the new buildings on the development site to the satisfaction of the LPA.

Reason - The Council's records show that the development site is near to two former landfill sites. The condition is required to clarify whether or not there is any hazard due to gas migration from these nearby landfill sites to the proposed development site, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 277440

Informative - Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

HIGHWAYS OFFICER:

The development is for the construction of a new floor above the existing 2 storey car park to provide 24 additional hotel bedrooms and an elevated walkway that will be linked to the main building within the site. Once constructed, the development will provide a total of 208 bedrooms within the existing hotel.

There are no proposals to provide additional car parking within the site and the existing car parking provision of 139 spaces will be retained for the use of staff and visitors. In addition, 16 cycle parking spaces will be provided and a pedestrian footpath will be constructed along the southern side of Arlington Court, which will provide a dedicated pedestrian link from Shepiston Lane.

From assessment of the development, it is noted that the Transport Statement (TS) submitted in support of the proposals has reviewed the existing car parking provision within the site by undertaking a parking survey. This has demonstrated that there is available parking within the site and the existing car parking provision would be acceptable to serve the development, with no additional car parking required.

In addition, the TS has undertaken a capacity assessment of the junction of Shepiston Lane and Arlington Court (site access). This has identified that the increase in vehicle trips associated with the proposals would be low and would not have a material impact at the junction or along the adjacent highway network.

Finally, a Framework Travel Plan has been submitted in support of the proposals, which has identified a number of measures that could be employed to promote the use of sustainable modes of travel to and from the site, including by walking, cycling and public transport.

As a result, 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, subject to conditions.

Conditions/S106:

A full and formal Travel Plan is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

The development shall not be occupied until the pedestrian footway along Arlington Court has been constructed in accordance with details first to be agreed in writing by the LPA.

ACCESS OFFICER:

No objection. Following the submission of revised plans and a revised Design and Access Statement, the proposals are acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of an extension to the existing hotel is considered acceptable as it has been established under the previously approved planning consent and appeal decision. There has been no change to adopted planning policy which is considered to impact on the appropriateness of the development in principle.

7.02 Density of the proposed development

The application relates to the extension of an existing hotel and therefore residential density is not pertinent to the consideration of this application.

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

The application site does not lie within proximity to any Listed Buildings, Conservation Areas or Areas of Special Local Character.

7.04 Airport safeguarding

Heathrow Airport Safeguarding have reviewed the proposal and raised no objections to the development.

7.05 Impact on the green belt

The application site is directly adjacent to the end of a strip of green belt that is located on the opposite side of Shepiston Lane. It is considered that the proposed development will have no impact on the openness of the green belt and when viewed from within the green belt would appear against the backdrop of the existing car park and built form of the hotel buildings.

7.07 Impact on the character & appearance of the area

The proposed extension will be visible from the street scene of Shepiston Lane, however the existing car park building adds little of architectural merit to the area. The proposed building has a large glazed portion to the front and sections of render. These details are considered to create an acceptable elevation in this location which is deemed an improvement on the appearance of the existing functional car park building. The proposed development is therefore deemed to accord with policy BE13 of the Hillingdon Local Plan (November 2012) and Policy 7.6 of the London Plan (July 2011).

7.08 Impact on neighbours

There is a two storey residential block, Elm View House, located to the north of the existing car park building on the opposite site of the shared access road. This building is located approx. 11.8m from the proposed development site. Whilst the access to the building is to the south within the facade which faces the development, this elevation does not appear to include any main habitable windows. In addition the design of the proposed hotel extension utilises light wells for proposed hotel bedroom windows to overlook, as opposed to overlooking the adjacent properties. The Council's Environmental Protection Unit have suggested a number of conditions to protect residential amenity which are attached. As such the proposed development is considered to accord with policies BE24, OE1 and OE3 of the Hillingdon Local Plan (November 2012).

7.09 Living conditions for future occupiers

The proposal is for the erection of a new wing to an existing hotel and accordingly the living conditions of future residential occupiers is not considered relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for hotel visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is noted that there is an extant planning permission at the site for the provision of 29 additional bedrooms at the existing hotel. However, it is understood that this will not be implemented if planning consent is granted for the current proposals and the highway and transportation assessment has therefore, been made on that basis. Nevertheless, it is necessary to ensure that the applicant does not to implement the extant planning permission and the current proposals together (should planning permission be granted), without first undertaken a formal transport assessment of the combined development.

The application included a Transport Statement submitted in support of the proposals that included details of the existing car parking provision within the site. The Transport Statement demonstrates that there is available parking within the site and the existing car parking provision would be acceptable to serve the development, with no additional car parking required.

In addition, the Transport Statement has undertaken a capacity assessment of the junction of Shepiston Lane and Arlington Court (site access). This has identified that the increase in vehicle trips associated with the proposals would be low and would not have a material impact at the junction or along the adjacent highway network.

Finally, a Framework Travel Plan has been submitted in support of the proposals, which has identified a number of measures that could be employed to promote the use of sustainable modes of travel to and from the site, including by walking, cycling and public transport.

The Council's Highways Officer has reviewed the application and raised no objection to the proposals. As a result, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan (November 2012) subject to appropriate conditions.

7.11 Urban design, access and security

Issues of design are addressed within the 'Impact on the character & appearance of the area' section of this report.

Issues relating to access are addressed within the 'Disabled Access' section of this report.

7.12 Disabled access

The Council's Access Officer reviewed the proposals and raised a number of concerns with the application as originally submitted. These comments were passed on to the applicant and amendments were made to the proposal. Having reviewed the amended plans the Council's Access Officer has stated there are no objections to the proposal on access grounds.

7.13 Provision of affordable & special needs housing

The proposal is for the erection of a new wing to an existing hotel, accordingly consideration of matters relating to affordable or special needs housing is not applicable.

7.14 Trees, landscaping and Ecology

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

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design. The Council's Trees and Landscape Officer has reviewed the proposal and stated that the existing planting is poor and has little beneficial affect on the site or its approaches. They have raised no objection to the loss of this vegetation or the application subject to landscape conditions being imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

The proposed development is therefore considered to accord with Policy BE38 of the Hillingdon Local Plan (November 2012).

7.15 Sustainable waste management

The proposed extension would be serviced by the existing hotels refuse and recycling facilities. The existing facilities were considered adequate to meet the demand of the additional 25 rooms under the allowed appeal decision and subsequent approval and it is not considered that there have been any amendments to adopted policy would alter this conclusion.

7.16 Renewable energy / Sustainability

The Council's Sustainability officer has raised no objection to the proposal subject to the attachment of appropriate conditions relating to the submitted energy strategy, living walls/roofs and water efficiency in line with London Plan Policies 5.2, 5.11 and 5.15.

7.17 Flooding or Drainage Issues

The site is not located within an area at risk of flooding and therefore no flooding or drainage issues are relevant to this application.

7.18 Noise or Air Quality Issues

The development is within an air quality management area. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The Council's Sustainability Officer has raised no objection to the proposal subject to the attachment of an appropriate condition relating to the introduction of living walls and/or roofs.

7.19 Comments on Public Consultations

No comments or objections were received in relation to the application during the consultation process.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no other issues relevant to the application.

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 application relates to the creation 25 new hotel rooms for the Comfort Inn on Shepiston Lane. The rooms would be located within a new storey created above the existing detached two level carpark building. Also proposed is a bridge link to connect the rooms/carpark to the main hotel building. This would involve an extension to front of main building to create an access staircase and the installation of new canopy to the main entrance.

It is considered that, subject to conditions, the proposed development would conform with the requirements of the Hillingdon Local Plan (November 2012) and the London Plan (2011).

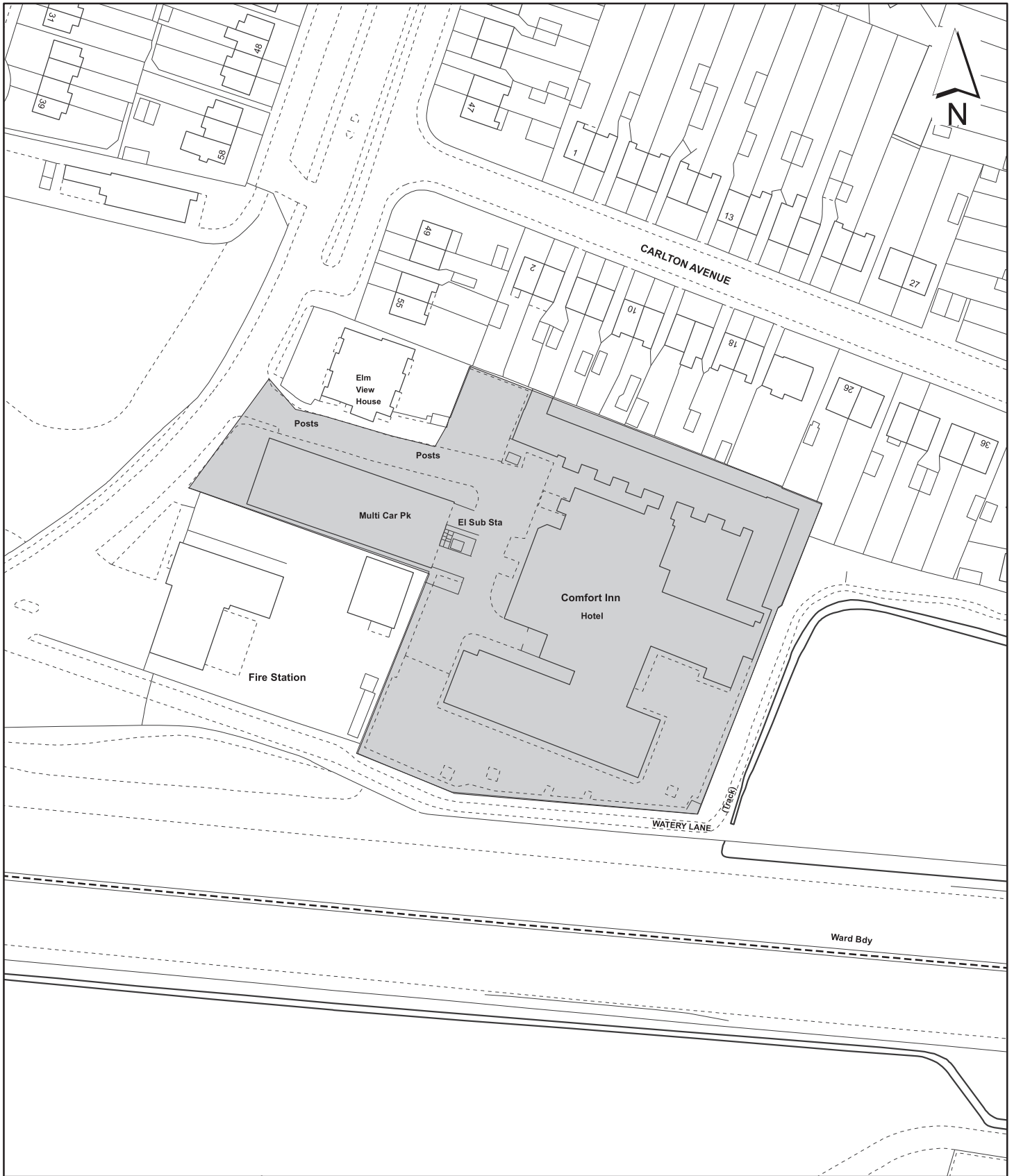
The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).
National Planning Policy Framework.
Supplementary Planning Document 'Accessible Hillingdon'.
Supplementary Planning Document Noise.
Supplementary Planning Guidance Planning Obligations.
Supplementary Planning Guidance Planning Obligations - Revised Chapter 4 Education Contributions.
The London Plan 2011.

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 style="text-align: center;">Comfort Inn Shepiston Lane Hayes</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;">382/APP/2014/1117</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">MajorPage 354</p>	<p>Date</p> <p style="text-align: center;">August 2014</p>	
		 HILLINGDON LONDON	

Report of the Head of Planning, Sport and Green Spaces

Address	BOURNE COURT SITE BOURNE COURT RUISLIP		
Development:	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works		
LBH Ref Nos:	11891/APP/2014/91		
Drawing Nos:	2013/D91/P/06 Rev B 2013/D91/P/07 Rev B 2013/D91/P/08 Rev A 2013/D91/P/10 Rev B 2013/D91/P/11 Rev A 2013/D91/P/12 Rev A 2013/D91/P/15 Rev B 2013/D91/P/04 Rev B 2013/D91/P/17 Rev B 2013/D91/P/09 Rev B 2013/D91/P/14 2013/D91/P/01 Rev A 2013/D91/P/03 Energy Statement Code for Sustainable Homes Pre-assessment Letter from John McKenna re Affordable housing provision 2013/D91/P/13 2011/D89/P/02 2013/D91/P/05 Rev A 2013/D91/P/16 Rev B Flood Risk Statement Arboricultural Impact Survey Design and Access Statement Noise Exposure Assessment Transport Statement		
Date Plans Received:	10/01/2014	Date(s) of Amendment(s):	17/07/2014
Date Application Valid:	10/04/2014		13/01/2014 10/04/2014

1. SUMMARY

Planning permission is sought for the demolition of the existing buildings on the site and redevelopment of the site to provide a residential development containing 49 units (18 x 1 bed flats, 21 x 2 bed flats and 10 x 3 bed houses), and associated parking and ancillary works.

The development of this site is considered acceptable in principle and would achieve an acceptable appearance within the street scene, provide a suitable landscape setting, appropriate living conditions for future occupiers and have no undue unacceptable impacts on the amenity of nearby residential occupiers.

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

2. RECOMMENDATION

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) 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 via an off site provision on site known as Former The Bridge and Early Years Centre, Acol Crescent, Ruislip, Planning reference 65847/APP/2014/427.

iii. Construction Training: £2500 for every £1m build cost + Coordinator costs= $49/160 \times £71,675$ or in kind scheme

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 03/09/2014, 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 construction training and highways works). 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 following conditions be imposed:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans-

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:2013/D91/P/03; 2013/D91/P/14; 2013/D91/P/10 Rev B; 2013/D91/P/07 Rev B; 2013/D91/P/08 Rev A; 2013/D91/P/01 Rev A; 2011/D89/P/02; 2013/D91/P/04 Rev B; 2013/D91/P/17 Rev B; 2013/D91/P/05 Rev A; 2013/D91/P/16 Rev B; 2013/D91/P/09 Rev B; 2013/D91/P/13; 2013/D91/P/15 Rev B;2013/D91/P/12 Rev A; 2013/D91/P/11 Rev A; 2013/D91/P/06 Rev B 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 RES5 General compliance with supporting documentation

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

- Sustainable Construction measures (Energy Statement and Code for Sustainable Homes Pre-assessment)
- Noise Mitigation measures (Noise Exposure Assessment)

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 RES6 Levels

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

REASON

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

5 RES7 Materials (Submission)

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

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

REASON

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

6 NONSC PV Panel details

Prior to commencement of development a roof plan showing the inclusion of photovoltaic panels as set out in the approved energy strategy shall be submitted to and approved in writing by the Local Planning Authority. Any variation on the amount or recommended placement must be suitably justified with alternative provisions for reducing the required amount of CO2 presented. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development reduces CO2 in accordance with London Plan Policy 5.2.

7 NONSC Ecological Enhancement scheme

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. These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan.

8 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

written consent of the Local Planning Authority.

REASON

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

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

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

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

2. Details of Hard Landscaping
 - 2.a Covered and Secure Refuse Storage
 - 2.b Covered and Secure Cycle Storage
 - 2.c Means of enclosure/boundary treatments for 40 bicycles
 - 2.d Car Parking Layouts for 64 cars (including demonstration that 3% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures

3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

5. Schedule for Implementation

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

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

REASON

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

10 RES10 Tree to be retained

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

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

REASON

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

11 RES15 Sustainable Water Management (changed from SUDS)

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by Water Environment dated 23rd October 2013 ref 13080 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 to greenfield run off rates 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).

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 RES18 Lifetime Homes/Wheelchair Units

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

REASON

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

14 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the

Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

15 RES26 Contaminated Land

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

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

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

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

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

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

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

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

16 NONSC Imported soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils, or reused onsite topsoils 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 (November 2012).

17 RES13 Obscure Glazing

The first and second floor windows in the south west elevation of both the houses and Block A shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

18 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing Canfield Drive to the south west.

REASON

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

19 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers and ensure adequate amenity space is retained for the units in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

20 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking designation and 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).

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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure

LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

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 12 Encroachment

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

5 121 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).

6 I25A **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

7 I47 **Damage to Verge**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

8 I59 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

9

You are advised that the Local Planning Authority will expect balcony details submitted in compliance with condition 5 to provide an appropriate solution with regard to the appearance of the building overall, both with respect to screening items which might be on the balcony and the overall appearance of the building. Consideration should be given to these matters prior to submitting any details in respect of this condition.

10

In relation to condition 20 - Parking Allocation, you are advised to ensure that the parking provision includes 10% provision for disabled users, and 20% active and 20% passive electric charging points.

11

You are advised that the development hereby approved represents chargeable development under the Mayor's and Hillingdon's Community Infrastructure Levy (CIL). At this time the Hillingdon CIL is estimated to be £271,795.00 and Mayoral CIL, £106,421.50, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

3. CONSIDERATIONS

3.1 Site and Locality

The site is located at the end of Bourne Court and has mixed use facilities occupied by Bourne Lodge Care Home for people with learning difficulties, Phoenix Day Centre for people with physical mobility and learning difficulties and the Wren Centre with a multipurpose hall and ancillary facilities used by MENCAP Charity Organisation.

Bourne Lodge Care Home closed a number of years ago due to outdated accommodation and facilities which failed to meet with the current care home space standards. The site has remained vacant since this time. The Phoenix and Wren Centres are due to be relocated to new facilities (Summer 2014) which are currently under construction.

The site is surrounded by residential, offices and commercial buildings. The site adjoins south west to the rear gardens of the residential units on Canfield Drive. These are a two storey block of terrace houses with pitched roofs. To the north west of the application site is the Odyssey Business Park, comprising office buildings and associated parking areas and commercial buildings to the north east, and to the south east are the flats on Bourne Court.

3.2 Proposed Scheme

This application seeks consent for the erection of 49 residential units. The units are proposed in the form of 18 x 1 bed flats, 21 x 2 bed flats and 10 x 3 bed dwellinghouses.

The design of the proposed development is based on a two and three storey 'U' shaped block with green flat roofs. The dwellinghouses are proposed to the rear of the site and are two storey buildings with garden areas to the rear. 64 car parking spaces are proposed in total for the site set around the courtyard to the site and accessed via Bourne Court.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history for this site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- 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 3.5 (2011) Quality and design of housing developments
- LPP 3.7 (2011) Large residential developments
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.17 (2011) Waste capacity
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land

LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th May 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

166 residents were notified of the application and a site notice erected at the site which expired on the 7th May 2014.

8 letters of objection were received from this consultation which raised the following concerns:

1. Bourne Court and Station Approach are already heavily congested with traffic, this will worsen the situation;
2. Parking is already difficult and the parking provision proposed is insufficient and will result in an overspill of cars onto Bourne Crescent;
3. The development will affect the privacy and restrict the open view from existing houses on Canfield Drive;
4. Bungalows would be a better development for the site in terms of their height;
5. Scheme will result in an increase in road accidents as a result of increased traffic;
6. The combination of the Acol Crescent development and this site is too much for the area and will overload an already crowded area;
7. Number of additional residents will add pressure to the doctors and education which are already at capacity;
8. Turning onto Station Approach at peak and off peak times is already difficult and with more cars, this will back up onto Bourne Court;
9. Construction noise and dirt will be problematic for residents of Bourne Court.

LONDON UNDERGROUND

No comments to make on the application.

HEATHROW

No safeguarding objections.

NATS

No safeguarding objections.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Regarding the above planning application, as new sensitive receptors are being introduced to the site, and no information has been submitted with regard to land contamination the standard contaminated land condition and soils condition is advised.

No industrial uses were identified on site based on Ordnance Survey historical maps, however the site to the east indicates a number of unidentified 'works'.

RES26 - Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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).

Imported Materials Condition

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, or reused onsite topsoils 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 (November 2012).

HIGHWAYS

The development is for the demolition of three existing buildings and the construction of 39 apartments and 10 houses within the site. As part of the proposals 64 car and 40 cycle parking spaces will be provided that will be allocated to residents of the proposed apartments. Access will be provided from directly from Bourne Court via the existing site access.

In order to assess the development, a Transport Statement (TS) has been submitted, which has considered the car and cycle parking provision within the site that will serve the proposals. This has demonstrated that the proposed parking provision is in accordance with the councils parking standards.

In addition, the TS has considered the likely vehicle trips associated with the existing and proposed uses at the site, which has been based, in part, on site observations and by comparing sample sites selected from within the TRAVL Database. However, no evidence has been submitted to support the existing traffic generation at the site and the specific details of the selected sample sites from within the TRAVL Database have not been provided. Nevertheless, given the existing uses at the site and the scale of the proposed development, the future trips associated with the development are unlikely to have a material impact along the adjacent highway network.

Furthermore, the TS, has undertaken an analysis of accidents along the adjacent highway network, along Station Approach and adjoining roads for a five year period, ending June 2013. As a result, it has been demonstrated that there are no established patterns identifying specific road safety issues within the immediate area of the site.

Therefore, provided that the details below are made conditional to the planning consent, the development proposals are not considered contrary to the policies of the adopted Hillingdon Local Plan, 2012, Part 2 and an objection is not raised in relation to the highway or transportation aspect of the development.

Conditions:

The parking provision within the site shall include a 10% allocation for disabled users, which shall be provided before first occupation of the development.

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.

Notwithstanding the submitted plans, details of the proposed cycle stores shall be submitted and approved in writing by the Local Planning Authority before commencement of works at the site.

A Traffic Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in

relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials' during construction.

CONSERVATION

No objection in principle to the redevelopment of this site, there are a couple of design points: Can the roofs of blocks A and B be enclosed with a more visually permeable enclosure - screen or handrail? As shown, the solid metal panels look very bulky at roof level. On a building of this type, being able to see the PVs at roof level is unlikely to detract from the overall appearance of the structure.

We suggest that the central pair of houses is given a different frontage treatment, or an additional design feature, to act as a focal point when viewed from the south and also to add more visual interest to the street frontage.

OFFICER COMMENTS:

The plans have been amended to reduce the height Blocks A and B, and thus the metal panels. This is considered to reduce the bulk at this level which the conservation officer considers acceptable.

Having regard to the surrounding area and the siting of the proposed dwellings, as these do not appear highly prominent in the area and in their current form, imitate the design and scale of housing within the immediate area, it was not considered necessary to ask for the central dwellings to be given a different frontage treatment. The materials and design of the buildings were considered acceptable in the form presented.

WASTE

I would make the following comments on the above application regarding waste management.

a) I would estimate the total weekly waste arising from the scheme would be 7,700 litres
Given such the number of bulk bins (1,100 litre capacity) required = 7

The above is a minimum figure and is based on the houses using the bulk bins in addition to the occupiers of the flats.

There are 8 bulk bins shown on the plan which is sufficient. Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.

b) 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 residents.

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the

bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) 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).

g) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

j) The vehicle carriageway must be able to withstand the load of a 26 tonne refuse collection vehicle and have a swept path sufficient for a 10.5 metre vehicle.

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

FLOOD MANAGEMENT

The Flood Risk Assessment demonstrates that surface water will be attenuated to green field run off rates, reducing flood risk to the surrounding area which is important as there are often localised flooding issues on station approach.

Therefore I request the following condition to ensure those proposals are implemented:

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 Water Environment dated 23rd October 2013 ref 13080 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 to greenfield run off rates and:

a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii. incorporate water saving measures and equipment.

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

TREES

Landscape and character context:

The site is situated at the end of Bourne Court to the north of Station Approach. The site is occupied by several buildings including a former care home (now closed and redundant due to outdated accommodation and facilities), the Phoenix Day Centre and the Wren Centre (a multi-purpose hall) - both of which are to be re-located to a new site.

The site contains many trees/tall hedges which are a distinctive feature in the area. There are no Tree Preservation Orders or Conservation Area designations affecting trees on, or close to, the site.

Proposal:

The proposal is to demolish all of the existing single/two-storey buildings, including outbuildings, within the site and construct a residential development comprising 49 residential units and 64 car parking spaces and associated works. (Amended description regarding number of units.)

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.

- Section 8.0 of the D&AS briefly describes the landscape proposals, with reference to drawing No. 2013/D91/P/04.
- 15No. individual specimens have been assessed and 5No. Leyland hedges.
- There are no 'A' category trees. There are 14No. 'B' category trees whose condition and value should normally be considered for retention as part of a new development. The remaining tree is a 'C' category which is not normally regarded as a constraint on development.
- Of the hedges, 4No. are 'B' category and one is 'C'.
- Trees recommended for removal to facilitate the development include all five hedges (H1,H2,H3,H4 and H5)and trees T2, T3, T4, T9.
- The report recommends that the remaining trees could be retained subject to selective tree surgery and appropriate Tree Protection Plans and Arboricultural Method Statements designed to safeguard the root protection areas (RPA's) during all demolition and construction works.
- Drawing No. 2013/D91/P/04 Proposed Site Plan, shows the existing/retained 'B' quality trees. Most of the retained trees are on the site boundaries and include a range of species, including T8 Birch, T10 Leyland Cypress, T12 Silver Maple, T13 Bean Tree, T14 Cider Gum and T15 Pillar Apple.
- In addition to the retained trees, the site masterplan/layout has space and opportunity to plant at least 30No. replacement trees as part of a comprehensive landscape proposal.
- Trees and soft landscaped areas have been used to good effect to reduce the impact of the car parking spaces.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

No objection, subject to the above observations and conditions requiring an updated Tree Survey to include Tree Strategy / Constraints Plan/Tree Protection Plan/Arboricultural Method Statement and conditions RES6, RES7, RES8, RES9 (parts 1,2,4,5,4 and 6), RES10.

ACCESS

The site is located at the end of Bourne Court which was formerly occupied by Bourne Lodge Care Home until it closed some years ago. It is understood that the site is currently home to the Phoenix Day Centre and Wren Centre until they relocate to their new premises in summer 2014.

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.

It is stated within the Design & Access Statement that six of the 64 car parking spaces would comply with Part M of the Building Regulations. It is further stated that all access controls, footpaths, and approaches at entrances/exits are accessible in accordance S8300:2009+A1 2010.

Blocks A and B would provide two wheelchair accessible flats on the ground floor, in addition to one wheelchair accessible semi-detached house. The Design & Access Statement states that a 13 person lift would be provided within the blocks of flats, and further confirms that the bathrooms and shower rooms would be configured to meet the Lifetime Home Standards.

The following access observations are provided:

1.Level access should be achieved. Entry to the proposed dwelling appears to be stepped, which would be contrary to the above policy requirement. Should it not be possible, due to topographical constraints, to achieve level access, it would be preferable to gently slope (maximum gradient 1:21) the pathway leading to the ground floor entrance door.

2.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 and rear 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.

3.The scheme does not include provision of a downstairs WC compliant with the Lifetime Home requirements. To this end, a minimum of 700 mm should be provided to one side of the toilet pan, with 1100 mm in front to any obstruction opposite.

4.A minimum of one bathroom on the first floor should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

5.To allow the entrance level WC and first floor bathroom to be used as a wet room in future, plans should indicate floor gully drainage.

6.The plans should indicate the location of a future 'through the ceiling' wheelchair lift.

Conclusion: Acceptable.

S106 OFFICER

Proposal

10 x 3 bed houses

19 x 1 bed flats

20 x 2 bed flats

Resulting population: 88.79

Heads of Terms sought

1. S278/S38 for highways works

2. Affordable Housing: provided on Adjacent site - planning permission ref: 65847/APP/2014/427

3. Construction Training: £2500 for every £1m build cost + Coordinator costs= 49/160 x £71,675 or in kind scheme

4. Project Management & Monitoring: 5% of total cash contributions.

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following conditions:

ENERGY COMMENTS

The development suitably demonstrates a 40% reduction in CO2 largely through the use of PV panels. Therefore the development must be constructed in accordance with the approved energy strategy with the only the following energy condition required:

Prior to commencement of development a roof plan showing the inclusion of photovoltaic panels as set out in the approved energy strategy shall be submitted to and approved in writing by the Local Planning Authority. Any variation on the amount or recommended placement must be suitably justified with alternative provisions for reducing the required amount of CO2 presented. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development reduces CO2 in accordance with London Plan Policy 5.2.

ECOLOGY COMMENTS

The proposed development results in the natural areas and although the site is unlikely to have significant value for wildlife, the national planning policy framework requires a net gain in biodiversity value. The general loss of wildlife value requires the final designs to demonstrate a net gain. The following condition is therefore necessary:

-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.

These shall include, living screens against walls of the development, bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. 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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site consists of three buildings used as a care home, day centre and hall used for

people with physical mobility and learning difficulties. Bourne Lodge Care Home for people with learning difficulties has been vacant for some time. The remaining two buildings to the west of the site are Phoenix Day Centre for people with physical mobility and learning difficulties and the Wren Centre with a multipurpose hall and ancillary facilities used by MENCAP Charity Organisation. Both users of these buildings are relocating to other premises within the borough, less than a kilometre from the current site.

Saved Policy R11 of the UDP is therefore considered relevant. This policy states:

The local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:

(i) there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;

(ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;

(iii) the proposed alternative use accords with the other policies of this plan and contributes to its objectives

With regard to Saved Policy R11 (i) and (ii), the applicants have submitted a Planning Statement which provides a justification for the loss of the facilities from Bourne Court and the relocation of these elsewhere in the Borough. None of the current facilities that used the site are being displaced due to the proposed development.

Given the factors above, it is considered that the proposal satisfies the requirements of Policy R11 (i) and (ii).

With regard to Saved Policy R11 (iii), there is an identified need for additional housing within the borough. The proposed alternative use for the site supports the other policies in the UDP by providing much needed accommodation. No objections are therefore raised to the loss of the community use and redevelopment of the site for residential purposes.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2011) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 2 and is located within a suburban setting. The London Plan provides for a residential density between 50 - 95 u/ha and 150 - 250 hr/ha at an average of 2.7 - 3.0 hr/unit.

The proposed density for the site would be 291 hr/ha, which exceeds the London Plan requirements. However, given the predominance of one and two bedroom apartments, these being of an adequate size and standard for any future residents, and that good environmental conditions can be provided for surrounding and future occupiers,(issues of which are dealt with elsewhere in the report), the proposed density is considered appropriate in this case.

In terms of the number of units, the proposed density would be 70 units/ha, in line with the London Plan requirements.

Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. In this case the scheme has been specifically designed to provide a mixture of units. As such, the proposed units are considered to be appropriate for their intended use and no objections are raised to the proposed mix.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

There are no archaeological or historic issues associated with this site.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

Not applicable. There is no green belt land within the vicinity of the site.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

The flat units would be accommodated within a roughly U shaped building located at the entrance to the application site. The south eastern part of the building would be three storeys in height with a shallow pitched and flat roof. This would step down to a smaller two storey element with a flat roof as the building extends northwards into the site. The dwellinghouses sited adjacent to the northern boundary of the application site would step down further in height, and a row of two storey hipped roofed buildings are proposed along the rear boundary.

The layout of the buildings within the plot has attempted to follow the predominant building lines and scale of the surrounding buildings. The flats located along the frontage, continue the front building line of the adjacent three storey flats along Bourne Court, and maintain the visual gap from Station Approach. In respect of the dwellinghouses proposed to the rear, the siting of these buildings within the plot is considered acceptable and to not present a cramped form of development.

The surrounding area consists of buildings which vary in scale from single to three storey buildings. The proposed buildings have been designed so that the bulk of the height of the building remains to the southern part of the site, adjacent to the three storey flats within Bourne Court. The scale, height and massing of the buildings decreases as the buildings extend into the site. Whilst it is acknowledged that the replacement buildings are significantly larger than the existing buildings within the site, it is not considered that the overall height, scale and siting of the buildings is such that this would appear out of character with the surrounding buildings, or dominate the setting to an unacceptable degree. The overall scale and massing of both the flats and dwellinghouses are comparable to the other buildings within the surrounding area and would not appear out of character or incongruous in their setting.

In terms of the detailed design of the buildings, it is noted that in the surrounding area, there are a mix of building styles and designs. The buildings have drawn on features of these surrounding buildings, with the hipped roofs, building heights and detailed design.

In terms of the materials, the dwellinghouses to the rear will be covered with Marley Ecologic Ludlow Major tiles, which are of a similar colour and appearance to the buildings within Bourne Court and fronting Station Approach. The bricks to be used in the construction of the houses and flats are Windsor by Ibstock, which are similar in colour and appearance to the buildings within the surrounding area. Conditions are recommended to ensure the final materials are acceptable within the area.

The buildings at the entrance to Bourne Court are to be constructed out of brickwork with Trespa panels covering the parapet walls and entrance/staircase core of both buildings. These panels will be in Anthrocite Grey colour. No objection is raised to this design approach, which is considered acceptable in the context of the site and surroundings.

The car parking layout is considered acceptable in its location and is interspersed with soft landscaping. The layout is considered acceptable and to not detract from the design and layout of the site.

It is considered that overall the scheme would have an acceptable appearance within the street scene. As such, the development is considered to comply with Policies BE13 and BE19.

7.08 Impact on neighbours

OUTLOOK

Policy BE21 of the Unitary Development Plan Saved Policies states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document HDAS: Residential Layouts states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

A distance of around 24 -39 metres is maintained between the proposed building and the rear elevations of the properties on with Canfield Drive to the west of the application site. Given the separation distances, design and layout of the building, and varying height, the scheme is not considered to appear unduly dominant or overbearing when viewed from the garden areas of these properties, nor affect their outlook to an unacceptable degree

With regard to the impact of the proposed development on occupiers to the south, the three storey element of the proposed building and the adjacent Bourne Court is separated by approximately 12m. The layout of the development is such that the building falls outside the 45 degree angle of vision from the rear windows of that block. There are no windows in the flank elevation of Bourne Court facing the application site. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the UDP and relevant design guidance.

To the north and east of the site are commercial properties and given the nature of these sites, no objection is raised in terms of loss of outlook.

DAYLIGHT/SUNLIGHT

Policy BE20 of the Unitary Development Plan Saved Policies states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Saved Policy BE21 states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to saved Policies BE20 and BE21 states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'.

In respect of the properties on Canfield Drive, it is not considered that the proposal would result in a direct loss of daylight or sunlight to these occupiers. The distance of the buildings from these properties, layout and overall design, are not considered to give rise to unacceptable levels of overshadowing to the garden areas.

Having regard to the relationship of the proposed building with Bourne Court it is considered that there will be no loss of direct sunlight to any of the habitable windows serving Bourne Court as a result of the development.

It is also considered given its layout, that there will be a good level of day lighting for the proposed development. The proposal is therefore considered to be consistent with Policy BE20 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

PRIVACY

Policy BE24 of the UDP Saved Policies September 2007 seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's SPD also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m and at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents.

To the rear of the proposed building, a minimum distance of 23 metres is maintained from the first and second floor windows to the sensitive part of the private amenity area adjacent to the back doors of the properties in Canfield Drive. Windows are proposed in the elevations of the houses and flats, however in all cases, these serve circulation areas or bathrooms, and given such, it would not be unreasonable for the Council to ensure that these windows are obscurely glazed and non opening to a specified height, by way of a condition to protect the privacy of surrounding occupants. Conditions could also ensure adequate screening is provided to any balconies, particularly those on block A, which offer

views to the west.

With regards to the impact on the residents of Bourne Court, the scheme by reason of its siting, gaps between the buildings and orientation to the windows in this block of flats, is not considered to give rise to unacceptable levels of overlooking.

Overall, the proposal is not considered to result in unacceptable levels of overlooking or loss of privacy to surrounding residents. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

7.09 Living conditions for future occupiers

All units comply with the Council's SPD and London Plan standards for minimum internal floor areas. With the one bedroom units ranging between 50sqm - 56sqm, and the two bedroom units providing 73sqm. The houses propose an internal floor area of 82sqm, which again meets the Council's SPD and London Plan standards. It is therefore considered that the proposed units would provide adequate internal floorspace.

Policy BE23 of the Unitary Development Plan Saved Policies September 2007 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting, for future occupiers. For one bedroom flats a minimum 20sqm per unit should be provided and for two bedroom flats a minimum of 25sqm per unit should be provided. In accordance with this standard, a total of 880sqm of amenity space is required.

The application identifies two communal amenity areas comprising 382sqm for Block B and 442sqm for Block A of shared amenity space. In addition, private gardens/balconies serving the flats totalling 318sqm are also provided. The amenity space provision is therefore in excess of the SPD requirements. It is proposed that the houses have garden areas varying in size from 70-200sqm in size. The gardens exceed the Council's requirements, and propose private spaces for each house.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and OE5 of the UDP, the SPD HDAS: Residential Layouts and the provisions of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

ACCESS

Vehicular and pedestrian access to the new development will utilise the existing entrance via Bourne Court.

Bin storage locations are shown within the blocks. The refuse stores are located a convenient distance from the residential units they serve and appropriate distance from the public highway to enable collection on waste days. The refuse storage for the houses is proposed within the rear gardens for each, and the houses have a side access allow occupiers to bring the bins to the front on collection days.

Overall, the Highway Engineer raises no objections to the access arrangements, and it is considered that adequate vehicular access to the site can be provided, and highway and pedestrian safety would not be prejudiced, in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

PARKING

The development is for the demolition of existing buildings within the site and the construction of 19 x 1 bedroom and 20 x 2 bedroom apartments and 10 x 3 bed houses that will be allocated. 64 car parking spaces are provided in total, 19 for the 1 bed units, and 45 for the 2 and 3 bed units (6 of these will be disabled). The Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all parking spaces would be of sufficient dimensions and usable. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

The plans indicate that 64 cycle parking spaces are provided. No objection is raised to the location of the proposed storage and further details will be sought by condition of the detailed design and layout of this, to ensure that this is sufficient. Overall the development is considered to comply with Policy AM9 the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

7.11 Urban design, access and security

- Urban Design

Issues relating to design are addressed in section 7.07 of this report.

- Access

Issues relating to access are addressed in section 7.12 of this report.

- Security

The applicant's Design and Access Statement confirms that following pre-application discussions with the Metropolitan Police Crime Prevention Design Advisor, a number of security measures have been incorporated into the scheme, including provision of secure boundary treatment, lighting of common areas, secure cycle storage, etc. Should approval be granted a condition would be attached to ensure that the development meets the Metropolitan Police's 'Secured by Design' criteria.

7.12 Disabled access

The applicant's Design and Access Statement confirms that the development would fully comply with the requirements of BS 8300:2009: +A1:2010 and Part M of the Building Regulations.

Subject to appropriate conditions securing compliance with Lifetime Homes standards it is considered that the development would achieve an appropriate level of accessibility.

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part One seeks to ensure that 35% of all new units are delivered as Affordable Housing. In the context of this site, this would equate to 28 of the units being delivered as such.

Discussions have agreed that the affordable housing requirement for this site, can be met with off site provision on the adjoining site known as Acol Crescent. This site gained planning permission under reference 65847/APP/2014/427 for the redevelopment of the site to provide a residential block containing 28 units for social and supported housing, including parking and ancillary works (involving demolition of existing buildings). The scheme at Acol Crescent provided 100% affordable housing and meets the requirement of the Bourne Court application site.

A legal agreement will ensure that this off site provision is secured against the application site, and subject to this, the scheme is considered acceptable on such grounds.

7.14 Trees, landscaping and Ecology

Policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The details submitted indicate that there are no 'A' category trees, there are 14No. 'B' category trees whose condition and value should normally be considered for retention as part of a new development. The remaining tree is a 'C' category which is not normally regarded as a constraint on development. Of the hedges, 4No. are 'B' category and one is 'C'.

The scheme proposes to removed 4 trees and all the hedges within the site. The remaining trees are to be retained subject to selective tree surgery and appropriate Tree Protection Plans and Arboricultural Method Statements designed to safeguard the root protection areas (RPA's) during all demolition and construction works.

In addition to the retained trees, the site plan indicates that there is space to plant at least 30No. replacement trees as part of a comprehensive landscape proposal. The landscaping proposed for the site is considered acceptable in the context and successfully softens and reduces the impact of the car parking spaces.

Subject to landscape conditions, the communal and other green spaces shown on the plans could all be landscapes which would give the development an appropriate appearance within the area, and provide a high quality environment for future occupiers. Accordingly, the development is considered to comply with Policy BE38 subject to landscaping conditions.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided in a number of stores within the site. Subject to a condition the stores would provide for an appropriate appearance and are located in a convenient location for use by residents and for refuse collection.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement, which sets out a number of measures such as ensuring the building is well insulated, energy efficient lighting and the inclusion of photovoltaic panels to reduce energy demand. This ensures that the proposed scheme achieves a 46.5% reduction in carbon dioxide emissions on the site.

A Code for Sustainable Homes Pre-assessment has been received which confirms that the scheme will achieve Code Level 4.

Accordingly, subject to conditions indicating the final layout and design of the solar panels and Design Stage Code Assessment, the development would comply with Policy 5.2 of the London Plan.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with this requirement a Sustainable Drainage System would be provided. The Council's Flood Water Management Officer has confirmed that the scheme meets national standards for design as surface water is restricted to reduce the run off from the site and, therefore no objections are raised subject to a condition, which seeks further information on the detailed design.

7.18 Noise or Air Quality Issues

There are not considered to be any noise or air quality issues associated with this development.

7.19 Comments on Public Consultations

The comments arising from the public consultation are addressed within the External Consultees section of this report, by way of condition or are not material planning considerations.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The 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:

. Affordable Housing: The scheme to deliver 35% as Affordable Housing via an off site provision on site known as Former The Bridge and Early Years Centre, Acol Crescent, Ruislip, Planning reference 65847/APP/2014/427.

. S278/S38 for highways works

Monetary contributions:

. Construction Training: £2500 for every £1m build cost + Coordinator costs= 49/160 x £71,675 or in kind scheme

. Project Management & Monitoring: 5% of total cash contributions.

As the decision on the scheme will be issued after the 1st August 2014, the development will be liable for Hillingdons CIL, which would offset the requirement for certain planning obligations.

Discussions have been initiated in this respect, and the applicant has confirmed that they will ensure a signed legally binding legal agreement will be submitted to the Council pending approval of the current application.

The proposal would be liable also for the Mayor of London's CIL, as the scheme provides 49 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.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

There are no other issues to discuss in relation to this site.

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

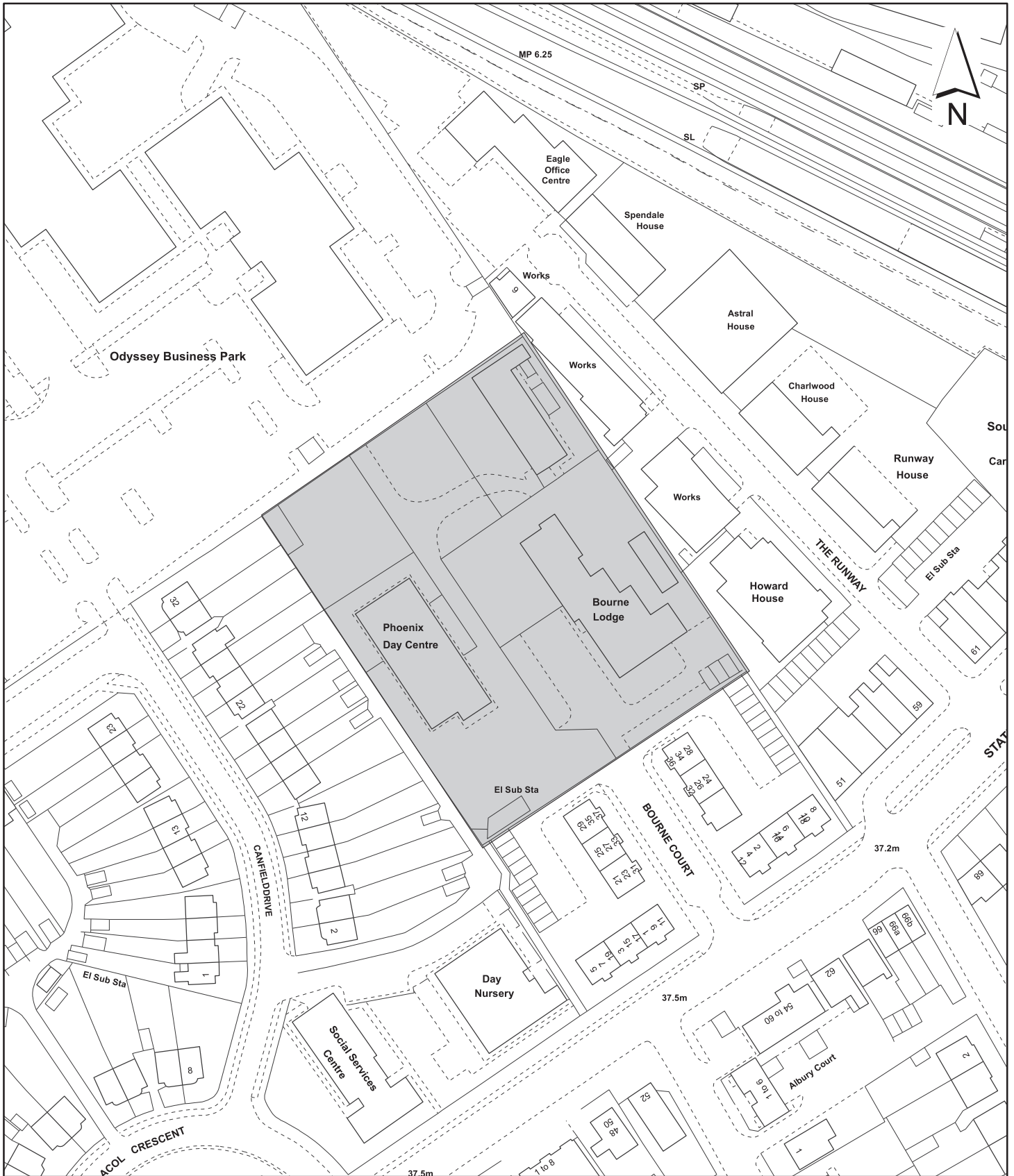
The proposed development by reason of its acceptable design, scale, size, siting and massing, is not considered to have a detrimental impact on the character, appearance and setting of the surrounding area. The scheme is considered acceptable on highway grounds and to provide a sufficient level of car parking for future residents. The proposed buildings are considered to be located a sufficient distance from neighbouring properties and of an acceptable design, that would not give rise to unacceptable amenity issues to the surrounding residential occupiers.

11. Reference Documents


Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
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;

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Bourne Court Site Bourne Court Ruislip	
Planning Application Ref: 11891/APP/2014/91	Scale 1:1,250
Planning Committee Major	Date August 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** 70 STATION ROAD WEST DRAYTON
- Development:** Variation of planning permission 2954/APP/2011/2723 dated 04/02/2014 to amend condition 2 (Approved Plans List) and condition 4 (Compliance with supporting documentation) in order to make minor alterations to elevation and layout details and remove condition 18 relating to the spiral fire escape. (S73 Application)
- LBH Ref Nos:** 2954/APP/2014/788
- Drawing Nos:** Site Layout and Ground Floor Plan (drawing ref: 1023 200A)
Proposed Floor Plans (drawing ref: 1023 201B)
Proposed Elevations Sheet 1 of 2 (drawing ref:1023 202B)
Proposed Elevations Sheet 2 of 2 (drawing ref: 1023 203B)
Typical Section through roofing indicating heights smoke extract from PD panels
Proposed Materials Elevation Sheet of 2 of 2 (drawing ref: 1023 205B)
Proposed Car Park Ventilation Scheme and Main Plant Room (drawing ref: 12-124-111A);
Letter dated 8 May 2013 regarding smoke ventilation from Adexsiuk
Proposed Materials Elevation Sheet 1 of 2 (drawing ref: 1023 204B)
Green Screens Brochure
14272 - received 08 Nov 2011
Design and Access Statement - received 08 Nov 2011
Transport Statement Addendum dated July 2011 - received 08 Nov 2011
Air Quality Assessment (UK 1816990) - received 08 Nov 2011
Ecological Walkover Survey dated July 2011 - received 08 Nov 2011
Daylight,Sunlight Overshadow Survey (DW/dw/07712 - received 08 Nov 2011
Energy Statement dated 19 January 2009 - received 08 Nov 2011
Noise Survey & Assessment (13750) - received 08 Nov 2011
Tree Schedule received 08-11-2011 - received 08 Nov 2011
CSa/927/100 Rev. C - received 25 Apr 2012
CSa/927/13 - received 24 Apr 2012
Un-numbered CCTV Plan - received 24 Apr 2012
QuinnRoss Consultant's letter dated 12 Ma (revised details) - received 12 Mar 2012
PO5 Rev A;

Date Plans Received: 07/03/2014

Date(s) of Amendment(s):

Date Application Valid: 12/06/2014

1. SUMMARY

The application proposed a number of minor amendments to the previously approved drawings for the development and the removal of a condition related to a fire escape which is no longer required.

The amendments do not raise any material planning concerns and accordingly are recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning Culture and Green Spaces to grant planning permission, subject to the following:

A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

(i) Affordable Housing provision in the form of 6 discounted open market units (4 x 1 bed and 2 x 2 beds) at 75% of Open Market Value.

(ii) Education: to the sum of £126,741.

(iii) Health and Social Care: in the sum of £17,320.60.

(iv) Libraries in the sum of £1,838.62.

(v) Air Quality: £12,500.

(vi) Construction Training: £29,710.63 or a scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents as an in-kind scheme.

(vii) Project Management and Monitoring Fee: at 5% or £10,405.54.

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 before the 11th September 2014, then 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 the environment as a consequence of demands created by the proposed development (in respect of affordable housing, education, health and social care, libraries, air quality or project management and monitoring). 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, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject

to any changes negotiated by the Head of Planning, Sport and Green Spaces prior to issuing the decision:

1 RES3 Time Limit

The development hereby permitted shall be begun before the 4th February 2016.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers/named:

Site Layout and Ground Floor Plan (drawing ref: 1023 200A);
Proposed Floor Plans (drawing ref: 1023 201B);
Proposed Elevations Sheet 1 of 2 (drawing ref:1023 202B);
Proposed Elevations Sheet 2 of 2 (drawing ref: 1023 203B);
Typical Section through roofing indicating heights smoke extract from PD panels;
Proposed Materials Elevation Sheet of 2 of 2 (drawing ref: 1023 205B)
Proposed Car Park Ventilation Scheme and Main Plant Room (drawing ref:12-124-111A);
Proposed Materials Elevation Sheet 1 of 2 (drawing ref: 1023 204B);
PO5 Rev A;
CSa/927/100 Rev. B;
14272, CSa/927/13;
and Unnumbered CCTV Plan

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 Unitary Development Plan Saved Policies (September 2007) 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 and full details of all fenestration are provided including details of any angled windows and samples of any obscure glazing, have been submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in full accordance with the approved details

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 RES5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

- * Wheelchair Units Drawing (Drawing PO5 Rev. A and 1023 201B)
- * Cycle Storage Facilities (Drawing 1023 200A and 1023 201B)
- * Refuse and Recycling Storage Facilities (Drawing 1023 200A)

* CCTV (Un-numbered CCTV Plan dated 24 March 2012)

* Provision of Hard Landscaping, Amenity Areas, Play Area/Equipment, Boundary Treatments, Fences and Gates (Drawing CSa/927/100 Rev. C and Landscape Statement Report No: CSa/927/13)

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

Soft Landscaping/Planting shall be implemented and maintained in full accordance with the details specified within Drawing CSa/927/100 Rev. C shall and Landscape Statement Report No: CSa/927/13.

REASON

To ensure that the development complies with the objectives of Policies BE13, AM9 and BE38 Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 7.1, 7.3 and 7.13.

5 RES16 Code for Sustainable Homes

The dwellings shall achieve Level 3 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.

6 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 Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 5.12.

7 SUS1 Energy Efficiency Major Applications (full)

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall clearly set out the baseline energy demand and CO2 emissions based on a 2010 Part L Building Regulations and how emissions will be reduced by 25%. The assessment shall clearly show the impacts of proposed energy efficiency measures and low/zero carbon technologies on the baseline as set out in the outline energy statement. Finally, the use of PVs must clearly be shown on accompanying plans. The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a reduction in CO2 in accordance with Policy 5.2 of the London Plan.

8 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 RES8 Tree Protection

No site clearance or construction work shall take place until the the tree protection measures are implemented in accordance with the revised (April 2012) method statement (AMS). 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:

- * There shall be no changes in ground levels;
- * No materials or plant shall be stored;
- * No buildings or temporary buildings shall be erected or stationed.
- * No materials or waste shall be burnt; and.
- * No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 RES19 Ecology

Prior to completion of the development at least 5 bird boxes and 5 bat boxes shall be erected in appropriate locations on the site in accordance with the recommendations set out in the Ecological Report (CSa Environmental Planning, July 2011). Thereafter the bird and bat boxes shall be retained.

Reason

To ensure the development contributes to environmental enhancements in accordance with Policy 7.19 of the London Plan.

11 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any

part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

13 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from (road traffic) (rail traffic) (air traffic) (other) 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.

14 NONSC Non Standard Condition

The development shall not commence until details of a scheme designed to minimise the ingress of polluted air has been submitted and approved by the LPA. The said scheme shall include such secure provision as to ensure it endures for so long as the development is available for use.

REASON

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 from the ingress of the poor outdoor air quality in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policy 4A.17 of the London Plan and the Council's Air Quality SPG.

15 SUS8 Electric Charging Points

Before development commences, plans and details of 3 electric vehicle charging point serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

16 RES24 Secured by Design

The dwellings and play area shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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.

17 NONSC Non Standard Condition

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON

To ensure that the proposed development does not disturb archaeological remains of importance in accordance with policy BE1 of the Hillingdon Unitary Development Plan Saved Policies.

18 NONSC Non Standard Condition

Before the development hereby approved is occupied, a management plan for the use of the roof terrace area, setting out details of how the external roof terrace is to be managed to prevent adverse impacts on the amenity of neighbouring occupiers shall be submitted to and approved in writing by the Local Planning Authority. There after the use of the external roof terrace shall managed in accordance with the approved plan.

REASON

To ensure that the future uses of the roof terrace does not result in noise and disturbance that would cause harm to the residential amenities of near by occupiers and in accordance with policies OE1 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies

(September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
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
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.5	(2011) Public realm
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.

4 112 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.

5 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

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 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control,

3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 131 **Sites of Archaeological Interest**

The application falls within an area in which archaeological finds of importance might be uncovered and while the scale of the works does not necessitate a full archaeological evaluation, a 'watching brief' may be required. Before commencement of the proposed works, you are therefore requested to send a copy of the approved drawings to English Heritage to allow them the opportunity to keep a watching brief during the course of the works. Contact - English Heritage, 23 Savile Row, London, W1S 2ET (Tel. 020 7973 3000).

10 143 **Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

11 147 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

12 158 **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

13

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

14

The approved tree retention and protection scheme should accord with the recommendations of BS 5837:2012 and (2), with reference to the supervision/monitoring of the removal of the existing concrete and pre-piling works [see part 3:10 (iv) of the revised Arboricultural Report], the arboricultural advisor should make the initial inspection with the Site Manager and then, if necessary, involve the LPA's Tree Officer.

15

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to

pay the Community Infrastructure Levy to the sum of £131,355 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>).

16

In discharging condition 14 you are advised that 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:

- o Take air from a clean location or treat the air and remove pollutants;
- o Designed to minimise energy usage;
- o Be sufficient to prevent summer overheating;
- o Have robust arrangements for maintenance.

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 0.26ha and contained a garage building, formerly used as a car showroom and vehicle workshop. The building on the site comprised of a largely single storey structure, with a part two storey projections located over the middle of the site with the remainder of the site covered by hard standing. The garage building has been demolished and a significant start has been made on planning permission 2954/APP/2011/2723.

The site is bounded by Station Road to the north, to the east by Drayton Gardens and to the west and south by residential properties. The site has an overall frontage to Station Road of approximately 59 metres and extends around the corner to partially front Drayton Gardens by approximately 16 metres. The site is located within a Town Centre location although within an area that reflects a predominant scale of two to three storey residential and mixed use development. The application site is bounded by two storey detached residential dwellings to the south and east, and to the west is a larger scale three storey flatted development and on the north side of Station Road, there is a mix of two and three storey office and mixed use development.

Station Road is designated as a Local Distributor Road on the Proposals Map of the adopted Hillingdon Unitary Development Plan. The site is located approximately 300 metres from West Drayton Rail Station and has a Public Transport Accessibility Level (PTAL) score of 3 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

The site has three existing vehicle access points, two off Station Road and one (an egress only) off Drayton Gardens.

3.2 Proposed Scheme

The current application is submitted under Section 73 of the Town and Country Planning Act (as amended) and seeks for minor material alterations to conditions 2 & 4, to enable

minor changes to the approved plans, and the removal of condition 18 which relates to an external staircase.

There are a number of minor changes to the approved plans which are sought and the details of the sought changes are fully scheduled on the proposed plans, however the main alterations include:

Revisions to the access ramp;
Revision to remove the spiral staircase;
Revisions to accommodate ventilation of the basement;
Re-positioning of the bin store doors;
Re-positioning of roller shutter grill;
Amendment of roof terrace boundary/screeing to metal railings with green screening;
Minor alterations of fenestration positioning and design to accommodate detailed layout, building control and lifetime homes issues; and
Additional provision of rainwater pipes.

Condition 18 which is also sought to be deleted, related to the details of the spiral staircase in order to ensure its design was appropriate. The spiral staircase was originally thought necessary as an emergency escape but detailed consideration of building regulations means that this is no longer required and has been deleted from the plans.

3.3 Relevant Planning History

2954/APP/2011/2723 70 Station Road West Drayton

Demolition of existing buildings and erection of a residential building to accommodate 44 flats with associated landscaping and basement car park.

Decision: 23-05-2012 Approved

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area. Replaced by PT1.BE1 (2012)

Part 2 Policies:

BE1 Development within archaeological priority areas
BE13 New development must harmonise with the existing street scene.
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
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.5	(2011) Public realm
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th July 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

100 nearby owner occupiers were consulted, a site notice was posted and the application was advertised in a local paper.

A single response have been received from the Yiewsley and West Drayton Town Centre Action Group, which raises no concerns with the proposed variations.

Internal Consultees

None.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was considered in granting planning permission 2954/APP/2011/2723. Further consideration of this matter is not warranted under the current application.

7.02 Density of the proposed development

The appropriateness of the residential density of the development was considered in granting planning permission 2954/APP/2011/2723. The density remains unchanged and further consideration of this matter is not warranted under the current application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site is located within an Archaeological Priority Area, being an area where archaeological remains may be anticipated and a condition was imposed on the original consent to ensure archaeological issues were adequately dealt with and the requirements of this condition have been satisfied.

The proposals do not impact on any other heritage assets including Conservation Areas, Listed Buildings or Areas of Special Local Character.

7.04 Airport safeguarding

Defence Estates Safeguarding, BAA and NATS (En Route) Limited raised no safeguarding objections to the original proposal and the amendments proposed would not impact on airport safeguarding issues.

7.05 Impact on the green belt

The application site is not located within or in proximity to the Green Belt.

7.06 Environmental Impact

The environmental impacts of the development were considered in granting planning permission 2954/APP/2011/2723. The proposed amendments do not impact on these issues and as such are acceptable in this respect.

7.07 Impact on the character & appearance of the area

Overall, the proposed alterations to the external appearance of the development are minor and will not alter its overall appearance within the surrounding area. However, it is considered that the removal of the external spiral emergency staircase will serve to improve the appearance of the development overall.

7.08 Impact on neighbours

The proposed amendments to fenestration are such that they would not impact on the amenity of neighbouring occupiers. The proposals for the treatment of the roof terrace include the provision of green screens of an appropriate height, details of the screens which are covered in a significant density of ivy (pre-grown so that it provides screening from day one) have been provided and are considered adequate to protect the privacy of nearby occupiers.

7.09 Living conditions for future occupiers

The original application was considered to provide appropriate living conditions for future occupiers.

Overall it is not considered that the proposed amendments will significantly alter the living conditions of future occupiers. The ventilation for the car park would have some impacts on the amount of amenity space to the south east of the building, but these amendments are necessary to ensure the safety of the car park and the impact is minimal. Further, the amendments to increase the sizes and improve the positioning of certain windows would slightly improve the living conditions within some of the units.

The development is considered to remain acceptable in this respect, and the alterations do not introduce any changes which would warrant refusal of the application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Traffic generation, car/cycle parking and safety issues were considered as part of the original approval. Traffic Impacts, car and cycle parking all remain unchanged by the amendments currently sought.

The only alteration in respect of highways matters relates to a slight re-siting of the roller shutter/entrance gate for the basement car park. The re-siting ensures that the shutter is set back 6m from the back of the pavement and therefore ensures an adequate clear space off the public highway for a vehicle before the roller shutter.

The amendments therefore raise no highways concerns.

7.11 Urban design, access and security

Issues of design and access are dealt with in the appropriate sections of the report.

The original scheme was considered adequate in terms of security, subject to a secure by design condition. The proposed amendments would not impact on the security of the development.

7.12 Disabled access

The current proposals introduce an access ramp to the main entrance, which involve the loss of a small area of landscaping.

The originally approved drawings did not show an access ramp and it was intended that level access be provided, however it has become apparent that there were some inaccuracies on the initial drawings with respect to the levels in particular with respect to the necessary level of the first floor and how it relates to the existing pavement level.

Officers have had extensive discussions with the applicant prior to the submission of this amendment and are satisfied that there is no possible way to achieve level access, if the floor level had been lowered then there would be issues with the basement access ramp which would hinder the usability and safety of the basement car park.

The access ramp proposed has a gradient of 1 in 15 across two 3m lengths which are over 1.2m in width with a rest area provided and railing provided. There is also a clear door swing space of more than 1.2m. Accordingly, the access ramp fully accords with the guidance within Accessible Hillingdon and is considered acceptable.

7.13 Provision of affordable & special needs housing

Affordable Housing provision was considered in granting planning permission 2954/APP/2011/2723 and was secured in the form of 6 discounted open market units (4 x 1 bed and 2 x 2 beds) at 75% of Open Market Value.

Given the relatively minor nature of the proposed changes it would not be necessary or reasonable to re-examine affordable housing provision in this case. Subject to a deed of variation to ensure the previously agreed affordable housing is provided no objections are raised in this respect.

7.14 Trees, Landscaping and Ecology

The proposed amendments would have a limited impact on the previously agreed layout in terms of trees and landscaping. A small area of landscaping and a single tree would be lost on the site frontage in order to accommodate the disabled access ramp, however this would have a limited impact on the appearance of the building overall and is necessary in

order to ensure disabled persons will be able to access the residential units.

Accordingly, no objections are raised to the amendments in respect of landscaping.

7.15 Sustainable waste management

The proposals slightly change the layout to alter the location of the external door of the previously approved refuse store in order to accommodate the disabled access ramp. However, the level of storage remains the same as previously approved and the refuse store access would still be located appropriate in terms of access for residents and collections. Accordingly, the amendments are considered acceptable in respect of waste management.

7.16 Renewable energy / Sustainability

The appropriateness of the development in terms of renewable energy and sustainability was considered in granting planning permission 2954/APP/2011/2723. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

7.17 Flooding or Drainage Issues

The appropriateness of the development in terms of flooding and drainage was considered in granting planning permission 2954/APP/2011/2723. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

7.18 Noise or Air Quality Issues

The appropriateness of the development in terms of noise and air quality was considered in granting planning permission 2954/APP/2011/2723. The proposed amendments do not impact on these issues and as such are acceptable in these respects.

7.19 Comments on Public Consultations

None.

7.20 Planning Obligations

A suite of planning obligations was secured towards education, health libraries, air quality, construction training and project management/monitoring under application 2954/APP/2011/2723.

Given that this is a Section 73 application and the original permission was granted before adoption of Hillingdon's Local Community Infrastructure Levy (CIL) the development will not be liable for the Local CIL. However, subject to a deed of variation to secure the provision of the aforementioned obligations the development would adequately mitigate its impact on local facilities.

The development would remain liable for payment of the Mayoral CIL.

7.21 Expediency of enforcement action

Not Applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The application proposed a number of minor amendments to the previously approved drawings for the development and the removal of a condition related to a fire escape

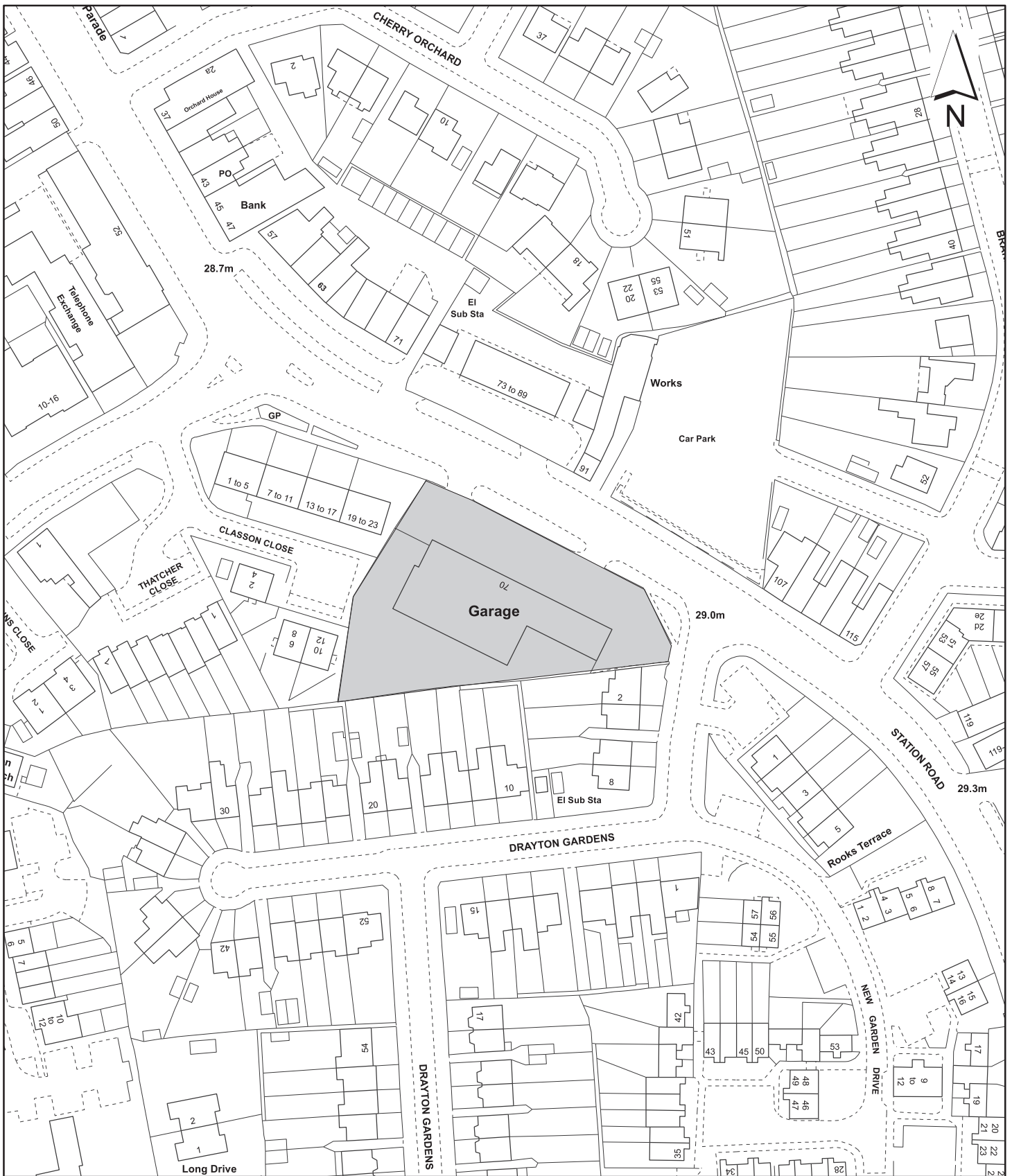
which is no longer required.

The amendments do not raise any material planning concerns and accordingly are recommended for approval.


11. **Reference Documents**

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
70 Station Road West Drayton	
Planning Application Ref:	Scale
2954/APP/2014/788	1:1,250
Planning Committee	Date
MajorPage 408	August 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

27th August 2014



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Sport and Green Spaces

Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

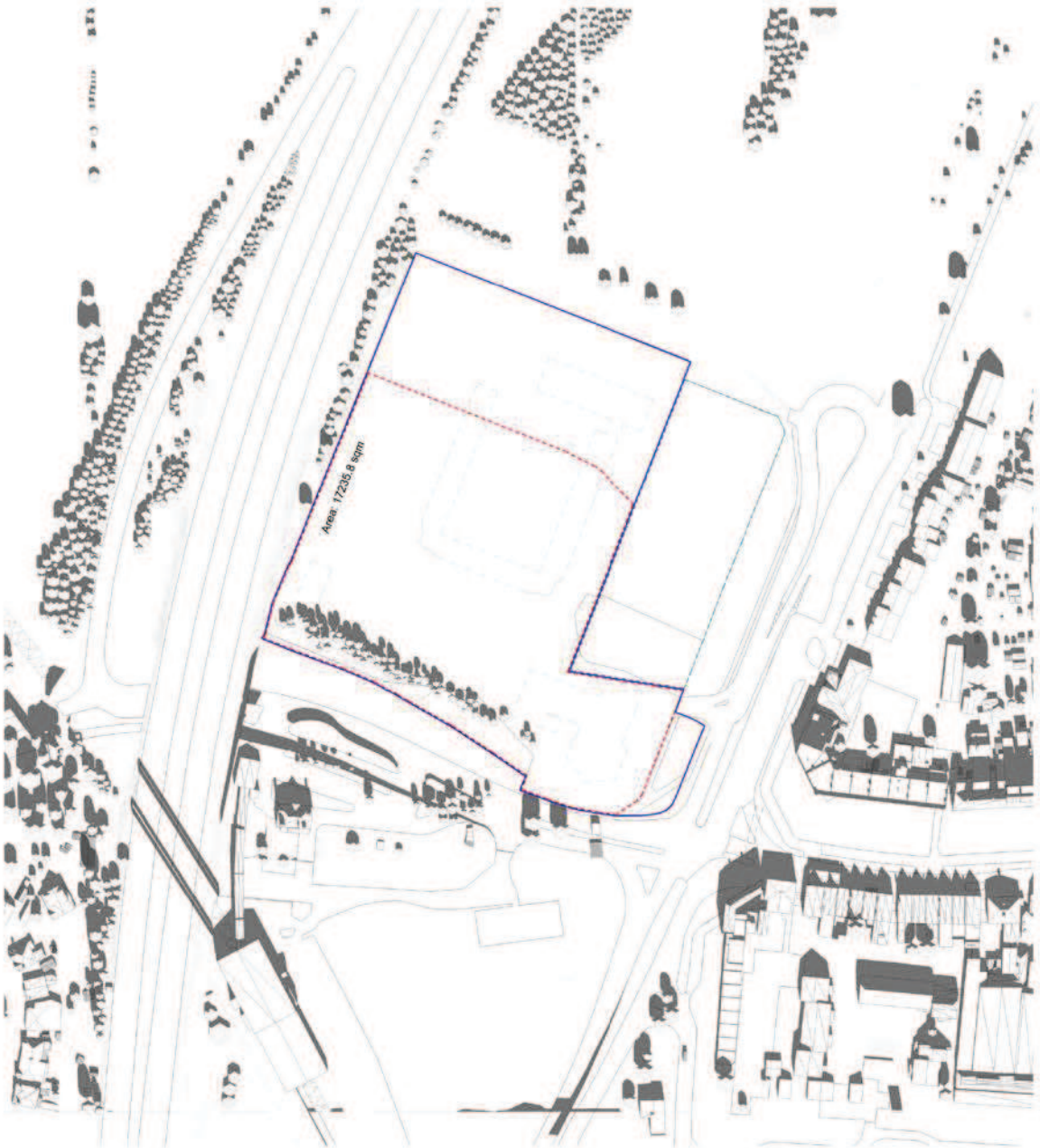
Development: Mixed use redevelopment comprising the erection of a foodstore, measuring 3,543 sq.m (GIA) (Use Class A1) (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 retail units totaling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bed hotel (Use Class C1), with associated car parking and cycle spaces; together with highways alterations and landscape improvements. (Additional information relating to Transportation, Ecology, Energy and Landscaping).

LBH Ref Nos: 4266/APP/2014/518

Date Plans Received: 17/02/2014

Date(s) of Amendment(s):

Date Application Valid: 12/03/2014



1 Site plan_Existing
1:1000

NOTES
 1. Check all dimensions on site.
 2. All dimensions are in metres unless otherwise stated.
 3. All dimensions are to the centre of the line unless otherwise stated.

KEY

- Freehold site owned by Tesco Stores Limited
 - - - Land subject to application
 - - - Land owned by LB Hillingdon
- 0m 20m 40m 60m 80m 100m
 VISUAL SCALE 1:1000 @ A1



SPENHILL
 Main Contractor

Ref: 1000
 4 Planning Submission
 Date: 14/01/14
 Scale: 1:1000

ColladoCollins Architects
 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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Project: Tesco, Master Brewer
 FreezeLand Way, Hillingdon
 The
 Detailed Planning Application
 Existing Plan/ Red-Blue line

Project No: 09032
Planning Code: PO-400
Revision: A

Detailed Planning Application

Outline Planning Application

- Tesco Retail
- Tesco BOH
- Retail
- Hotel



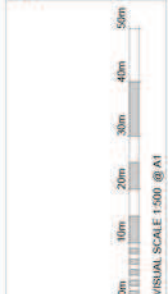
ColladoCollins Architects

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Project No: 09032
 Drawing No: PO-402
 Revision: A



Rev	Date	Description	By	Check
1	18/01/14	Final	LB	LB



- Freehold site owned by Tesco Stores Limited
 - Land subject to application
 - Land owned by LB Hillington
- Note: Outline application area is shown here for illustrative purposes only
 Note: For trees, provision please refer to Landscape Drawings



NOTES

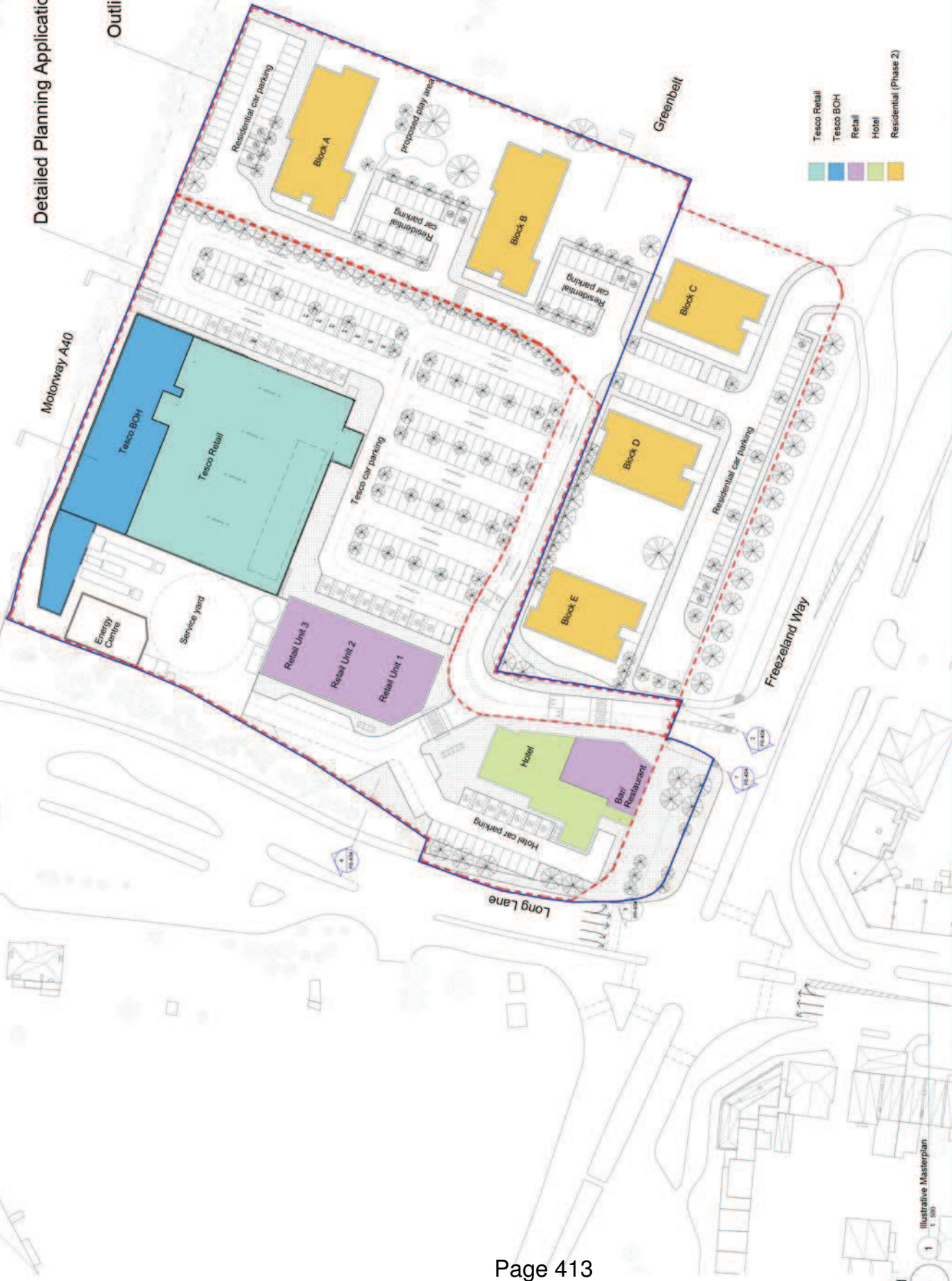
1. Outline application area is shown here for illustrative purposes only.

2. For trees, provision please refer to Landscape Drawings.

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Detailed Planning Application

Outline Planning Application



- Tesco Retail
- Tesco BOH
- Retail
- Hotel
- Residential (Phase 2)

Project: Tesco, Master Brewer
 Freezeland Way, Hillingdon
 The Illustrative Masterplan

Project No: 09032
 Drawing No: PO-406
 Revision: A

ColladoCollins Architects

11, 12, 17, 18, 20, 21
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 Email: info@colladocollins.com

SPENHILL

Site: Hillingdon
 Date: 18/05/11
 Scale: 1:500



Freehold site owned by Tesco Stores Limited
 Land subject to application

Note: For trees provision please refer to Landscape Drawings



NOTES

1 Illustrative Masterplan
 1:500

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Tree Removal Notes:
 This drawing is to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report
 Tree Categorisation summary

- Category A:**
 Those of high quality and value
 A1- Many arboricultural values
 A2- Many landscape values
 A3- Many cultural values, including conservation
- Category B:**
 Those of moderate quality and value
 B1- Many arboricultural values
 B2- Many landscape values
 B3- Many cultural values, including conservation
- Category C:**
 Those of low quality and value
 C1- Many arboricultural values
 C2- Many landscape values
 C3- Many cultural values, including conservation
- Category R:**
 Trees in such poor condition (physiological and structural), that any existing value would be lost within 10 years and would be replaced by a new tree, or would be removed for reasons of natural arboricultural management

TREE PROTECTION REMOVAL NOTES:

- This drawing is to be read in conjunction with all relevant context documents from the planning team, including the Arboricultural Impact Assessment and the attention of Grounding Ltd in writing before commencing on site.
- The contractor is to check and verify all levels and dimensions in situ, unless otherwise stated.
- All works shall be carried out by a qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work
- All trees shown for retention will bring protective fencing erected at stations not less than those specified in BS5837(2005). Protection to consist of the erection of a bonded scaffold vertical and horizontal framework (as detailed on drawings) to be erected within the stem and the stem to be protected using solid material which turns from March to September.
- Requirement for tree protection fencing to be removed in-situ with construction proposals for planting of new trees to be agreed with Highgate Authority Landscape Officer.
- All works within Root Protection Areas to be carried out by hand.

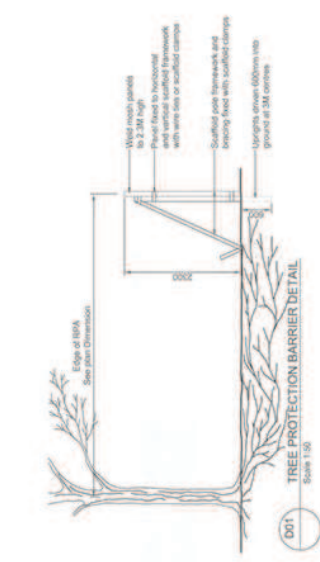


Part of Detailed application - refer to 105860L04

LEGEND

- TREES TO BE REMOVED (Red circle)
- TREES TO BE RETAINED (Green circle)
- TREE / HEDGE TO BE RETAINED AND SUBJECT TO MANAGEMENT TO REJUVENATE (Purple circle)
- TREE CATEGORY - CATEGORISED BY BROAD OAK TREE CONSULTANTS LTD (B, C, R)
- TREE PROTECTION FENCING - SEE D01 & D02 (Blue dashed line)
- TREE GROUND PROTECTION (Blue hatched area)
- AREA OF NO DIG CONSTRUCTION (Yellow hatched area)
- Land owned by Spenshill Regeneration Ltd (Blue dashed line)
- Outline Planning Application boundary (Red dashed line)
- Council owned land (Black dashed line)

TREES TO BE REMOVED:
 11 CATEGORY B TREES
 44 CATEGORY C TREES
 4 CATEGORY C GROUPS
 22 CATEGORY R TREES



NOTES
 Check all dimensions on drawings are correct and agree with the contractor before commencing work. All works shall be carried out in accordance with the relevant standards and specifications.

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 F: 01895 821101
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Tesco, Master Brewer
 Freeland Way, Hillingdon
 The Outline Planning Application
 Trees to be removed and retained

Project No: 09032
 Drawing No: PO-510
 Date: 08/01/24
 Scale: A1:1
 Author: [Name]
 Checker: [Name]
 Approver: [Name]

SPENHILL
 Main Contractor

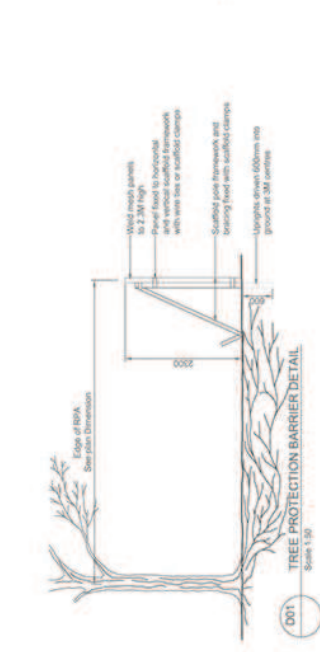
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Tree Removal Notes:

- This drawing to be read in conjunction with Broad Oak Consultants Ltd arboricultural report
- Tree Categorisation summary:
- Category A: Trees of high quality and value
 - A1- Many arboricultural values
 - A2- Many landscape values
 - A3- Many cultural values, including conservation
- Category B: Trees of moderate quality and value
 - B1- Many arboricultural values
 - B2- Many landscape values
 - B3- Many cultural values, including conservation
- Category C: Trees of low quality and value
 - C1- Many arboricultural values
 - C2- Many landscape values
 - C3- Many cultural values, including conservation
- Category R: Trees in such poor condition (physiological and structural), that any existing value would be lost within 10 years and any remaining value would be lost within 5 years for reasons of sound arboricultural management.

TREE PROTECTION / REMOVAL NOTES:

- NOTES:**
- This drawing is to be read in conjunction with all other drawings and reports submitted with this application, with particular attention to be brought to the attention of Cromm, Ltd in writing before commencing on site.
 - This contractor is to check and verify all levels and dimensions in writing before commencing on site.
 - All dimensions in mm, unless otherwise stated.
 - All works shall be carried out by a qualified tree surgeon to BS 3998: 1999 / Recommendations for Tree Work.
 - All trees shown for retention will have protective fencing erected at distances not less than those specified in BS5837(2005). Protection to consist of the erection of a broad scaffold vertical and horizontal framework (be braced) around the trunk of the tree (the drip line) or the outermost branch-tips of the tree (the drip line) or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
 - (i) No work on site including the pre-construction delivery of equipment or materials or the creation of site access shall be commenced until all details for the erection and maintenance of protective barriers enclosed in this drawing have been approved in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall at no times be touched or removed without the approval of the Contract Administrator.
 - (ii) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no passage of vehicles or plant within the protective barrier.
 - (iii) All trees on site shall be at least 20metres from the edge of any excavation and any materials or substances must not be stored or prepared less than 10metres from the outermost part of the tree spread.
 - (iv) All excavation work shall be protected using solid paved surfaces above, to be protected using solid paved surfaces above, to be protected using solid paved surfaces above, to be protected using solid paved surfaces above.
 - (v) Holes type fencing as indicated Work within this area should be carried out carefully to avoid damaging roots.
 - (vi) All tree protection barriers to be erected and installed prior to March 31st 2024.
 - (vii) Requirement for tree protection fencing to be removed in line with contractors proposals for pruning of trees to be agreed with the Contract Administrator and the Contract Administrator.
 - (viii) All works within Root Protection Areas to be carried out by hand.



NOTES

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 A: info@colladocollins.com
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Client: Tesco Master Brewer
 Project: FreezeLand Way, Hillingdon
 Title: Detailed planning Application
 Trees to be removed and retained

Project No: 09032
 Drawing No: PO-511
 Date: 08/01/24
 Scale: A3

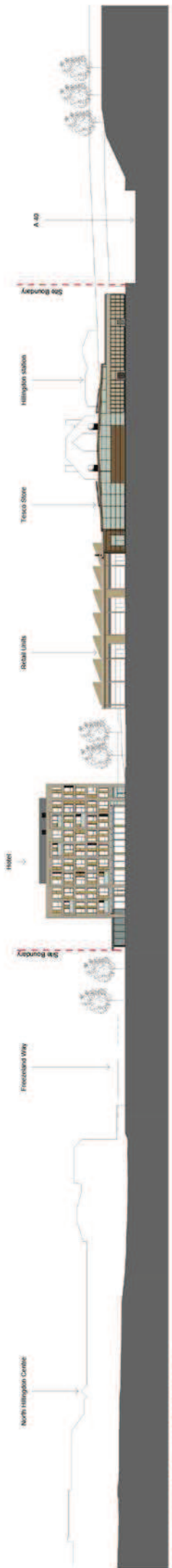
Author: [Name]
 Date: [Date]
 Status: [Status]

SPENHILL

Site Name: [Name]
 Date: [Date]
 Scale: [Scale]



1 Section through Tesco store
1:500



2 Section along site showing store east elevation
1:500



3 Section along Frezzeiland Way
1:500



4 Section across site showing store south elevation
1:500

NOTES
 1. Check all dimensions on site.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All dimensions are to the face of the work.



0m 10m 20m 30m 40m 50m
 VISUAL SCALE 1:500 @ A1

Note: For trees provision please refer to Landscape Drawings

SPENHILL

Site Location

ColladoCollins Architects

01273 777670
 1, 302 The Quadrant
 London SE1 1TL

03/02/11
 1:500
 1:500

Project: Tesco, Master Brewer
 Frezzeiland Way, Hillingdon
 The Detailed Planning Application
 Proposed Site Sections

Project No: 09032
 Drawing No: PO-404
 Revision: A

Level	Type of Use	Room Number	Room Area
level 05	Lift	H05-01	5 m ²
level 05	Lift	H05-02	5 m ²
level 05	Lobby	H05-03	13 m ²
level 05	Escape stairs	H05-04	14 m ²
level 05	Guest Room	H05-05	22 m ²
level 05	Guest Room	H05-06	22 m ²
level 05	Guest Room	H05-07	22 m ²
level 05	Guest Room	H05-08	22 m ²
level 05	Guest Room	H05-09	22 m ²
level 05	Guest Room	H05-10	22 m ²
level 05	Guest Room	H05-11	22 m ²
level 05	Guest Room	H05-12	23 m ²
level 05	Guest Room	H05-13	22 m ²
level 05	Universal Accessible Guest Room (vch)	H05-14	27 m ²
level 05	Guest Room	H05-15	29 m ²
level 05	Guest Room	H05-16	22 m ²
level 05	Escape Stair	H05-17	19 m ²
level 05	Guest Room	H05-18	22 m ²
level 05	Guest Room	H05-19	22 m ²
level 05	Linin Room	H05-20	21 m ²
level 05	risers	H05-21	2 m ²
level 05	storage	H05-22	2 m ²
level 05	corridor	H05-23	53 m ²
level 05	Grand total:	92	450 m ²
			1807 m ²

Level	Type of Use	Room Number	Room Area
level 02	Lift	H02-01	5 m ²
level 02	Lift	H02-02	5 m ²
level 02	Escape stairs	H02-03	13 m ²
level 02	Guest Room	H02-04	14 m ²
level 02	Guest Room	H02-05	22 m ²
level 02	Guest Room	H02-06	22 m ²
level 02	Guest Room	H02-07	22 m ²
level 02	Guest Room	H02-08	22 m ²
level 02	Guest Room	H02-09	22 m ²
level 02	Guest Room	H02-10	23 m ²
level 02	Guest Room	H02-11	22 m ²
level 02	Guest Room	H02-12	22 m ²
level 02	Guest Room	H02-13	22 m ²
level 02	Universal Access Guest Room (vch)	H02-14	27 m ²
level 02	Universal Access Guest Room (vch)	H02-15	29 m ²
level 02	Guest Room	H02-16	22 m ²
level 02	Escape Stair	H02-17	19 m ²
level 02	Guest Room	H02-18	22 m ²
level 02	Guest Room	H02-19	22 m ²
level 02	Linin room	H02-20	22 m ²
level 02	risers	H02-21	2 m ²
level 02	storage	H02-22	2 m ²
level 02	Corridor	H02-23	53 m ²
level 02	Grand total:	23	452 m ²
level 03	Lift	H03-01	5 m ²
level 03	Lobby	H03-02	5 m ²
level 03	Escape stairs	H03-03	13 m ²
level 03	Guest Room	H03-04	15 m ²
level 03	Guest Room	H03-05	22 m ²
level 03	Guest Room	H03-06	22 m ²
level 03	Guest Room	H03-07	22 m ²
level 03	Guest Room	H03-08	22 m ²
level 03	Guest Room	H03-09	22 m ²
level 03	Guest Room	H03-10	22 m ²
level 03	Guest Room	H03-11	22 m ²
level 03	Guest Room	H03-12	23 m ²
level 03	Guest Room	H03-13	22 m ²
level 03	Universal Accessible Guest Room (vch)	H03-14	27 m ²
level 03	Universal Accessible Guest Room (vch)	H03-15	29 m ²
level 03	Guest Room	H03-16	22 m ²
level 03	Escape Stair	H03-17	19 m ²
level 03	Guest Room	H03-18	22 m ²
level 03	Guest Room	H03-19	22 m ²
level 03	Linin Room	H03-20	21 m ²
level 03	Risers	H03-21	2 m ²
level 03	Storage	H03-22	2 m ²
level 03	Corridor	H03-23	53 m ²
level 03	Grand total:	23	452 m ²
level 04	Lift	H04-01	5 m ²
level 04	Lobby	H04-02	5 m ²
level 04	Escape stairs	H04-03	13 m ²
level 04	Guest Room	H04-04	14 m ²
level 04	Guest Room	H04-05	22 m ²
level 04	Guest Room	H04-06	23 m ²
level 04	Guest Room	H04-07	22 m ²
level 04	Guest Room	H04-08	22 m ²
level 04	Guest Room	H04-09	22 m ²
level 04	Guest Room	H04-10	22 m ²
level 04	Guest Room	H04-11	22 m ²
level 04	Guest Room	H04-12	22 m ²
level 04	Guest Room	H04-13	22 m ²
level 04	Universal Accessible Guest Room (vch)	H04-14	27 m ²
level 04	Universal Accessible Guest Room (vch)	H04-15	30 m ²
level 04	Guest Room	H04-16	22 m ²
level 04	Escape Stair	H04-17	15 m ²
level 04	Guest Room	H04-18	22 m ²
level 04	Guest Room	H04-19	22 m ²
level 04	Linin Room	H04-20	21 m ²
level 04	risers	H04-21	2 m ²
level 04	storage	H04-22	2 m ²
level 04	Corridor	H04-23	53 m ²
level 04	Grand total:	23	452 m ²



1 Hotel_Typical Floor
1:100



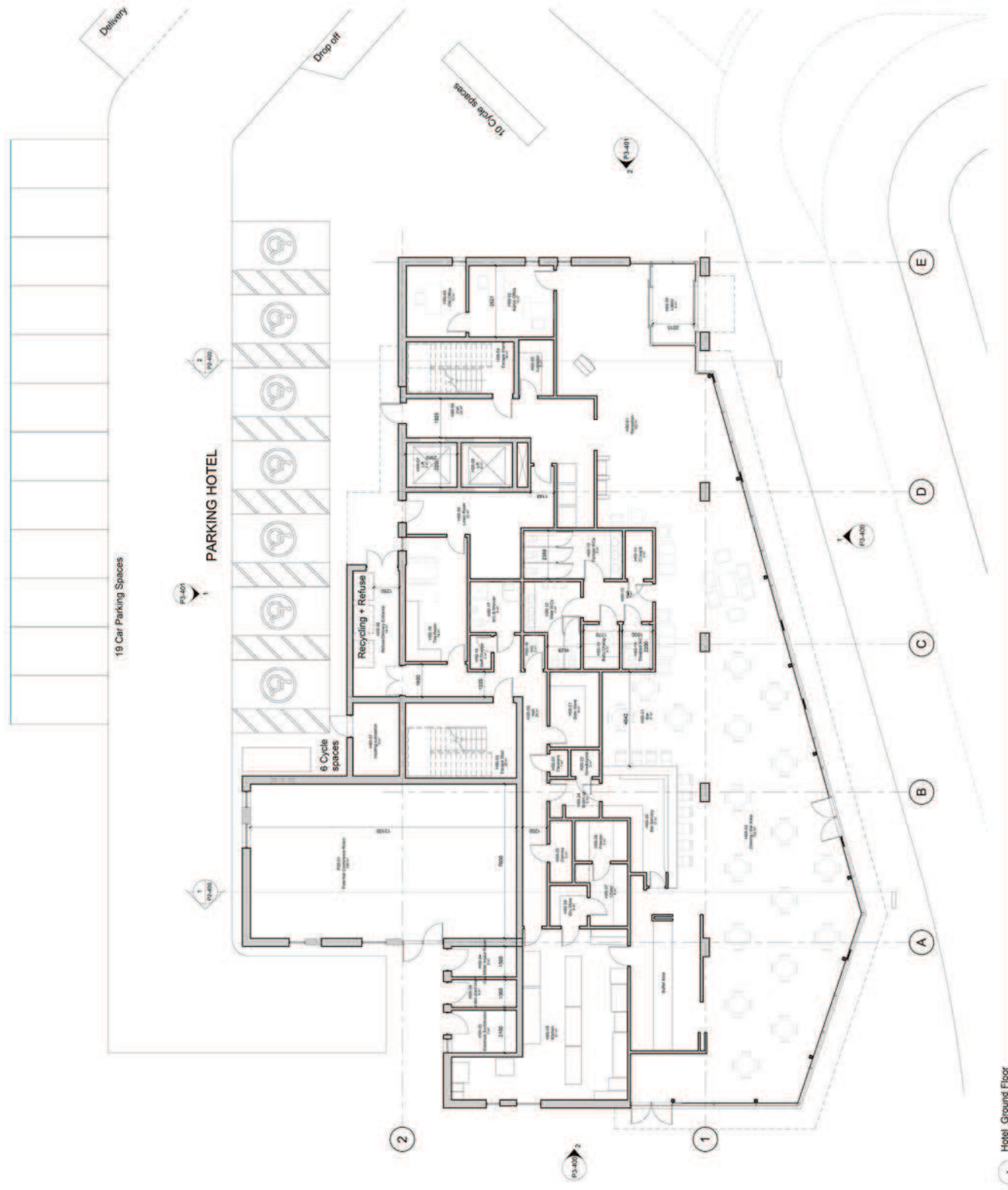
NOTES
 1. Check all dimensions against the approved drawings.
 2. All dimensions are to the centerline unless otherwise stated.
 3. All dimensions are in meters unless otherwise stated.



SPENHILL

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 11-12, 27/28, 27/28A, 27/28B, 27/28C, 27/28D, 27/28E, 27/28F, 27/28G, 27/28H, 27/28I, 27/28J, 27/28K, 27/28L, 27/28M, 27/28N, 27/28O, 27/28P, 27/28Q, 27/28R, 27/28S, 27/28T, 27/28U, 27/28V, 27/28W, 27/28X, 27/28Y, 27/28Z
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Project: Master Brewer
 Freetzeland way, Hillington
 The Hotel_Typical Floor
 Project No: 09032
 Drawing No: P1-401
 Revision: A



Level	Type of Use	Room Number	Room Area
level 00	Reception	H00-01	122 m ²
level 00	Admin Office	H00-02	15 m ²
level 00	GM Office	H00-03	10 m ²
level 00	Escape Stairs	H00-04	14 m ²
level 00	Luggage	H00-05	5 m ²
level 00	Hall	H00-06	28 m ²
level 00	Lift	H00-07	5 m ²
level 00	Lift	H00-08	6 m ²
level 00	Linen Room	H00-09	22 m ²
level 00	Female WCs	H00-10	8 m ²
level 00	CI cap'd	H00-11	3 m ²
level 00	Male WCs	H00-12	7 m ²
level 00	Baby Change	H00-13	4 m ²
level 00	Disabled WC	H00-14	3 m ²
level 00	Hall	H00-15	7 m ²
level 00	WC	H00-16	2 m ²
level 00	WC & Shower	H00-17	6 m ²
level 00	Staff Change	H00-18	2 m ²
level 00	Tea Room	H00-19	19 m ²
level 00	Hall	H00-20	26 m ²
level 00	Beer Store	H00-21	9 m ²
level 00	Wine&Spirits	H00-22	2 m ²
level 00	Cleaners	H00-23	1 m ²
level 00	Wash up	H00-24	5 m ²
level 00	Comms	H00-25	3 m ²
level 00	Freezer	H00-26	5 m ²
level 00	Chiller	H00-27	6 m ²
level 00	Dry Store	H00-28	4 m ²
level 00	Kitchen	H00-29	51 m ²
level 00	Bar	H00-30	17 m ²
level 00	Bar	H00-31	17 m ²
level 00	Dining / Bar Area	H00-32	182 m ²
level 00	Escape Stair	H00-33	20 m ²
level 00	Gas Meter Intake	H00-34	5 m ²
level 00	Electrical	H00-35	7 m ²
level 00	Switchroom	H00-36	14 m ²
level 00	Refuse/Delivery	H00-37	8 m ²
level 00	Heating substation	H00-38	4 m ²
level 00	water plant room	H00-39	9 m ²
level 00	Lobby	H00-39	9 m ²
level 00	Potential	P00-01	100 m ²
level 00: 40	Conference Room		780 m ²
Grand total: 40			780 m ²

NOTES

- 1. Check all dimensions and levels.
- 2. All dimensions are in millimeters unless otherwise stated.
- 3. All dimensions are to the centerline of the element unless otherwise stated.

Keyplan

1 Hotel_Ground Floor
1:100

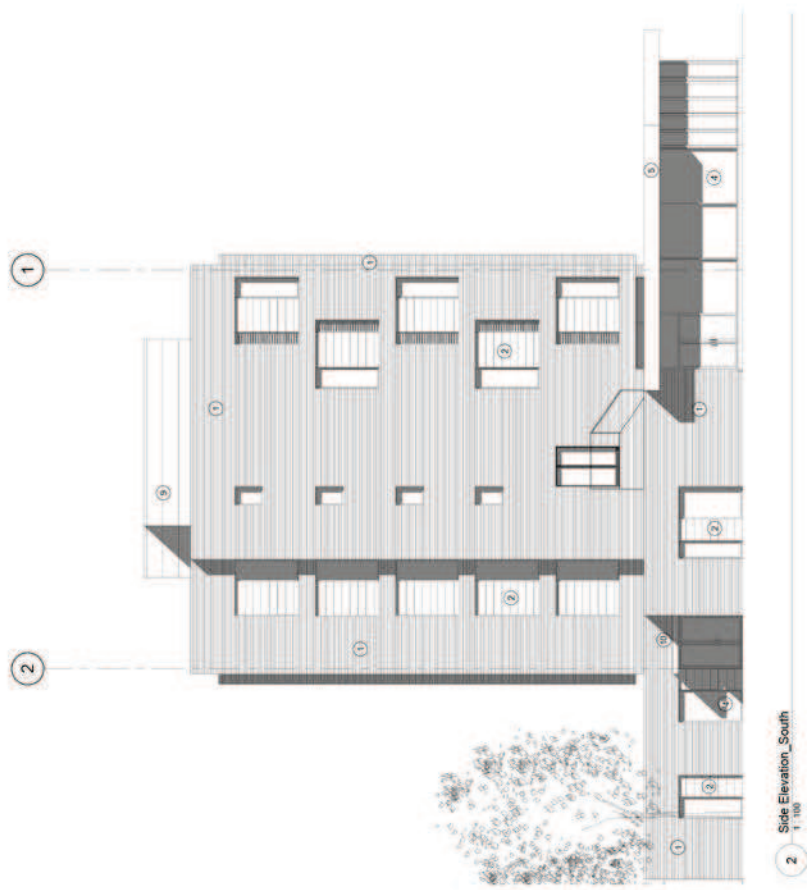
Scale: 0m 2m 4m 6m 8m 10m
VISUAL SCALE 1:100 @ A1



ColladoCollins Architects

Project: Master Brewer
Freeseland way, Hillington
The Hotel_Ground Floor Plan

09032
P1-400
A



2 Side Elevation_South
1:100



1 Front Elevation
1:100

- level 07 22400
- level 06 19600
- level 05 16800
- level 04 14000
- level 03 11200
- level 02 7000
- level 01 4800
- level 00

NOTES

1. Check all dimensions on site.
2. All dimensions are in millimeters unless otherwise specified.
3. All dimensions are to face unless otherwise specified.

Materials

1. Buff coloured brick. Available by B&S or similar.
2. Light timber cladding panel.
3. Powder coated aluminium glazed screen. Dark grey.
4. Glass balustrade.
5. Glass balustrade.
6. Aluminium window system with timber panels. Colour BC.
7. Aluminium window system with timber panels. Colour BC.
8. Metal canopy. Dark grey.
9. Metal canopy. Dark grey.
10. Metal canopy. Dark grey.

Keyplan

Revision

No.	Date	By	Check
1	10/11/14	RM	RM

ColladoCollins Architects

11.2.2014, 2014
 1. 102 1962 1400
 2. 102 1962 1400
 3. 102 1962 1400
 4. 102 1962 1400
 5. 102 1962 1400
 6. 102 1962 1400
 7. 102 1962 1400
 8. 102 1962 1400
 9. 102 1962 1400
 10. 102 1962 1400

Project: Master Brewer
 Freezeland way, Hillington
 The Hotel Elevations 1 of 2

Project No: 09032
Building Code: P3-400
Drawing No: A

SPENHILL

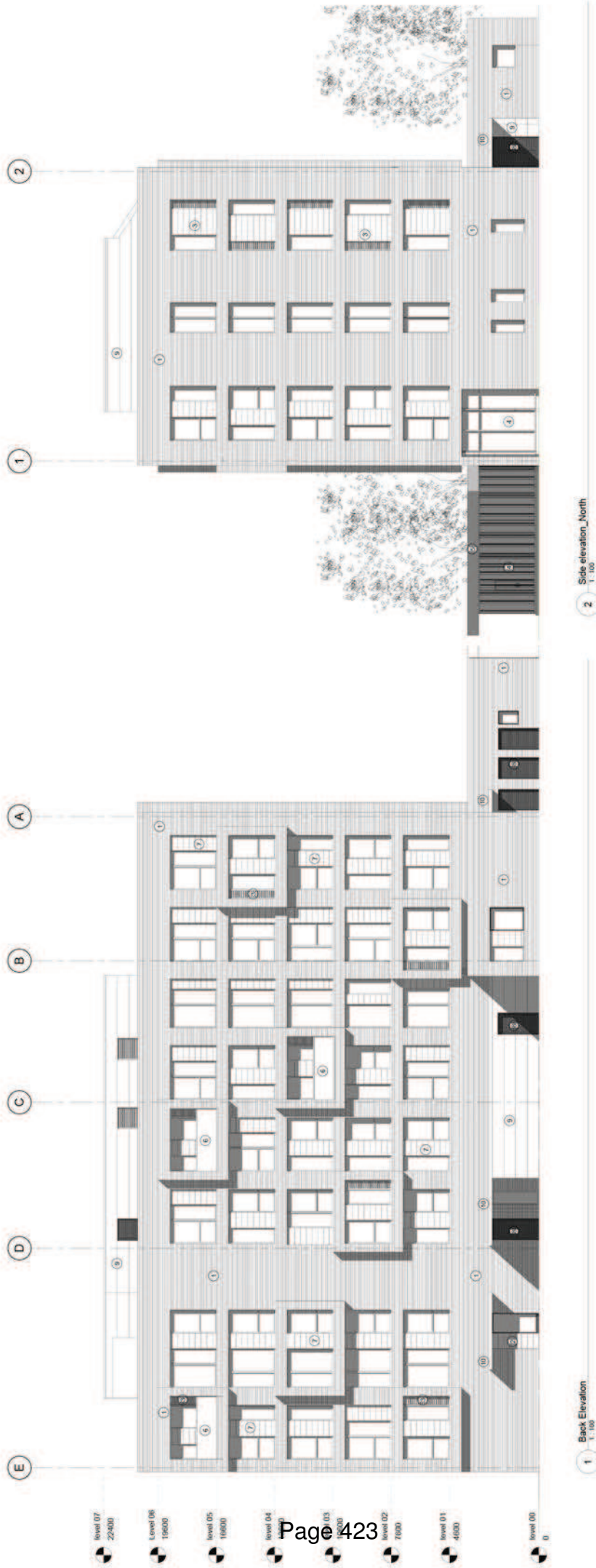
Site Location

Visual Scale

0m 2m 4m 6m 8m 10m
 VISUAL SCALE 1:100 @ A1

Note: All materials to be dealt with by way of condition

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2 Side elevation, North
1:100

1 Back Elevation
1:100

- Level 07 22400
- Level 06 11600
- Level 05 11600
- Level 04 7000
- Level 03 7000
- Level 02 7000
- Level 01 4000
- Level 00

NOTES

1. Self coloured brick. Investigate by TBS or similar

2. Larch timber cladding panel

3. Powder coated aluminium glazed screen. Dark grey

4. Glass balustrade. Grey

5. Aluminium window system with timber panels. Colour DC

6. Powder coated aluminium glazed screen. Dark grey

7. Glass balustrade. Grey

8. Metal canopy. Dark grey

9. Metal canopy. Dark grey

10. Metal canopy. Dark grey

Materials:

1. Self coloured brick. Investigate by TBS or similar

2. Larch timber cladding panel

3. Powder coated aluminium glazed screen. Dark grey

4. Glass balustrade. Grey

5. Aluminium window system with timber panels. Colour DC

6. Powder coated aluminium glazed screen. Dark grey

7. Glass balustrade. Grey

8. Metal canopy. Dark grey

9. Metal canopy. Dark grey

10. Metal canopy. Dark grey

Revision:

1. 10/11/14

Project: Master Brewer Freezeland way, Hillingdon
The Hotel Elevations 2 of 2

ColladoCollins Architects

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Project No: 09032
Drawing No: P3-401
Revision: A

SPENHILL

Architect

Note: All material to be dealt with by way of condition

0m 2m 4m 6m 8m 10m 12m 14m 16m 18m 20m

VISUAL SCALE 1:100 @ A1



D



window system with timber panel

glass balustrade

timber louvres

Mystique brick by TBS or similar

glazed panel steel channel

glazed front to hotel reception and cafe/restaurant

timber panel

level 03
10000

level 02
7000

level 01
4000

level 00
0

2 Front Elevation_detail
1:50

1 3D View
1:1

NOTES
 1. Check all dimensions on site.
 2. All dimensions are in millimeters unless otherwise stated.
 3. All dimensions are to face unless otherwise stated.



Note: All material to be dealt with by way of condition



Rev	Date	By	Check
1	18/02/14	PM	
Project Name: SPENHILL			
Client: SPENHILL			

ColladoCollins Architects

112-127th Ave SW
 Suite 100
 West Vancouver, BC V8V 2K1
 Tel: 604 276 2200
 Fax: 604 276 2201
 Email: info@colladocollins.com

Project No: 09032
 Drawing No: P4-400
 Revision: A

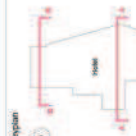
Project: **Master Brewer**
 Freetzeland way, Hillingdon
 The **Hotel_Detail + Images**



NOTES

1. Check all dimensions on site.
2. All dimensions are in millimeters unless otherwise stated.
3. All dimensions are to face unless otherwise stated.

Kingston



No.	Date	Description	By	Check
1	18/02/14	Working Submittal	SP	SP

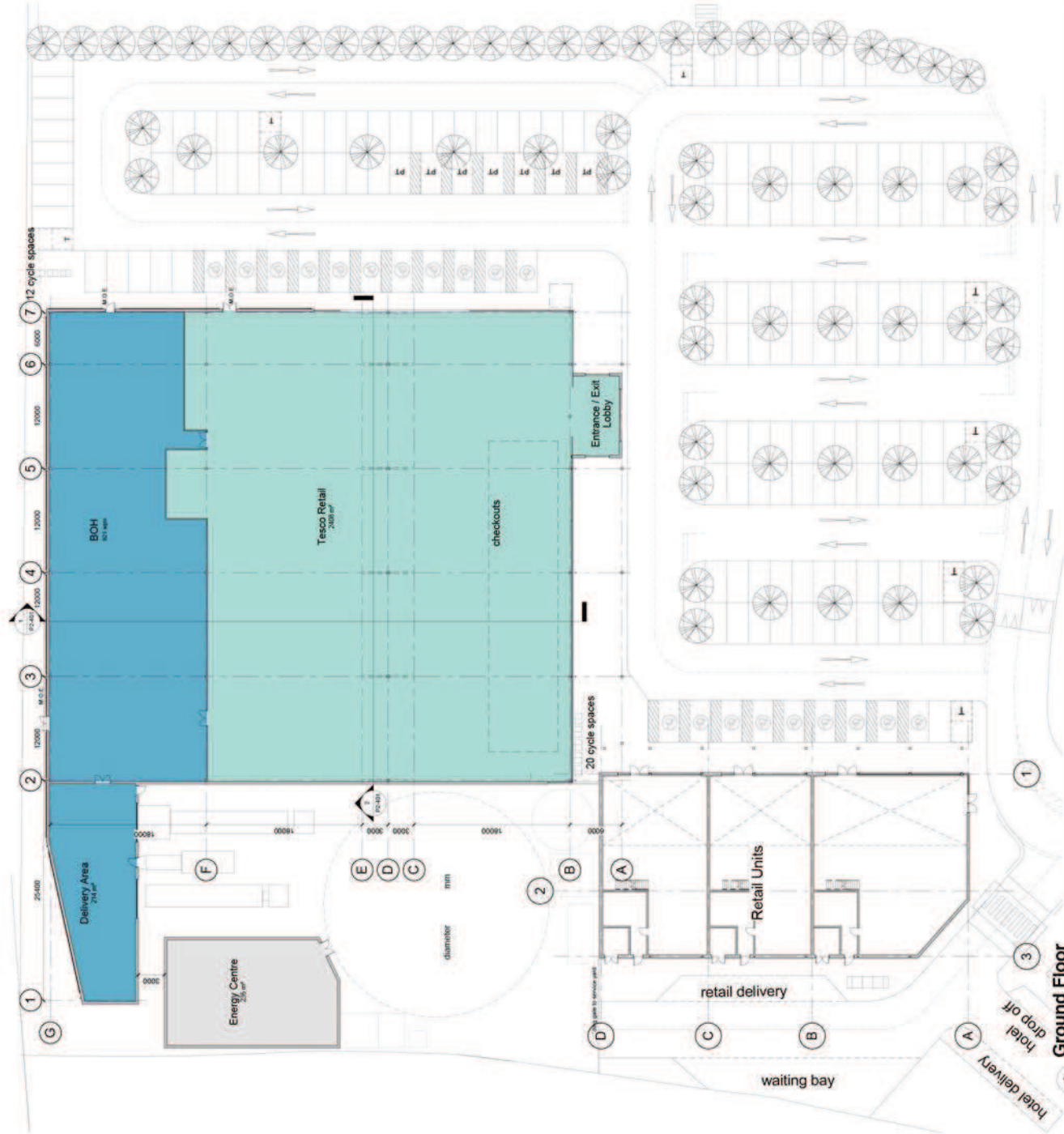
SPENHILL

ColladoCollins Architects

11, 12, 27/11, 27/06
T: 001 7662 3400
F: 001 7662 3410
W: www.colladocollins.com

Project: Master Brewer
Freezeiland way, Hillington
The Hotel_Sections

Project No: 09032
Drawing No: P2-400
Revision: A



Format 25	KPI	Proposed
Gross External Area sq ft (sq m)	36291 (3372)	38130.3 (3535.4)
Gross Internal Area sq ft (sq m)	35620 (3310)	38130.5 (3543)
Attenu Total GIA sq ft (sq m)	n/a	n/a
Cafe GIA sq ft (sq m)	n/a	n/a
Standard Parking Spaces	231	152
Parent & Child Spaces (4%)	10	7
Standard + P&C Parking Spaces	241	159
Parking Ratio (Spaces/sq m GIA)	1.14	1.22.8
Disabled Spaces (4% +4)	14	20
Total Parking Spaces	255	179
5% parking spaces with electric charging ports		9
15% parking spaces for passenger provision		27
Trolley Bays		7
Store Land Take (Acres)	3.99	3.08
Variation from KPI	-0.91 (22.81%)	
PFS (no. of pumps)	n/a	n/a
PFS Land take	n/a	n/a
Variation from KPI	n/a	n/a
Hotel	109	70 beds
Parking Hotel	109	19
Residential Units		125
1 Bed 2 Person Units		38
2 Bed 3 Person Units		30
2 Bed 4 Person Units		48
3 Bed 5 Person Units		9
New Parking Spaces		90
Reason for variations from KPIs		

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Project: **Tesco Master Brewer**
Frezeland Way, Hillington
The
Tesco Store
Proposed Ground Floor

Project No: 09032
 Drawing No: P1-410
 Revision: A

12.12.2016
 1. 100 1500 2400
 2. 100 1500 2400
 3. 100 1500 2400

10m 5m 10m 15m 20m 25m
 VISUAL SCALE 1:250 @ A1

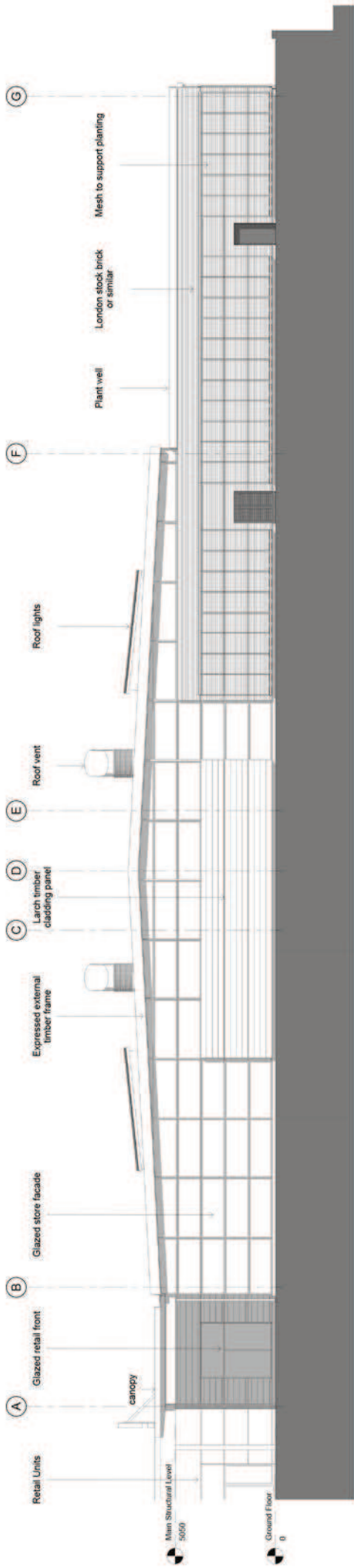
All materials to be dealt with by way of condition.

NOTES
 1. Check all dimensions on site.
 2. All dimensions are to the face of the work.
 3. All dimensions are to the face of the work unless otherwise stated.

Keyplan

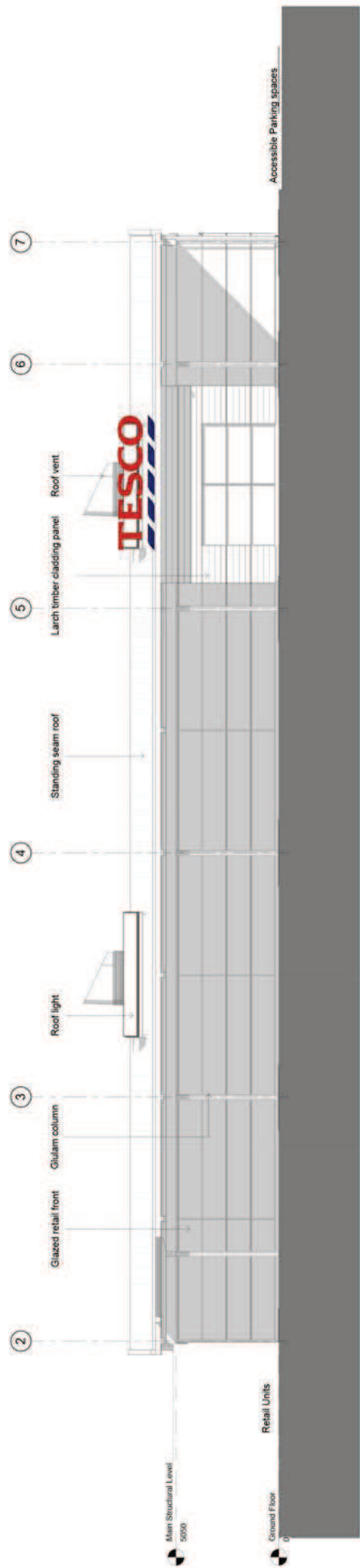
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SPENHILL



1 East Elevation

1 : 100



2 South elevation (Front)

1 : 100

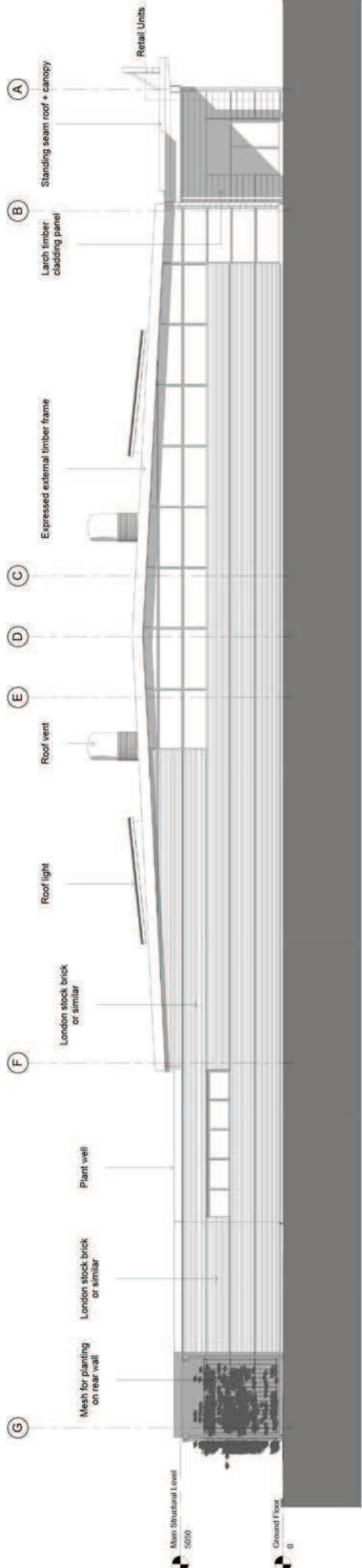
NOTES

- 1. Check all dimensions on site.
- 2. All materials to be dealt with by way of condition.
- 3. All materials to be dealt with by way of condition.
- 4. All materials to be dealt with by way of condition.

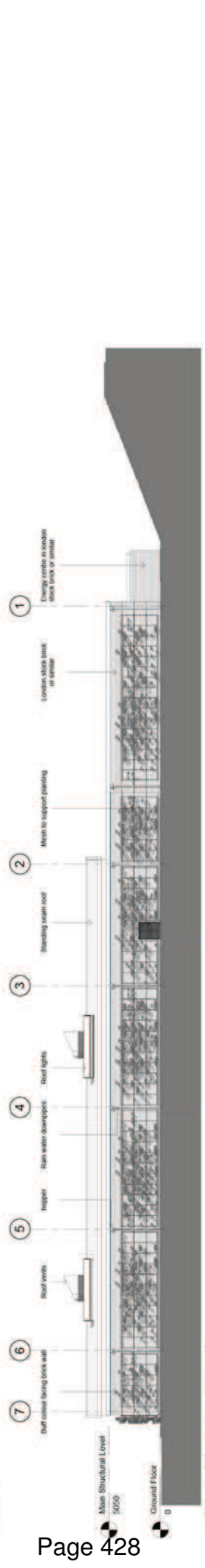
Keyplan
 All materials to be dealt with by way of condition
 VISUAL SCALE 1:100 @ A1
 0m 2m 4m 6m 8m 10m

Project: Tesco Master Brewer
 Freetzeland Way, Hillingdon
 The Tesco Store
 Proposed Elevations 1 of 2
 Project No: 09032
 Drawing No: P3-402
 Revision: A

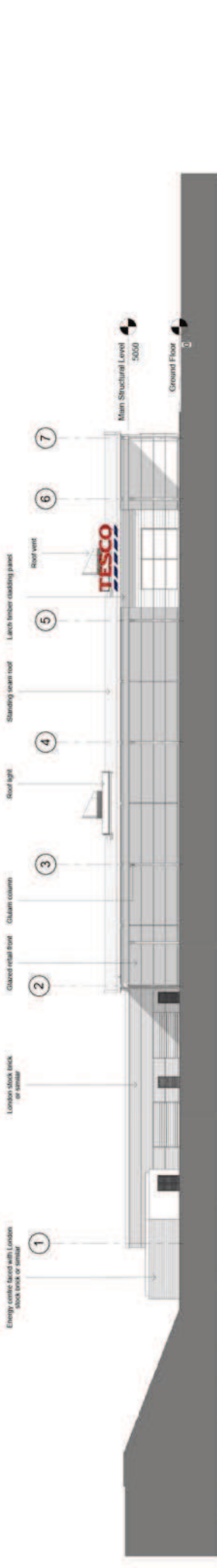
ColladoCollins Architects
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2 West Elevation
1 : 100



1 North Elevation (Rear)
1 : 200



3 South elevation (showing service yard)
1 : 200

NOTES

- 1. Check all dimensions on site.
- 2. All materials to be dealt with by way of condition.
- 3. All materials to be dealt with by way of condition.

Project: Tesco Master Brewer
Address: Freetzeland Way, Hillingdon
Client: The Tesco Store
Proposed Elevations 2 of 2

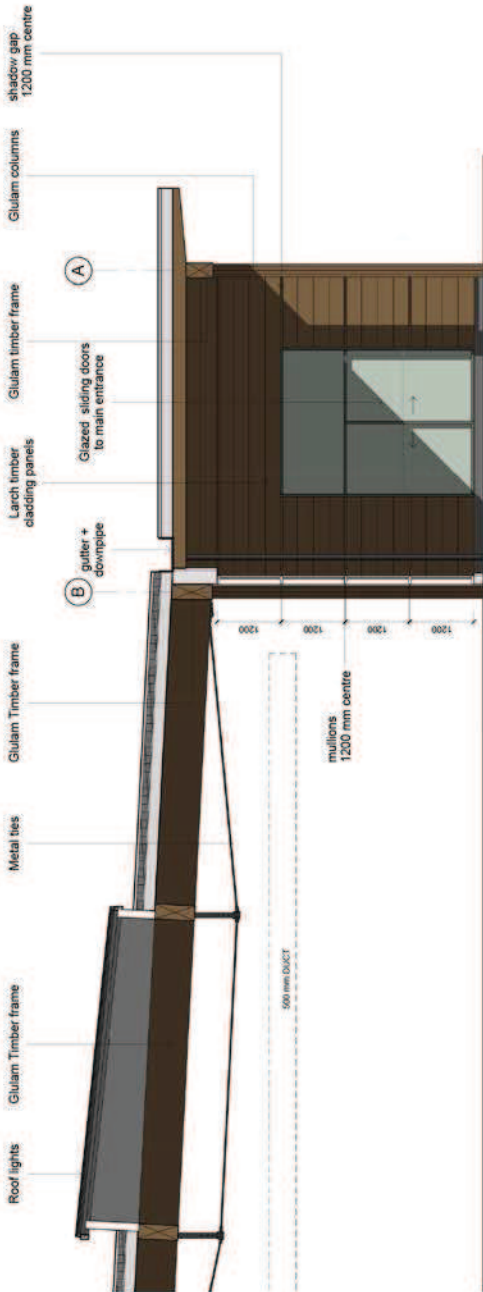
ColladoCollins Architects
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SPENHILL

Revision Table:

No.	Date	By	Check
1	07/12/11	RM	RM
2	14/12/11	RM	RM

Project No: 09032
Revision No: P3-403
Sheet No: A



1 Section A-A_detail
1 : 50



2 East Elevation-Detail
1 : 50

NOTES
 1. Check all dimensions and notes.
 2. All materials to be dealt with by way of condition.
 3. All materials to be dealt with by way of condition.



All materials to be dealt with by way of condition

Rev	Date	By	Check
1	10/12/14	SP	SP
A - Working Submittal			

SPENHILL
 Alan Spence

ColladoCollins Architects
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Project: Tesco Master Brewer
 Freetzeland Way, Hillingdon
 The Tesco Store / Details and images
 Project No: 09032
 Drawing No: P4-401
 Revision: A



A B C D

Delivery Retail Units



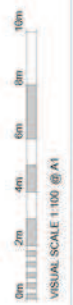
canopy

1 Ground Floor
1:100



NOTES
1. Check all dimensions and levels.
2. All dimensions are to the face unless otherwise stated.
3. All dimensions are to be confirmed on site.

All materials to be dealt with by way of condition



Rev: 04 Working Submittal

Sheet: 01/01

Date: 14/12/14

Scale: 1:100



ColladoCollins Architects

11-12, 27th Floor,
1001 Market Street,
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Fax: +1 415 774 2201
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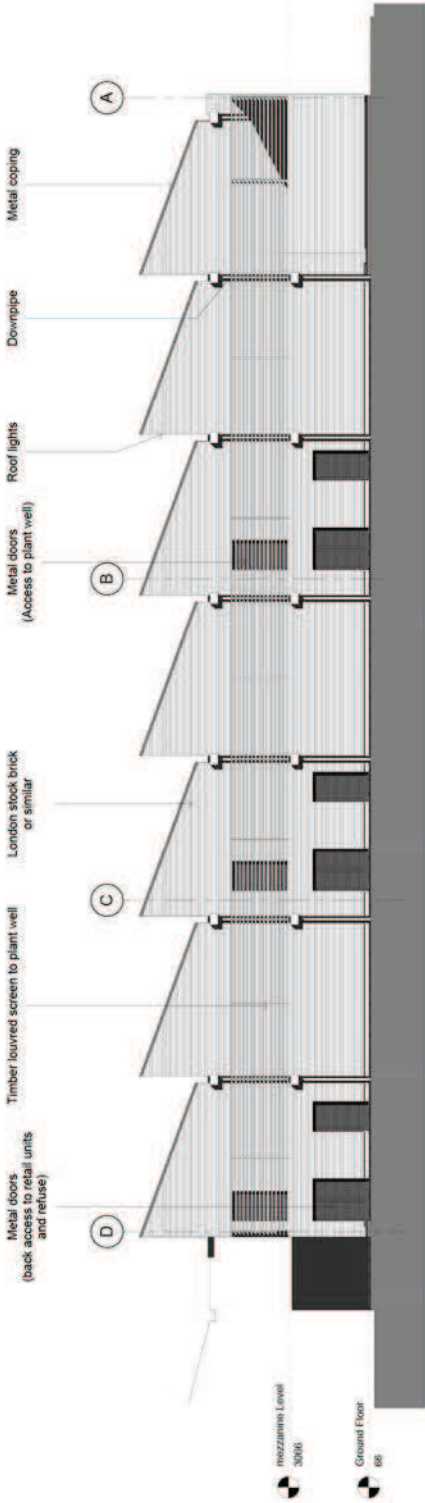
Project: Tesco Master Brewer
Freezeiland Way, Hillingdon
The
Retail Units - Proposed Ground
Floor

Project No: 09032

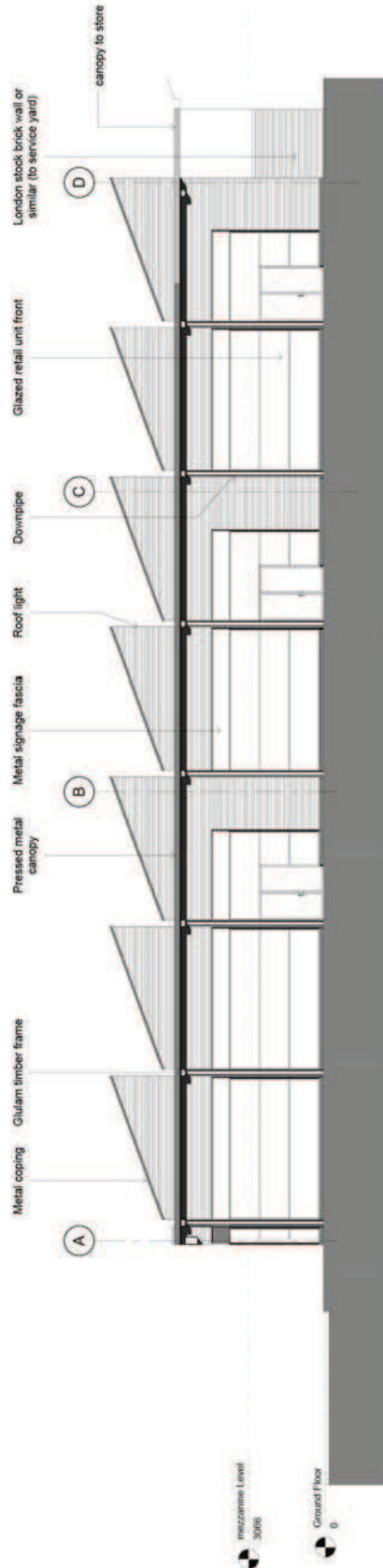
Building Code: P1-420

Revision: A

Name	Level	Number	Area
Retail Unit 01	Ground Floor	R01	309.6 m ²
Retail Unit 02	Ground Floor	R02	203.2 m ²
Retail Unit 03	Ground Floor	R03	209.8 m ²
Service Area 01	Ground Floor	RA1	26.9 m ²
Refuse 01	Ground Floor	RF1	9.3 m ²
Service Area 02	Ground Floor	RA2	26.9 m ²
Refuse 02	Ground Floor	RF2	9.7 m ²
Service Area 03	Ground Floor	RA3	27.6 m ²
Refuse 03	Ground Floor	RF3	9.3 m ²
Retail 01 mezzanine	mezzanine Level	R10	83.9 m ²
Retail 02 mezzanine	mezzanine Level	R11	60.0 m ²
Retail 03 mezzanine	mezzanine Level	R12	60.2 m ²
Plant well	mezzanine Level	R13	277.9 m ²
			1314.3 m ²



2 West Elevation (back)
1:100



3 East Elevation (Front)
1:100

NOTES

1. Check all dimensions on site.
 2. All materials to be dealt with by way of condition.
 3. All materials to be dealt with by way of condition.
 4. All materials to be dealt with by way of condition.

Keyplan

All materials to be dealt with by way of condition
 0m 2m 4m 6m 8m 10m
 VISUAL SCALE 1:100 @A1

Project: Tesco Master Brewer
 Freetzeland Way, Hillingdon
 The Retail Units - Elevations
 Project No: 09032
 Drawing No: P3-404
 Revision: A

ColladoCollins Architects
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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Detailed Application_Movement and Access Plan
1:500



NOTES
 1. Check all dimensions on site.
 2. All dimensions are in meters unless otherwise stated.
 3. All dimensions are to the centerline of the road.

- KEY**
- Vehicular Access
 - Pedestrian Access
 - Parking-Commercial (including 5% electrical charging points and 15% passive provision)
 - Parking-Hotel
 - Refuse

- Freehold site owned by Tesco Stores Limited
 - Land subject to application
 - Land owned by LB Hillingdon
- Note: Tesco has its own vehicle that collects refuse and waste from the store
 Note: For trees provision please refer to Landscape Drawings
 Note: Outline application area is shown here for illustrative purposes only

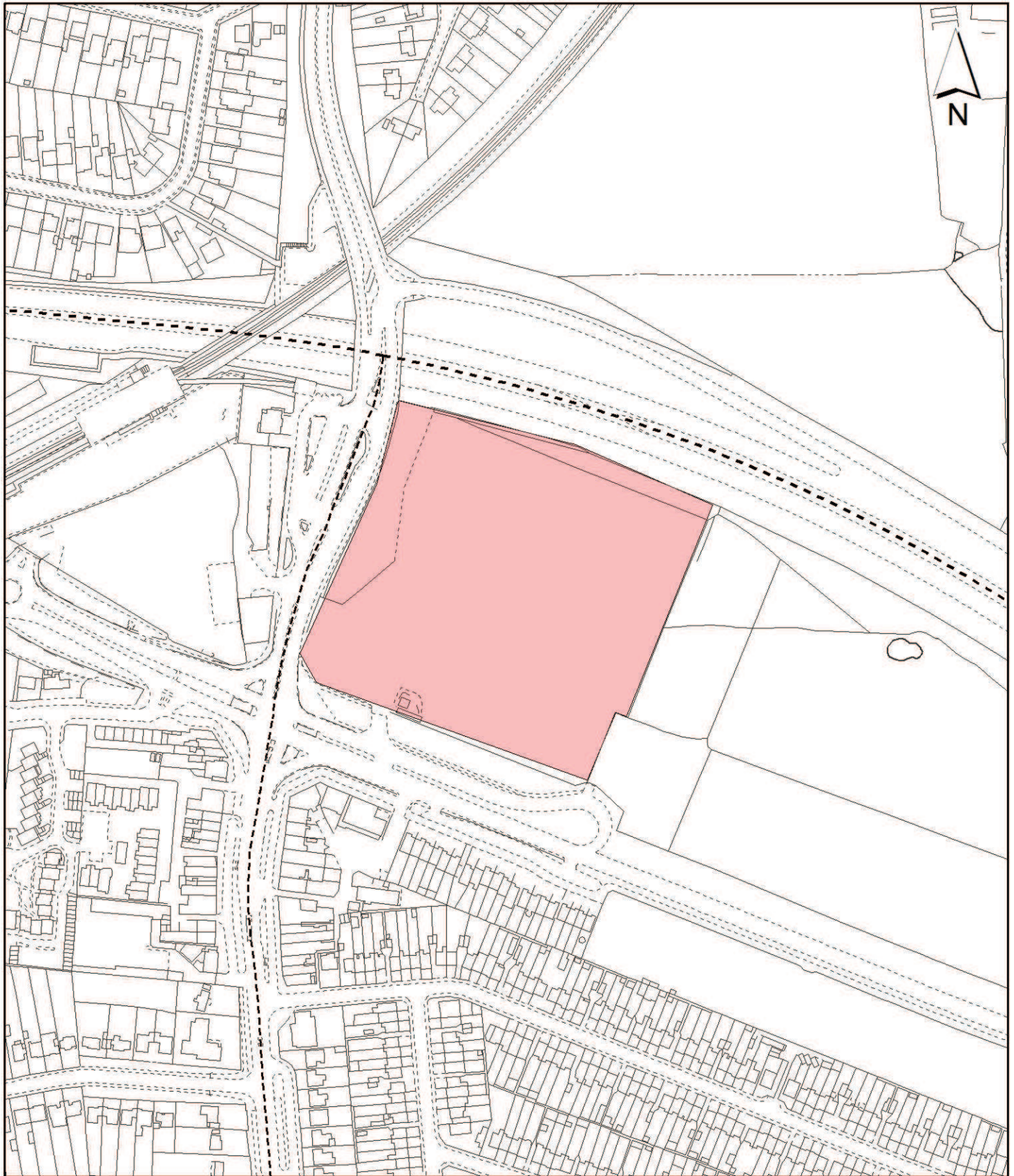
- Tesco
- Hotel
- Restaurant/Bar
- Retail Unit 1
- Retail Unit 2
- Retail Unit 3
- Tesco Store

Rev	Date	Description	By	Check
1	18/02/14	Final	EM	EM



ColladoCollins Architects
 11, 12, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 01753111
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Tesco, Master Brewer
 Freezealand Way, Hillingdon
 Detailed Planning Application
 Movement and Access Plan
 Project No: 09032
 Drawing No: PO-403
 Revision: A



Notes

 Site boundary

For identification purposes only.
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Site Address

**Former Master Brewer Site
 Freezeland Way
 Hillingdon**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
4266/APP/2014/518

Scale
1:3,000

Planning Committee
Major Page 433

Date
August 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

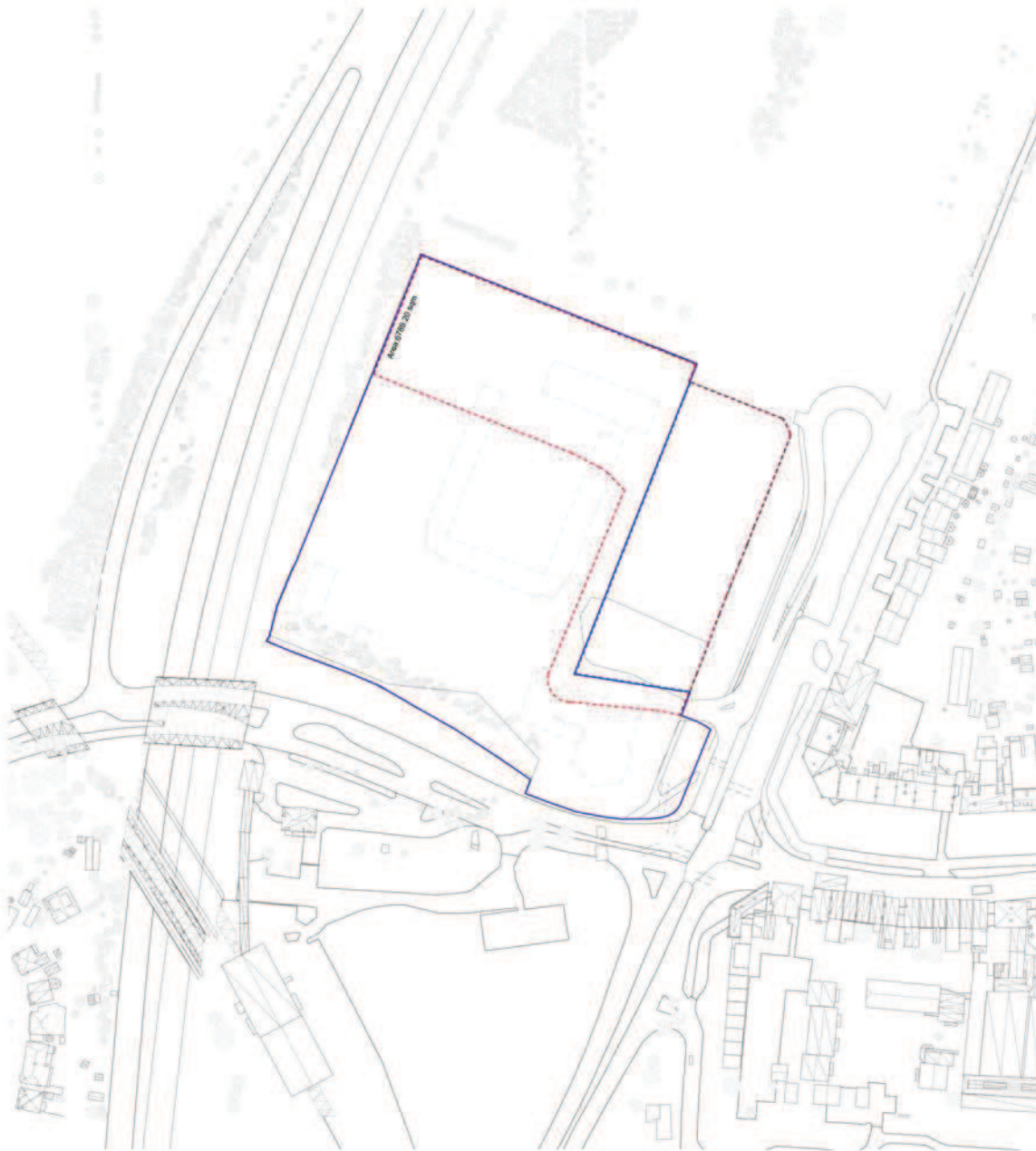
Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements (Outline Application with details of appearance reserved).(Additional information relating to Transportation, Ecology, Energy and Landscaping).

LBH Ref Nos: 4266/APP/2014/519

Date Plans Received: 17/02/2014 **Date(s) of Amendment(s):**

Date Application Valid: 12/03/2014



1 Existing Site Plan
1:1000

NOTES
 1. Check all dimensions on site.
 2. All dimensions are in meters unless otherwise stated.
 3. All dimensions are to the centerline of the road.

KEY

- Freehold site owned by Tesco Stores Limited
 - - - Land subject to application
 - - - Land owned by LB Hillingdon
- 8m 20m 40m 60m 80m 100m
 VISUAL SCALE 1:1000 @ A1



SPENHILL
 Main Contractor

Ref: 090332
 Date: 14/02/14
 Rev: 01

ColladoCollins Architects
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 Tel: 01753 771111
 Fax: 01753 771112
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 Website: www.colladocollins.com

Project: Tesco, Master Brewer
 FreezeLand Way, Hillingdon
 The Outline Planning Application
 Existing Site Plan/ Red-Blue Line
 Project No: 090332
 Drawing No: P0-301
 Revision: A

Detailed Planning Application



Outline Planning Application

Total of residential parking spaces: 99

Block	10SP	10SP WCH	20SP	20SP WCH	30SP	30SP WCH	40SP	40SP WCH	Total
Block A	4	-	-	13	5	2	1	-	25
Block B	7	-	12	6	3	-	-	-	30
Block C	8	1	6	7	-	2	-	-	24
Block D	8	1	6	7	-	2	-	-	24
Block E	8	1	6	7	-	2	-	-	24
Total	35	3	30	40	0	6	1	0	100

ColladoCollins Architects

Tesco, Master Brewer
Freezeiland Way, Hillingdon
Outline Planning Application
Proposed Site Plan

Project No: 09032
Drawing No: P0-302
Revision: A

SPENHILL

Freehold site owned by Tesco Stores Limited
Land subject to application
Land owned by LB Hillingdon

Note: For trees, provision please refer to Landscape Drawings.

KEY:

- Residential_5 storeys
- Residential_4 storeys
- Area Subject to Detailed application
- Amenity Space

NOTES:

1 Outline application Proposed Site Plan

1:100

- NOTES**
- This drawing is to be read in conjunction with all other drawings and specifications. Any discrepancies are to be brought to the attention of Gromm Ltd in writing before commencing on site.
 - The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Gromm Ltd in writing before commencing on site.
 - All dimensions in mm, unless otherwise stated.
 - Do not scale from this drawing.
 - All sub base and concrete design and specification to be in accordance with the engineer's details. All diagrams provided here are purely indicative.
 - Waterproofing of any element to be specified by others.
 - All proprietary products shall be installed in accordance with manufacturers written instructions.
 - Plant numbers are as indicated only and plants should be ordered to suit site areas in accordance with scheduled plant densities.
 - Any proposed plant substitutions shall be agreed with the landscape architect prior to ordering.

TYPICAL PLANTING MATRIX FOR WOODLAND BELT 50% x 20%

Code	Species	Type	Size	Quantity	Planting Date	Planting Method
1	Common Hawthorn	Shrub	100cm	100	15/05/24	Plant in situ
2	Wild Rose	Shrub	100cm	100	15/05/24	Plant in situ
3	Blackthorn	Shrub	100cm	100	15/05/24	Plant in situ
4	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
5	Redcurrant	Shrub	100cm	100	15/05/24	Plant in situ
6	Gooseberry	Shrub	100cm	100	15/05/24	Plant in situ
7	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
8	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
9	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
10	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
11	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
12	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
13	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
14	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
15	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
16	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
17	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
18	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
19	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
20	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ

WOODLAND BELT

MANAGEMENT OBJECTIVES

1. Create a woodland belt of native tree and shrub species.
2. Using a mix of tree sizes at the planting stage with help to create a tall canopy in the long term.
3. Use native tree and shrub species.
4. Encourage the belt to become self-sustaining.

GENERAL NOTES

1. Generally natural regeneration using local seed sources.
2. Proposed belt width 500m with 20m wide buffer zone.
3. Management of woodland areas for natural regeneration.
4. Encourage the belt to become self-sustaining.

WOODLAND BELT - Proposed planting schedule for 2024-2025

Code	Species	Type	Size	Quantity	Planting Date	Planting Method
1	Common Hawthorn	Shrub	100cm	100	15/05/24	Plant in situ
2	Wild Rose	Shrub	100cm	100	15/05/24	Plant in situ
3	Blackthorn	Shrub	100cm	100	15/05/24	Plant in situ
4	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
5	Redcurrant	Shrub	100cm	100	15/05/24	Plant in situ
6	Gooseberry	Shrub	100cm	100	15/05/24	Plant in situ
7	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
8	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
9	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
10	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
11	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
12	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
13	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
14	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
15	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
16	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
17	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
18	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
19	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ
20	Blackberry	Shrub	100cm	100	15/05/24	Plant in situ



NOTES

ColladoCollins Architects

Tesco, Master Brewer
Freezeiland Way, Hillingdon

Illustrative Landscape Plan, All works.
On and off landscape proposals

Project No: 09032
Drawing No: P0-502

Scale: 1:500
Date: 15/05/24
Author: CC
Checked: CC

SPENHILL

Copyright Reserved - ColladoCollins Architects Ltd

Tree Removal Notes:
 This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report
 Tree Categorisation summary
 Category A
 Those of high quality and value
 A1- Many arboricultural values
 A2- Many landscape values
 A3- Many cultural values, including conservation
 Category B
 Those of moderate quality and value
 B1- Many arboricultural values
 B2- Many landscape values
 B3- Many cultural values, including conservation
 Category C
 Those of low quality and value
 C1- Many arboricultural values
 C2- Many landscape values
 C3- Many cultural values, including conservation
 Category R
 Trees in such poor condition (physiological and structural), that any existing value would be lost within 10 years and which would be lost within 5 years and would be removed for reasons of natural arboricultural management



TREE PROTECTION REMOVAL NOTES:
 NOTES:
 1. This drawing is to be read in conjunction with all relevant context documentation from the planning team, including the Planning Statement and the attention of Grounding Ltd in writing before commencing on site.
 2. The contractor is to check and verify all levels and to be brought to the attention of Grounding Ltd in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. All works shall be carried out by a qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work
 5. All trees above for retention will bring protective fencing erected at stations not less than those specified in BS5837(2005). Protection to consist of the erection of a beamed scaffold vertical and horizontal framework (as detailed on drawings) to be erected around the tree and the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective framework.
 6. No work on site (including the pre-construction delivery of equipment or materials or the creation of site access) shall be commenced until all details of the protective framework have been approved in writing by the Contract Administrator and the protective barrier erected to their satisfaction. Once erected, the protective fencing shall at no times be breached or removed without the approval of the Contract Administrator.
 7. (a) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no passage of vehicles or plant within the protective barrier and no other works within the protected area without the approval and advice of the Contract Administrator on an additional protective measure.
 8. (b) All trees on site shall be at least 20metres from the edge of the protected area.
 9. (c) All trees on site shall be at least 10metres from the outermost part of the tree trunk.
 10. (d) All trees on site shall be protected using solid panel Herts type fencing as indicated Work within this area should be carried out carefully by hand avoiding damage to the tree.
 11. All trees to be carried out on site but retaining period which runs from March to September.
 12. Requirement for tree protection fencing to be removed in-line with construction proposals for planting of new trees to be agreed with Harington Authority Landscape Officer.
 13. All works within Root Protection Areas to be carried out by hand.

TREE PROTECTION BARRIER DETAIL (D01)
 Scale 1:50
 Edge of RWK
 See plan Dimension
 Protective fencing during construction
 Ground not to be disturbed. Protected by geotextile fabric and subsoil temporary covering to a impermeable layer
 Protective barrier
 Height: 2.3M High
 Panel fixed to horizontal and vertical scaffold framework with wire mesh or similar canopy
 Scaffold pipe braced and bracing fixed with scaffold clamps
 Lengths above 4000mm to be ground at 3M centres

TREE PROTECTION BARRIER DETAIL (D02)
 Scale 1:50
 Edge of RWK
 See plan Dimension
 Protective fencing during construction
 Ground not to be disturbed. Protected by geotextile fabric and subsoil temporary covering to a impermeable layer
 Protective barrier
 Height: 2.3M High
 Panel fixed to horizontal and vertical scaffold framework with wire mesh or similar canopy
 Scaffold pipe braced and bracing fixed with scaffold clamps
 Lengths above 4000mm to be ground at 3M centres

NOTES
 1. This drawing is to be read in conjunction with all relevant context documentation from the planning team, including the Planning Statement and the attention of Grounding Ltd in writing before commencing on site.
 2. The contractor is to check and verify all levels and to be brought to the attention of Grounding Ltd in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. All works shall be carried out by a qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work
 5. All trees above for retention will bring protective fencing erected at stations not less than those specified in BS5837(2005). Protection to consist of the erection of a beamed scaffold vertical and horizontal framework (as detailed on drawings) to be erected around the tree and the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective framework.
 6. No work on site (including the pre-construction delivery of equipment or materials or the creation of site access) shall be commenced until all details of the protective framework have been approved in writing by the Contract Administrator and the protective barrier erected to their satisfaction. Once erected, the protective fencing shall at no times be breached or removed without the approval of the Contract Administrator.
 7. (a) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no passage of vehicles or plant within the protective barrier and no other works within the protected area without the approval and advice of the Contract Administrator on an additional protective measure.
 8. (b) All trees on site shall be at least 20metres from the edge of the protected area.
 9. (c) All trees on site shall be at least 10metres from the outermost part of the tree trunk.
 10. (d) All trees on site shall be protected using solid panel Herts type fencing as indicated Work within this area should be carried out carefully by hand avoiding damage to the tree.
 11. All trees to be carried out on site but retaining period which runs from March to September.
 12. Requirement for tree protection fencing to be removed in-line with construction proposals for planting of new trees to be agreed with Harington Authority Landscape Officer.
 13. All works within Root Protection Areas to be carried out by hand.

SPENHILL
 Main Contractor

ColladoCollins Architects
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 Fax: 01509 551112
 Email: info@colladocollins.com
 www.colladocollins.com

Tesco, Master Brewer
 Freeland Way, Hillingdon
 The Outline Planning Application
 Trees to be removed and retained

Project No: 09032
 Drawing No: PO-510
 Date: 01/10/2014
 Scale: A1:1
 Author: GC
 Checker: GC
 Date: 01/10/2014

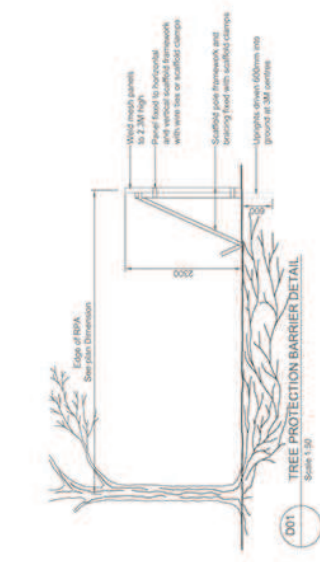
NOTES
 1. This drawing is to be read in conjunction with all relevant context documentation from the planning team, including the Planning Statement and the attention of Grounding Ltd in writing before commencing on site.
 2. The contractor is to check and verify all levels and to be brought to the attention of Grounding Ltd in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. All works shall be carried out by a qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work
 5. All trees above for retention will bring protective fencing erected at stations not less than those specified in BS5837(2005). Protection to consist of the erection of a beamed scaffold vertical and horizontal framework (as detailed on drawings) to be erected around the tree and the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective framework.
 6. No work on site (including the pre-construction delivery of equipment or materials or the creation of site access) shall be commenced until all details of the protective framework have been approved in writing by the Contract Administrator and the protective barrier erected to their satisfaction. Once erected, the protective fencing shall at no times be breached or removed without the approval of the Contract Administrator.
 7. (a) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no passage of vehicles or plant within the protective barrier and no other works within the protected area without the approval and advice of the Contract Administrator on an additional protective measure.
 8. (b) All trees on site shall be at least 20metres from the edge of the protected area.
 9. (c) All trees on site shall be at least 10metres from the outermost part of the tree trunk.
 10. (d) All trees on site shall be protected using solid panel Herts type fencing as indicated Work within this area should be carried out carefully by hand avoiding damage to the tree.
 11. All trees to be carried out on site but retaining period which runs from March to September.
 12. Requirement for tree protection fencing to be removed in-line with construction proposals for planting of new trees to be agreed with Harington Authority Landscape Officer.
 13. All works within Root Protection Areas to be carried out by hand.

Tree Removal Notes:

- This drawing to be read in conjunction with Broad Oak Consultants Ltd arboricultural report
- Tree Categorisation summary:
- Category A: Trees of high quality and value
- A1- Many arboricultural values
- A2- Many landscape values
- A3- Many cultural values, including conservation
- Category B: Trees of moderate quality and value
- B1- Many arboricultural values
- B2- Many landscape values
- B3- Many cultural values, including conservation
- Category C: Trees of low quality and value
- C1- Many arboricultural values
- C2- Many landscape values
- C3- Many cultural values, including conservation
- Category R: Trees in such poor condition (physiological and structural), that any existing value would be lost within 10 years and any remaining value would be lost within 5 years for reasons of sound arboricultural management.

TREE PROTECTION / REMOVAL NOTES:

- NOTES:**
- This drawing is to be read in conjunction with all other drawings and reports submitted with this application, with particular attention to be brought to the attention of Cromin Ltd in writing before commencing on site.
 - This contractor is to check and verify all levels and dimensions on site, and any discrepancies are to be brought to the attention of Cromin Ltd in writing before commencing on site.
 - All dimensions in mm, unless otherwise stated.
 - All works shall be carried out by a qualified tree surgeon to BS 3998: 1999 / Recommendations for Tree Work.
 - All trees shown for retention will have protective fencing erected at distances not less than those specified in BS5837(2005). Protection to consist of the erection of a broad scaffold vertical and horizontal framework (be braced) around the trunk of the tree (the drip line) or the outermost branch-tips of the tree (the drip line) or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
 - No work on site including the pre-construction delivery of equipment or materials or the creation of site access shall be commenced until all details for the protection of trees have been agreed in writing with the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall at no times be touched or removed without the approval of the Contract Administrator.
 - There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no passage of vehicles or plant within the protective barrier.
 - At all times the Contractor shall ensure the safety and advice of the Contract Administrator on additional protective measures.
 - All fires on site shall be at least 20metres from the trees and any hot surfaces, such as welding, cutting, grinding and similar incandescent materials or substances must not be stored or prepared less than 10metres from the outermost part of the tree crown.
 - At all times the Contractor shall ensure that any scaffolding erected shall be protected using solid panel supported above, to prevent any falling objects or debris from being carried out carefully by hand avoiding damage to the trees.
 - All tree protection barriers to be erected and installed prior to March 31st 2024.
 - Requirement for tree protection fencing to be removed in line with contractors proposals for pruning of trees to be agreed with the Contract Administrator and the Contract Administrator.
 - All works within Root Protection Aweats to be carried out by hand.



NOTES
 Drawings shall be read in conjunction with the project brief and any other drawings and reports submitted with this application.
 All dimensions are in millimeters unless otherwise stated.

SPENHILL
 Main Contractor

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Tesco Master Brewer
 Freezeiland Way, Hillingdon
 Detailed planning Application
 Trees to be removed and retained

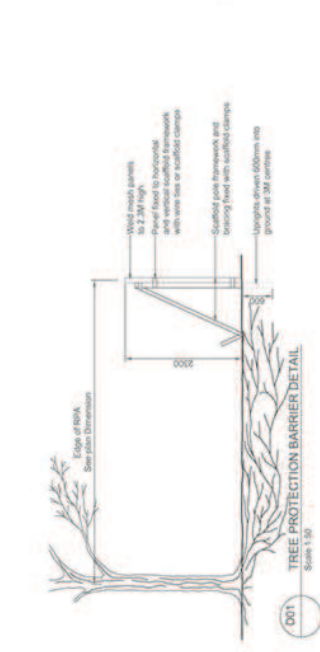
Project No: 09032
 Drawing No: PO-511
 Date: 08/01/24
 Scale: A3
 City: DC
 County: BA3

Tree Removal Notes:
 This drawing to be read in conjunction with Broad Tree Consultants Ltd arboricultural report
 Tree Categorisation summary:

- Category A:**
 Trees of high quality and value
 A1- Many arboricultural values
 A2- Many landscape values
 A3- Many cultural values, including conservation
- Category B:**
 Trees of moderate quality and value
 B1- Many arboricultural values
 B2- Many landscape values
 B3- Many cultural values, including conservation
- Category C:**
 Trees of low quality and value
 C1- Many arboricultural values
 C2- Many landscape values
 C3- Many cultural values, including conservation
- Category R:**
 Trees in such poor condition (physiological and structural), that any existing value would be lost within 10 years and any further value would be lost or severely reduced for reasons of sound arboricultural management.

TREE PROTECTION REMOVAL NOTES:

- NOTES:**
 1. This drawing is to be read in conjunction with all other drawings and reports submitted in connection with the attention of Grounds Ltd in writing before commencing on site.
 2. The contractor is to check and verify all levels and dimensions in situ, unless otherwise stated.
 3. All works shall be carried out by a qualified tree surgeon to BS 3998: 1999 / Recommendations for Tree Work.
 4. All trees shown for retention will have protective fencing erected at distances not less than those specified in BS5837(2005). Protection to consist of the erection of a broad surfaced vertical and horizontal framework (be braced) around the tree trunk and canopy to protect the trunk and canopy from the tree (the dip side) or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Local Authority for the alignment of any protective measures.
 5. No work on site shall be at least 20metres from the delivery of equipment or materials or the creation of site access roads or similar materials or substances must not be stored or prepared less than 10metres from the outermost part of the tree spread.
 6. All excavations shall be protected with safety fencing as specified above. Fencing to be protected using solid panel Hexas type fencing as indicated. Work within this area should be carried out carefully to avoid damage to the tree.
 7. All tree protection barriers to be erected and installed by 1st March 2025.
 8. All tree protection barriers to be removed by 31st March 2025.
 9. Requirement for tree protection fencing to be removed in situ with contractors proposals for pruning of trees to be agreed with Hillingdon Authority Landscape Officer.
 10. All works within Root Protection Areas to be carried out by hand.



NOTES
 Drawings to be read in conjunction with the arboricultural report and any other drawings and reports submitted in connection with the attention of Grounds Ltd in writing before commencing on site.

ColladoCollins Architects
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 T: 020 7593 2517
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Spennill
 MMR CONSULTANTS

Client: Tesco, Master Brewer, Freezeiland Way, Hillingdon
Project: Trees to be removed and retained.
Report No: 09032
Drawing No: PO-512
Date: 06/01/24
Scale: A3



1 Section Frezeiland Way
1:500



2 Section along site looking north
1:500



3 Section from greenbelt
1:500



NOTES
 1. All dimensions are in meters unless otherwise stated.
 2. All dimensions are to the centerline of the road unless otherwise stated.
 3. All dimensions are to the centerline of the road unless otherwise stated.

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SPENHILL
 Main Contractor

Rev	Date	By	Check
1	10/01/14	EM	EM

ColladoCollins Architects
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Project: Tesco, Master Brewer
 Frezeiland Way, Hillingdon
 The Outline Planning Application
 Illustrative Key Sections

Project No: 09032
 Drawing No: P0-304
 Revision: A



KEY FLAT TYPES
 2B3P
 2B4P WCH
 2B3P
 2B4P WCH

1 Blocks A & B_Ground Floor
 1:300

NOTES
 1. Check all dimensions at site.
 2. All dimensions are to the face of the structure unless otherwise stated.
 3. All dimensions are to the face of the structure unless otherwise stated.

Keyplan
 1:300



Note:
 Residential mix is indicative and for illustrative purposes only



ColladoCollins Architects
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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 02045200

Project:
 Master Brewer
 Freezeland Way, Hillingdon
 The
 Blocks A & B_Ground floor
 Project No: 09032
 Drawing No: P1-301
 Revision: A

BLOCK A



1 Block A, Typical floor
1 : 200



BLOCK A



2 Block A, Top Floor
1 : 200

BLOCK B



3 Block B, Typical floor
1 : 200



BLOCK B



4 Block B, Top Floor
1 : 200



NOTES

1. Check all dimensions on site.
2. All dimensions are in millimetres unless otherwise stated.
3. All dimensions are to the centre of the wall unless otherwise stated.

KEYPLAN



Note: Residential mix is indicative and for illustrative purposes only



SPENHILL

Architect

ColladoCollins Architects

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

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Project: **Master Brewer**
Freeseland Way, Hillingdon
Blocks A & B, Typical and Top
Floors

Project No: 09032
 Drawing No: P1-302
 Revision: A



- KEY FLAT TYPES**
- 1BSP
 - 1BSP-WCH
 - 2BSP
 - 2BSP-WCH
 - 3BSP
 - 3BSP-WCH

1 Blocks C, D & E_Ground Floor
1:200



NOTES
 1. Check all dimensions at site.
 2. All dimensions are to the centerline of the structure unless otherwise stated.
 3. All dimensions are to the centerline of the structure unless otherwise stated.



Note: residential mix is indicative and for illustrative purposes only



VISUAL SCALE 1:200 @ A1

Rev	Date	By	Check
1	18/02/14	PM	PM
A - Working Submittal			

SPENHILL

ColladoCollins Architects
 11, 12, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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Project: **Master Brewer**
 Freezeland Way, Hillingdon
 The Blocks C, D & E Ground Floor
 Project No: 09032
 Drawing No: P1-303
 Revision: A

BLOCK E



BLOCK D



BLOCK C



1 Blocks C, D & E_Typical Floor C D E
1 : 200

KEY FLAT TYPES



BLOCK E



BLOCK D



BLOCK C



2 Blocks C, D & E_Level 04 (Top Floor)
1 : 200



NOTES
 1. Check all dimensions on site.
 2. Dimensions to face unless otherwise stated.
 3. All dimensions are in millimeters unless otherwise stated.



Note: residential mix is indicative and for illustrative purposes only



Rev	Date	By	Check
1	10/12/14	EM	EM

SPENHILL

ColladoCollins Architects
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Project: Master Brewer
 Freetzeland Way, Hillingdon
 The Blocks C, D & E_Typical and top floors
 Project No: 09032
 Drawing No: P1-304
 Revision: A



1 Elevation from Greenbelt
1:200



2 West Elevation
1:200

NOTES

1. Check all dimensions at all levels.
2. All dimensions are in meters unless otherwise stated.
3. All dimensions are in meters unless otherwise stated.

Keyplan



0m 4m 8m 12m 16m 20m
VISUAL SCALE 1:200 @ A1

10/11/2024

10/11/2024

10/11/2024

10/11/2024

10/11/2024

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10/11/2024

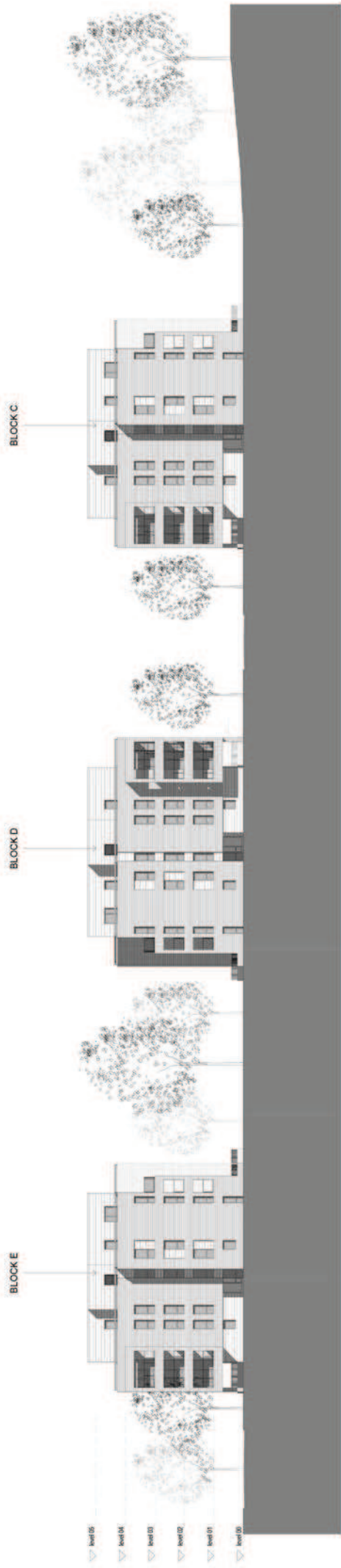
10/11/2024

Project: Master Brewer
Freezeland Way, Hillington
The Residential Blocks_Elevation from
Greenbelt

ColladoCollins Architects
11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Project No: 09032
Drawing No: P3-301
Revision: A





1 Front Elevation - Block C,D & E (Frezeiland Way)
1:200

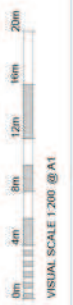


2 Rear Elevation - Block C,D & E
1:200

NOTES

1. Check all dimensions on site.
2. All dimensions are in meters unless otherwise stated.
3. All dimensions are to the face of the element unless otherwise stated.

Keyplan



SPENHILL

Architect

ColladoCollins Architects

11.02.2018, 17.05.2018
 1. 001 7562 3489
 2. 001 7562 3419
 3. 001 7562 3419

ColladoCollins Architects
 11.02.2018, 17.05.2018
 1. 001 7562 3489
 2. 001 7562 3419
 3. 001 7562 3419

Project: Master Brewer
 Frezeiland Way, Hillingdon
 The Residential Blocks - Elevations

Project No: 09032
 Drawing No: P3-302
 Revision: A



Detailed Planning Application

Outline Planning Application

Total of residential parking spaces: 100



1 Outline application_Movement and Access Plan
1:500

KEY

	Vehicular Access
	Pedestrian Access
	Parking-Residential
	Refuse
	Residential defensible space
	Residential Amenity Space
	Subject to Detailed Application

	Freehold site owned by Tesco Stores Limited
	Land subject to application
	Land owned by LB Hillingdon

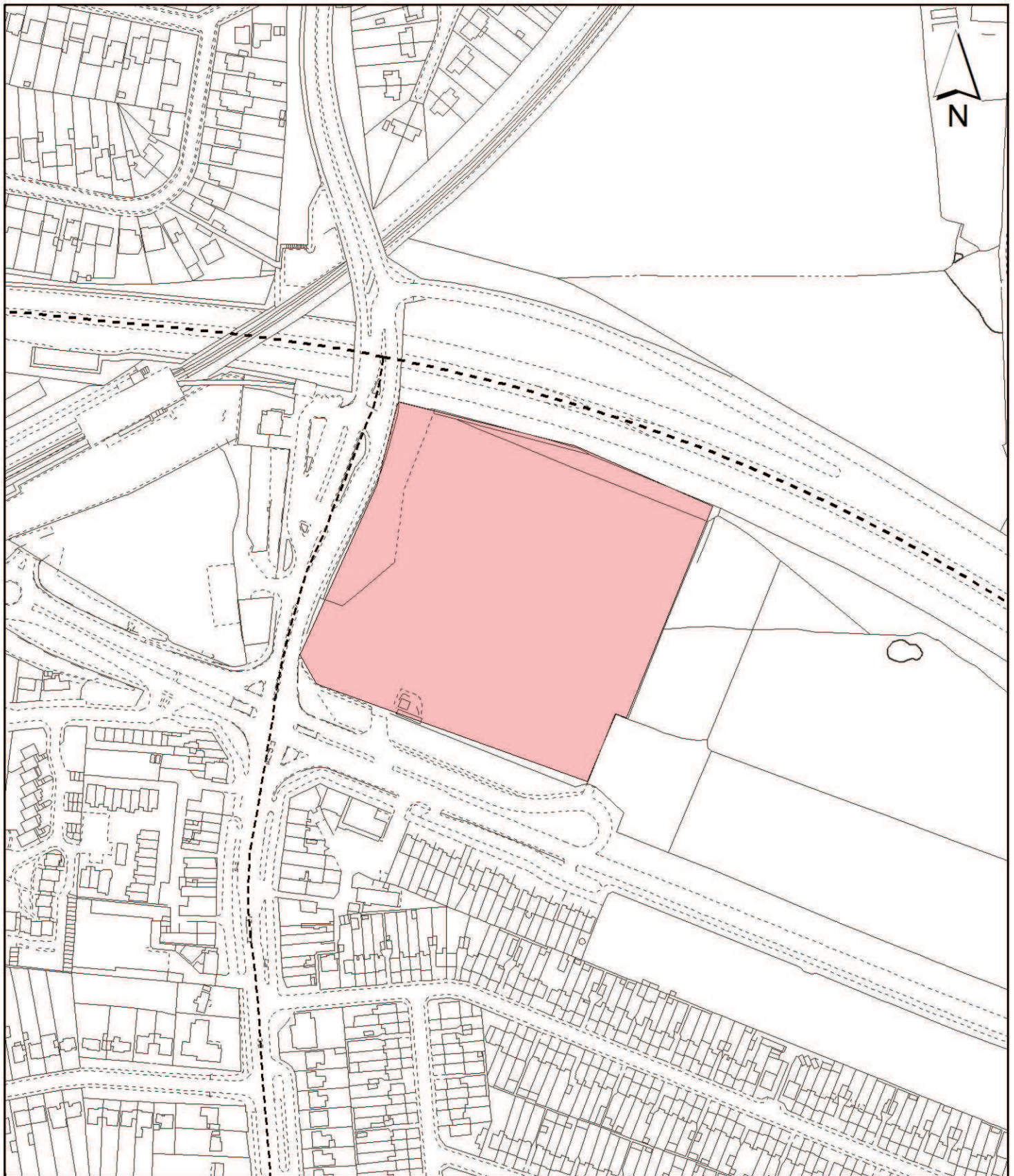
Note: For trees provision please refer to Landscape Drawings

1:500	1:1000	1:2000	1:5000	1:10000	1:25000	1:50000	1:100000	1:250000	1:500000	1:1000000
1:500	1:1000	1:2000	1:5000	1:10000	1:25000	1:50000	1:100000	1:250000	1:500000	1:1000000



ColladoCollins Architects
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Project: Tesco, Master Brewer
 Frezealand Way, Hillingdon
 The Outline Planning Application
 Movement and Access Plan
 Project No: 09032
 Drawing No: P0-303
 Revision: A



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site
Freezeland Way
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

4266/APP/2014/519

Scale

1:3,000

Planning Committee

Major Page 451

Date

August 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

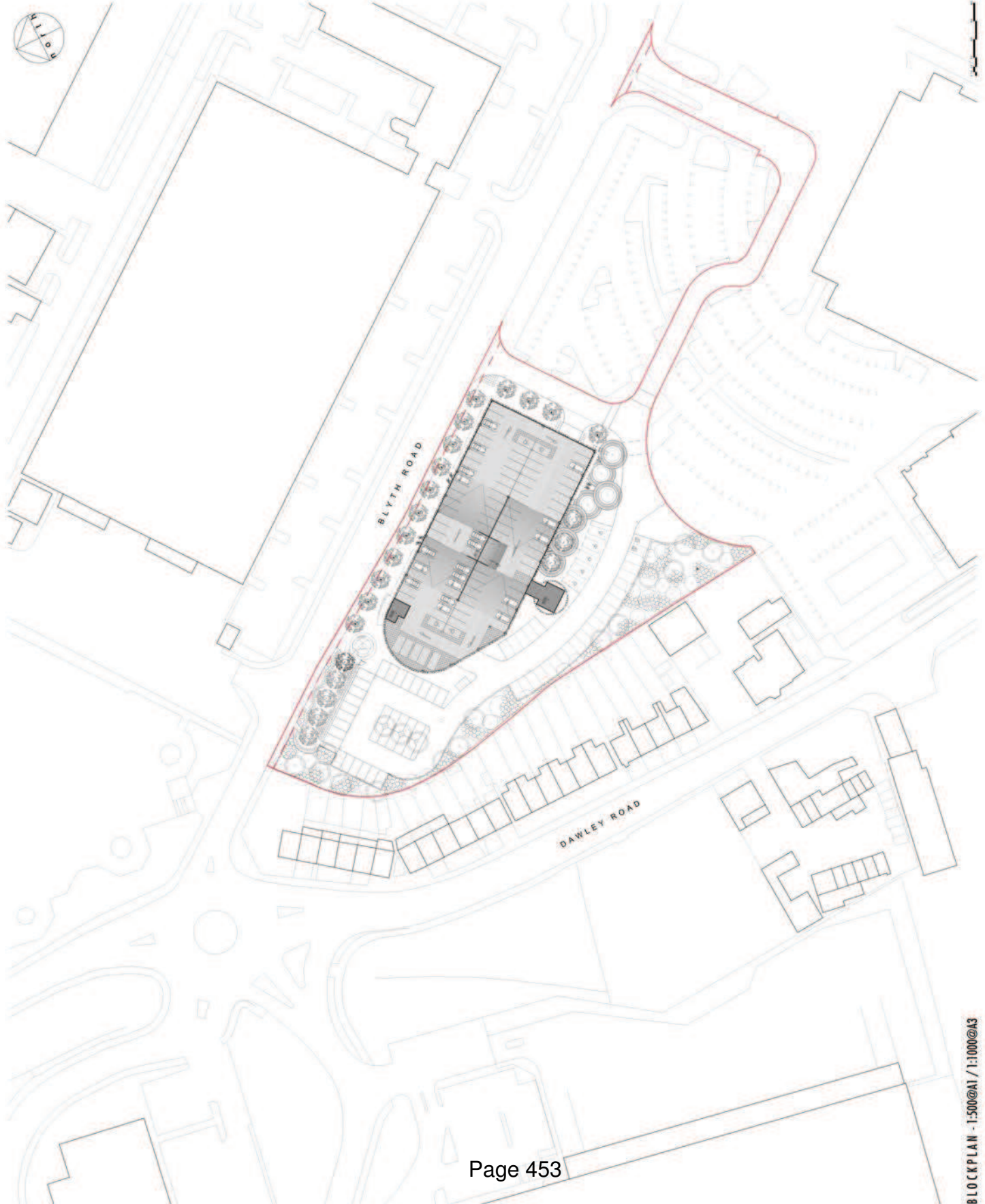
Development: Reserved matters (appearance and landscaping) in compliance with condition 2 and 3 for the second phase: Phase 8 - The Veneer Store (multi-storey car park for 526 vehicles, and 65 space surface car park, together with 332sqm of A1/A2/A3/A4/A5/B1/D1/D2 floor space), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application for a mixed use development of the Old Vinyl Factory site)

LBH Ref Nos: 59872/APP/2014/1928

Date Plans Received: 04/06/2014 **Date(s) of Amendment(s):** 25/07/2014

Date Application Valid: 04/06/2014 04/06/2014

This Design and Planning provides the Car Park and Access Layout
in accordance with the requirements of the Planning and Access
Act 2004 and the Planning and Access Regulations 2004. It is
intended to be used in conjunction with the Planning and Access
Act 2004 and the Planning and Access Regulations 2004.
It is not intended to be used as a legal document.



Reserved matters
Veneer Store boundary

NOTES
TO BE READ IN CONJUNCTION WITH
LAWSONING PROPOSALS BY
STUDIO EGRET WEST
ALL PROPOSALS ARE IN ACCORDANCE
WITH OUTLINE APPROVED PARAMETER
PLANS

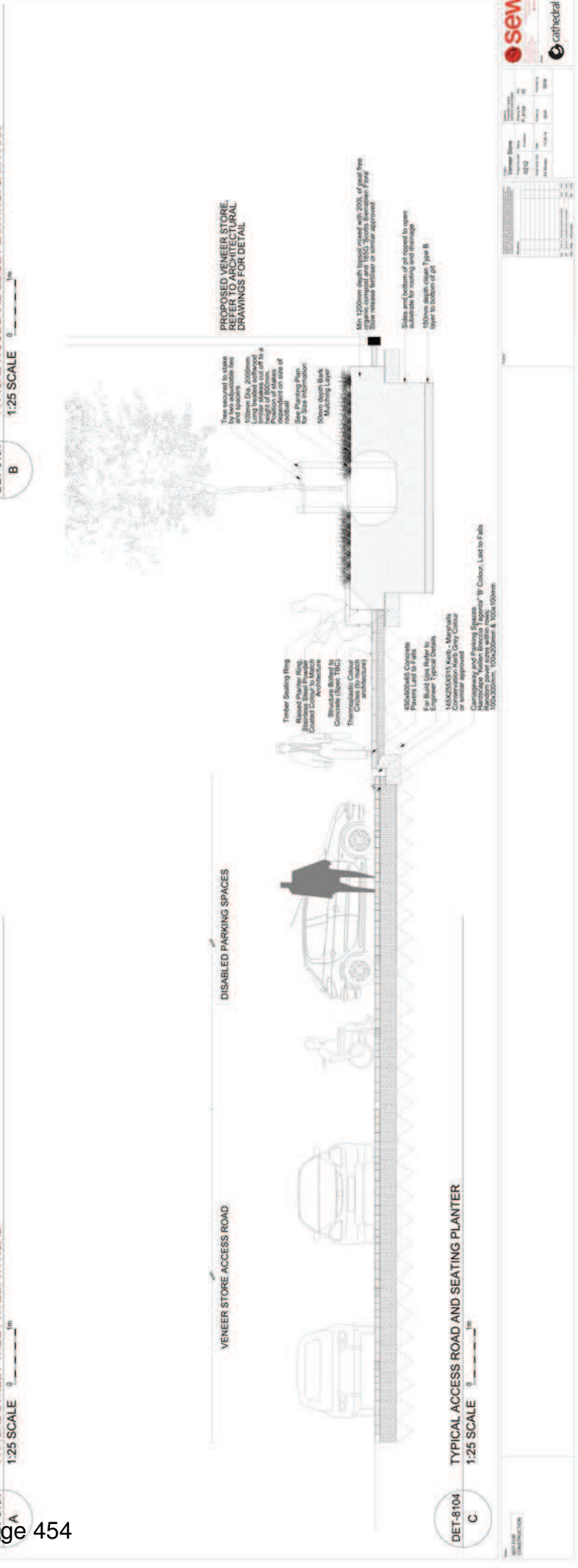
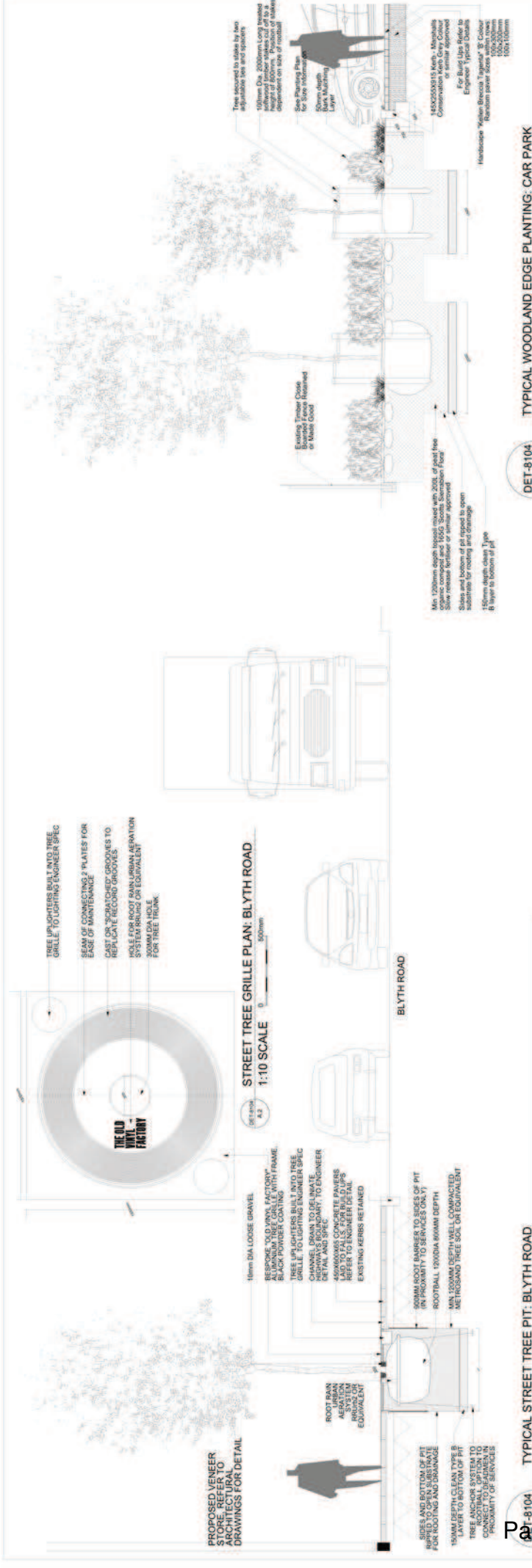
**DESIGN BUILD
CONTRACTOR**
CORPORATE TRADING EXPERIENCE
TEL: 0111 483 7700 FAX: 0111 483 8467



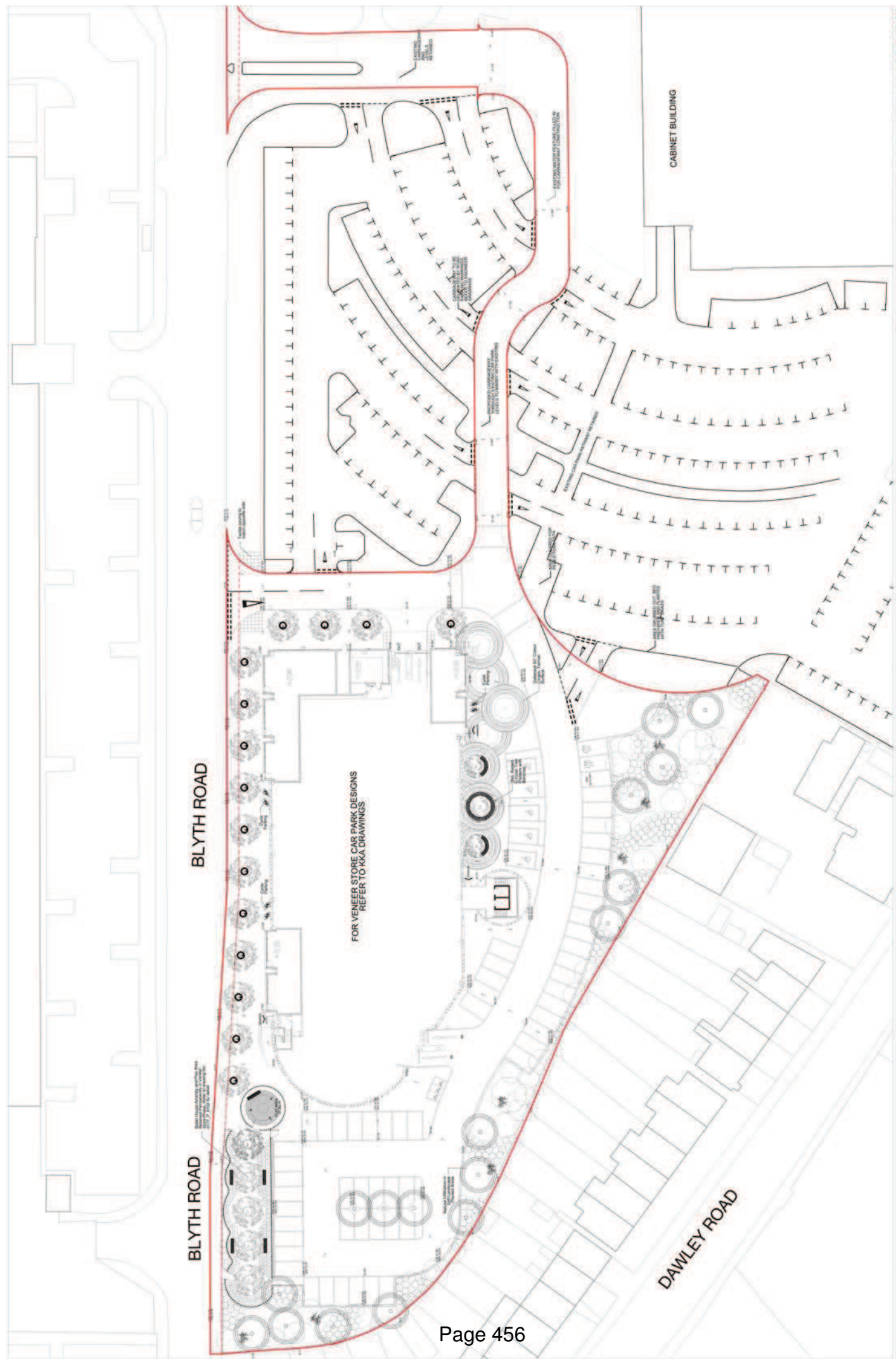
THE VENEER STORE MSCP
M I D D L E S E X
B L O C K P L A N

4208 LOTA
SCALE 1:500@A1 / 1:1000@A3





Item	Quantity	Unit	Notes
1	1	m ²	Gravel
2	1	m ²	Gravel
3	1	m ²	Gravel
4	1	m ²	Gravel
5	1	m ²	Gravel
6	1	m ²	Gravel
7	1	m ²	Gravel
8	1	m ²	Gravel
9	1	m ²	Gravel
10	1	m ²	Gravel
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20	1	m ²	Gravel

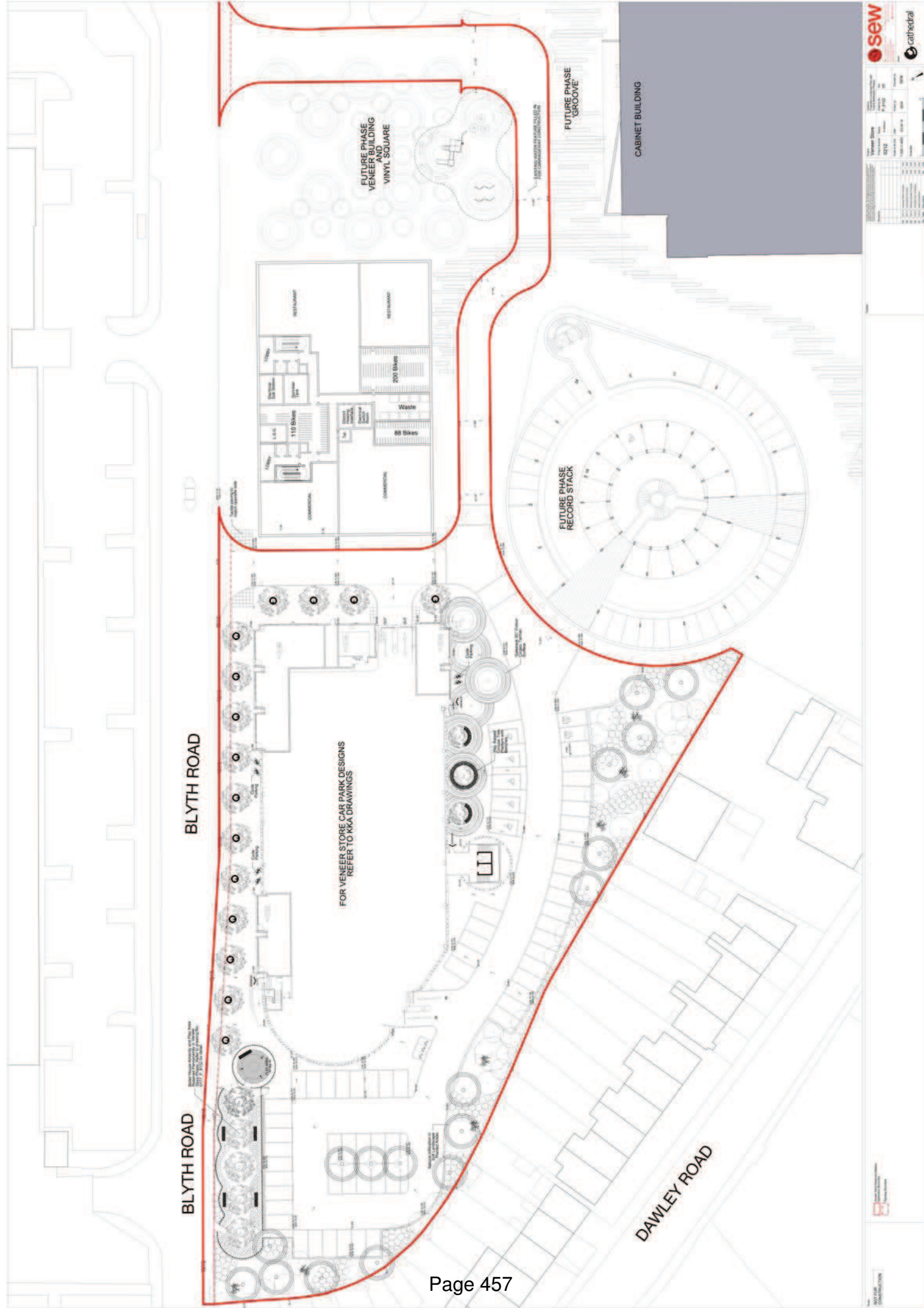


Project Information	
Project Name	SEW
Client	SEW
Location	SEW
Scale	1:500
Date	2024
Author	SEW
Checker	SEW
Approver	SEW
Version	1.0







BLYTH ROAD

BLYTH ROAD

FOR VENEER STORE CAR PARK DESIGNS
REFER TO WA DRAWINGS

FUTURE PHASE
VENEER BUILDING
VINYL SQUARE

FUTURE PHASE
RECORD STACK

FUTURE PHASE
"GROOVE"

CABINET BUILDING

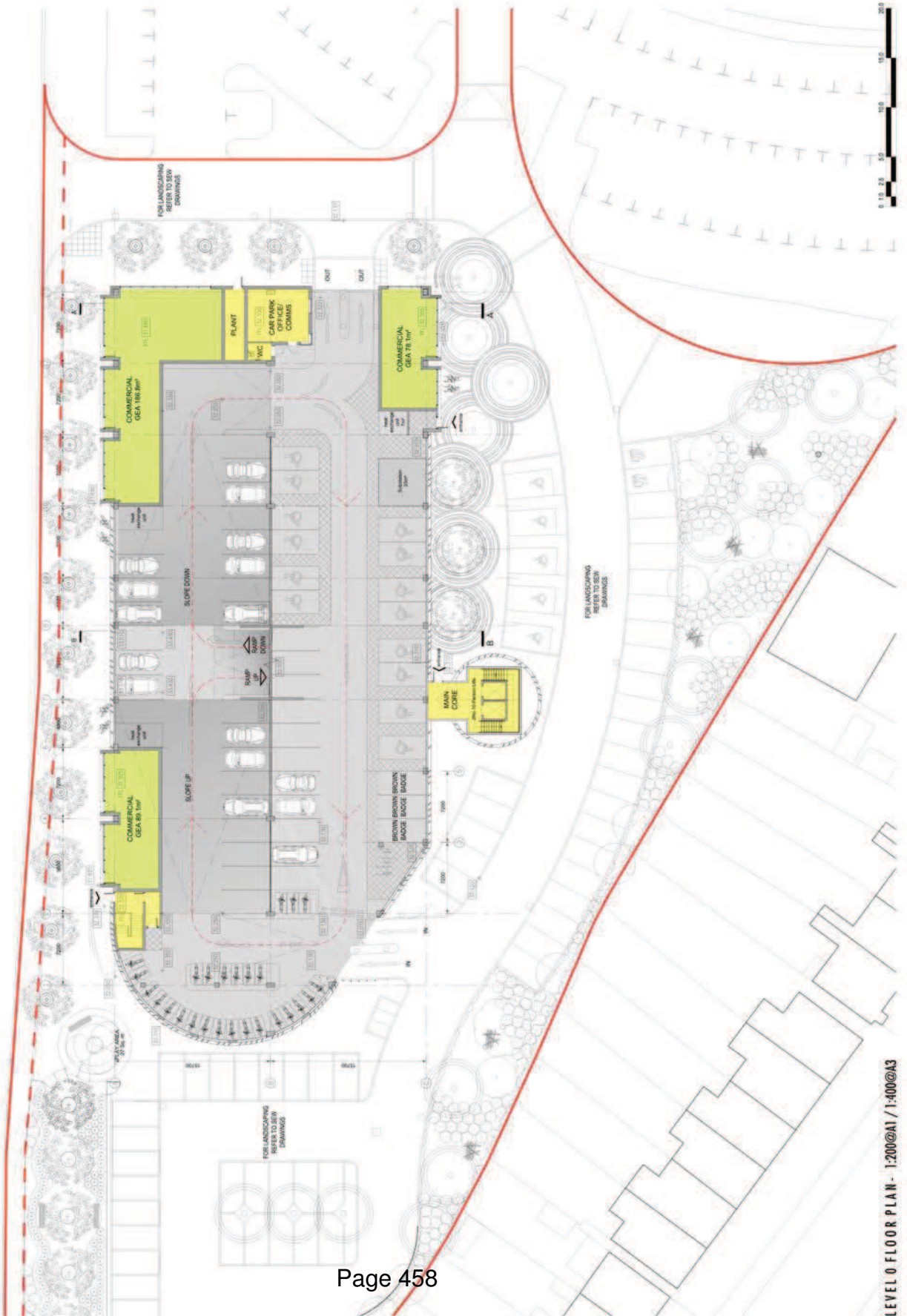
DAWLEY ROAD

Item	Quantity	Unit	Notes
...





B L Y T H R O A D



KEY
 Reserved matters boundary
 Venerer Slope boundary

MSCP PARKING SCHEDULE

LEVEL	BROWN BADGE	TOTAL
0	38	14
1	85	5
2	86	4
3	86	4
4	86	4
5	83	0
TOTAL	478	34

28 MOTORCYCLES & 3 CYCLES ON LEVEL 0

NOTES
 TO BE READ IN CONJUNCTION WITH LANDSCAPING PROPOSALS BY STUDIO EGRET WEST
 ALL PROPOSALS ARE IN ACCORDANCE WITH OUTLINE APPROVED PARAMETER PLANS

DESIGN BUILD CONTRACTOR
 CONSULTANTS TELEPHONE 01452 842111
 FAX 01452 842112

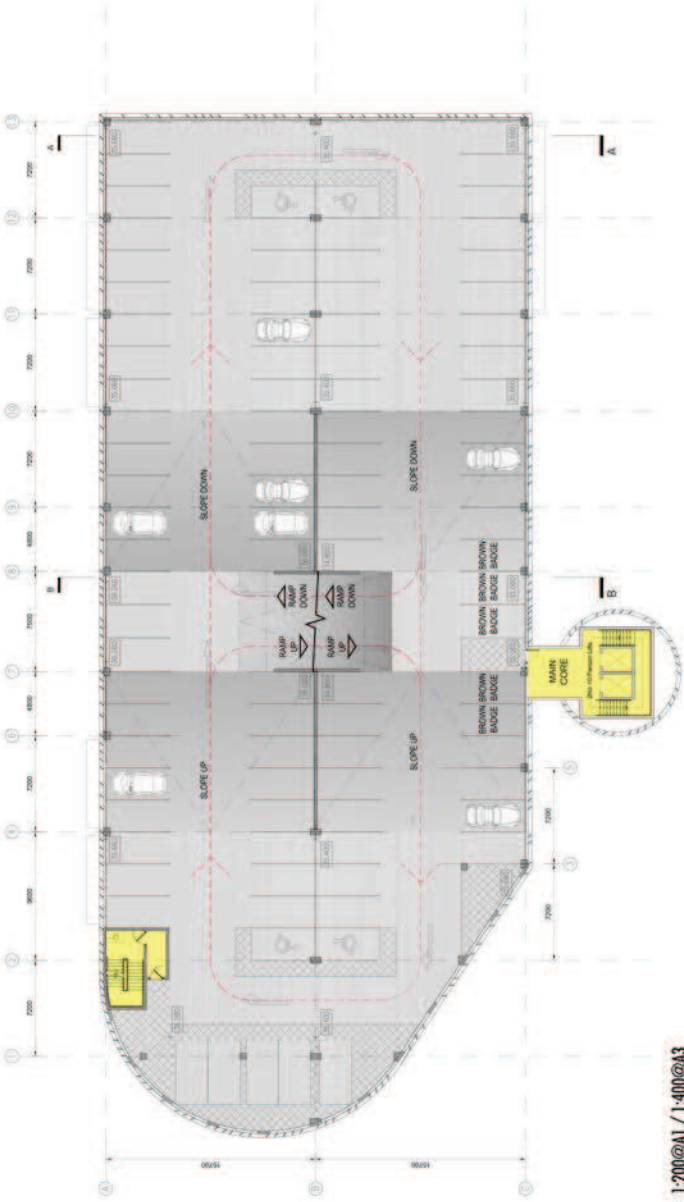


THE VENERER STORE MSCP
 M I D D L E S E X
 LEVEL 0 FLOOR PLAN

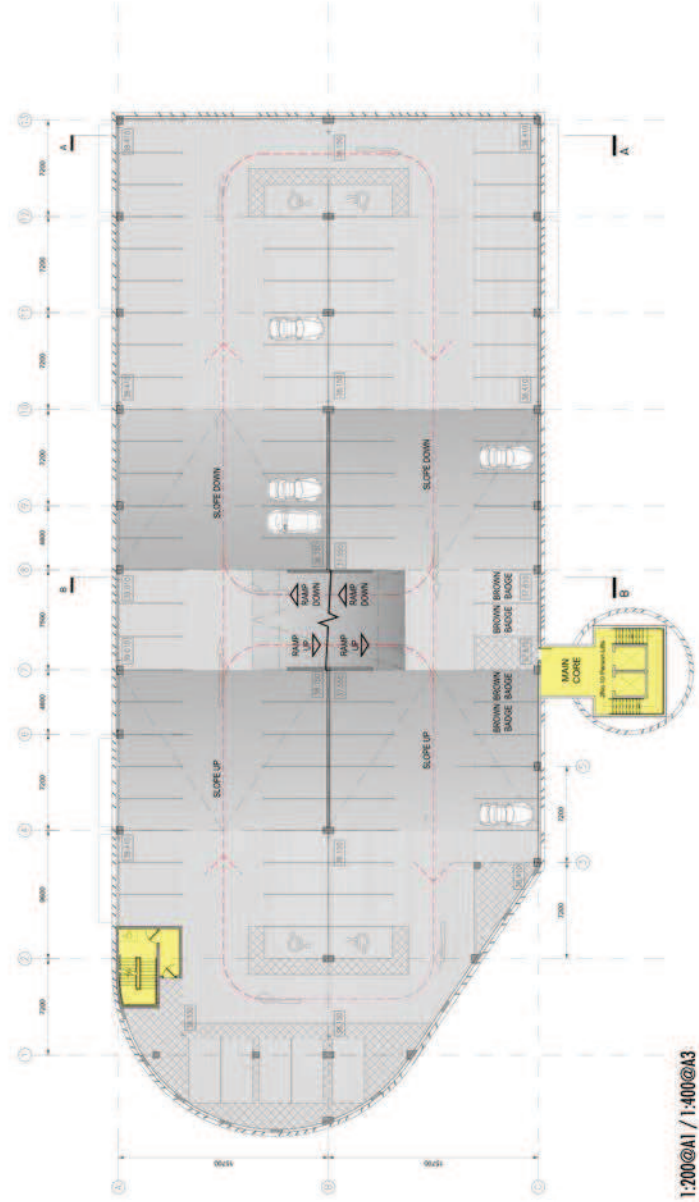
4208
 SK 100 A
 SCALE 1:200@A1 / 1:400@A3



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LEVEL 1 FLOOR PLAN - 1:200@A1 / 1:400@A3



LEVEL 2 FLOOR PLAN - 1:200@A1 / 1:400@A3

MSCP PARKING SCHEDULE

LEVEL	BROWN BADGE	TOTAL
0	38	14
1	85	4
2	86	4
3	86	4
4	86	4
5	83	0
TOTAL	478	34

28 MOTORCYCLES & 3 CYCLES ON LEVEL 0

NOTES
 TO BE READ IN CONJUNCTION WITH
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 PLANS

**DESIGN BUILD
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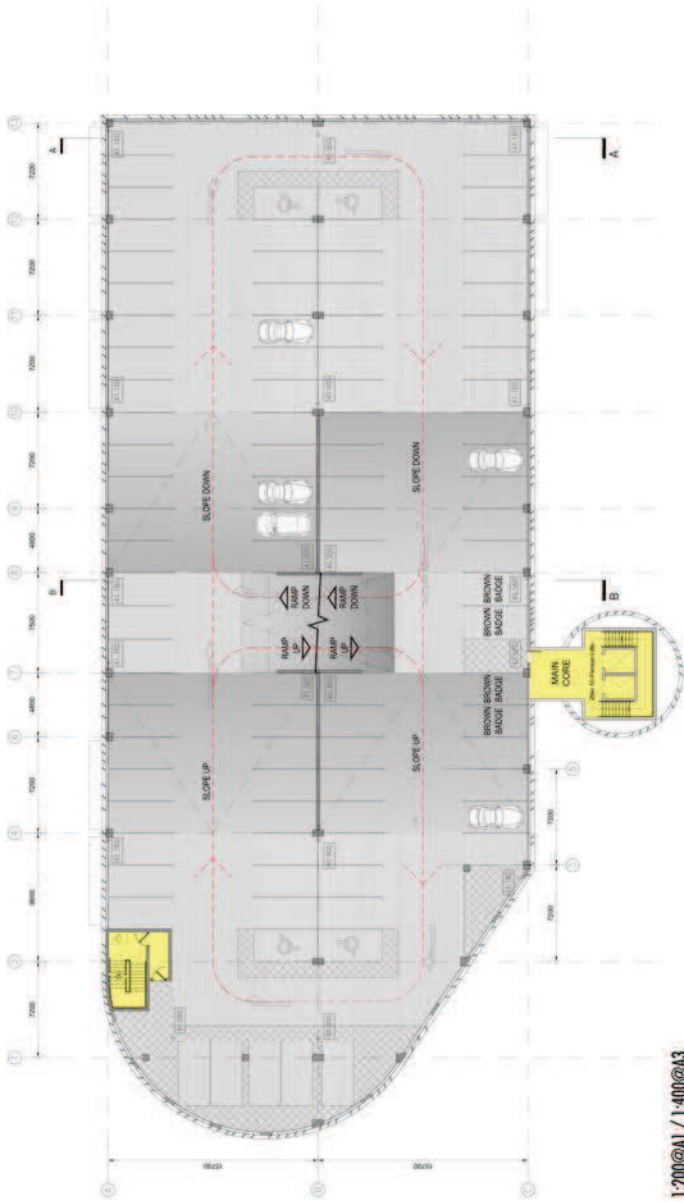


THE VENEER STORE MSCP
 M I D D L E S E X
 LEVEL 1&2 FLOORPLANS

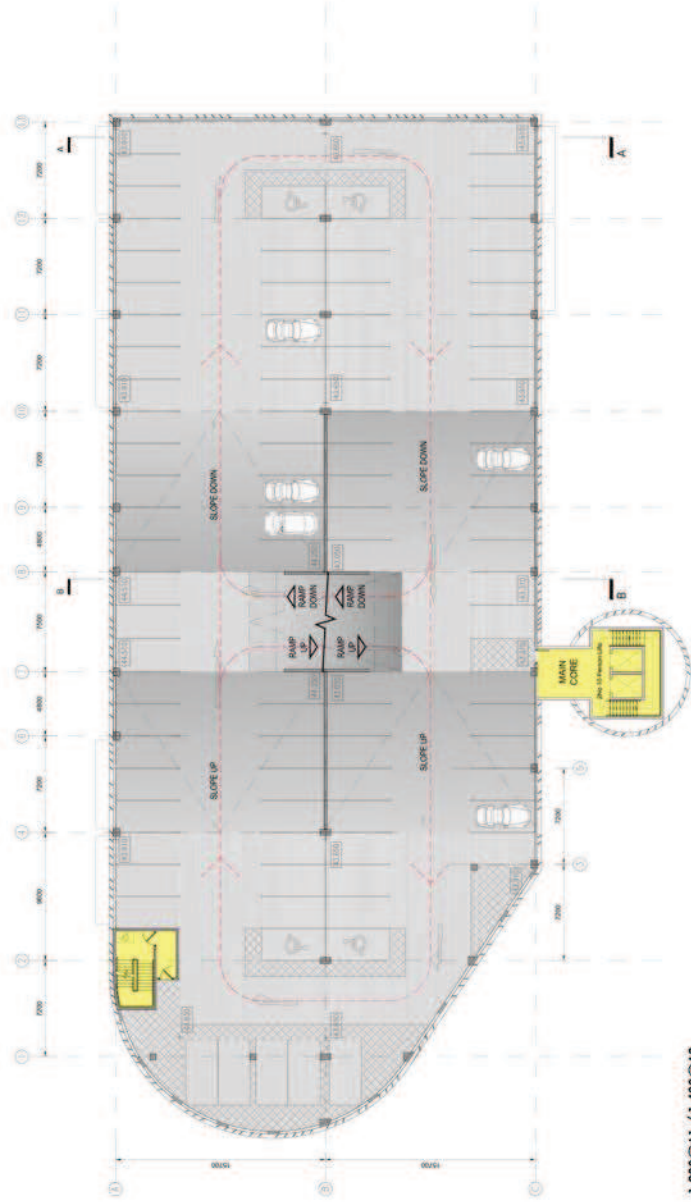
4208 SK 101 A
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LEVEL 3 FLOOR PLAN - 1:200@A1 / 1:400@A3



LEVEL 4 FLOOR PLAN - 1:200@A1 / 1:400@A3

MSCP PARKING SCHEDULE

LEVEL	BROWN BAGS	TOTAL
0	38	14
1	85	5
2	86	4
3	86	4
4	00	0
5	83	0
TOTAL	478	16
		34
		526

28 MOTORCYCLES & 3 CYCLES ON LEVEL 0

NOTES
 TO BE READ IN CONJUNCTION WITH
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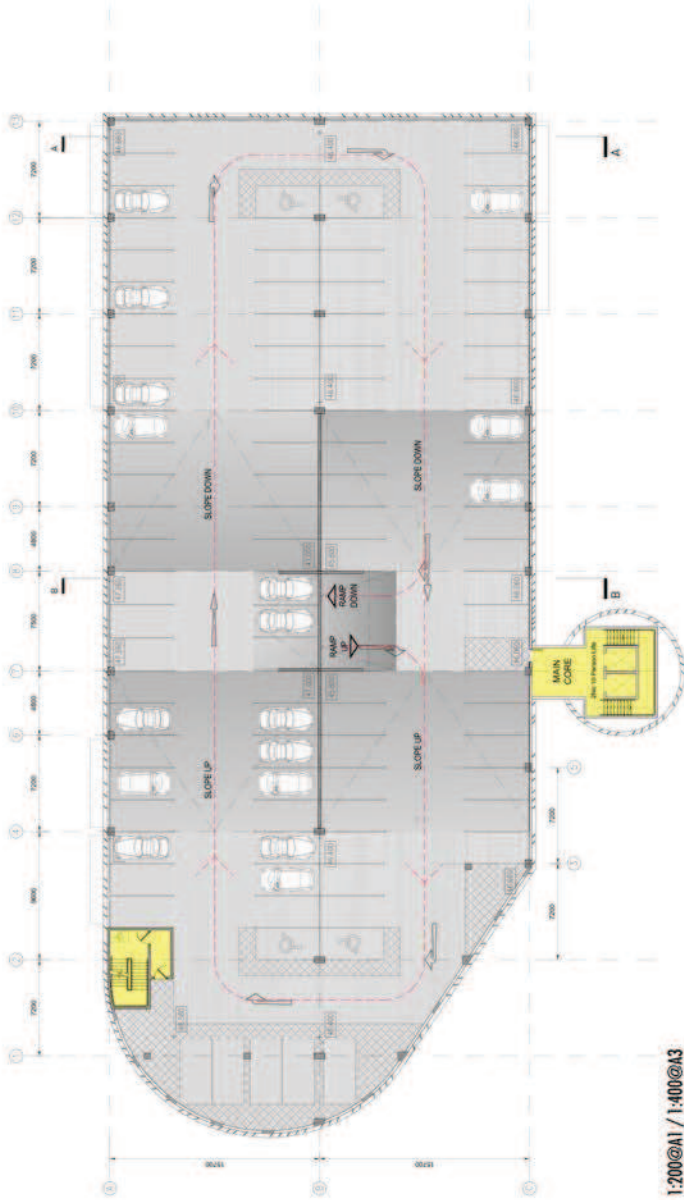


THE VENEER STORE MSCP
 M I D D L E S E X
 LEVEL 3&4 FLOORPLANS

4208 SK 102 A
 SCALE 1:200@A1 / 1:400@A3



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LEVEL 5 FLOOR PLAN - 1:200@A1 / 1:400@A3

MSCP PARKING SCHEDULE

LEVEL	BROWN BAGS	TOTAL
0	38	14
1	85	4
2	86	4
3	86	4
4	00	0
5	83	0
TOTAL	478	34

28 MOTORCYCLES & 3 CYCLES ON LEVEL 0

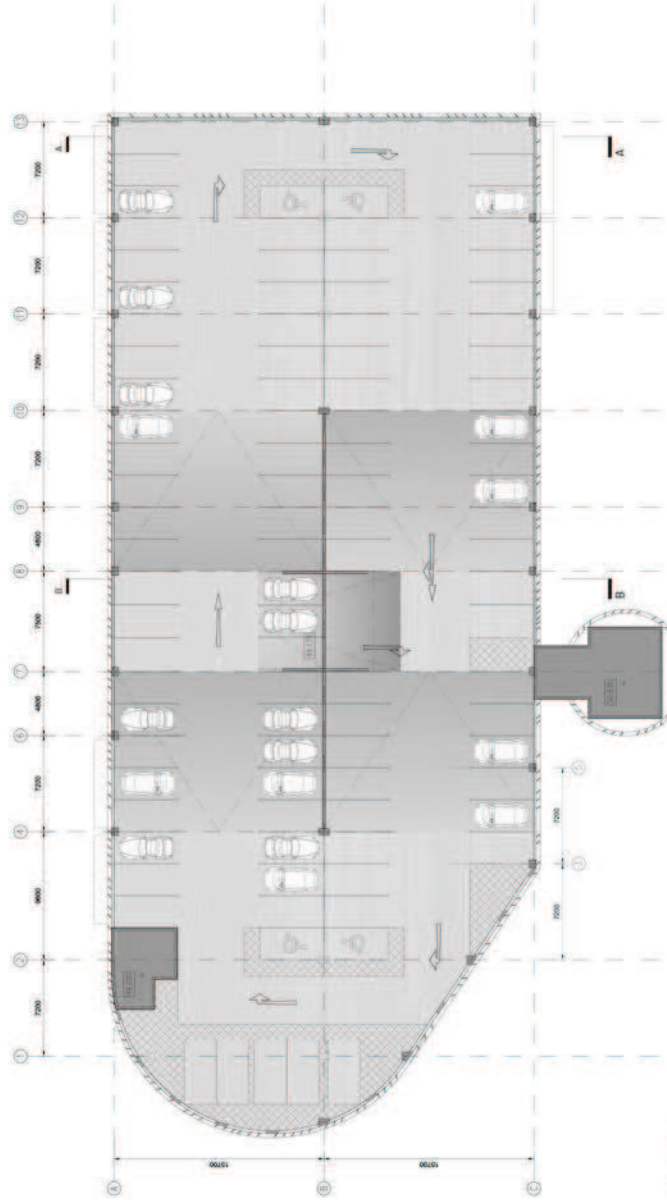
NOTES
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 WITH OUTLINE APPROVED PARAMETER
 PLANS

**DESIGN BUILD
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 ARCHITECTURE INTERIORS INTERIORS
 TEL: 011 481 7100 FAX: 011 481 4847

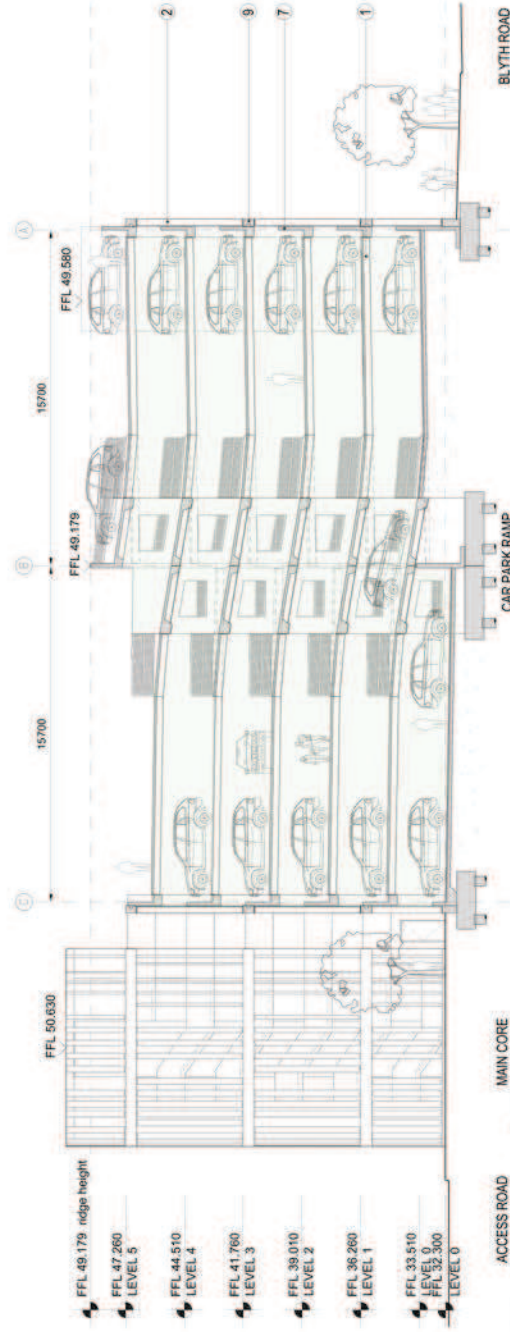
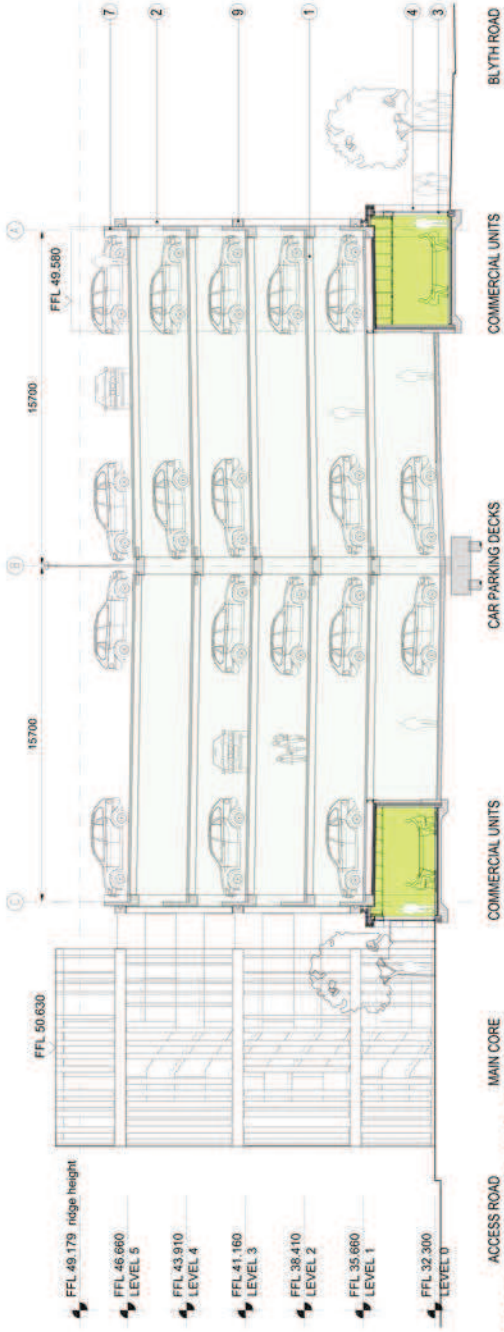


THE VENEER STORE MSCP
 M I D D L E S E X
 LEVEL 5 & ROOF PLAN

4208 SK 102 A
 SCALE 1:200@A1 / 1:400@A3



ROOF PLAN - 1:200@A1 / 1:400@A3



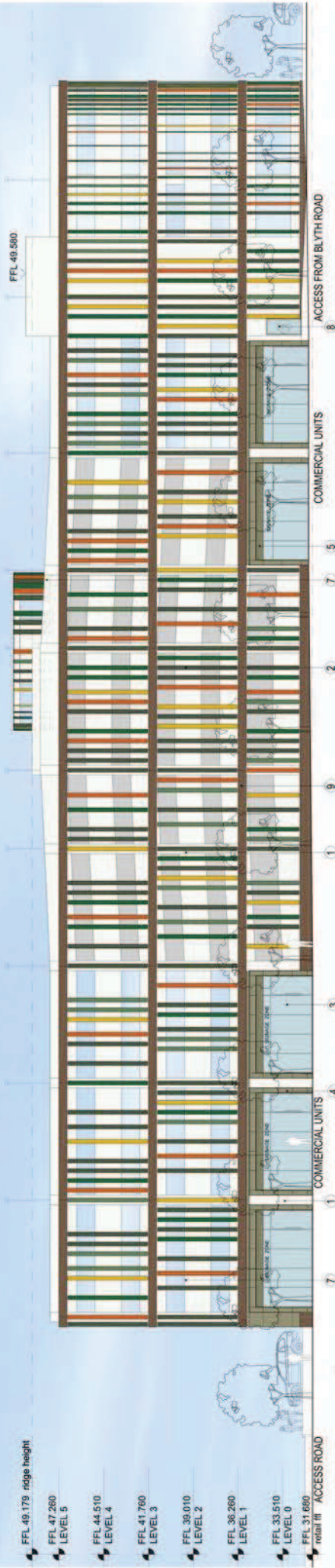
NOTES
 TO BE READ IN CONJUNCTION WITH
 ANCHORING PROPOSALS
 BY STUDIO IGRET YEST
 ALL PROPOSALS ARE IN ACCORDANCE WITH
 OUTLINE APPROVED PARAMETER PLANS

- ⑦ Pre-cast Concrete Impact Barrier 1100mm
- ④ Pre-cast Concrete Feature Beam / Fascia with paint finish to suite with neighbouring buildings

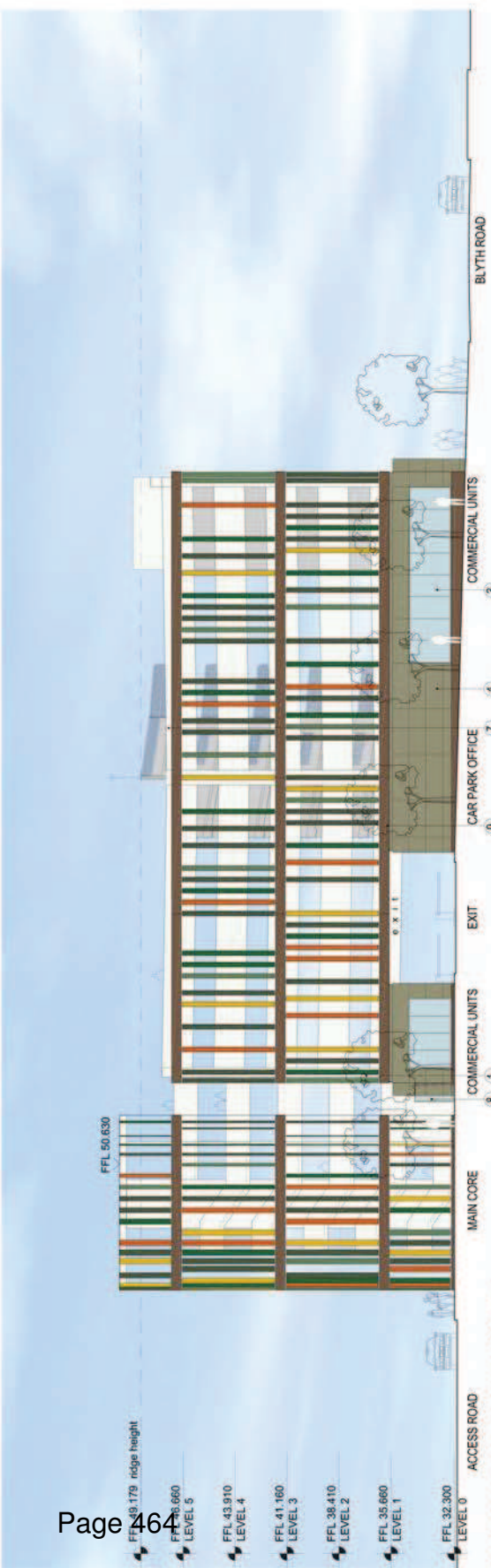
- SPECIFICATION KEY
- ① Precast Concrete Column and Beam Frame with Precast Concrete 150 Deck Slabs laid to fall
 - ② 300x60mm extruded aluminium louvre with polyester powder coated colour finish
 - ③ Curtain Wall Glazing to commercial units with Powder Coated Aluminium Frame and Double Glazed Units
 - ④ Metal Rainscreen Cladding panels on insulated backing wall with Powder Coated colour finish to match curtain walling



Neo Design and Planning Consulting Inc. Car Park and Retail Upgrade
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 WWW.NEODSIGN.COM



NORTH ELEVATION - 1:125@A1 / 1:250@A3



EAST ELEVATION - 1:125@A1 / 1:250@A3

- SPECIFICATION KEY**
- 1 Precast Concrete Column and Beam Frame with Precast Concrete Rib Deck Slabs laid to fall
 - 2 300x20mm extruded aluminium louvre with polyester powder coated colour finish
 - 3 Curtain Wall Glazing to commercial units with Powder Coated Aluminium Frame and Double Glazed Units
 - 4 Metal Rainscreen Cladding panels on insulated backing wall with Powder Coated colour finish to match curtain walling
 - 5 Singlebank louvre panels to screen ventilation extracts ppc colour finish to match curtain walling
 - 7 Pre-cast Concrete Impact Barrier 1100mm
 - 8 Aluminium Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - 9 Pre-cast Concrete Feature Beam / Fascia with paint finish to suite with neighbouring buildings
- COLOURS & FINISHES KEY**
- | | |
|----------------|---|
| RAL 2001 (10%) | EXTRUDED ALUMINIUM LOUVRES PPC SATIN FINISH |
| RAL 6003 (45%) | MASONRY PAINT FINISH |
| RAL 6002 (20%) | PPC MATT FINISH |
| RAL 6011 (15%) | PPC MATT FINISH |
| RAL 8025 | PPC MATT FINISH |
| RAL 8008 | PPC MATT FINISH |
- NOTES**
- TO BE READ IN CONJUNCTION WITH LANDSCAPING PROPOSALS BY STUDIO EGRET WEST
 - ALL PROPOSALS ARE IN ACCORDANCE WITH OUTLINE APPROVED PARAMETER PLANS



DESIGN BUILD CONTRACTOR
 ARCHITECTURE INTERIORS EXTERIORS
 TEL: 905-483-7700 FAX: 905-483-8487

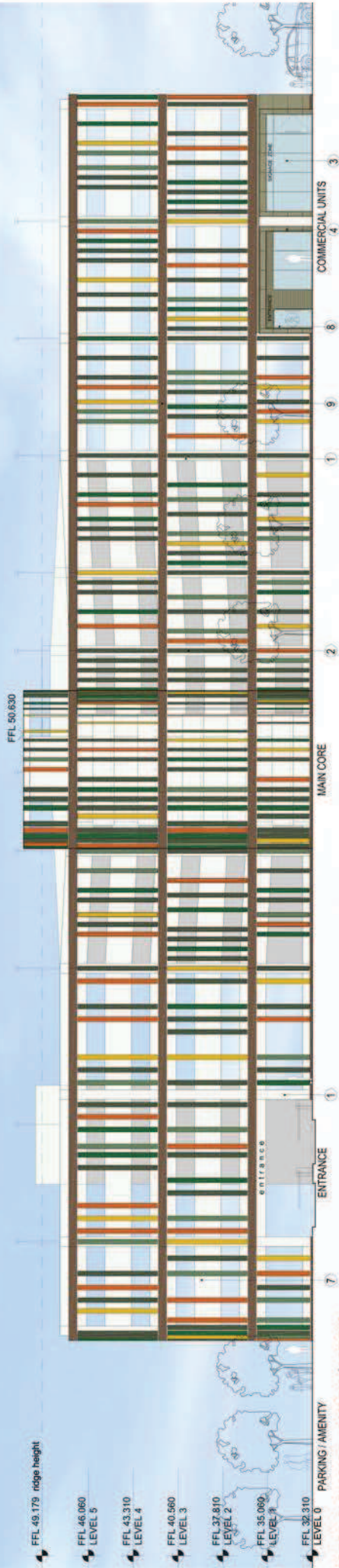


THE VENEER STORE MSCP
 MIDLEVELS EX
 ELEVATIONS

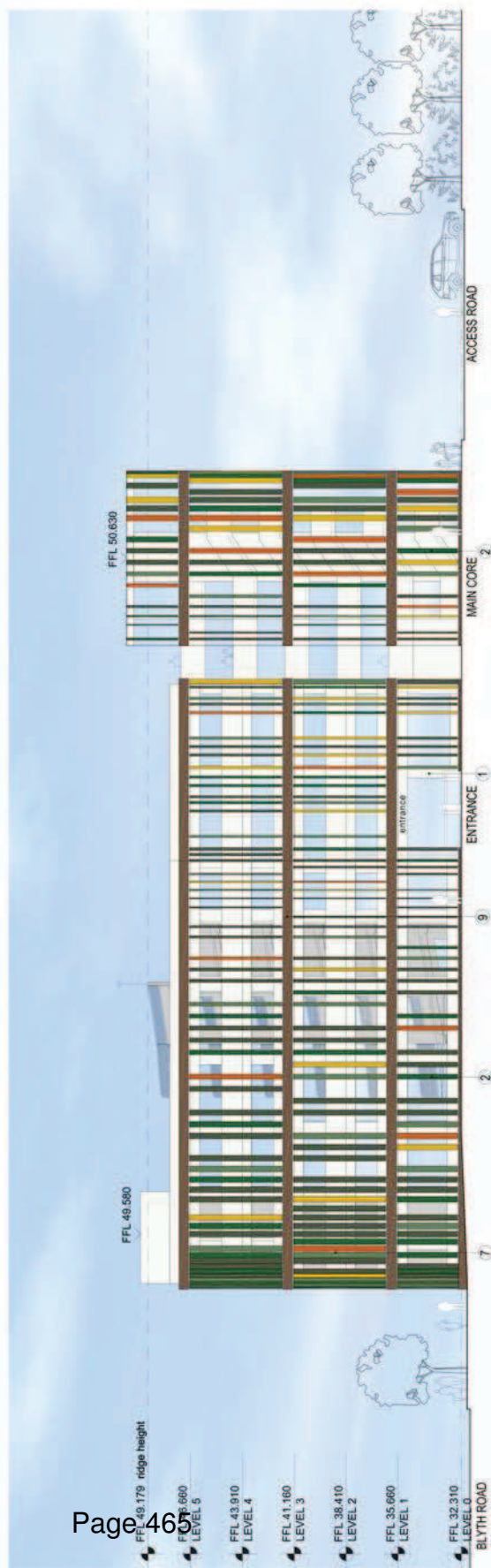
4208 : SK105 A
 SCALE : 1:125@A1 / 1:250@A3



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SOUTH ELEVATION - 1:125@A1 / 1:250@A3



WEST ELEVATION - 1:125@A1 / 1:250@A3

- SPECIFICATION KEY**
- 1 Precast Concrete Column and Beam Frame with Precast Concrete Rib Deck Slabs laid to fall
 - 2 300x50mm extruded aluminium louvre with polyester powder coated colour finish
 - 3 Curtain Wall Glazing to commercial units with Powder Coated Aluminium Frame and Double Glazed Units
 - 4 Metal Rainscreen Cladding panels on insulated backing with Powder Coated colour finish to match curtain walling
 - 5 Singlebank louvre panels to screen ventilation extracts ppc colour finish to match curtain walling
 - 7 Pre-cast Concrete Impact Barrier 1100mm
 - 8 Aluminium Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - 9 Pre-cast Concrete Feature Beam / Fascia with paint finish to suite with neighbouring buildings

COLOURS & FINISHES KEY

CURTAIN WALL FRAMES, METAL RAINSCREEN CLADDING, DOOR FRAMES PPC MATT FINISH	FEATURE BAND / FASCIA MASONRY PAINT FINISH	EXTRUDED ALUMINIUM LOUVRES PPC SATIN FINISH
RAL 6008	RAL 8025	RAL 6003 (45%)
SPEC KEY REF - 3, 4, 5, 8	SPEC KEY REF - 9	RAL 6002 (20%)
		RAL 6011 (15%)
		RAL 1032 (10%)
		SPEC KEY REF - 2

NOTES
 TO BE READ IN CONJUNCTION WITH LANDSCAPING PROPOSALS BY STUDIO EGRET WEST
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DESIGN BUILD CONTRACTOR
 EXPERTISE | INTEGRITY | PERFORMANCE
 TEL: 011 481 7100 FAX: 011 481 8447



THE VENEER STORE MSCP
M I D D L E S E X
E L E V A T I O N S

4208 SK 106 A
 SCALE 1:125@A1 / 1:250@A3



SOURCE
Xref 14-012_(23.1)10-06A.dwg

GENERAL NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. POSITIONS OF ALL FITTINGS ARE INDICATIVE ONLY
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATIONS

SPECIFIC NOTES

A. -

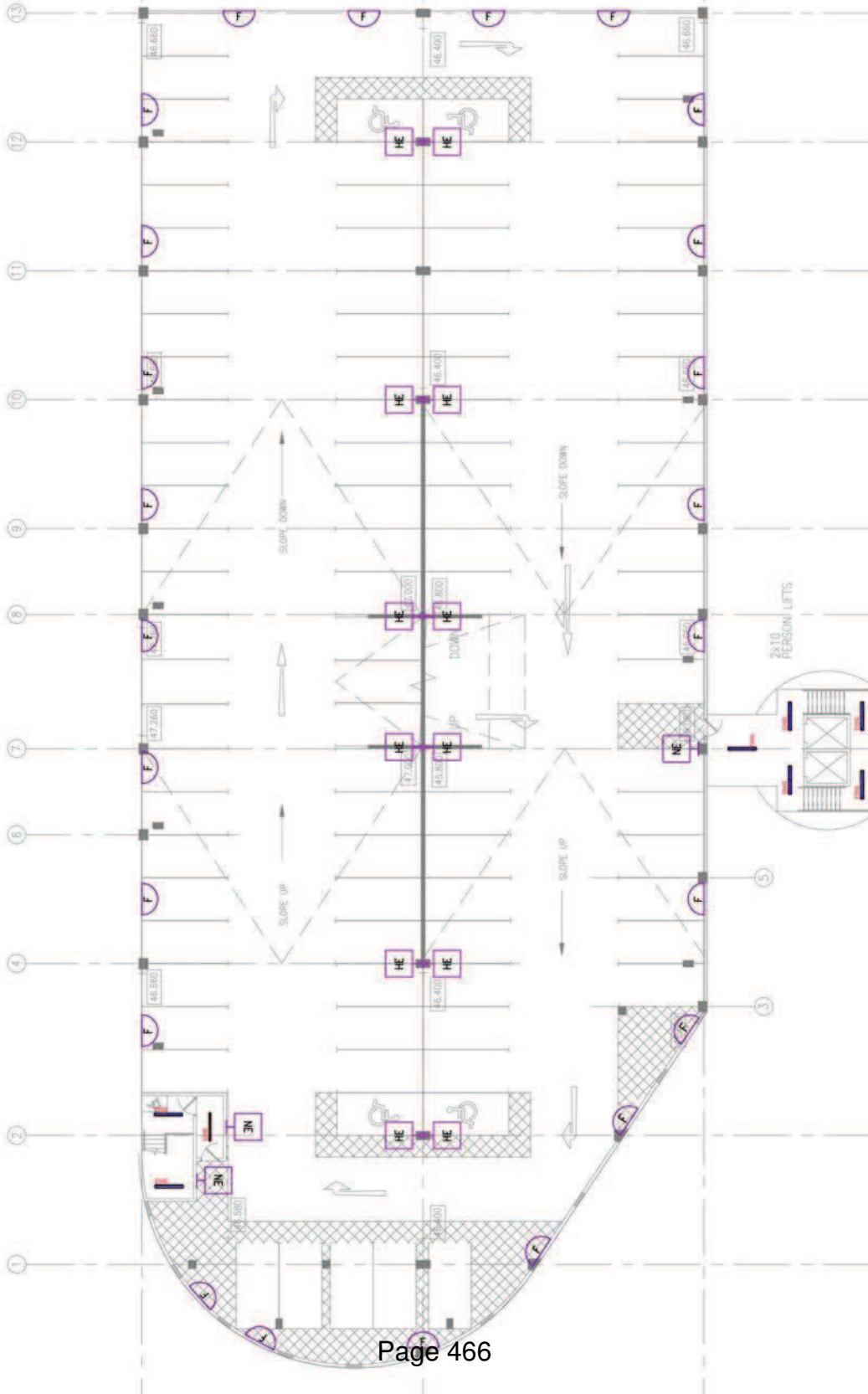
LEGEND



- LDL WLE 128 28W 2D
- LDL LD 7016 38W 2D
- LDL AET85 85W LED C/W 5MTR HINGED COLUMN

'E' or 'EMR' DENOTES 3HR SELF-CONTAINED EMERGENCY LUMINAIRE

1 WAY SWITCH



LEVEL 5
1:250 @ A3

P1 PLANNING DRAWING REQUESTS ADOPTED - RL 21.07.14

REV DESCRIPTION DATE

PLANNING



Engineering Services North

Culter House, St George's Park
Kirkham, Lancashire PR4 2DZ
Tel: +44 (0) 1772 871 111
Fax: +44 (0) 1772 871 112
info@imtech.co.uk

To be the most respected...

client

consultant



project

VENERER STORE
HAYES

drawing

LEVEL 5
LIGHTING

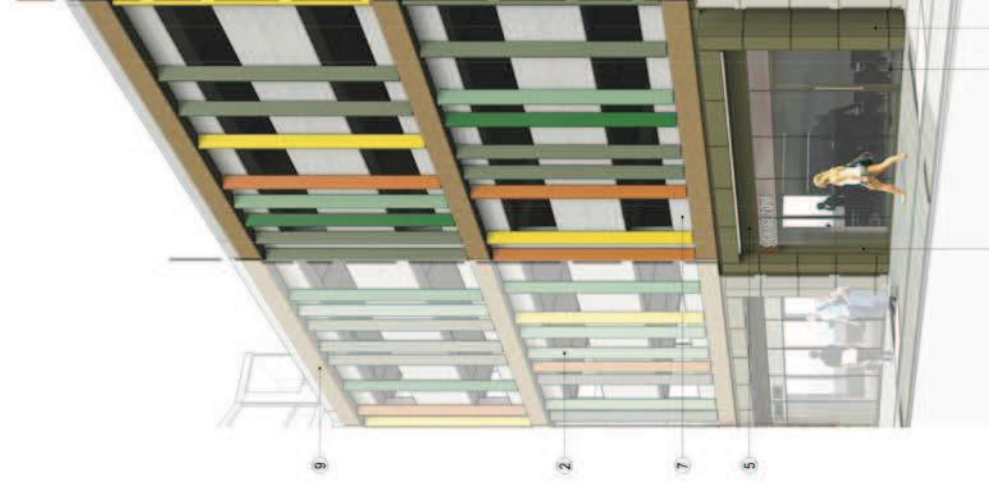
scale @ paper size drawn by date

1:250 @ A3 CB 29.04.14

drawing no. checked by revision

EAM987-E-1005 AG P1

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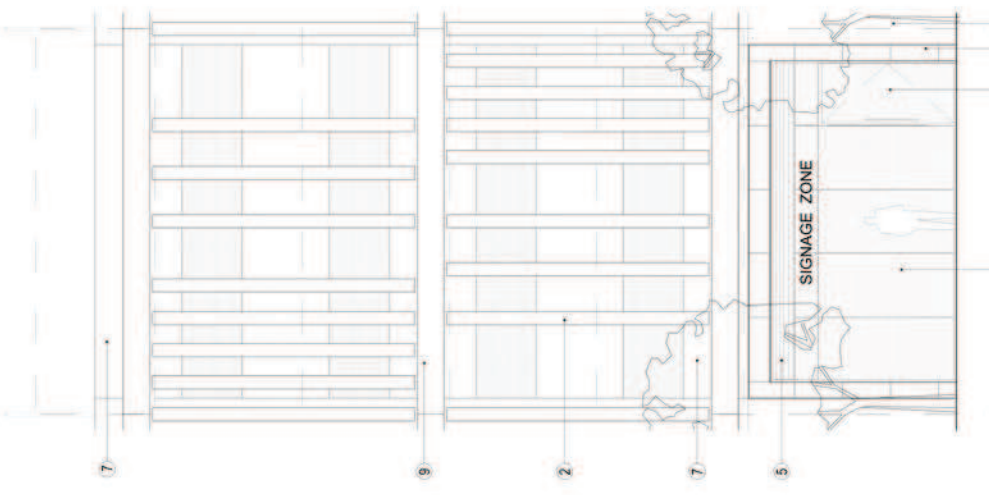


DESIGN BUILD CONTRACTOR
 EXPERIENCE | INTEGRITY | EXCELLENCE
 TEL: 604-481-7700 | FAX: 604-481-7707

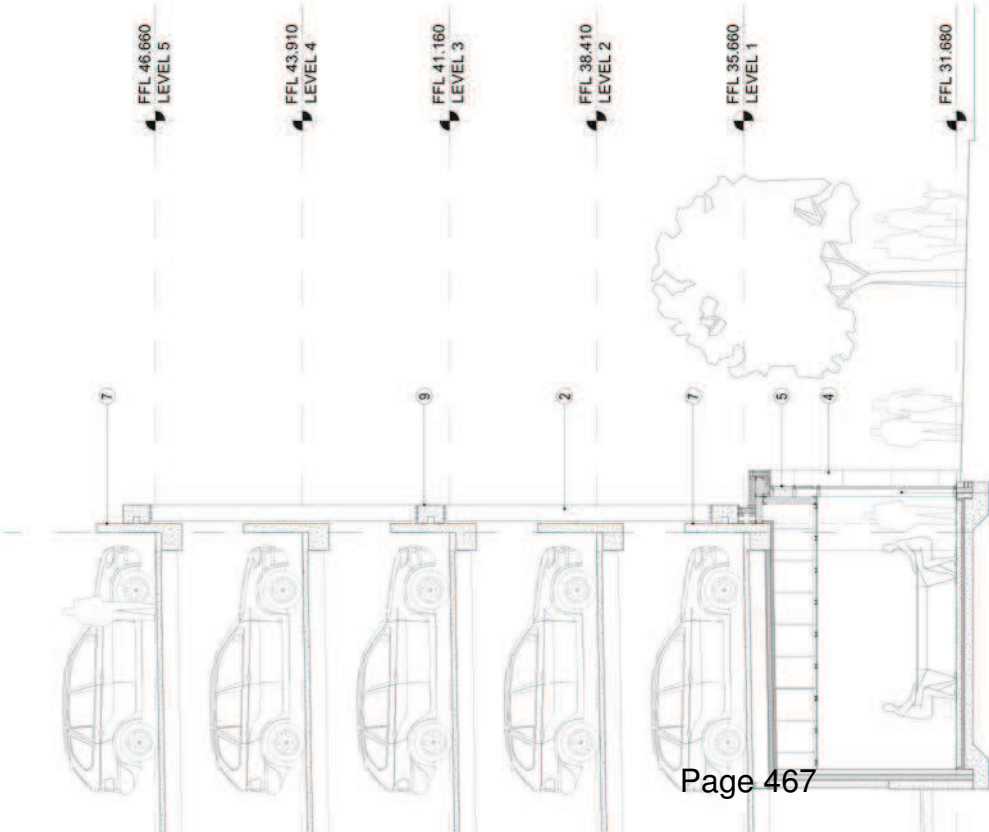


THE VENER STORE MSCP
 MIDLESEX
 DETAIL ELEVATION & MATERIAL STUDY

4208 SK 107 A
 SCALE 1:50@A1 / 1:100@A3



TYPICAL BAY ELEVATION - 1:50@A1 / 1:100@A3
 COMMERCIAL UNITS
 BLYTH ROAD



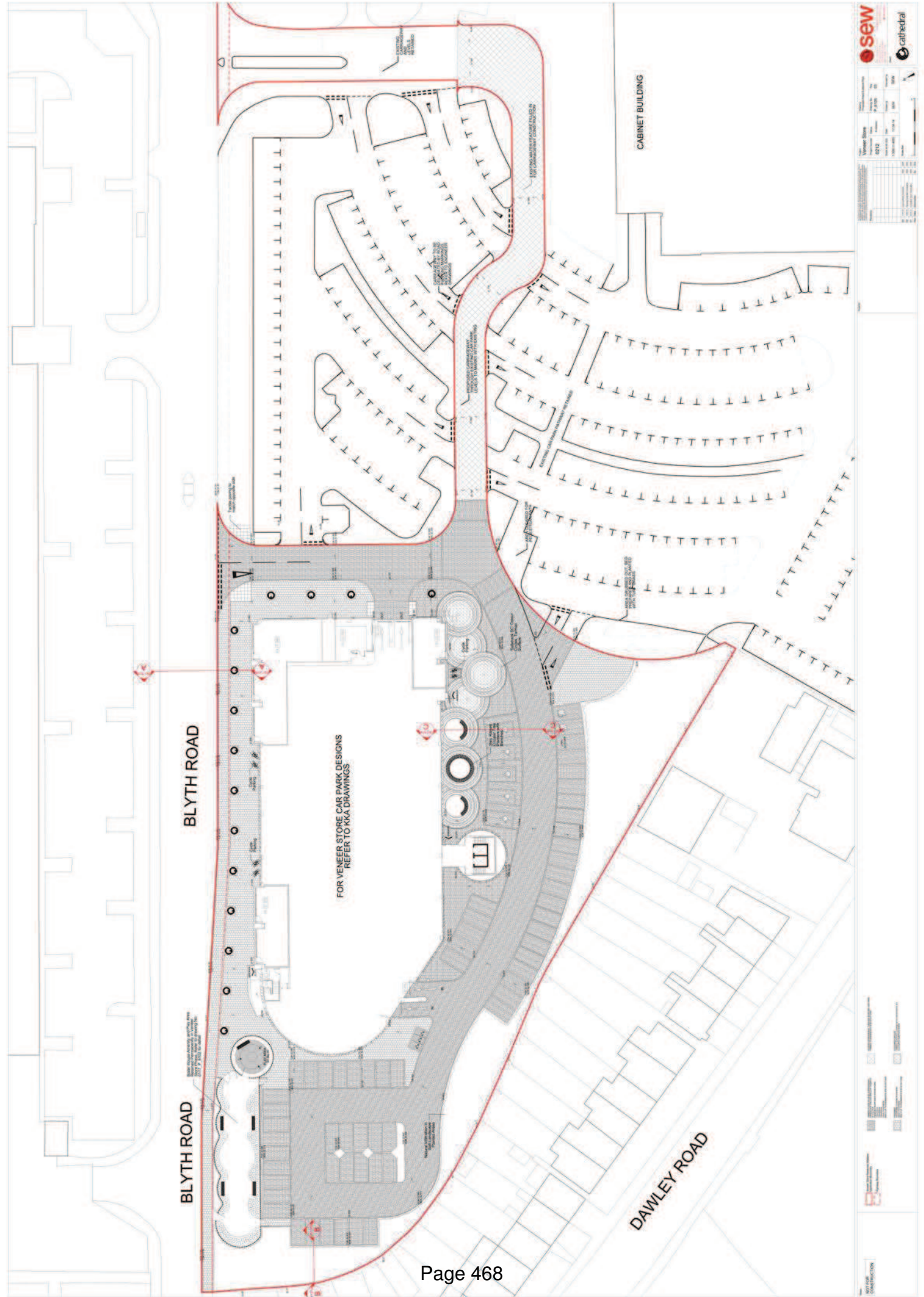
TYPICAL SECTION - 1:50@A1 / 1:100@A3
 COMMERCIAL UNITS
 FOOTPATH / LANDSCAPING



NOTES
 TO BE READ IN CONJUNCTION WITH LANDSCAPING PROPOSALS BY STUDIO EGRET WEST
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COLOURS & FINISHES KEY	
CURTAIN WALL FRAMES, METAL RAINSCREEN CLADDING, DOOR FRAMES PPC MATT FINISH	RAL 6008
FEATURE BAND / FASCIA MASONRY PAINT FINISH	RAL 8025
EXTRUDED ALUMINIUM LOUVRES PPC SATIN FINISH	RAL 6011 (15%)
	RAL 6002 (20%)
	RAL 1032 (10%)
	RAL 2001 (10%)
	RAL 6003 (45%)

- SPECIFICATION KEY**
- Pre-cast Concrete Column and Beam Frames with Precast Concrete Rib Deck Slabs tied to all 300x300mm extruded aluminium louvre with polyester powder coated colour finish
 - Single-bank louvre panels to screen match curtain walls; PPC colour finish to match curtain walls
 - Pre-cast Fairface Concrete Impact Barrier 110mm
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - Pre-cast Concrete Feature Beam / Fascia with paint finish to suite with neighbouring buildings
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing
 - Aluminum Framed Pedestrian Access door with Powder Coated Aluminium finish and single glazing



NOTE

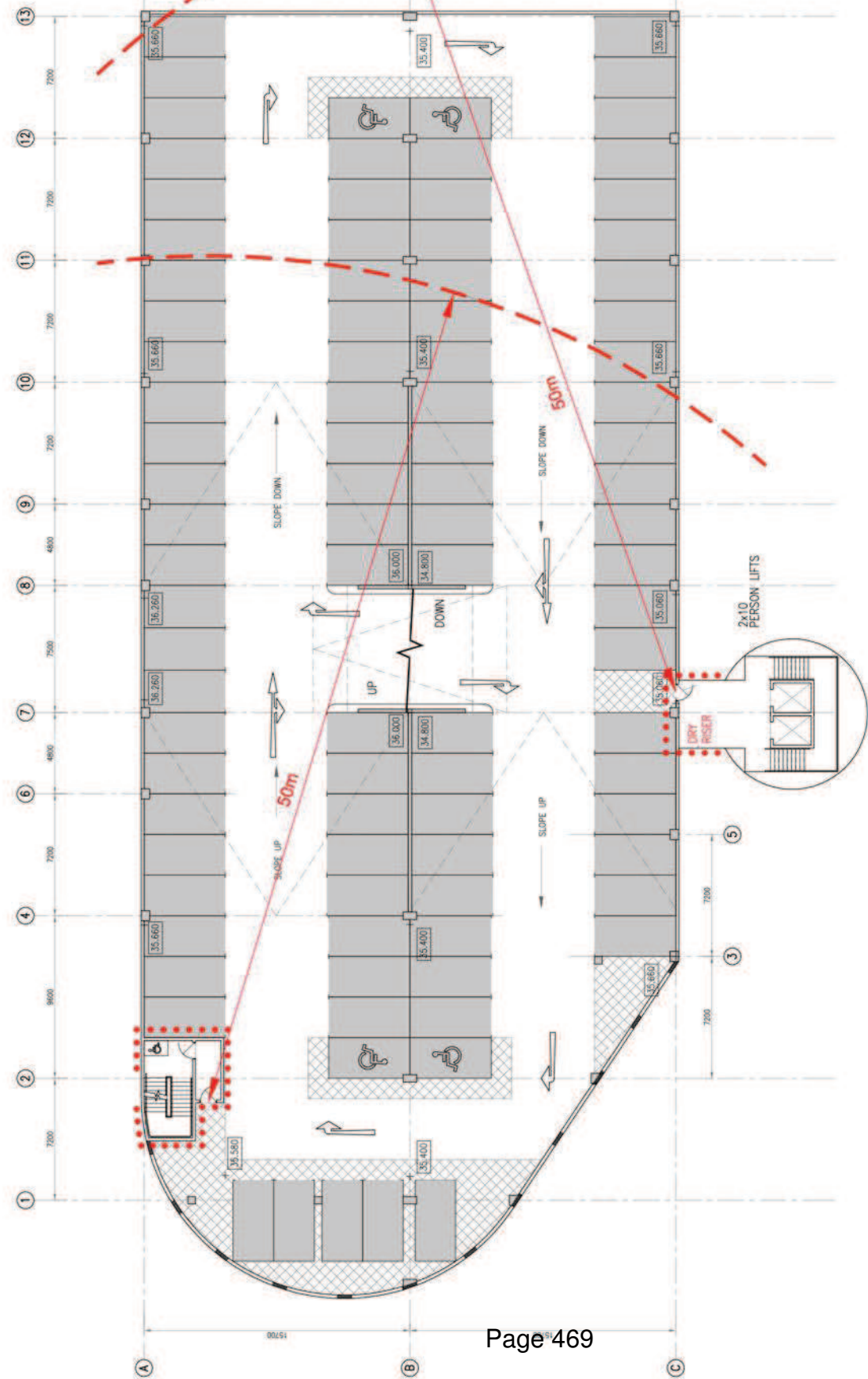
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DO NOT take digital dimensions off this drawing.

- 1. ● INDICATES 120MINS FIRE COMPARTMENTATION
- 2. FIRE DOORS TO BE 1hr FIRE RESISTANT AND ALL DOORS TO BE SELF CLOSING
- 3. DRY RISER TO BE PROVIDED IN STAIR/LIFT CORE

△ INDICATES FINAL EXIT LOCATIONS



TYPICAL LEVEL
1:250 @ A3

<p>DESIGN BUILD CONTRACTOR INTEGRATING TENDERS EXPERIENCE</p>	<p>THE VENEER STORE, HAYES</p> <p>TYPICAL LEVEL FIRE PLAN</p> <p>HILL CANNON</p> <p>HILL CANNON CONSULTING LLP, 10 LONDON CENTRAL, LONDON WC2A 0JF, UK Tel: 01453 811522 Email: hrc@hillcannon.com</p>	<p>Scale: 1:250 @ A3</p> <p>Date: 11.04.14</p>	<p>Drawing No: 14-012(FS)02</p>
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NOTE

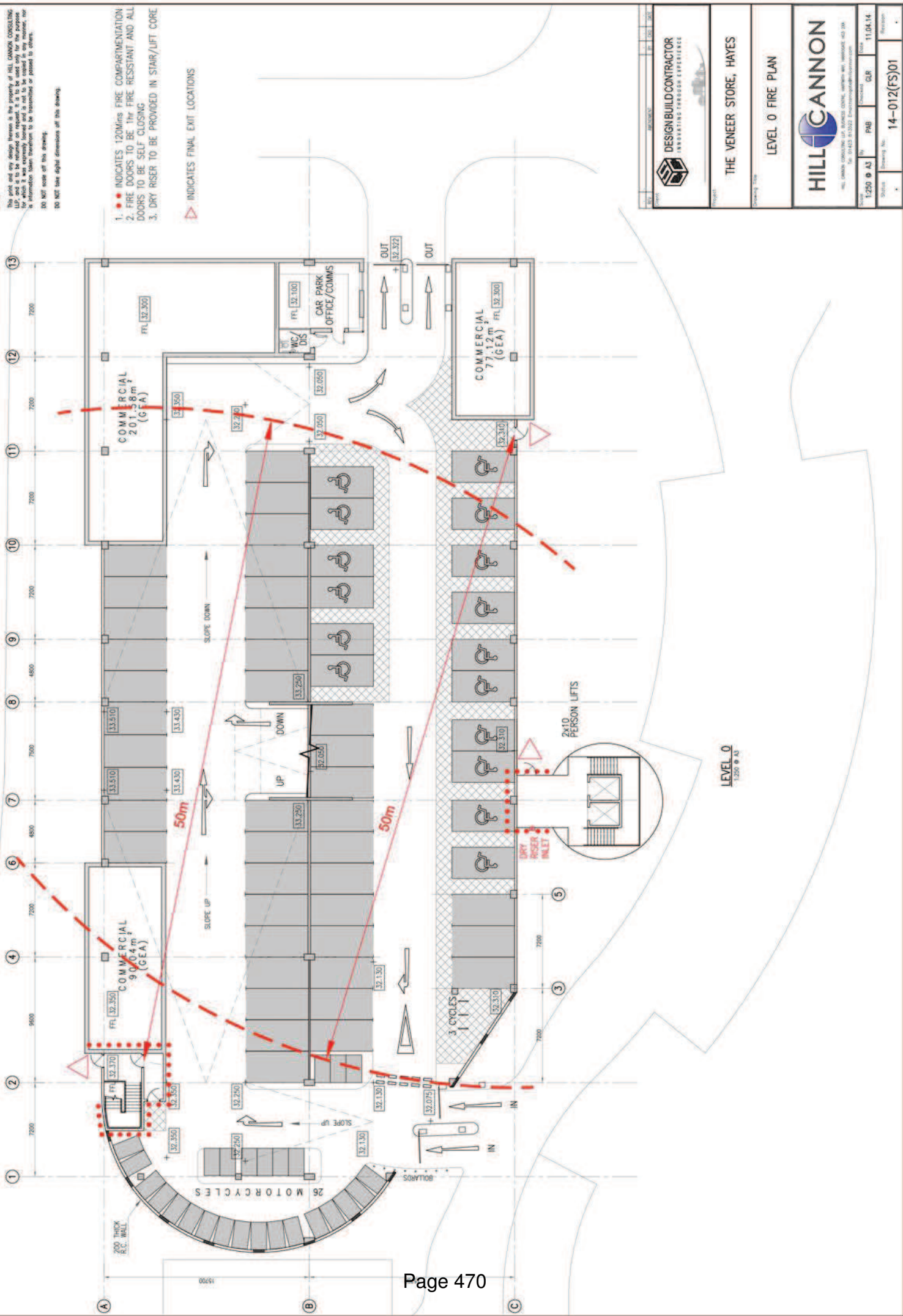
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1. ● INDICATES 120mins FIRE COMPARTMENTATION
2. ● FIRE DOORS TO BE 1hr FIRE RESISTANT AND ALL DOORS TO BE SELF CLOSING
3. ● DRY RISER TO BE PROVIDED IN STAIR/LIFT CORE

▲ INDICATES FINAL EXIT LOCATIONS

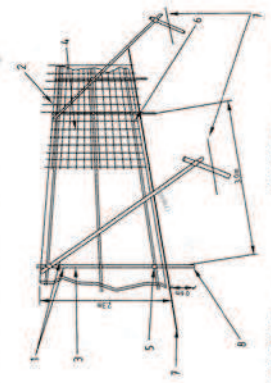


LEVEL 0
1:250 @ A3

<p>DESIGN BUILD CONTRACTOR INTEGRATING TENDERS EXPERIENCE</p>	<p>THE VENEER STORE, HAYES</p> <p>LEVEL 0 FIRE PLAN</p> <p>HILL CANNON</p> <p>HILL CANNON CONSULTING LLP, BUSINESS CENTRE, WATFORD WAY, WATFORD, Herts, UK Tel: 01462 810322 Email: info@hillcannon.com</p>
<p>Scale: 1:250 @ A3</p> <p>Drawn: PAB</p> <p>Checked: GJR</p> <p>Date: 11.04.14</p>	<p>Project No: 14-012(FS)01</p>



SUGGESTED MESHES SPECIFICATION (AT THE BOUNDARY)



- 1 Standard meshed zone
- 2 Straight to be shown with ground
- 3 Meshed zone to be shown with ground
- 4 Meshed zone to be shown with ground
- 5 Meshed zone to be shown with ground
- 6 Meshed zone to be shown with ground
- 7 Meshed zone to be shown with ground
- 8 Approx. 80% in distance with ground

SEW

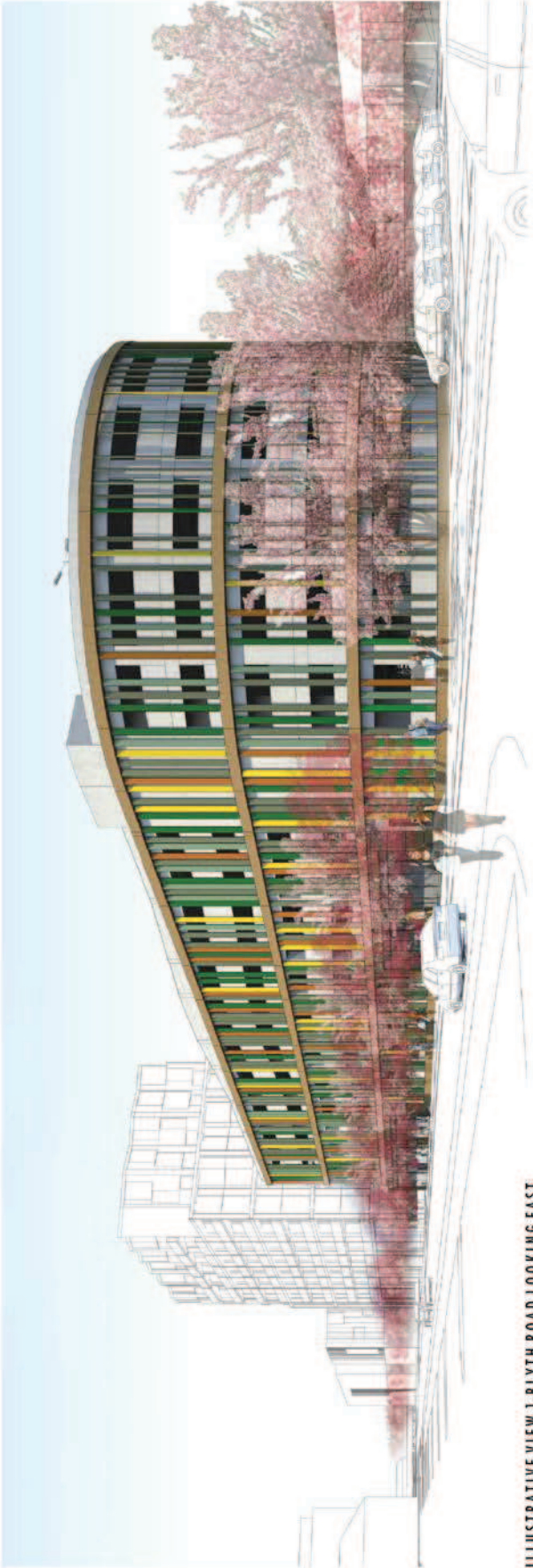
cathedral

Version	Author	Date
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CONSTRUCTION

SEW and Cathedral

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ILLUSTRATIVE VIEW 1: BLYTH ROAD LOOKING EAST



ILLUSTRATIVE VIEW 2: BIRDSEYE FROM BLYTH ROAD

NOTES
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 APPROVED PARAMETER PLANS

**DESIGN BUILD
 CONTRACTOR**
 1000 BLYTH ROAD, SUITE 100
 TEL: 416.467.7100 FAX: 416.467.4047

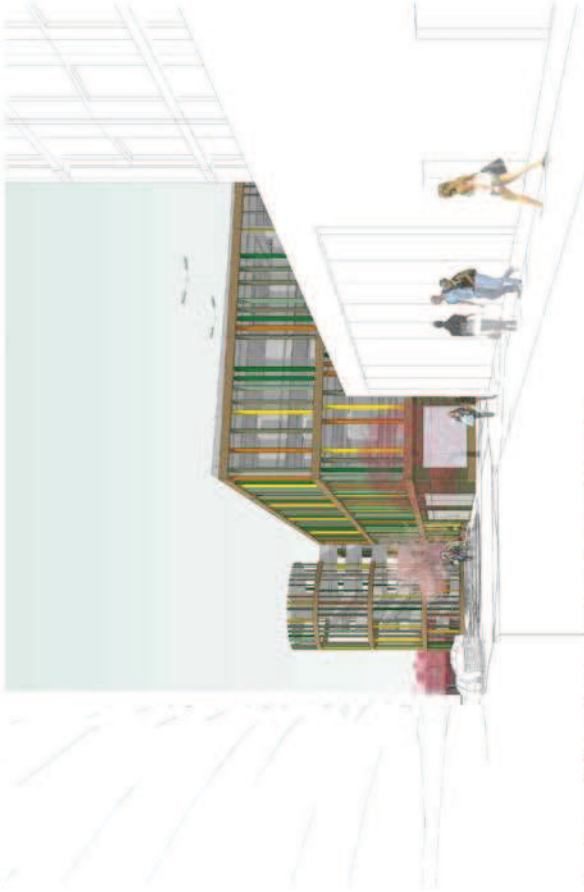


**THE VENEER STORE MSCP
 MIDDLESEX
 3D VISUALS**

4208 5K108A
 SCALE NTS



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ILLUSTRATIVE VIEW 3 - STREET VIEW FROM THE GROOVE



ILLUSTRATIVE VIEW 3 - BLYTH ROAD LOOKING WEST

NOTES

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**DESIGN BUILD
 CONTRACTOR**
 CONSULTING ENGINEERING ARCHITECTURE
 TEL: 901.482.7200 FAX: 901.482.4827

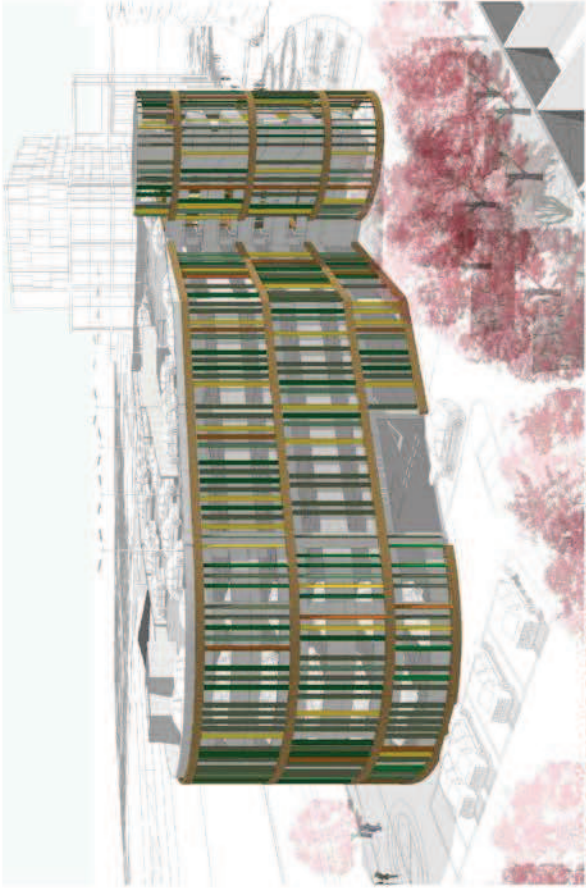


THE VENEER STORE MSCP
 M I D D L E S E X
 3 D V I S U A L S

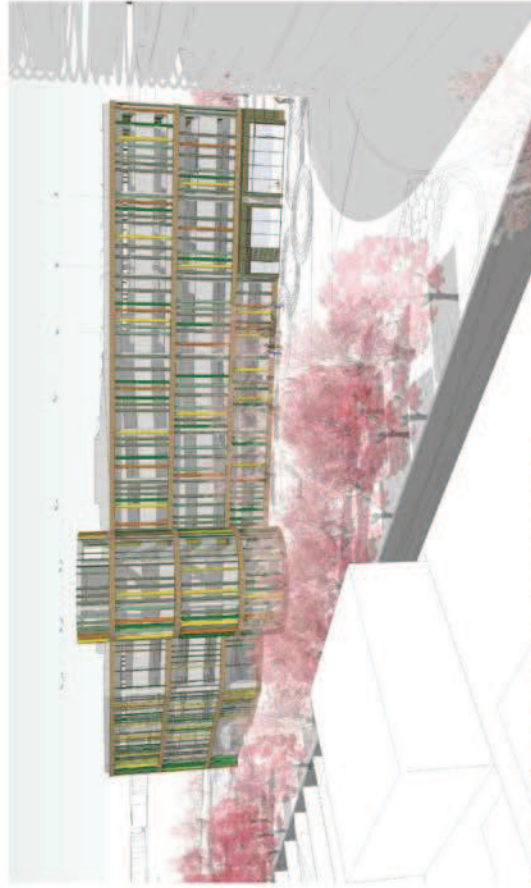
4208 5K 109 A
 SCALE NTS



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ILLUSTRATIVE VIEW 5 - BIRDSEYE LOOKING EAST



ILLUSTRATIVE VIEW 6 - BIRDSEYE LOOKING NORTH

NOTES

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 APPROVED PARAMETER PLANS

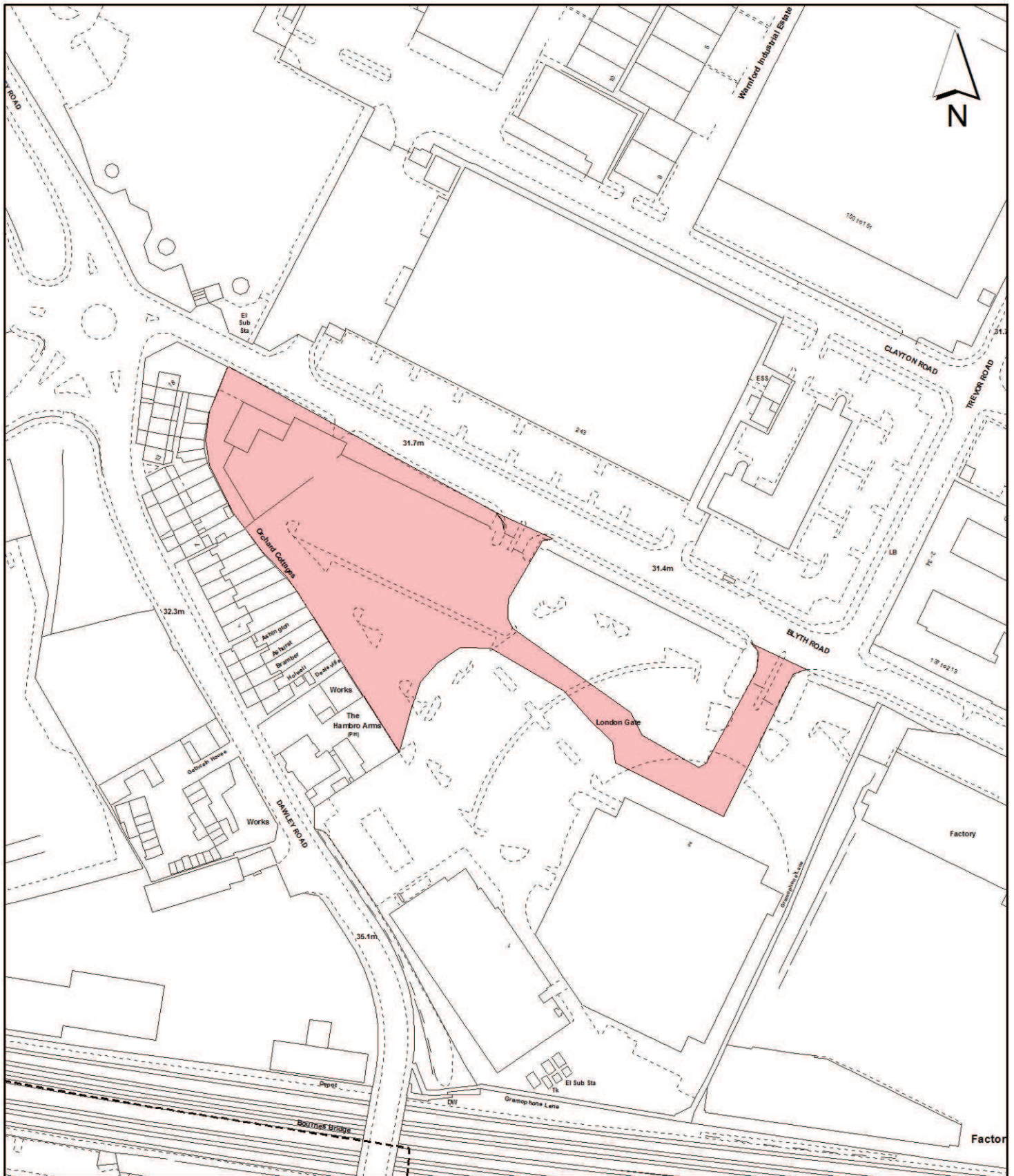
**DESIGN BUILD
 CONTRACTOR**
 1000 SHEPPARD AVENUE EAST
 UNIT 1000 MISSISSAUGA, ONTARIO L4X 1L7
 TEL: 905.832.7200 FAX: 905.832.8807




THE VENEER STORE MSCP
 M I D D L E S E X
 3 D V I S U A L S

4208 5K110A
 SCALE N/S





Notes

 Site boundary

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Site Address

**The Old Vinyl Factory Site
 Blyth Road
 Hayes**

Planning Application Ref:
59872/APP/2014/1928

Planning Committee
Major Page 475

Scale
1:1,800

Date
August 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 HAYES SWIMMING POOL BOTWELL LANE HAYES

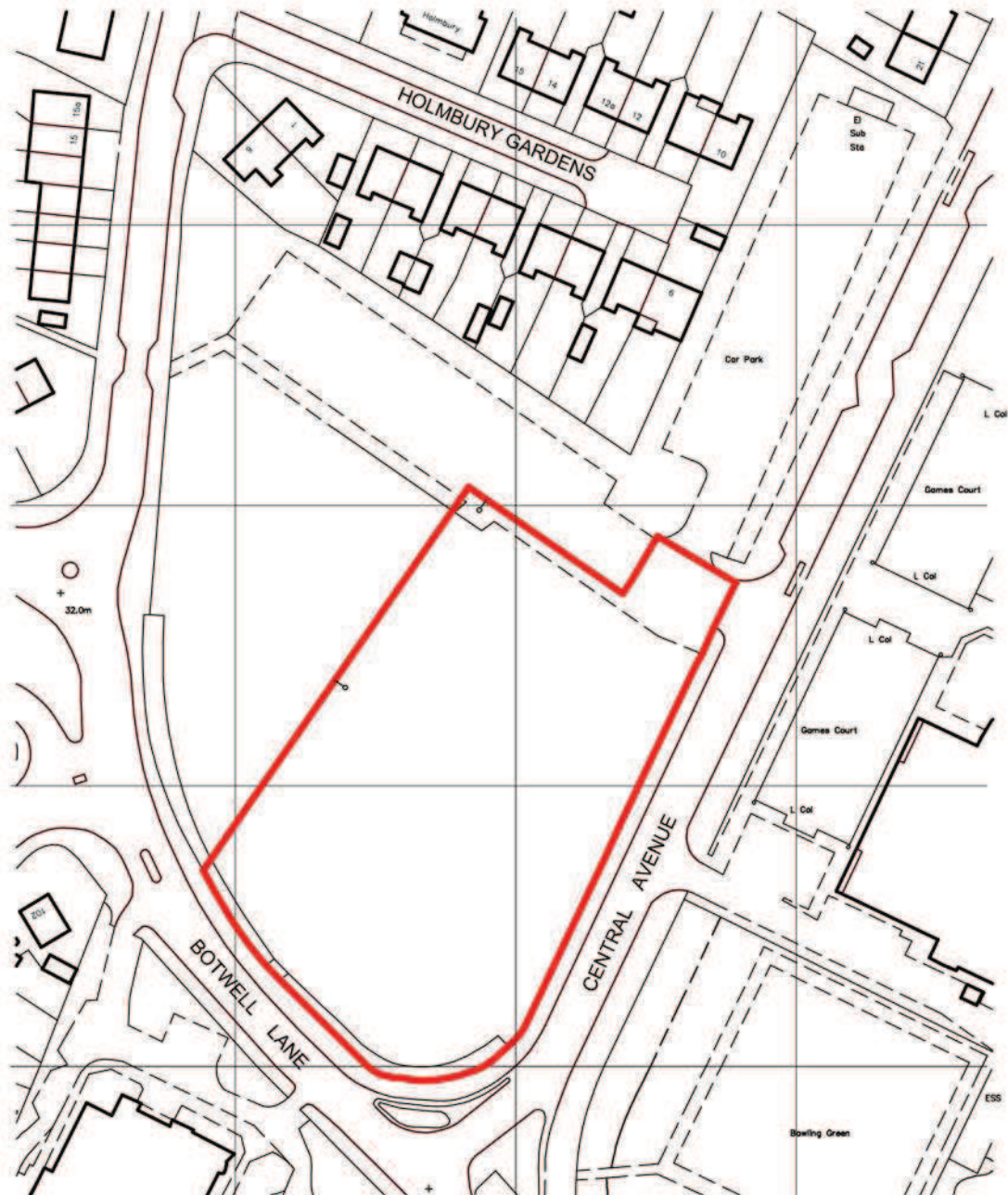
Development: Construction of an A1 discount food store with associated car parking and landscaping.

LBH Ref Nos: 1942/APP/2013/3565

Date Plans Received: 02/12/2013 **Date(s) of Amendment(s):** 23/07/2014
25/07/2014
06/03/2014
25/03/2014
08/04/2014
21/03/2014
24/07/2014
03/12/2013

Date Application Valid: 17/12/2013

J1:



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SCALE 1:1250

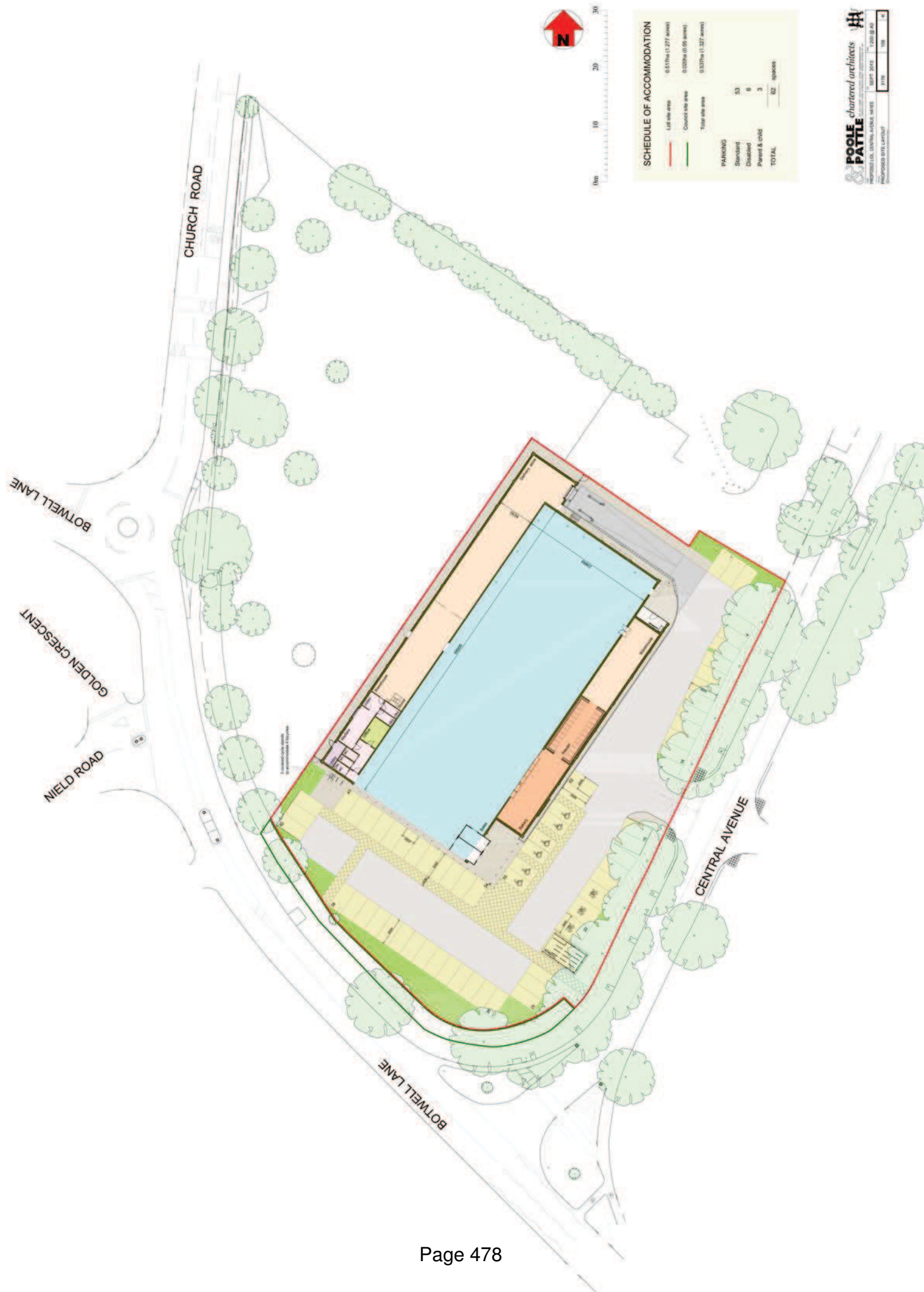


& POOLE PATTLE chartered architects
 TEL: 01473 250780 FAX: 01473 211540 E-MAIL: mail@poolepattle.co.uk
 1-6800 EVATHORN COURT, 24 PRINCES STREET, IPDOLW, SALISBURY, WILT, SP4 8JY



Project	PROPOSED LIDL, CENTRAL AVENUE, HAYES	SEPT 2013	1:1250 @ A4
Drawing	SITE LOCATION PLAN	3176	102 B

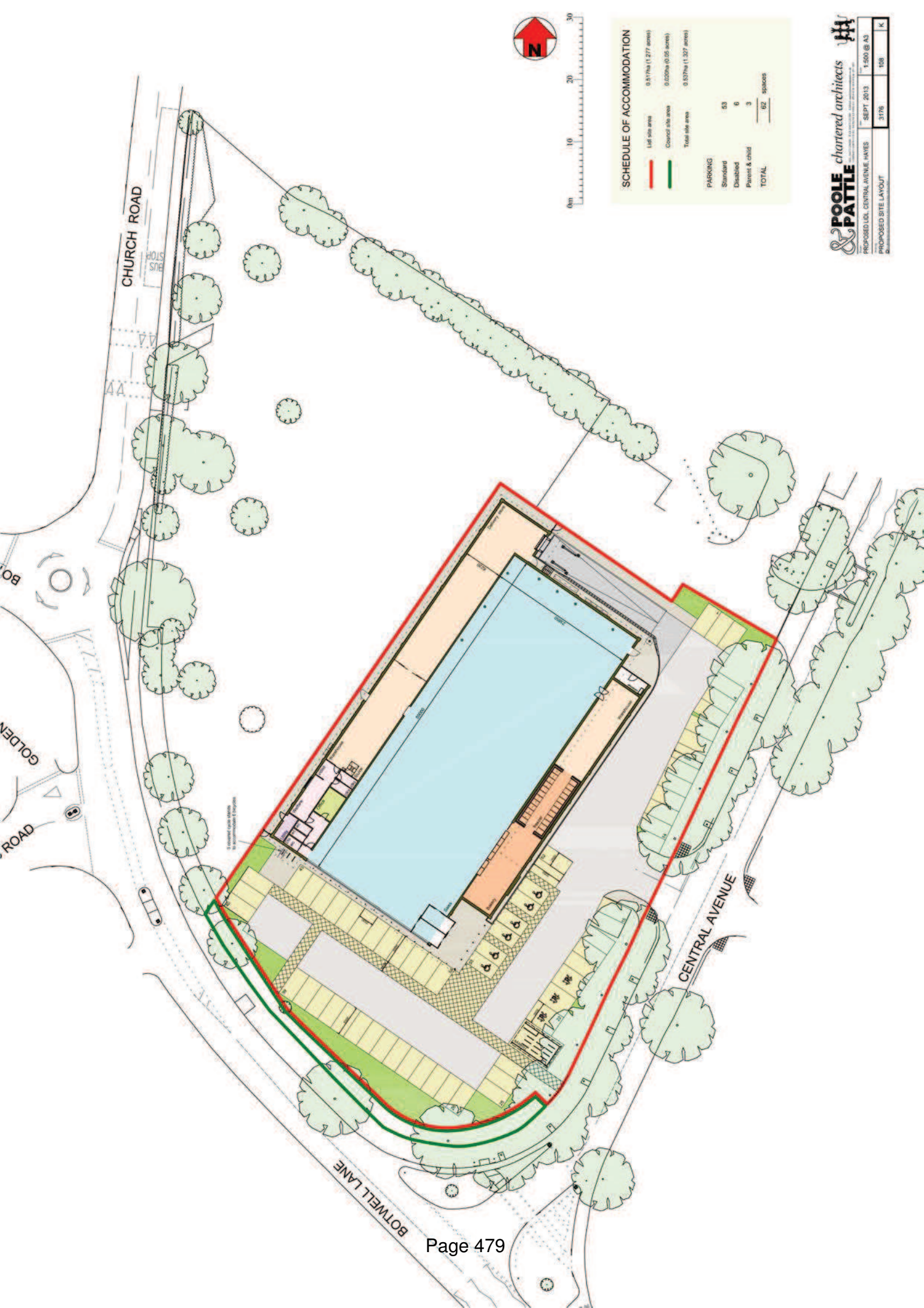
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SCHEDULE OF ACCOMMODATION

Use	Area (sqm)	Count
LEP site area	0.517ha (1,277 sqm)	
Controlled site area	0.020ha (0.05 acres)	
Total site area	0.537ha (1,327 sqm)	

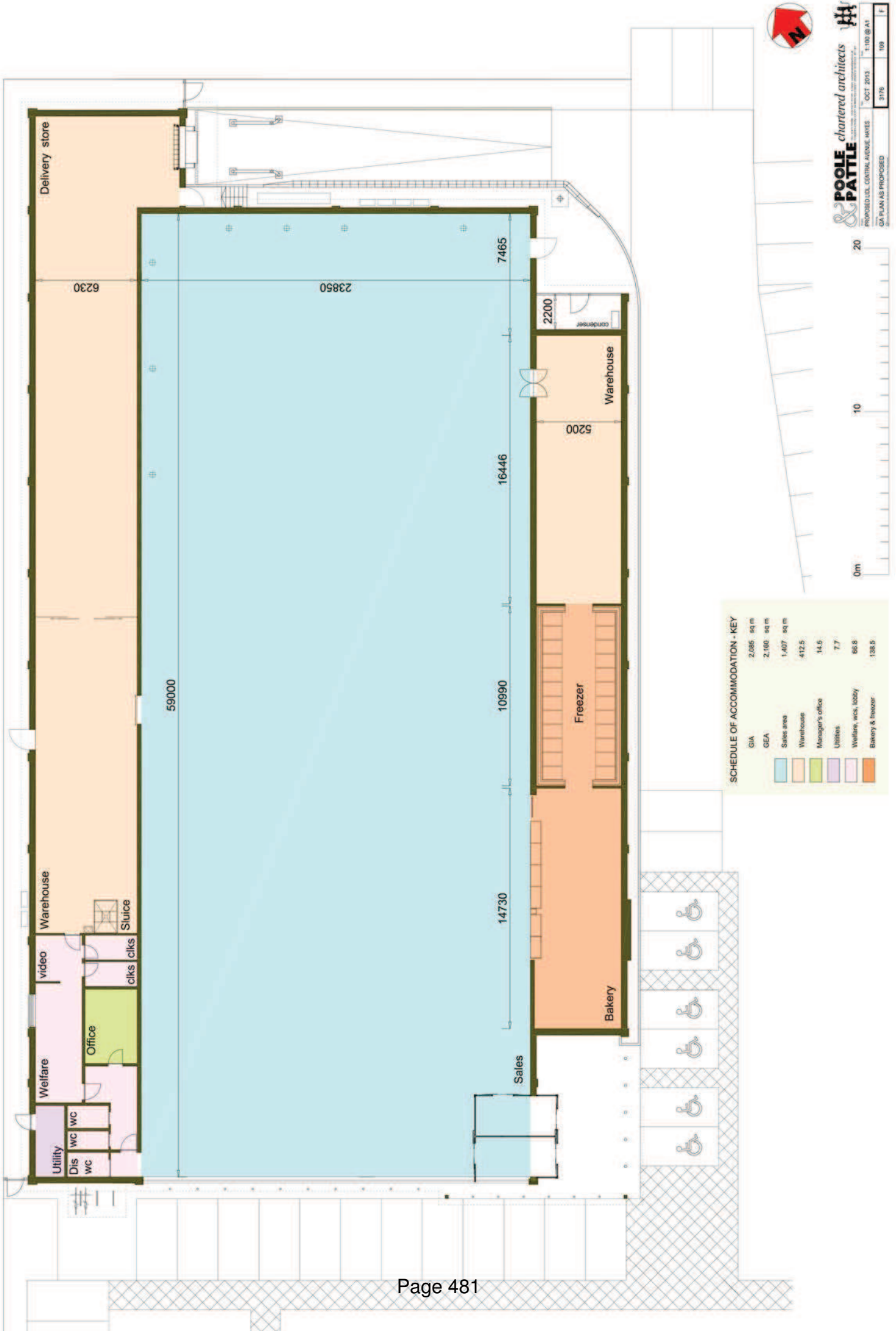
PARKING	Count
Standard	53
Disabled	6
Parent & child	3
TOTAL	62 spaces



SCHEDULE OF ACCOMMODATION

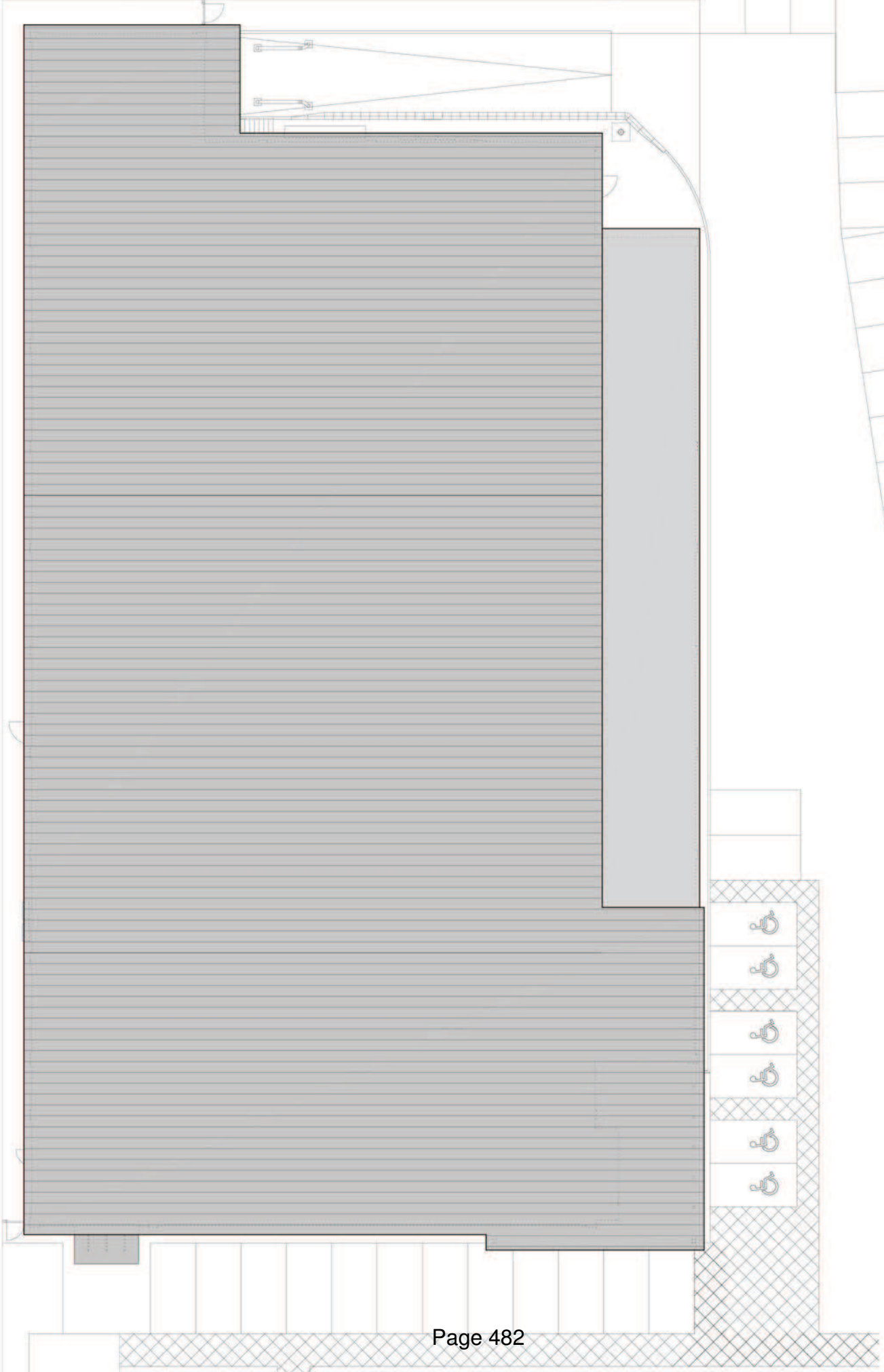
Useful site area	0.517ha (1.277 acres)
Control site area	0.020ha (0.05 acres)
Total site area	0.537ha (1.327 acres)

PARKING	
Standard	53
Disabled	6
Parent & child	3
TOTAL	62 spaces



SCHEDULE OF ACCOMMODATION - KEY

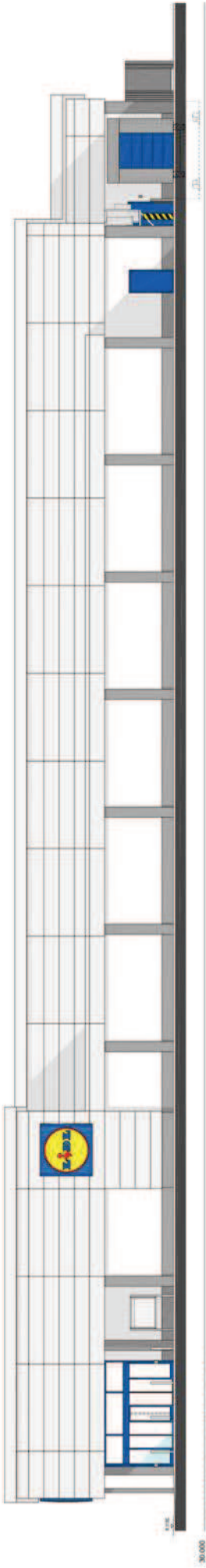
Room Type	Area (sq m)
GIA	2,085
GEA	2,160
Sales area	1,407
Warehouse	412.5
Manager's office	14.5
Utilities	7.7
Welfare, wcs, lobby	66.8
Bakery & freezer	138.5



20

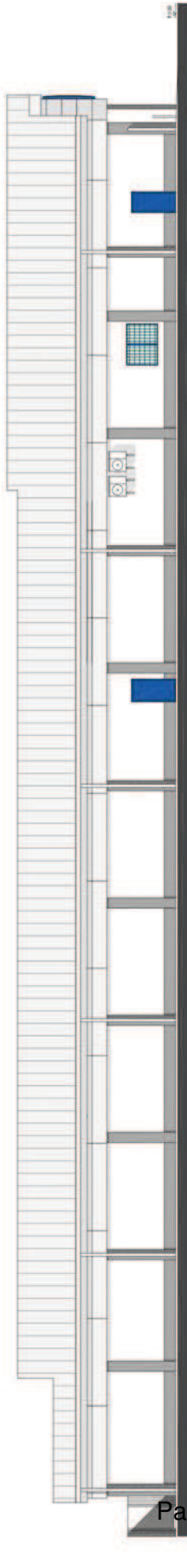
10

0m



SOUTH EAST ELEVATION

30/000



NORTH WEST ELEVATION

30/000

PROPOSED MATERIALS

WALLS
 20mm mineral render painted white RAL 9010
 with projecting piers in grey RAL 7038
 Ash & Lucy Building Systems Freedom 1
 aluminium cladding with 4mm Anodised
 in silver metallic finish RAL 9006

ROOF
 Standing seam aluminium finish roofing at
 2 degree pitch in silver RAL 9006 finish

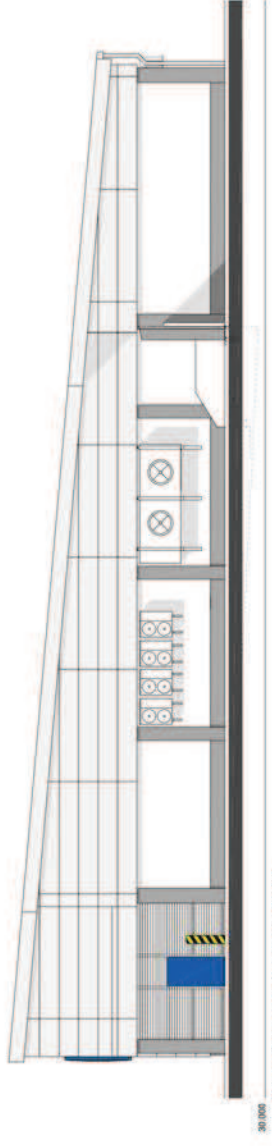
SHOUPROOF GLAZING ENTRANCE / EXIT
 4mm clear glass with aluminium
 powder coated frame, double
 glazed system in blue RAL 5010

EXTERNAL DOORS
 Steel external entrance doors and sectional door
 for deliveries blue RAL 5010



SOUTH WEST ELEVATION

30/000



NORTH EAST ELEVATION

30/000





NOTE
 The number in a circle is a tree's value. This has been assessed from the ground only on the basis of the Visual Tree Assessment method. For accurate tree value for insurance, an arborist should be employed and assessed. The arborist does not cover the site generally but may be required in connection with the laying or removal of underground services.

Branches shown in red are in place at the time of the aerial photo to define an accurate representation of the crown.

Road Protection Areas (RPA) are defined from aerial imagery at a 2.0m above natural ground level unless otherwise stated at a 2.0m above natural ground level unless otherwise stated at the top of the tree.

Landmark Trees
 27 The Square, South London, SE1 1AF
 Tel: 020 851 4544 Mobile: 07511 28999
 Email: info@landmarktrees.co.uk Web: www.landmarktrees.co.uk

Site: Lull Fathom
 Drawing Title: Arboricultural Impact Assessment
 Date: 15/09/20
 Rev: 01

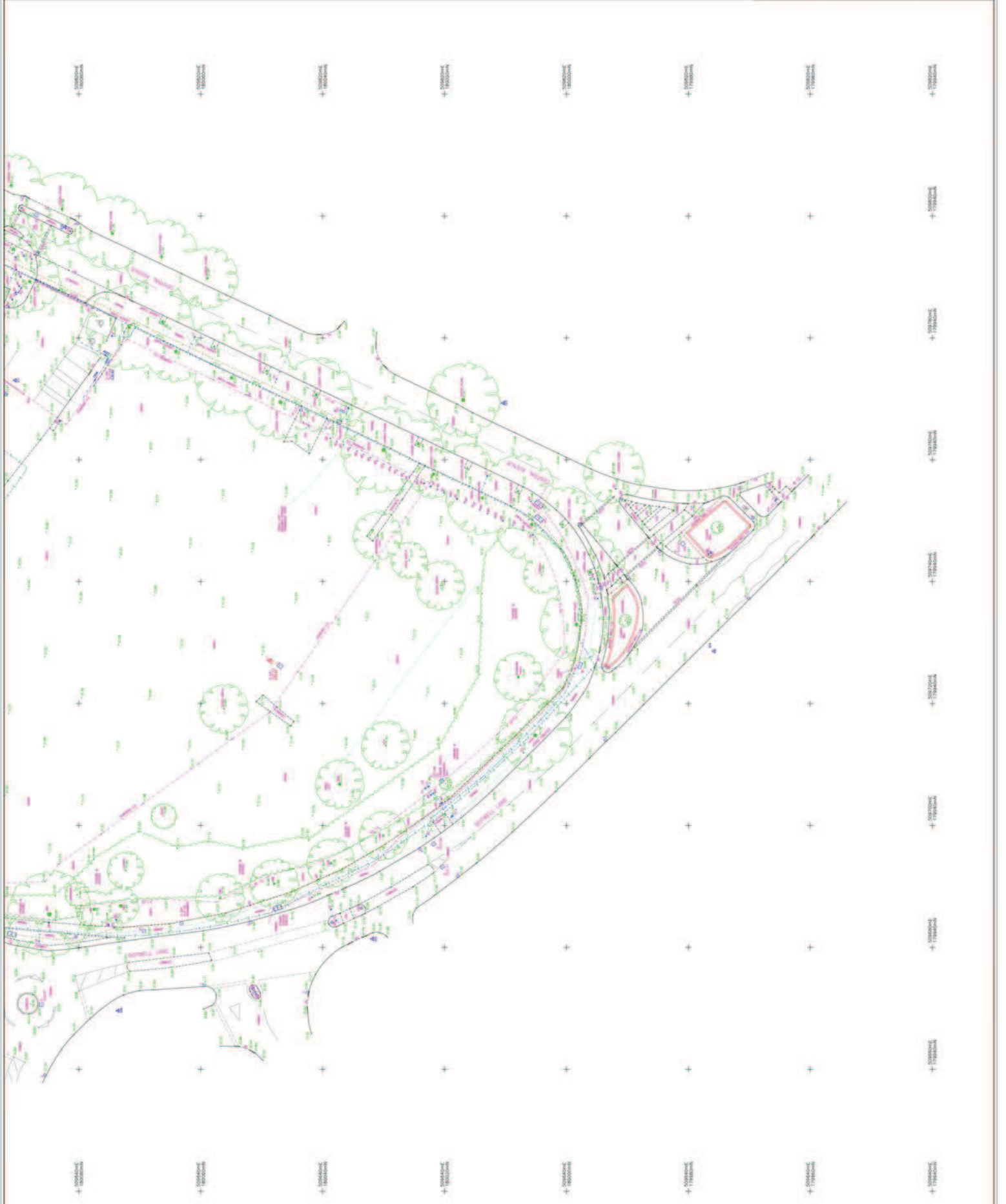
Key	Category	Color/Marker	Other Marker
Green Circle	High Quality	Green Circle	Green Circle
Blue Circle	Good Quality	Blue Circle	Blue Circle
Red Circle	Low Quality	Red Circle	Red Circle
Blue Square	Boundary Quality	Blue Square	Blue Square
Green Square	Category 2	Green Square	Green Square
Red Square	Tree of National Importance	Red Square	Red Square
Red Line	Road Protection Area	Red Line	Red Line
Green Line	Category 1	Green Line	Green Line

1:2024/7/01-02
1:2024/7/02-03
SHEET LAYOUT



NO.	DESCRIPTION
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EDJ ENGINEERING LTD.
 10/11, Jalan Pagar Utama 1, Taman Pagar Utama, 40100 Teluk Anson, Perak, Malaysia.
 Tel: 05-366 1111, Fax: 05-366 1112, Email: info@edj.com.my
 1:2024/7/01-02





NOTE
 The number in a circle next to a tree name indicates the tree has been protected from the ground only on the basis of the Visual Tree Assessment method. An arborist assessment was undertaken to determine the tree's value, and a tree preservation order was made. The number does not guarantee the tree will be retained in connection with the laying or removal of underground services.

Details shown in red in a circle at the base of the tree indicate a tree is a designated tree under the provisions of the Act.

Red Protection Areas (RPA) are defined but also identified at a 2.0m radius around ground level or above ground to the upper side of the tree.

Landmark Trees
 21 Woodlands Road, London, Kent SE17
 Tel: 0207 851 4544 Mobile: 07532 09899
 Email: info@landmarktrees.co.uk Web: www.landmarktrees.co.uk

Site: L&M
 Drawing Title: Tree Conservation Plan
 Date: 15/08/20
 Rev: 1

Key

Category A High Quality	Category B Good Quality	Category C Average Quality	Category D Poor Quality	Category E Tree in Poor Condition
Green Circle	Yellow Circle	Orange Circle	Red Circle	Red Circle with X
Green Circle with Star	Yellow Circle with Star	Orange Circle with Star	Red Circle with Star	Red Circle with Star and X
Green Circle with Star and X	Yellow Circle with Star and X	Orange Circle with Star and X	Red Circle with Star and X	Red Circle with Star and X and X

Other Symbols:
 Red Star: Tree Number
 Red Star with X: Tree Number
 Red Star with X and X: Tree Number
 Red Star with X and X and X: Tree Number



NOTE:
 The survey is of a preliminary nature. The trees were measured from the ground only on the basis of the Visual Tree Assessment method. No species were taken for analysis. No species information was provided. The survey does not cover the entire site and may be subject to change with the signing of a contract of professional services.

Branch spread or canopy is shown at the four cardinal points to derive a rounded representation of the crown.

Root Protection Zones (RPZ) are defined from stem diameter measured at 1.3 m above adjacent ground level (or existing ground to the greater side of the tree stem).

Landmark Trees
 20 St Albans Road, London SW17 9JF
 Tel: 0207 851 4264 ext 400 Fax: 0207 851 4265
 email: info@landmarktrees.co.uk www.landmarktrees.co.uk

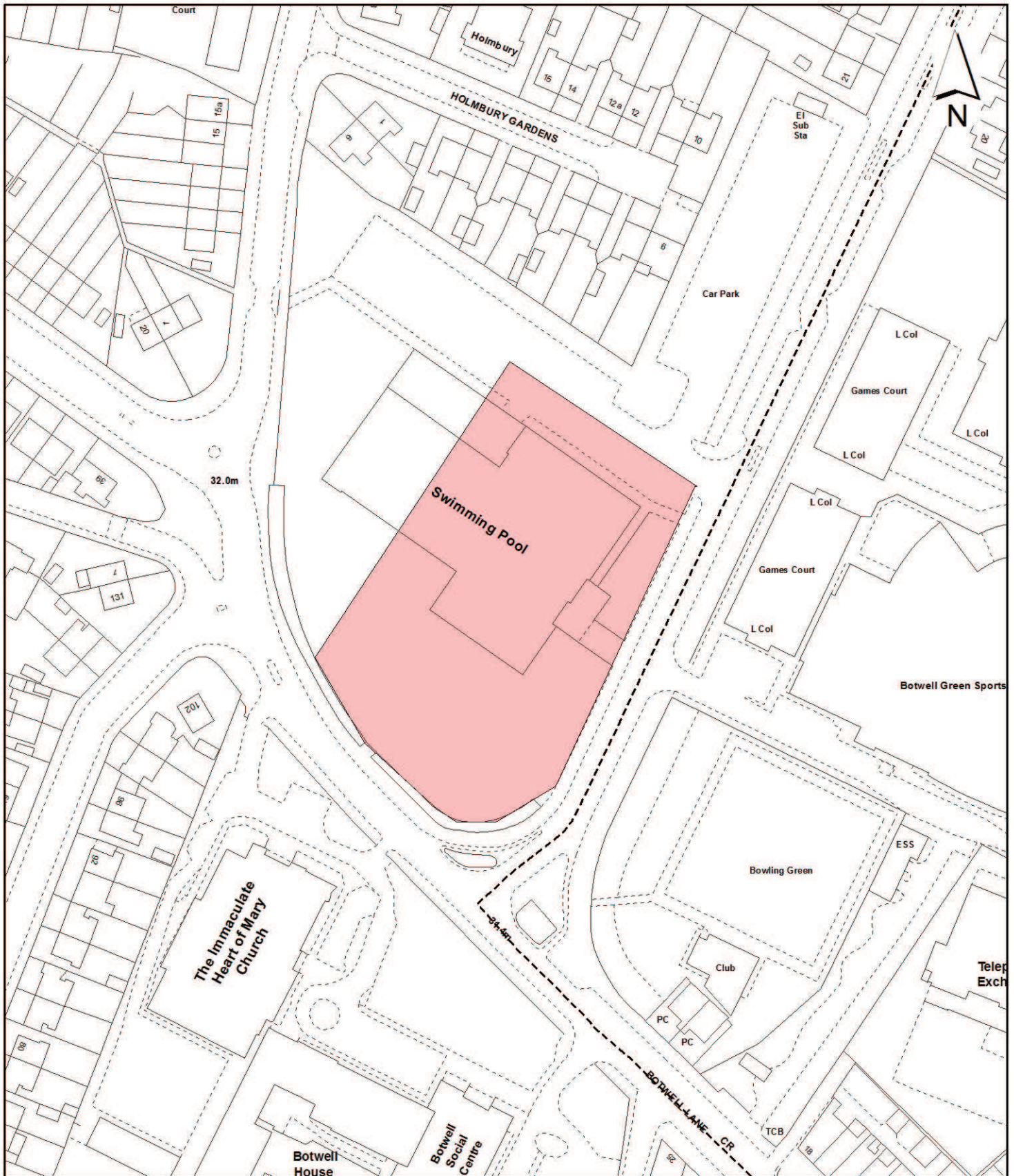
Site: L24/0001
 Drawing Title: Tree Protection Plan
 Scale: 1:500/200
 Date: 2013

Key:

Category A High Quality	Category B Good Quality	Category C Medium Quality	Category D Poor Quality	Tree Protected by Retention in Future Development	Tree Protected by Retention for High & Safety Reasons	Tree to be Removed in Future Development	Tree to be Removed for High & Safety Reasons
Green Circle	Blue Circle	Yellow Circle	Red Circle	Blue Circle with Red Dot	Red Circle with Blue Dot	Green Circle with Red Dot	Red Circle with Blue Dot
RPZ	RPZ	RPZ	RPZ	RPZ	RPZ	RPZ	RPZ
RPZ	RPZ	RPZ	RPZ	RPZ	RPZ	RPZ	RPZ

Preservation areas identified on this plan. All excavation subject to additional supervision under the heading of a building contractor's ground conditions survey.

Tree Protection Fencing



Notes

 Site boundary

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Site Address

**Hayes Swimming Pool
 Botwell Lane
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

1942/APP/2013/3565

Scale

1:1,250

Planning Committee

Major Page 490

Date

August 2014

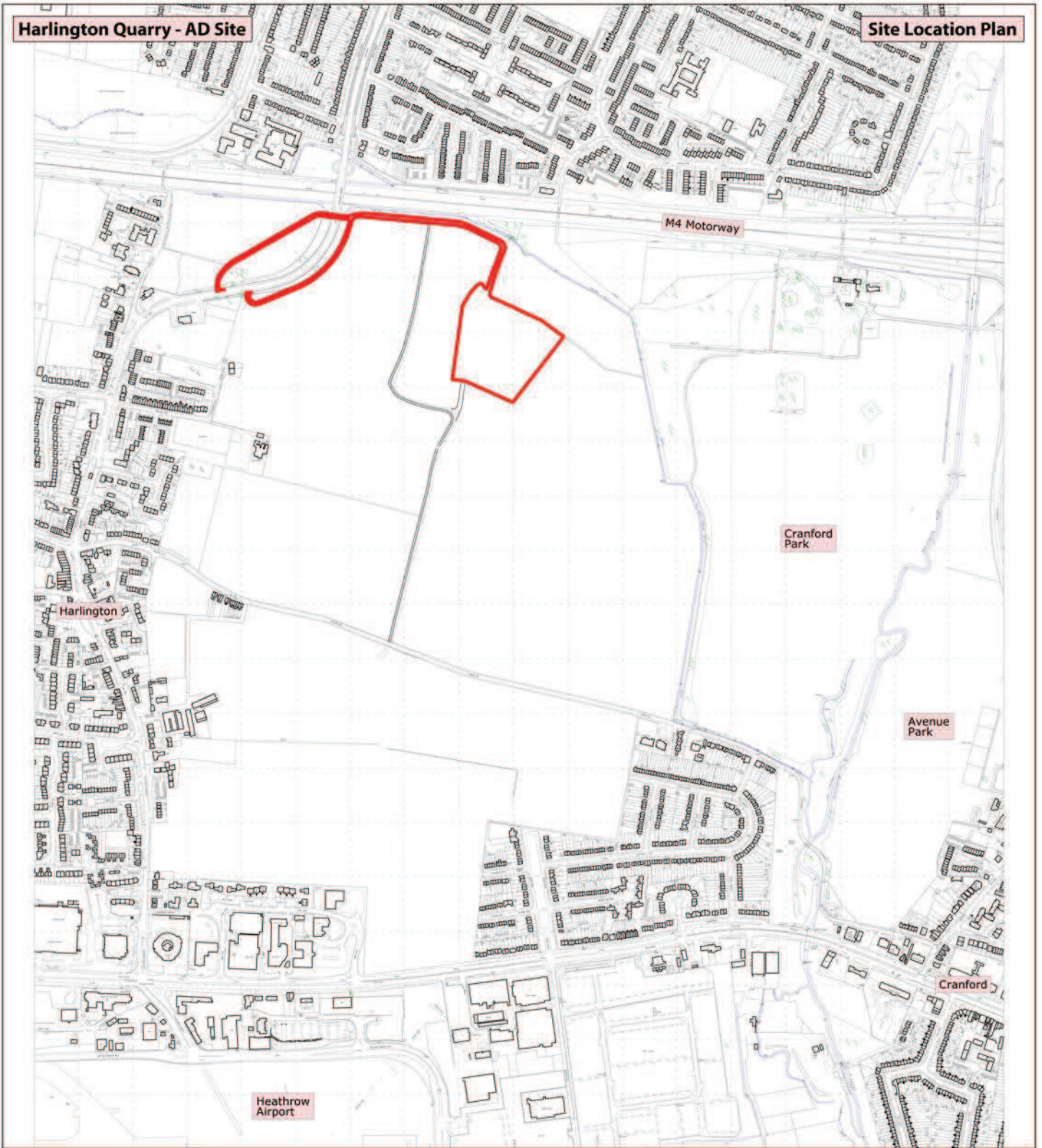


HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HARLINGTON QUARRY, NORTH OF CRANFORD LANE HARLINGTON
Development: Erection of an Anaerobic Digestion Biogas Plant including landscaping, parking and associated works.
LBH Ref Nos: 2373/APP/2012/2011

Date Plans Received:	14/08/2012	Date(s) of Amendment(s):	16/08/2012
Date Application Valid:	02/11/2012		16/08/2014
			11/02/2013
			01/03/2013
			13/11/2013
			01/11/2012
			02/11/2012



Legend

 Site Boundary



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 E. psl@pleydellsmithyman.co.uk
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DRAWING STATUS

FINAL

PROJECT
Harlington Quarry - AD Site

CLIENT
Andigestion Ltd

TITLE
Site Location Plan

DATE **May 2012** SCALE **1:10,000 @A4**









DRAWN **LMB** CHECKED **RJS**

DRAW NO. **M10.149.05** REVISION

Landscaping Plan illustrating the Proposed Bunds and Planting

Harlington Quarry - AD Site

Legend

-  Site Boundary
-  Scrub / Rough Vegetation
-  On Site Areas of Hardstanding
-  Proposed Bund
-  Proposed Bund Planting
-  Proposed Hedge with Tree Planting
-  Off Site Planting under Quarry Restoration Scheme
-  Permanent Sand/Earth Bund in Accordance with Existing Planning Permission

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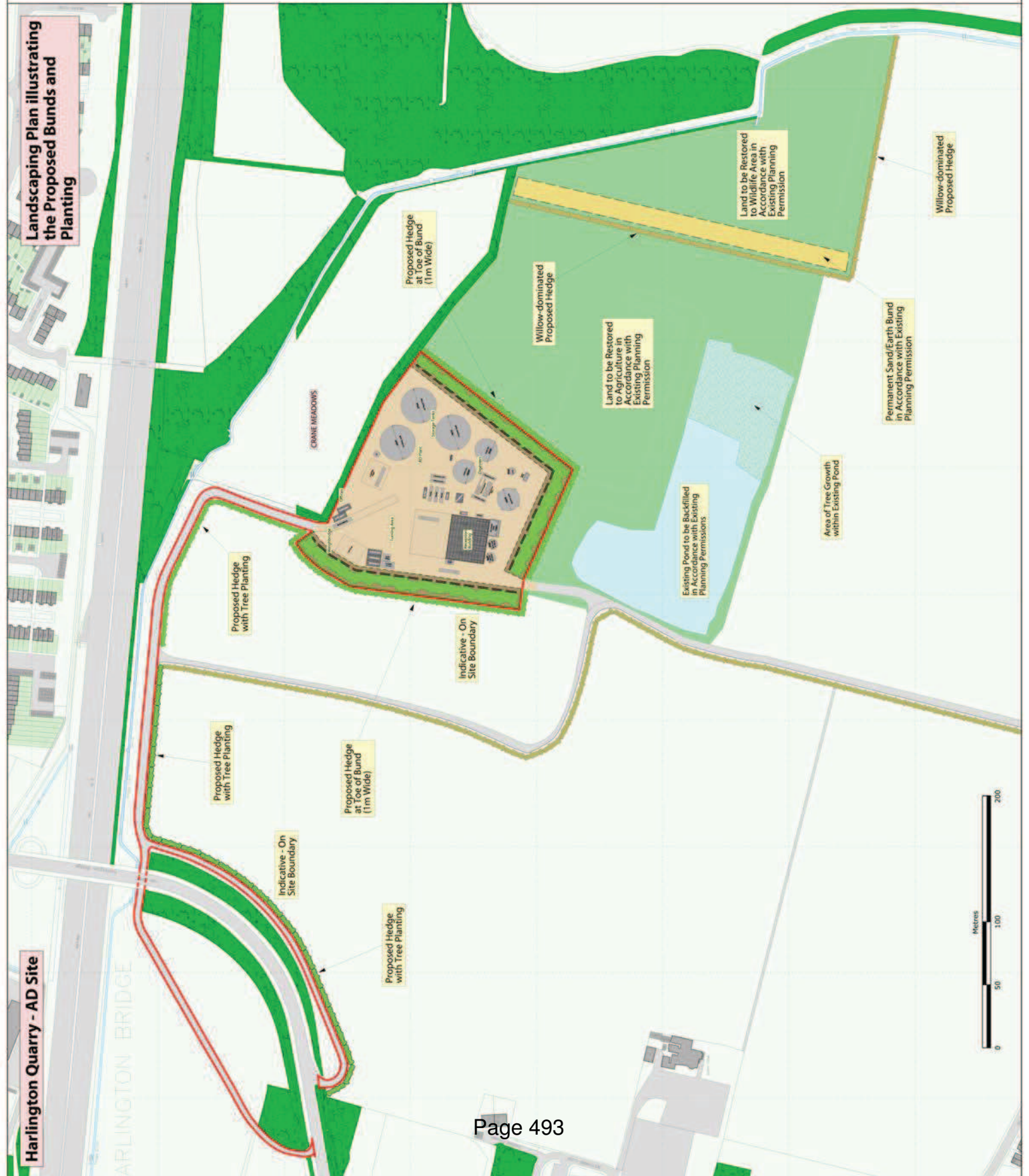


DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Landscaping Plan illustrating the Proposed Bunds and Planting
DATE	July 2012
SCALE	1:2000 @A2
DRAWN	LMB
CHECKED	SB
DRAW NO.	M10.149.13
REVISION	

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Existing Site Layout Plan

Harlington Quarry - AD Site



Legend

	Site Boundary
	On Site Buildings
	On Site Plant and Weighbridge
	On Site Areas of Hardstanding
	Insitu Bund (Vegetated)
	Scrub / Rough Vegetation



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DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Existing Site Layout Plan
DATE	May 2012
SCALE	1:2500 @A3
DRAWN	LAS/LMB
CHECKED	RJS
DRAW NO.	MT10.149.02
REVISION	

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Proposed Site Layout Plan

Harlington Quarry - AD Site

Legend

- Site Boundary
- Scrub / Rough Vegetation
- On Site Areas of Hardstanding
- Proposed Bund
- Proposed Buildings
- Proposed Plant and Weighbridge
- Proposed Concreted Area
- Proposed Bund Planting
- Elevation Positions



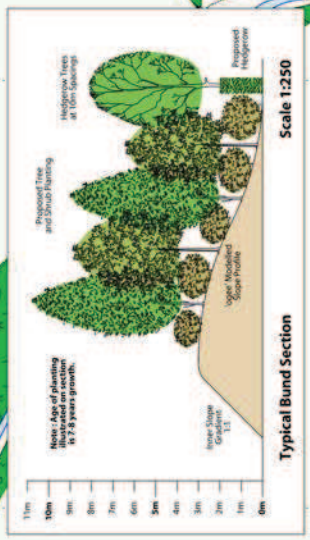
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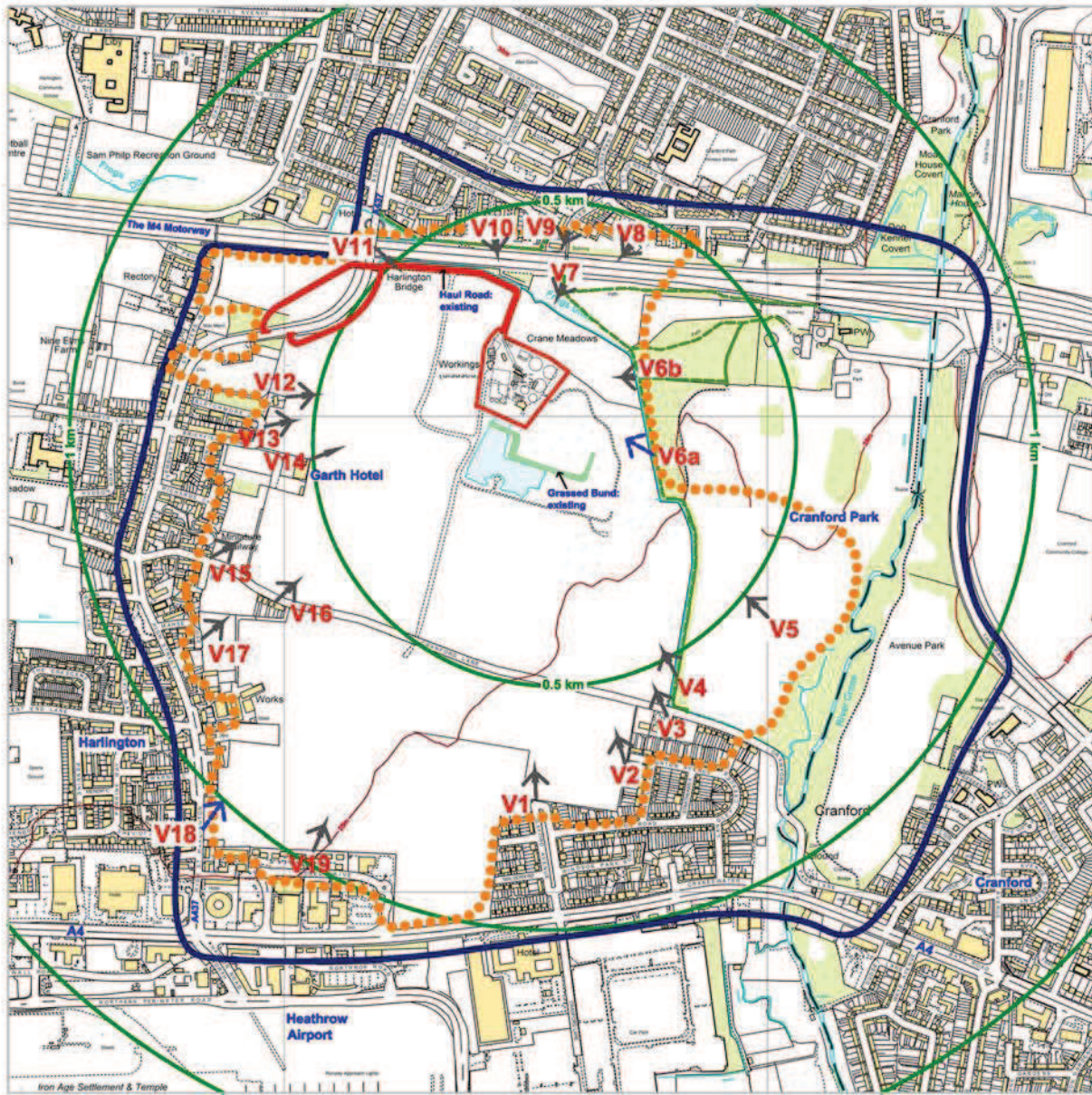
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FINAL	
PROJECT	
Harlington Quarry - AD Site	
CLIENT	
Andigestion Ltd	
TITLE	
Proposed Site Layout Plan	
DATE	SCALE
May 2012	1:1250 @A3
DRAWN	CHECKED
LAS/LMB/SMC	RJS
DRAW NO.	REVISION
M10.149.03	A

PleydellSmithyman








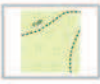




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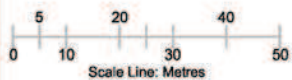
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KEY:

	Study area		Viewing point: no view		Open medium distance views up to 1km		Short broken views up to 0.5km
	Visual boundary to application area		Open distant views over 1km		Medium distance broken views up to 1km		Woodland / screen vegetation
	Site boundary		Distant broken views over 1km		Short open views up to 0.5km		
	Public rights of way within the Study Area						

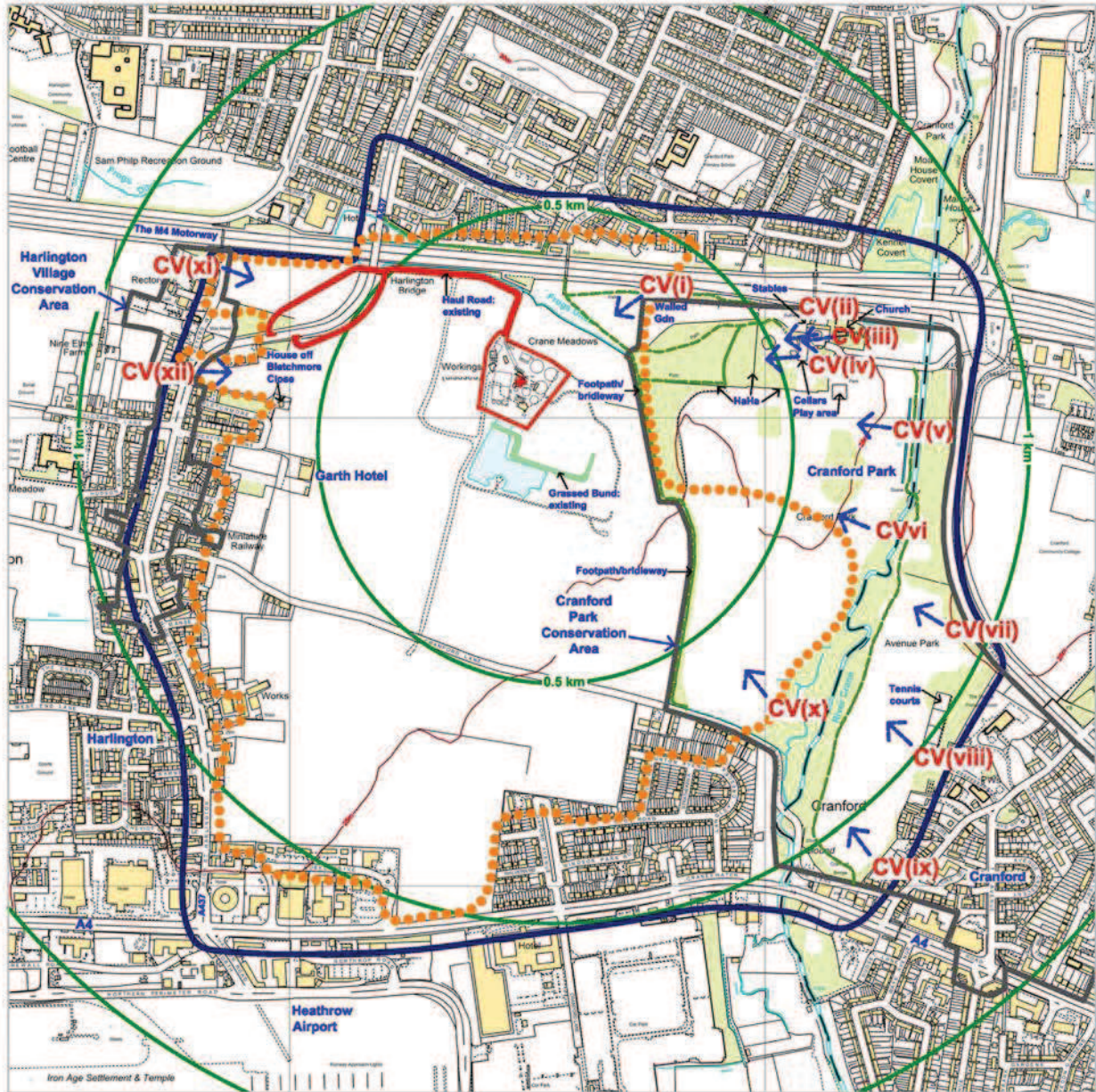


Application area taken from drawing M10.149.02 Existing Site Layout & proposed biogas plant area taken from drawing M10.149.03 Proposed Site Layout both prepared by Playdellsmithyman
 psl@plydellsmithyman.co.uk













JOHN W PLATS
 Chartered Landscape Architects Limited
 8 Norfolk Close Radley OX14 3BH
 Tel: 01235 639700 Fax: 07020 968832
 email: mail@johnwplats.com
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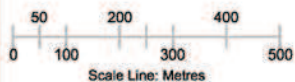
Harlington Quarry, Cranford Lane,
 Harlington, Greater London UB3:
Proposed Biogas Plant
 for
Andigestion Ltd
Zone of Visual Influence

July 2012
scale: 1:10,000 (at A3)
12010
200



KEY:

	Study area		Viewing point: no view		Open medium distance views up to 1km		Short broken views up to 0.5km
	Visual boundary to application area		Open distant views over 1km		Medium distance broken views up to 1km		Woodland / screen vegetation
	Site boundary (application area)		Distant broken views over 1km		Short open views up to 0.5km		
	Public rights of way within the Study Area						



Application area taken from drawing M10.149.02 Existing Site Layout & proposed biogas plant area taken from drawing M10.149.03 Proposed Site Layout both prepared by Playdellsmithyman
 psl@playdellsmithyman.co.uk

JOHN W PLATS
 CHANGED LOOKS - ARCHITECTS LIMITED
 8 Norfolk Close Radley OX14 3BH
 Tel: 01235 639700 Fax: 07020 968832
 email: mail@johnwplats.com
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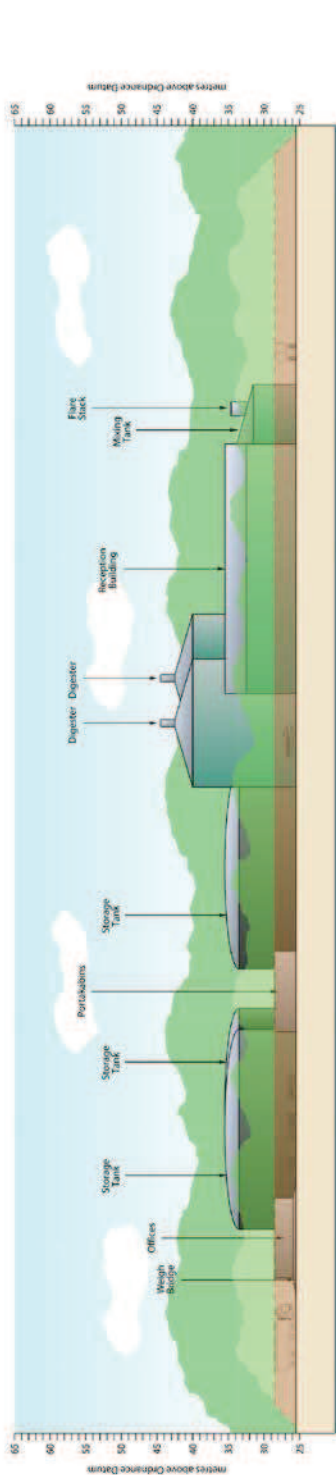
Harlington Quarry, Cranford Lane,
 Harlington, Greater London:
Proposed Biogas Plant
 for
Andigestion Ltd
 Conservation Area Viewing Points
 (supplementary report)

October 2012
scale: 1:10,000 (at A3)
12010
210

Harlington Quarry - AD Site

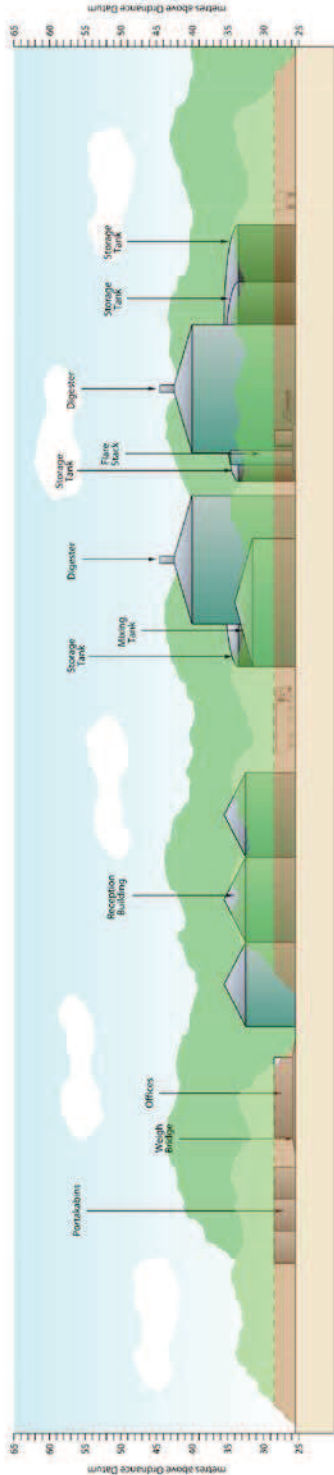
Block Elevations

Legend



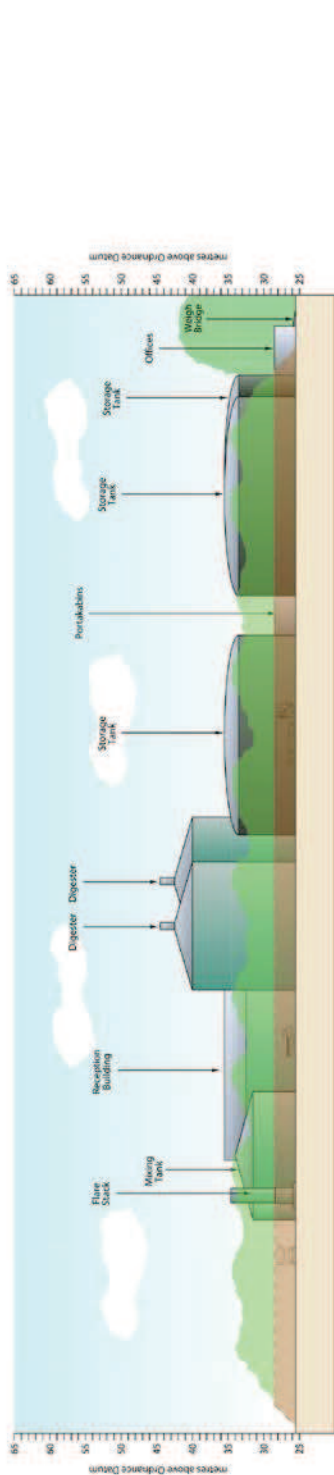
ELEVATION A-A'

SCALE 1:750



ELEVATION B-B'

SCALE 1:750



ELEVATION C-C'

SCALE 1:750

Metres



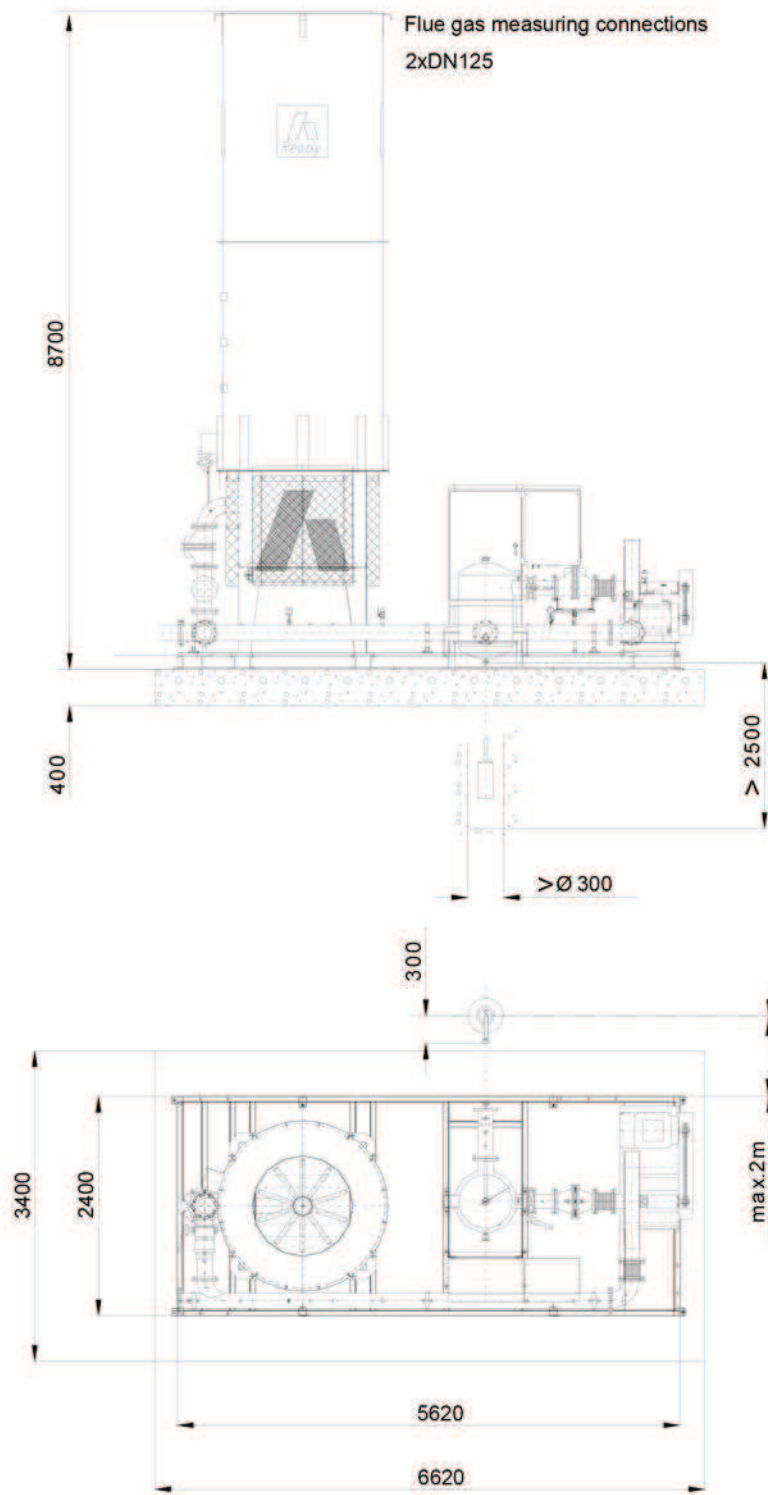
Summerleaze

DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Block Elevations
DATE	May 2012
SCALE	1:750 @ A3
DRAWN	LAS/LMB/SMC
CHECKED	RJS
DRAW NO.	MT0.149.04
REVISION	

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Legend

Summerleaze

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DRAWING STATUS

FINAL

PROJECT

Harlington Quarry - AD Site

CLIENT

Andigestion Ltd

TITLE

**Flare Stack Plan and
Elevation**

DATE

May 2012

SCALE

As shown @A4

DRAWN

LMB

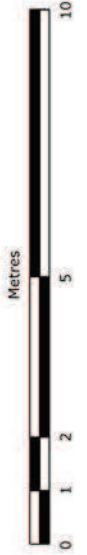
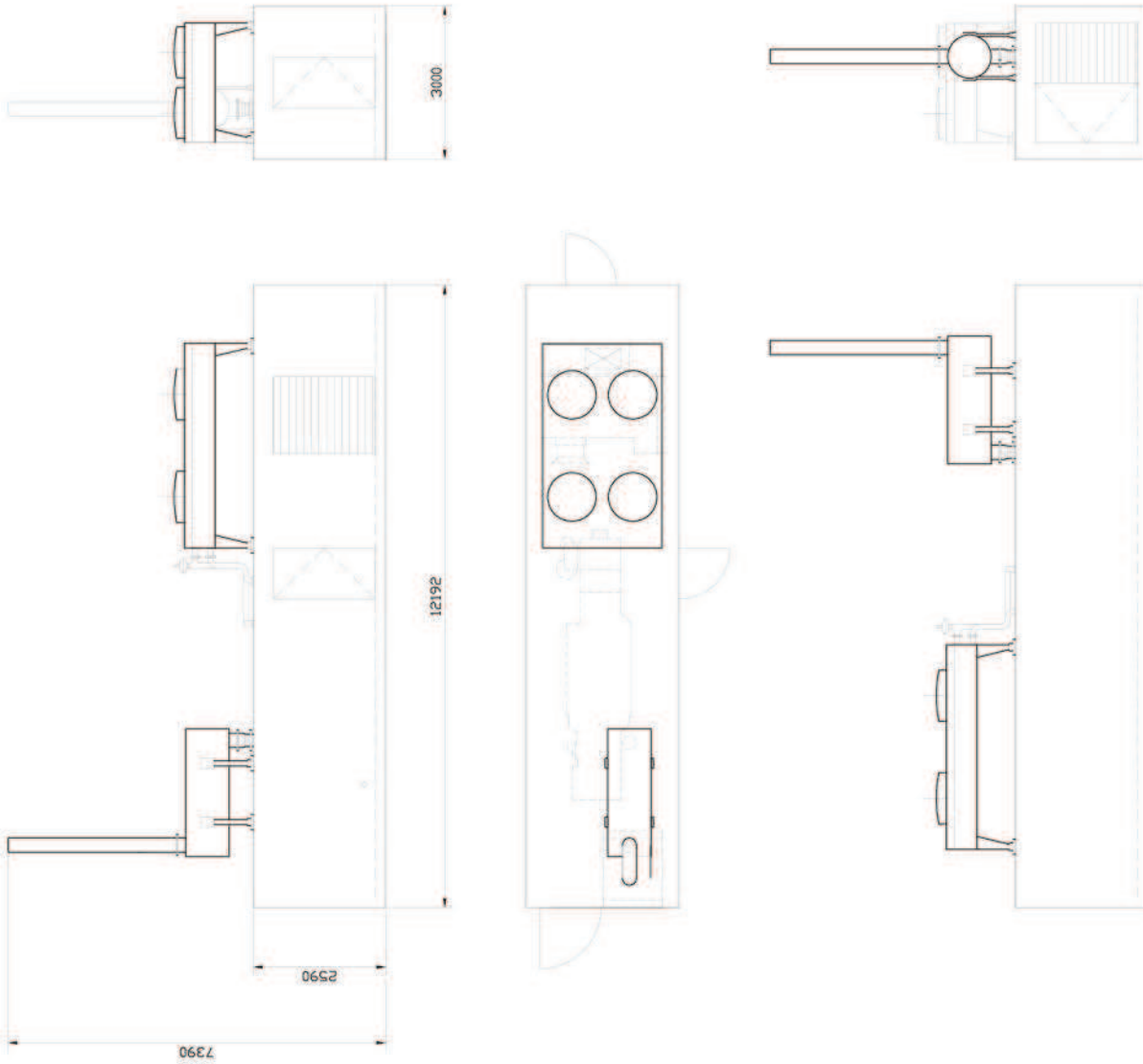
CHECKED

RJS

DRAW NO.

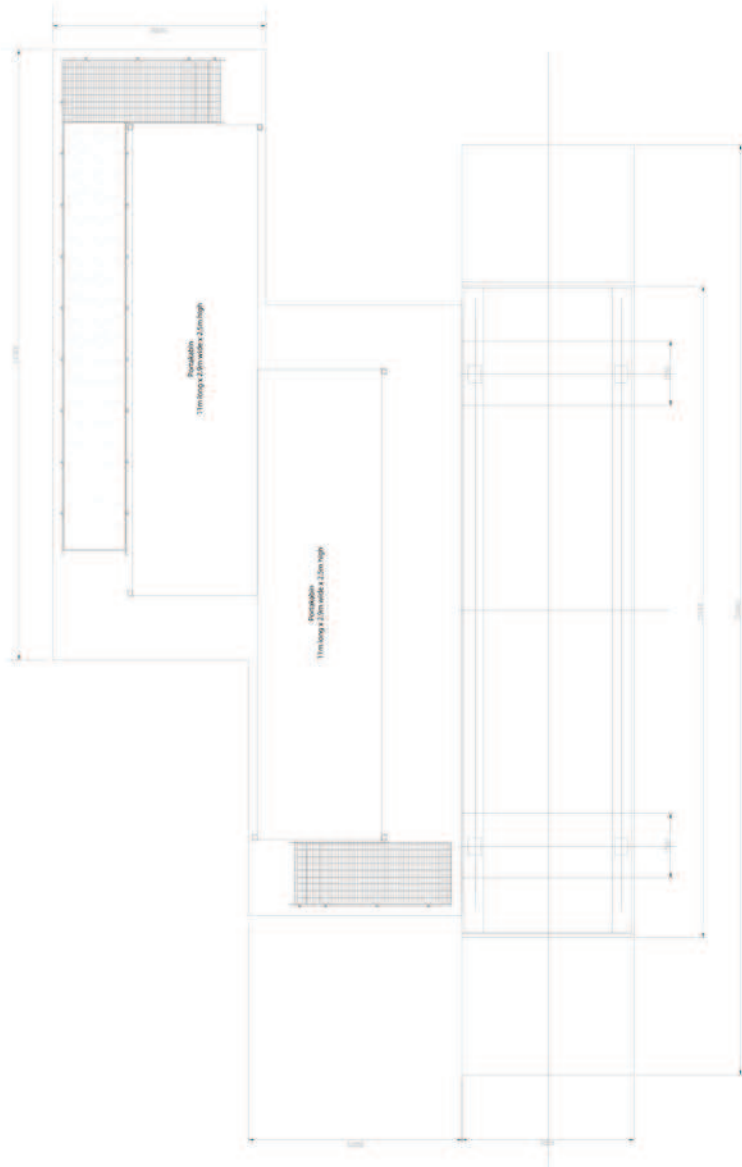
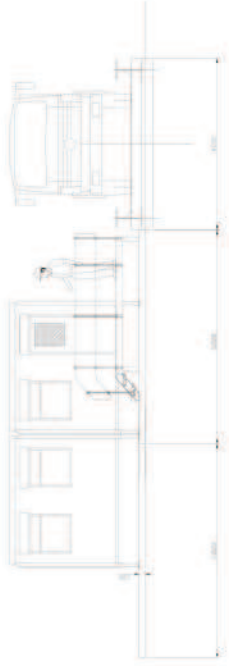
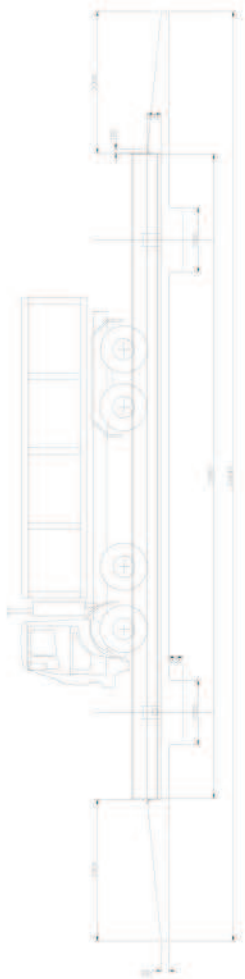
M10.149.11

REVISION



DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Generator Unit Plan and Elevations
DATE	May 2012
SCALE	1:100 @A3
DRAWN	LMB
CHECKED	RJS
DRAW NO.	MT0.149.08
REVISION	

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Please Note : Disabled Toilet Provision in Main Site Office

REV	AM/D	NOTES	DATE
A	LMB	Provision of Disabled Access Ramps to Office and Portablebins. Provision of Disabled Toilet Facilities.	29.01.2013

Summerleaze

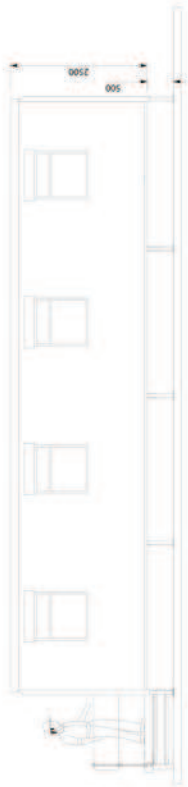
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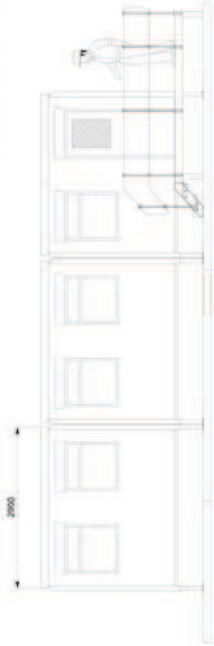
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PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Weighbridge and Office Plan and Elevations
DATE	May 2012
SCALE	1:125 @A3
DRAWN	LMB
CHECKED	RJS
DRAW NO.	M10.149.07
REVISION	A



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



ROOF PLAN



Please Note : Disabled Toilet Provision in Main Site Office

REV	AM/D	NOTES	DATE
A	LMB	Provision of Disabled Access Ramp to Office and Portacabins. Provision of Disabled Toilet Facilities.	29.01.2013

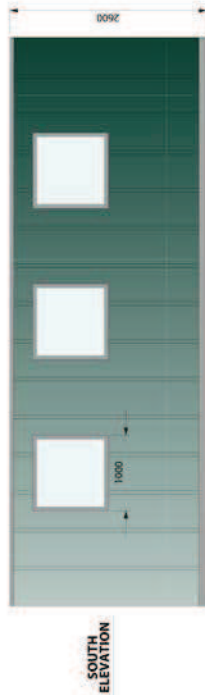
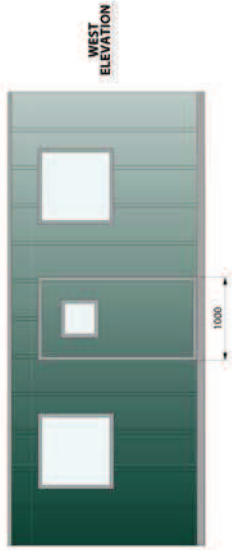
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DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigeston Ltd
TITLE	Portacabins Roof Plan and Elevations
DATE	May 2012
SCALE	1:100 @A3
DRAWN	CHECKED
LMB	RJS
DRAW NO.	REVISION
M10.149.10	A

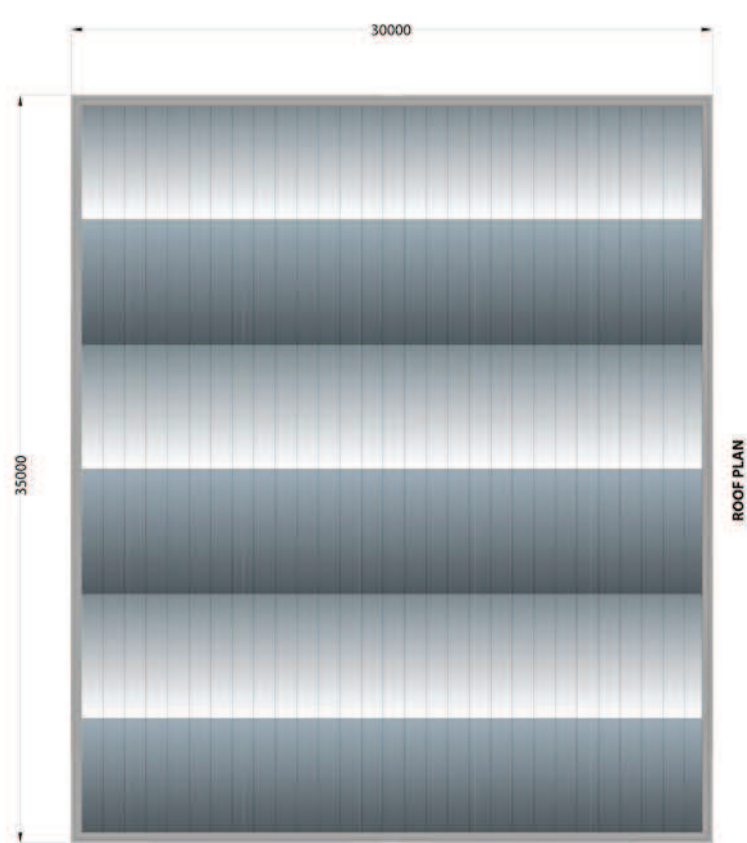
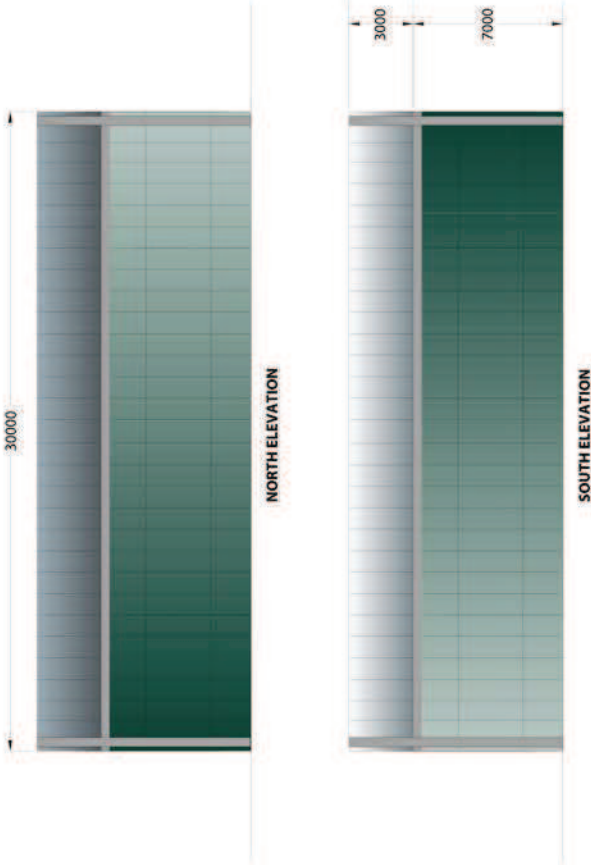
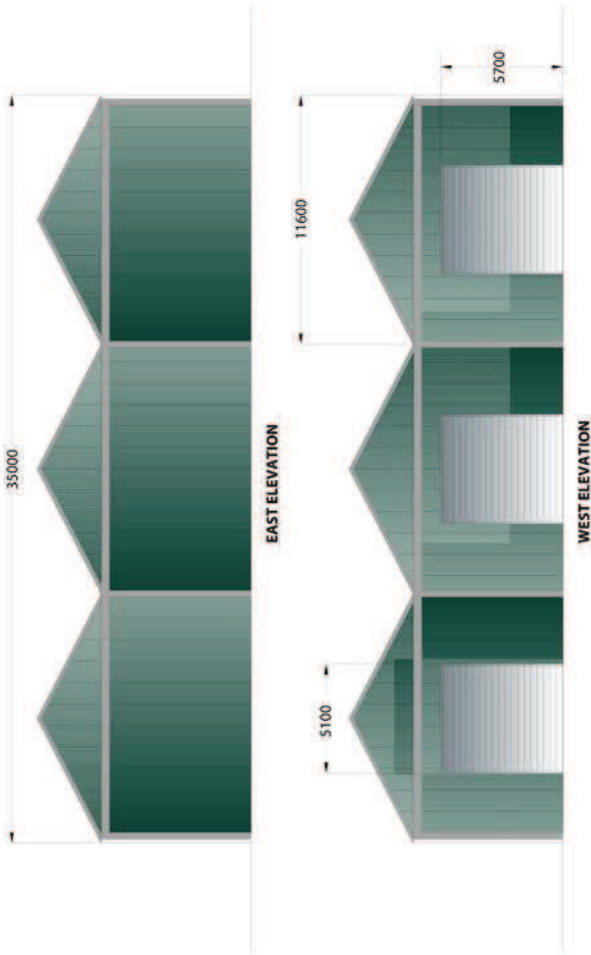
Legend



DRAWING STATUS	FINAL
PROJECT	Harlington Quarry - AD Site
CLIENT	Andigestion Ltd
TITLE	Workshop Roof Plan and Elevations
DATE	May 2012
SCALE	1:100 @A4
DRAWN	LMB
CHECKED	RJS
DRAW NO.	M10.149.09

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DRAWING STATUS FINAL	CLIENT Andigestion Ltd
PROJECT Harlington Quarry - AD Site	TITLE Reception Building Roof Plan and Elevations
DATE May 2012	SCALE 1:250 @A3
DRAWN LMB	CHECKED RJS
DRAW NO. M10.149.06	REVISION

Harlington Quarry

View Looking Northwards

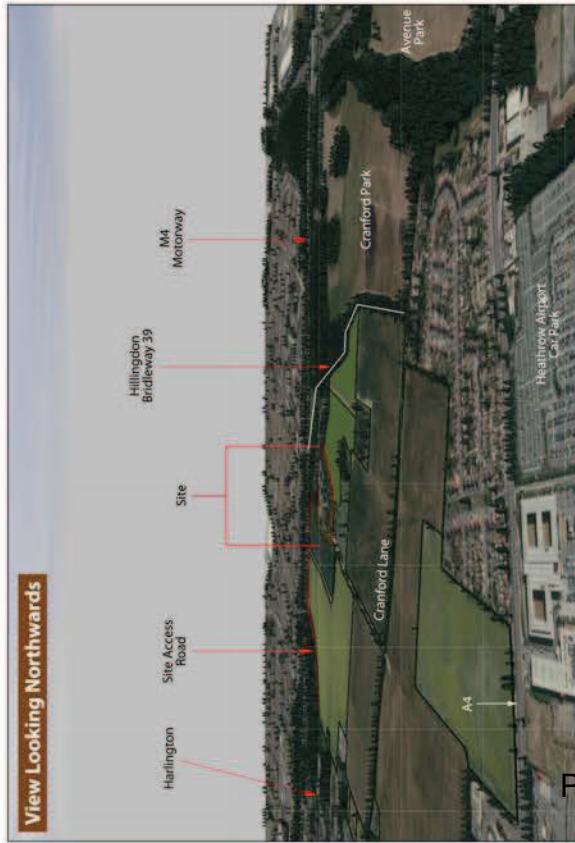


Illustration of Openness

View Looking Eastwards



Legend

This Plan illustrates the planning application boundary (in red) including the actual proposed development in 3D.

4No aerial oblique views of the site within it's local setting are provided to demonstrate the general appearance of the countryside is not degraded by the proposed Harlington development.

The setting of Cranford Park is also preserved within the overall landscape.

Note : Age of proposed planting illustrated on 3D images is 7-8 years growth.

Andigestion Ltd

REV	AM/D	NOTES	DATE

DRAWING STATUS	
FINAL	
PROJECT	
HARLINGTON QUARRY - 3D ORTHO FLY THROUGH	
CLIENT	
Andigestion Ltd	
TITLE	
Illustration of Openness	
DATE	SCALE
Feb 2013	NTS @A2
DRAWN	CHECKED
LMB	RJS
DRAW NO.	REVISION
M10.149(a),03	

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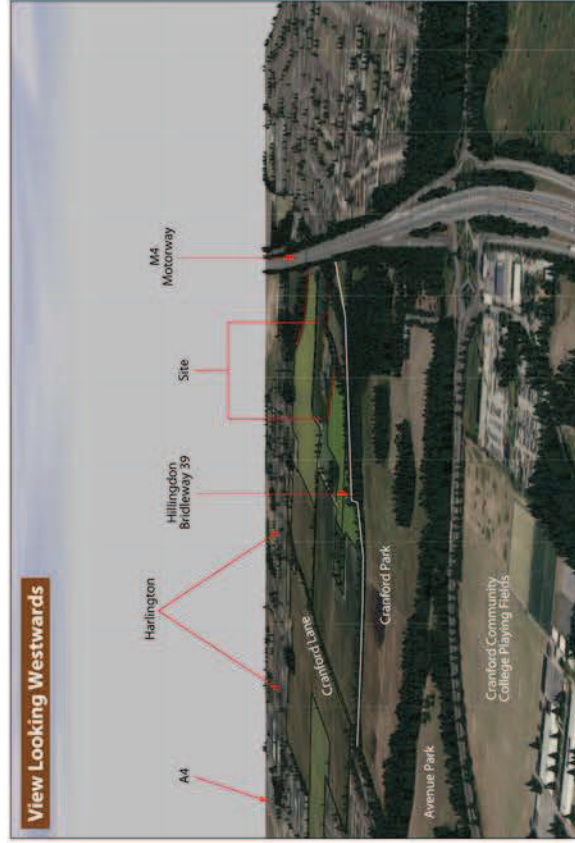
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Openness of the Local Landscape Character and it's Visual Appearance is Maintained

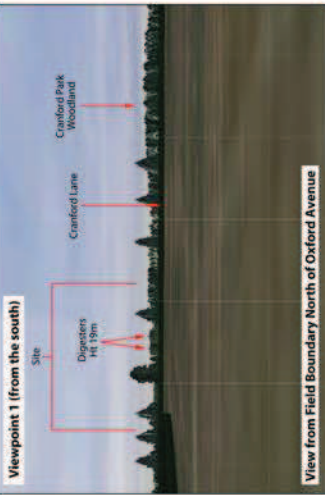
View Looking Southwards



View Looking Westwards

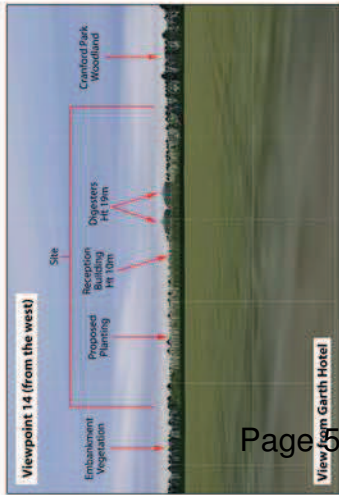


Harlington Quarry



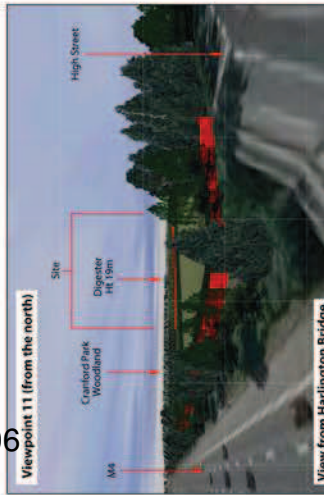
Viewpoint 1 (from the south)

View from Field Boundary North of Oxford Avenue



Viewpoint 14 (from the west)

View from Garth Hotel



Viewpoint 11 (from the north)

View from Harlington Bridge



Viewpoint 6a (from the east)

View from Bridleway within Cranford Park Woodland

General 3D Computer Images Based upon Aerial Photography, DTM Height Data and Proposed Layout of the AD Plant

Views from the South of the Site

Viewpoint 1

View from field boundary north of Oxford Avenue. Proposed silos are set within existing and proposed woodland structure with additional mitigation of the use of colour to blend the development into it's local landscape setting.

Viewpoint 19

View from field boundary north of Nobel Drive. Proposed development is nestled into the existing landscape setting / vegetation structure.

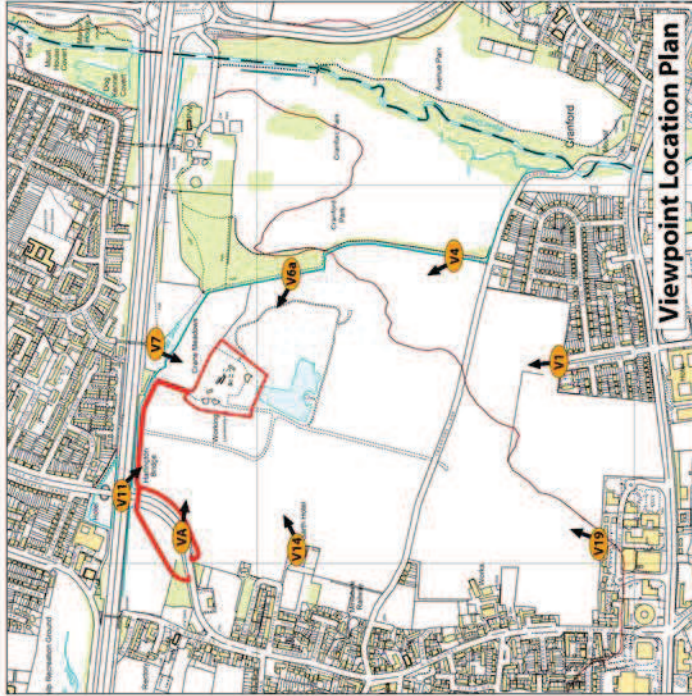
Views from the West of the Site

Viewpoint 14

View from Garth Hotel. Receptor view in proximity to the site. Existing hedgerows, earth bunding and planting help screen the lower elements of the site. Colour mitigation and existing planting help blend silo's into the local landscape backcloth.

Viewpoint A

View from High Street Leading up to Harlington Bridge. Transient receptors using high street to the north west of the site have limited glimpsed views towards the development set behind and screening mounds and tree/shrub planting and set against the backdrop of existing woodland (Cranford Park).



Viewpoint Location Plan

Views from the North of the Site

Viewpoint 11

View from Harlington Bridge. Looking down and across to the site which can be transitionally glimpsed through existing and proposed vegetation.

Viewpoint 7

View from Bridleway North of Crane Meadows. Potential views from this area of the site are restricted / prevented by existing vegetation.

Views from the East of the Site

Viewpoint 6a

View from Bridleway within Cranford Park Woodland. Potential views of the site from receptors using a pathway that runs along the north western boundary of Cranford park are restricted by existing vegetation.

Viewpoint 4

View from Bridleway within Cranford Park Woodland. Glimpsed views of the site from Cranford park are very restricted / limited by existing vegetation along the parklands western boundary. Where there are minor gaps in vegetation views of the site are further restricted by existing and proposed vegetation.

Legend



Site Boundary



Viewpoint Location and Direction of View

This drawing illustrates 8No "screen grabs" from a 3D computer generated model, together with their location points at 1.80m above local ground levels.

Note: Age of proposed planting illustrated on 3D images is 7-8 years growth.



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Andigestion Ltd

REV	AMID	NOTES	DATE

DRAWING STATUS		FINAL
PROJECT		HARLINGTON QUARRY - 3D ORTHO FLY THROUGH
CLIENT		Andigestion Ltd
TITLE		General 3D Computer Images of Proposed AD Plant
DATE	SCALE	1:10,000 @A2
Feb 2013	DRAWN	CHECKED
LMB	RJS	REVISION
DRAW NO.	M10.149(a),02	

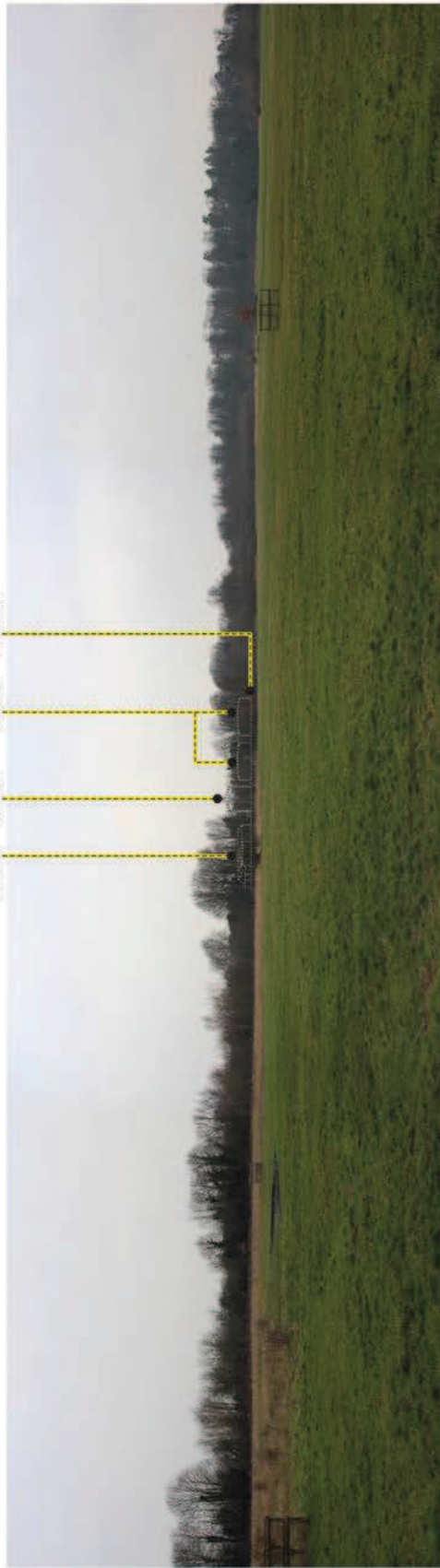
PleydellSmithyman

THIS DRAWING MAY NOT BE USED WITHOUT CONSENT OF:
 PLEYDELL SMITHYMAN LIMITED
 20A THE WHARFAGE, IRONBRIDGE
 SHROPSHIRE TF8 7NH
 T. 01952 433211 F. 01952 433323
 E. ps@pleydellsmithyman.co.uk
 www.pleydellsmithyman.co.uk



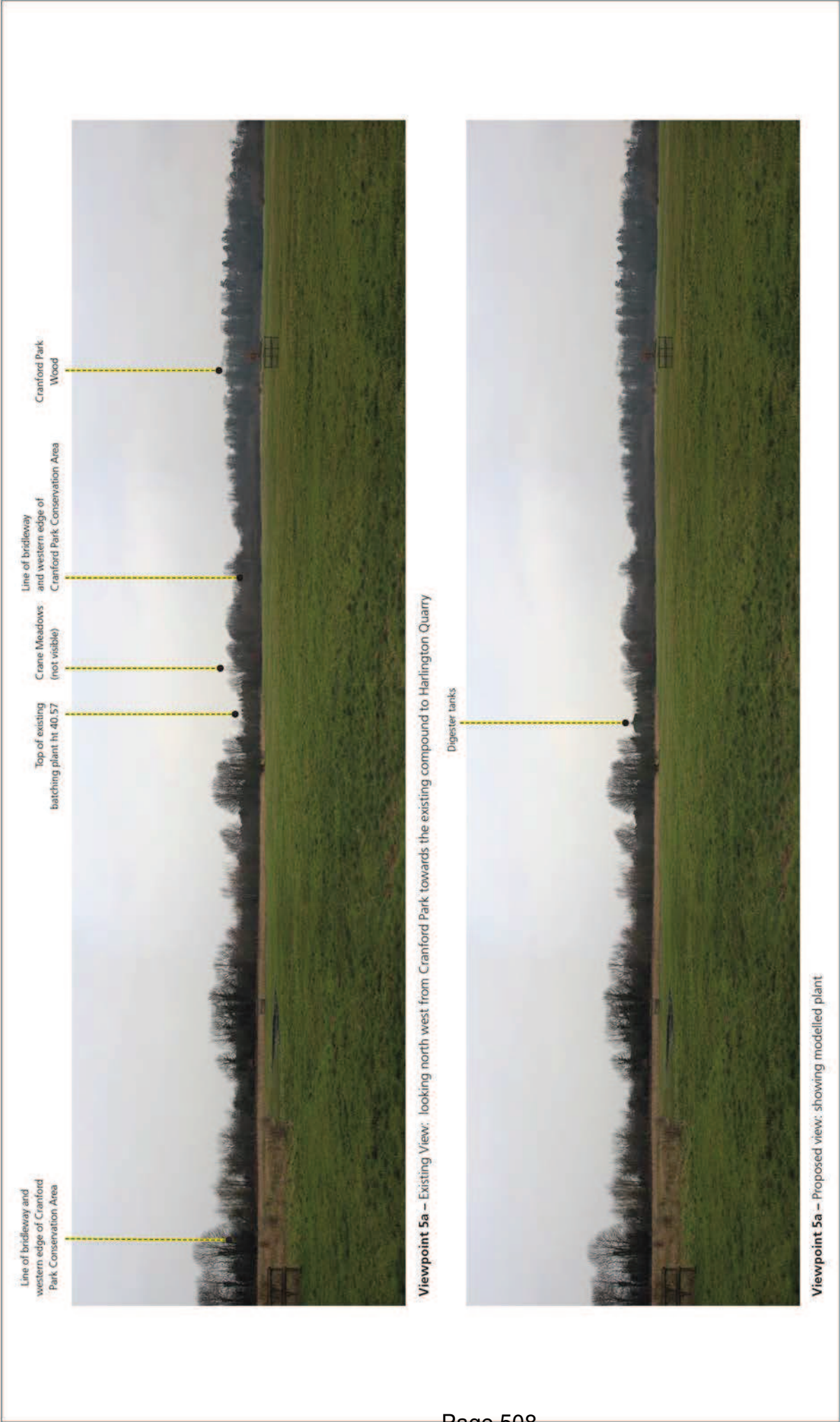
Viewpoint 5a – Existing View: looking north west from Cranford Park towards the existing compound to Harlington Quarry

Reception building 35.5 OD
 Digester tanks 44.5 OD
 Storage tanks 35.5 OD
 Site level 25.5 OD



Viewpoint 5a – Proposed view: showing wireline

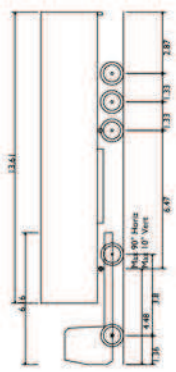
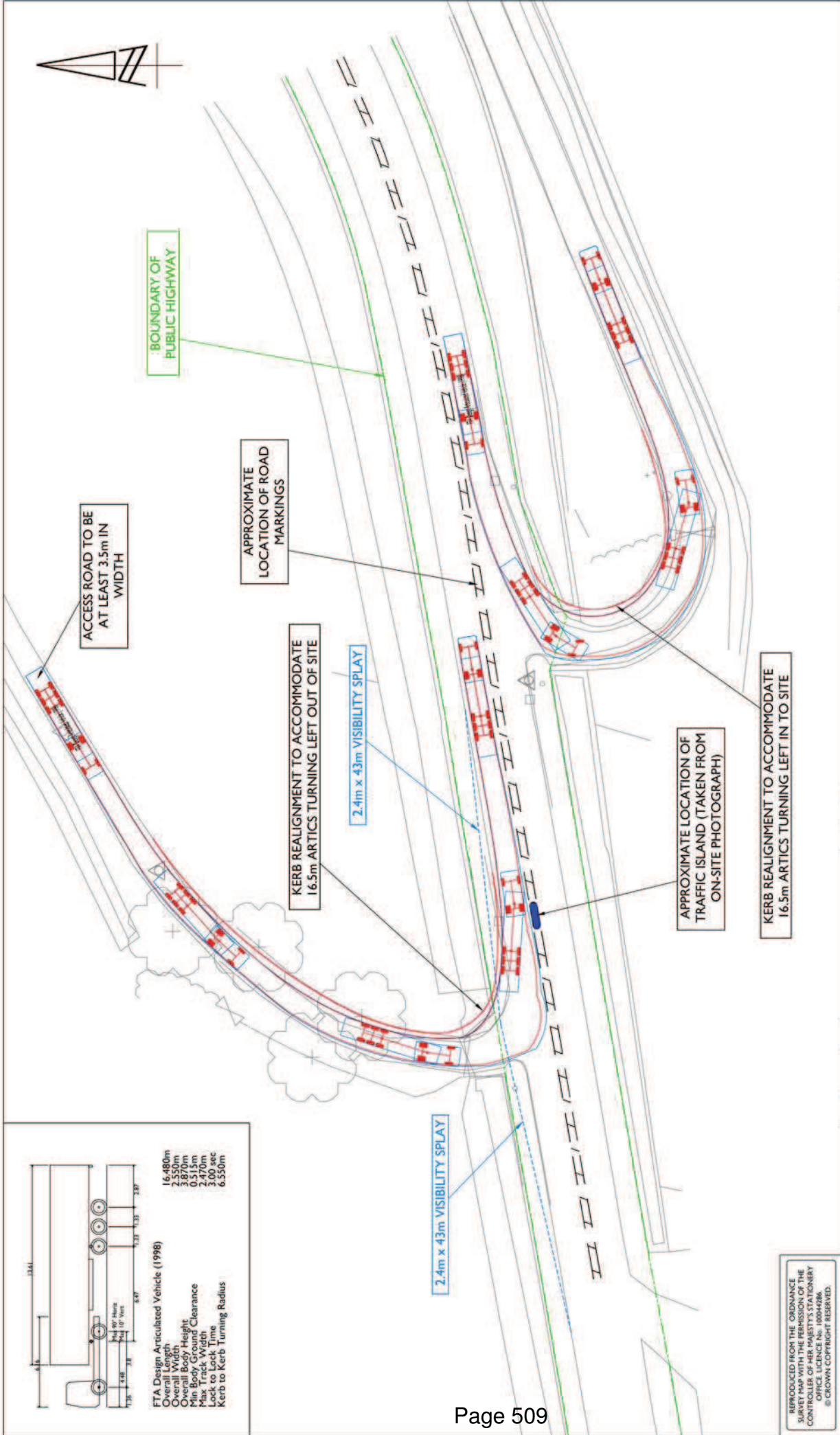
<p>PROJECT TITLE Harlington Quarry, Cranford Lane, Harlington, Greater London UB3: Proposed Biogas Plant</p> <p>DRAWING TITLE Viewing Point V5a Showing Proposed Biogas Plant (as Wireline)</p> <p>© John W Platts Chartered Landscape Architects Ltd</p>	<p>CLIENT </p>	<p>DRAWING NO 12010/V5a/2 SCALE - DATE Feb 2013</p>	<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV	DATE	DESCRIPTION				<p>NOTES Mean site level is 25.5 OD Proposed western bund not illustrated in wireline</p>	 <p>John W Platts Chartered Landscape Architects Ltd 8 Norfolk Close, Boreley, Chislehurst, Kent, DA7 1JN T: 01735 539700 F: 01702 868632 E: mail@johnwplatts.com W: www.johnwplatts.com</p>
REV	DATE	DESCRIPTION									



Viewpoint 5a – Existing View: looking north west from Cranford Park towards the existing compound to Harrington Quarry

Viewpoint 5a – Proposed view: showing modelled plant

PROJECT TITLE Harrington Quarry, Cranford Lane, Harrington, Greater London UB3: Proposed Biogas Plant		CLIENT 		DRAWING NO 12010/V5a/1 SCALE - DATE Feb 2013		REV DATE DESCRIPTION		NOTES Mean site level is 25.5 OD	
DRAWING TITLE Viewing Point V5a Showing Proposed Biogas Plant				John W Platt's Chartered Landscape Architects Ltd 8 Norfolk Close, Badley, Oxfordshire OX14 3BN T: 01235 539700 F: 01235 946652 E: mail@johnwplatts.com W: www.johnwplatts.com		John W Platt's Chartered Landscape Architects Ltd 8 Norfolk Close, Badley, Oxfordshire OX14 3BN T: 01235 539700 F: 01235 946652 E: mail@johnwplatts.com W: www.johnwplatts.com		John W Platt's Chartered Landscape Architects Ltd 8 Norfolk Close, Badley, Oxfordshire OX14 3BN T: 01235 539700 F: 01235 946652 E: mail@johnwplatts.com W: www.johnwplatts.com	



FTA Design Articulated Vehicle (1998)
 Overall Length 16.480m
 Overall Width 2.550m
 Overall Height 3.870m
 Min Body Ground Clearance 0.515m
 Min Track Width 2.000m
 Lock to Kerb Turning Radius 6.550m

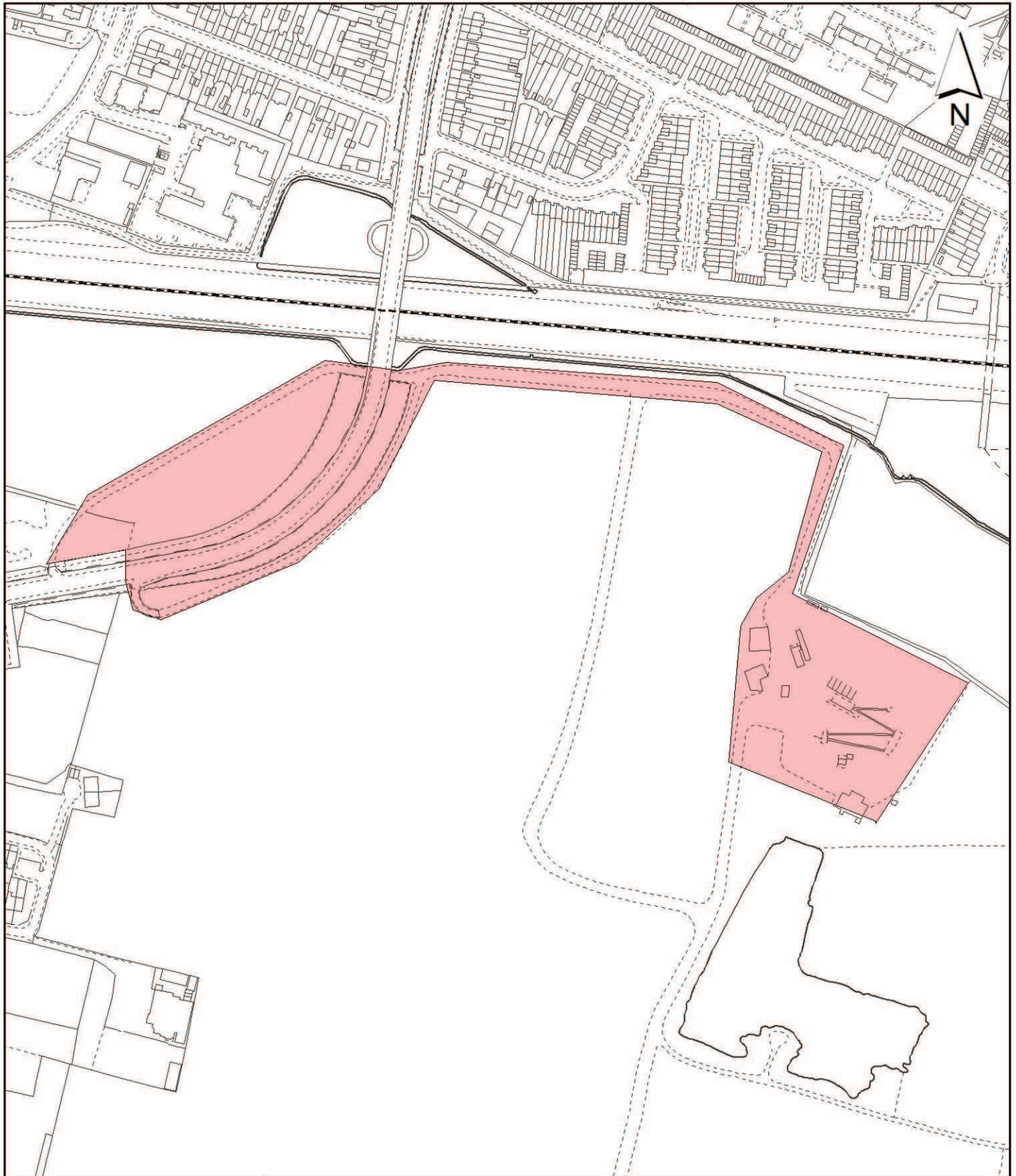
REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No: 100044586. © CROWN COPYRIGHT RESERVED.

DRAWING No: ITL7203-SK-001		REV:	
PROJECT No: ITL7203	CHECKED: NM	APPROVED: NM	
SCALE @ A3: 1:500	FILE REF: ITL7203-SK-001	DATE: 18/01/2012	

TITLE: PROPOSED ALTERATIONS TO ACCESS ARRANGEMENT - OPTION I
 CLIENT: ANDIGESTION LIMITED
 PROJECT: HARLINGTON QUARRY

REV	DATE	BY	DESCRIPTION	CHK	APP
PRELIMINARY					

2-Transport
 4 Lombard Street, London, EC3V 9HD
 Tel: 020 7190 2820
 Fax: 020 7190 2821
 www.2-transport.co.uk



Notes

 Site boundary

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Site Address

**Harlington Quarry, North of Cranford Lane
Harlington**

Planning Application Ref:

2373/APP/2012/2011

Planning Committee

Major Page 510

Scale

1:3,500

Date

August 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 SNOWBASE EASTERN PERIMETER ROAD HEATHROW AIRPORT

Development: New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

LBH Ref Nos: 45151/APP/2014/2016

Date Plans Received: 10/06/2014

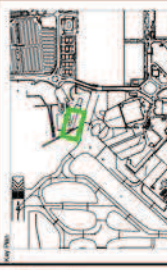
Date(s) of Amendment(s):

Date Application Valid: 10/06/2014

The services are under Contract Management and Client Care
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 VAT No. GB 912 56 56 91
 Author: N. 10000001
 Major Client: Heathrow Ltd - North Western & South

Rev	Date	Description of Change
1.0		
1.1		
1.2		
1.3		

CAPITA
 Property and Infrastructure
 Heathrow Airport, Uxbridge, Middlesex, UK
 Heathrow Terminal 2, 3 & 4
 Heathrow Express Station

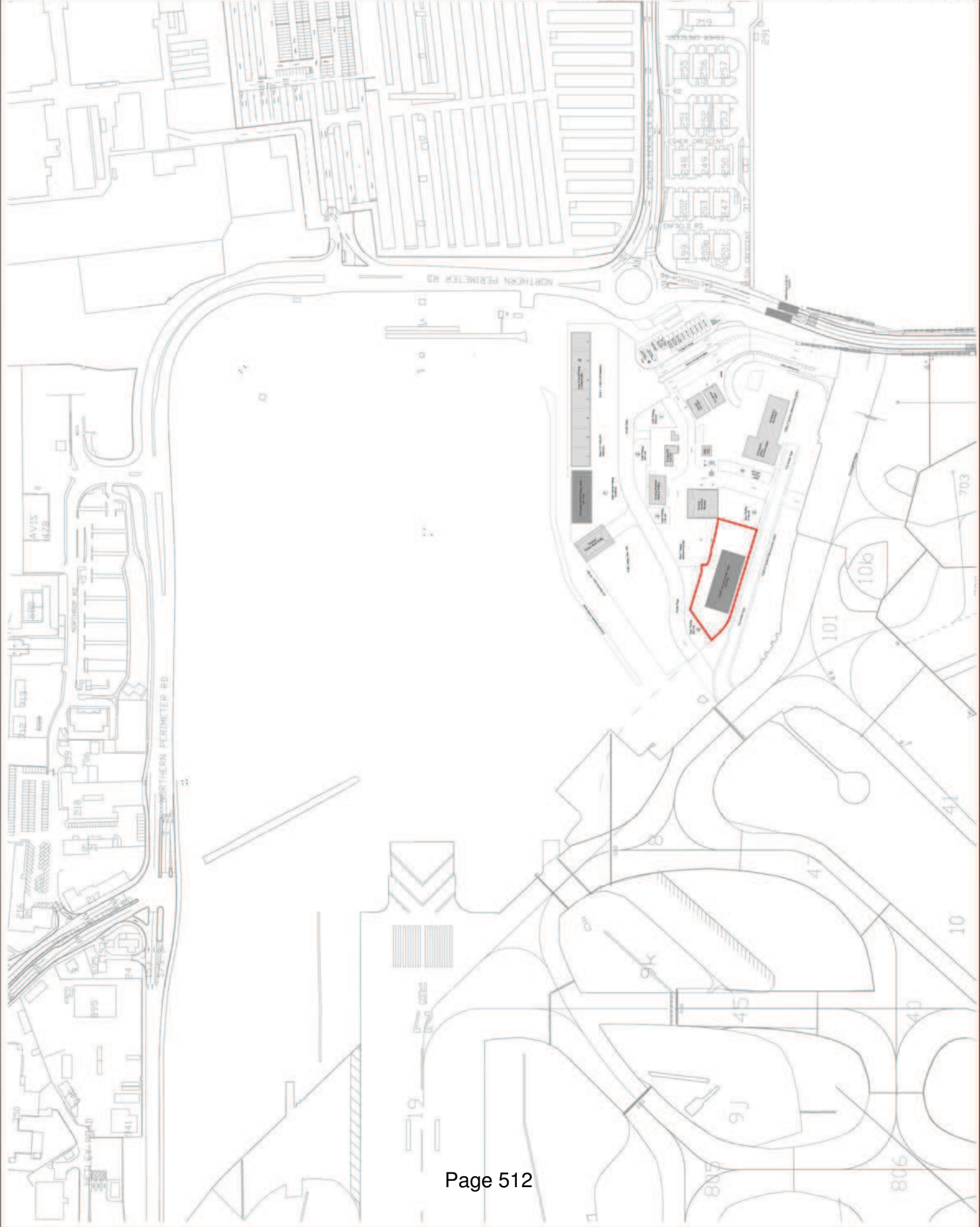


Heathrow
 Making every journey better

Client: Heathrow Ltd
 Project: T2, T3, T4
 Scale: 1:1000
 Date: 10/10/14

DRAWING NUMBER VERN0
VERSION 0
 Drawing Uncontrolled When Printed

Drawn By: [Name]
 Checked By: [Name]
 Approved By: [Name]
 Issue Date: [Date]
 Issue Status: [Status]



The drawing shall conform to British Standards BS 1192:2014.

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Model: Heathrow Airport Limited, Heathrow Airport, London, UK. Model: Heathrow Airport Limited, Heathrow Airport, London, UK. Model: Heathrow Airport Limited, Heathrow Airport, London, UK.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

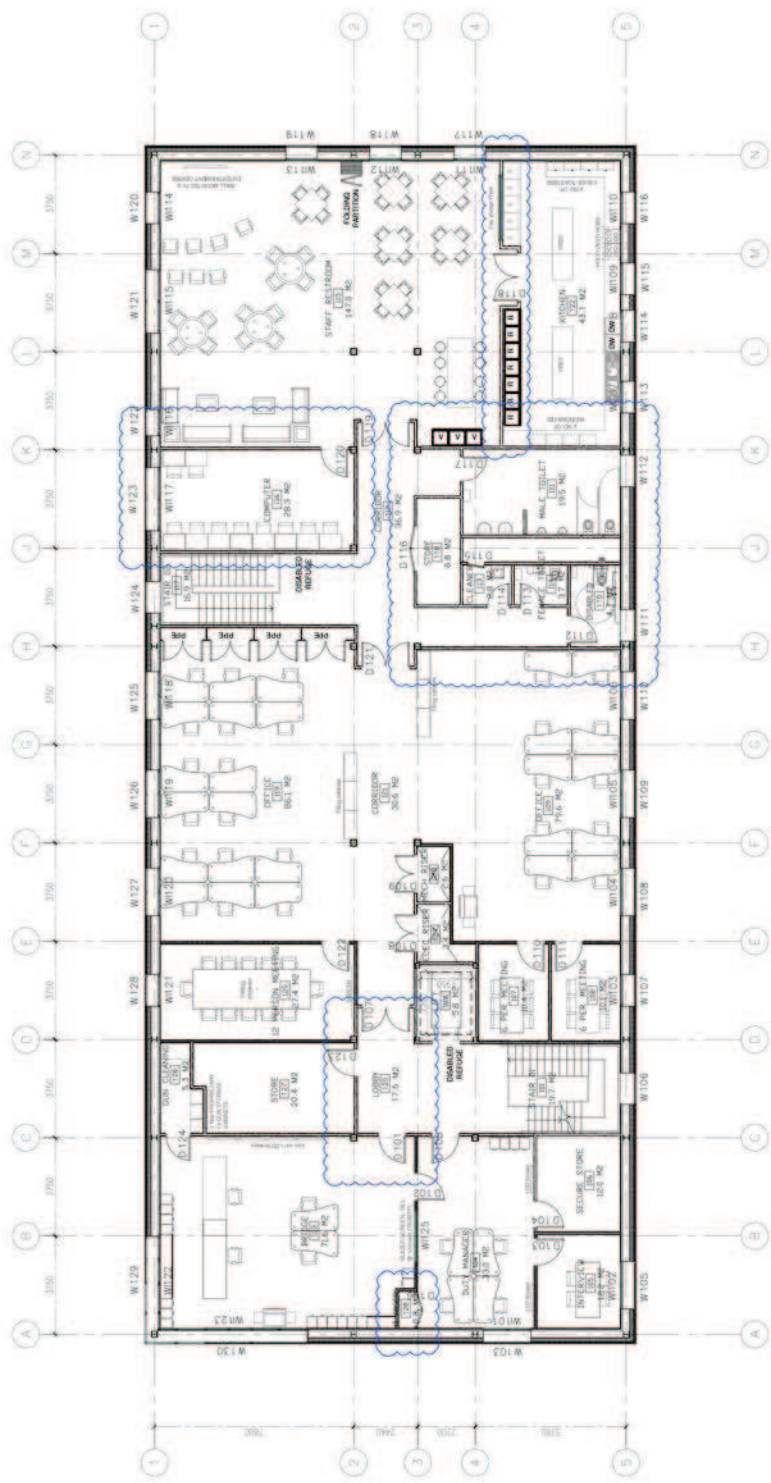
CONSTRUCTION

OPERATIONAL

MAINTENANCE/CLEANING

REGULATORY/COMPLIANCE

It is the responsibility of the user to ensure that the drawing is used in accordance with the applicable standards and regulations.



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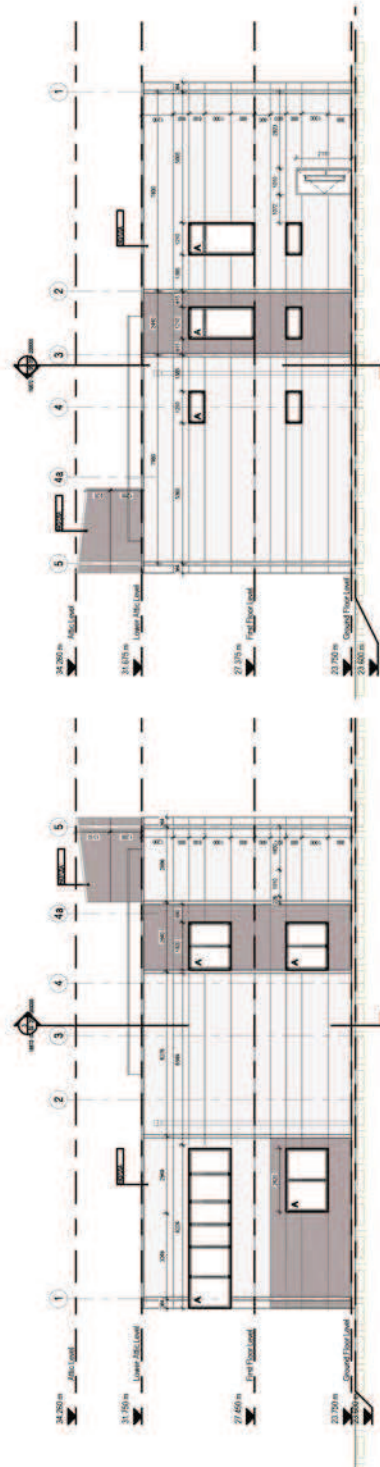
GA FISRT FLOOR PLAN

16872-10-GA-223-000002 2.6

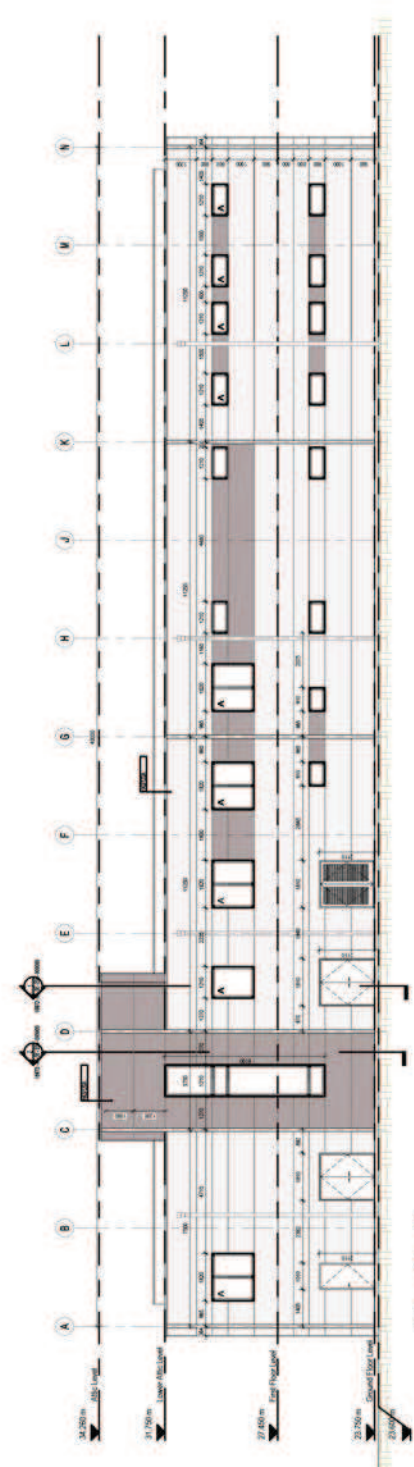
GENERAL NOTES:
 1. 'A' symbol on windows if internal acoustic window required.
 Details in accordance with acoustic performance requirements.
 2. All structural elements to engineers' drawings.



Elevation 1
1 : 100



Elevation 2
1 : 100



Elevation 3
1 : 100

Elevation 4
1 : 100

SAFETY, HEALTH AND ENVIRONMENT	
The contractor shall ensure that all work is carried out in accordance with the relevant health and safety legislation and that all workers are provided with the necessary personal protective equipment (PPE).	
CONSTRUCTION	
The contractor shall ensure that all work is carried out in accordance with the relevant construction legislation and that all workers are provided with the necessary personal protective equipment (PPE).	
MAINTENANCE/CLEANING	
The contractor shall ensure that all work is carried out in accordance with the relevant maintenance/cleaning legislation and that all workers are provided with the necessary personal protective equipment (PPE).	
DECOMMISSIONING/DEMOLITION	
The contractor shall ensure that all work is carried out in accordance with the relevant decommissioning/demolition legislation and that all workers are provided with the necessary personal protective equipment (PPE).	

NO.	DATE	DESCRIPTION	BY	CHKD.
01	15/03/24	Issue for information	AS	AS
02	15/03/24	Issue for information	AS	AS
03	15/03/24	Issue for information	AS	AS
04	15/03/24	Issue for information	AS	AS
05	15/03/24	Issue for information	AS	AS

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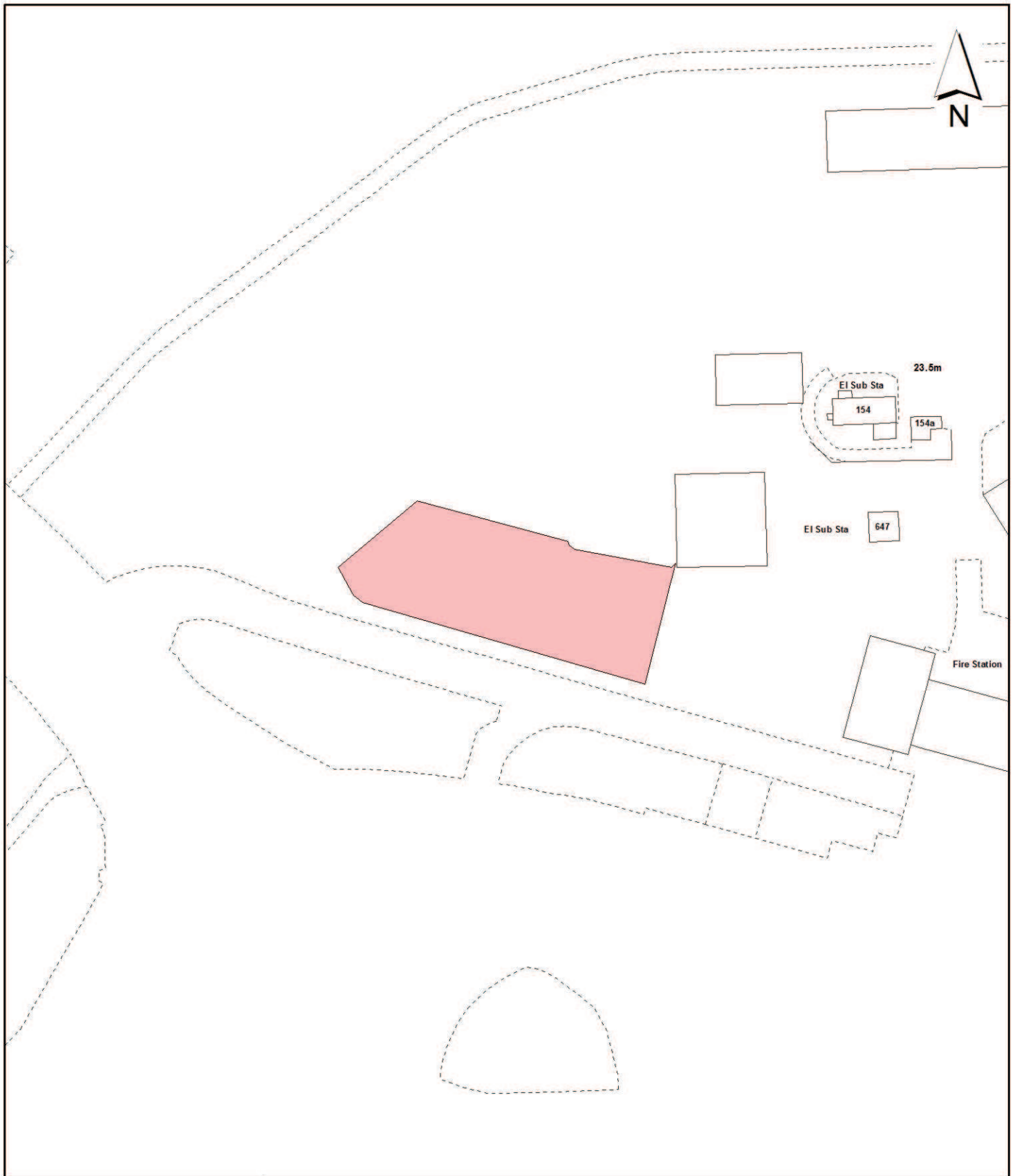
17 Finsbury Street,
 London, EC2Y 1GQ
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 Capita Group Plc, www.capitagroup.co.uk

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GA_EXTERNAL ELEVATIONS

16872-XX-SE-213-000002

0.4



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Site Address

**Snowbase
 Eastern Perimeter Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
4918/APP/2014/1274

Scale
1:1,250

Planning Committee
Major Page 517

Date
August 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address COMFORT INN SHEPISTON LANE HAYES

Development: Creation of new floor above, and erection of 2 x extensions to, existing two level carpark to create 25 new hotel rooms with bridge link to main hotel involving extension to front of main building to create access staircase and installation of new canopy to main entrance

LBH Ref Nos: 382/APP/2014/1117

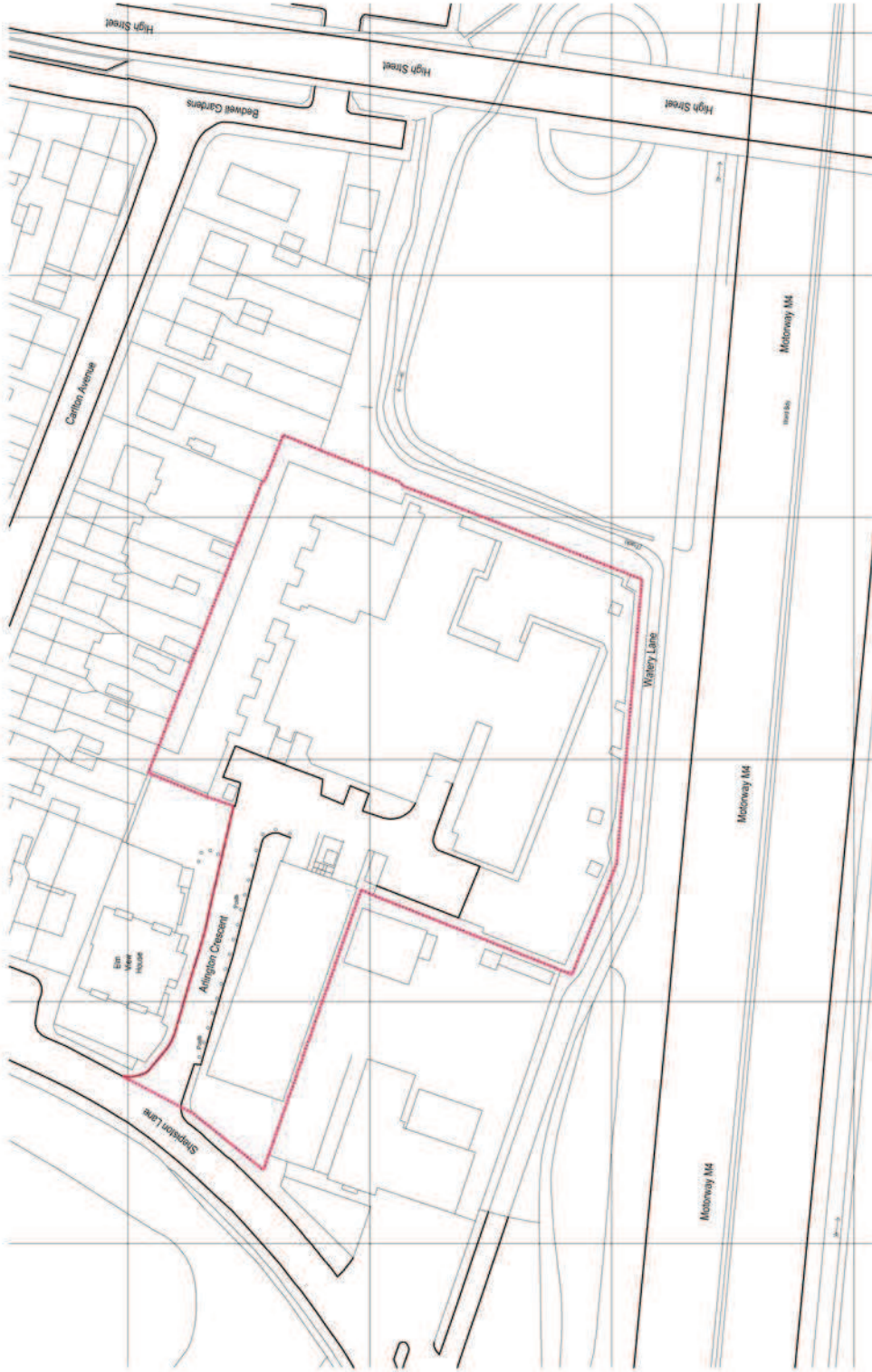
Date Plans Received: 31/03/2014

Date(s) of Amendment(s): 31/03/2014

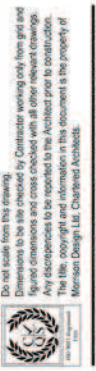
Date Application Valid: 06/06/2014

29/07/2014

21/05/2014



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Job No. 3868

Comfort Inn Heathrow
Shepiston Lane
Hayes, Heathrow

Drawing No. 001

Site Location Plan

Scale: 1:1000 @ A3

Drawn: ALP
Date: 17.02.2014
CPI
Project: 344DF
File Ref:



MORRISON DESIGN
CHARTERED ARCHITECTS
St Alkmunds House, 103 Belper Road, Derby DE1 3FS
T: 01332 363 355 F: 01332 291 441 E: architect@morrisondesign.co.uk

PLANNING SUBMISSION

NOTES:
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 3. The architect is not responsible for any errors or omissions in this document.
 4. This drawing is the property of Morrison Design Chartered Architects.



DATE: 01.11.2014
 DRAWN BY: AJP
 CHECKED BY: M
 PROJECT NO: 1001
 PROJECT NAME: COMFORT INN HEATHROW
 CLIENT: COMFORT INN HEATHROW
 GENERAL NOTES:
 1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY.



MORRISON DESIGN
 CHARTERED ARCHITECTS
 CLARENCE HOUSE, 103 BRISTOL ROAD, B97B 3EJES
 BIRMINGHAM, BIRMINGHAM, B15 2JG
 T: 0121 202 2020 F: 0121 202 2041 E: info@morrisondesign.co.uk

JOB TITLE:
 Comfort Inn Heathrow
 Shepiston Lane
 Hayes, Heathrow

Drawing Title:
**EXTENSION - Lower Bedroom Level (+0.5)
 Upper Level Car Park/ Ground Floor Hotel**

Scale: 1:200 @ A1
 Date: 01.11.2014
 Drawing No.: 3888
 Revision: B

PLANNING SUBMISSION

NOTES:
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
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 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.



DATE: 11/11/2011
 DRAWING NO: 102-01
 PROJECT: ST. MARY'S HEALTHCARE



MORRISON DESIGN
 CHARTERED ARCHITECTS

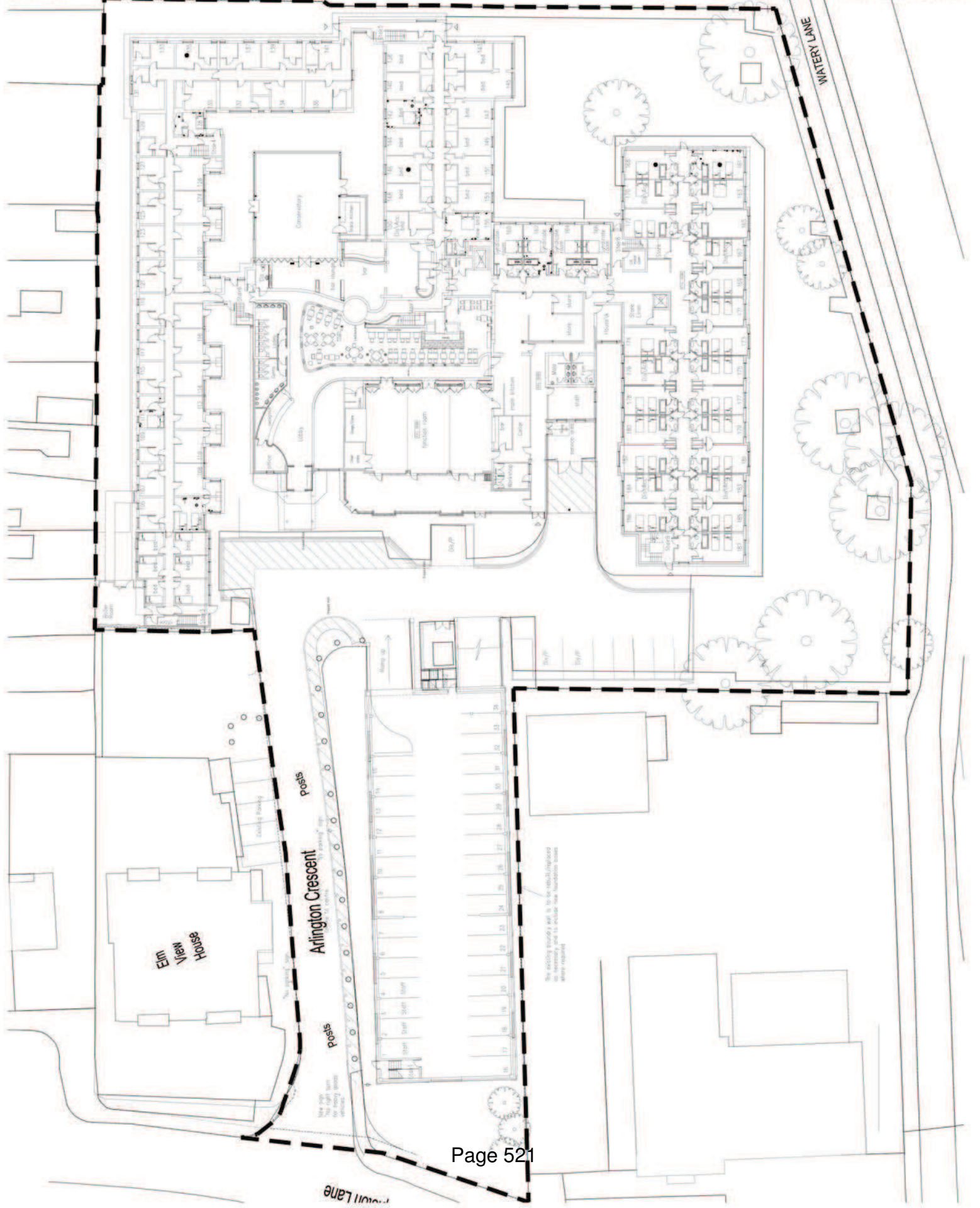
St. Mary's Healthcare, 103 Berger Road, Derby DE1 3BS
 Project: St. Mary's Healthcare, 103 Berger Road, Derby DE1 3BS
 Job No: 102-01

Client: St. Mary's Healthcare
 Location: St. Mary's Healthcare
 Project: St. Mary's Healthcare

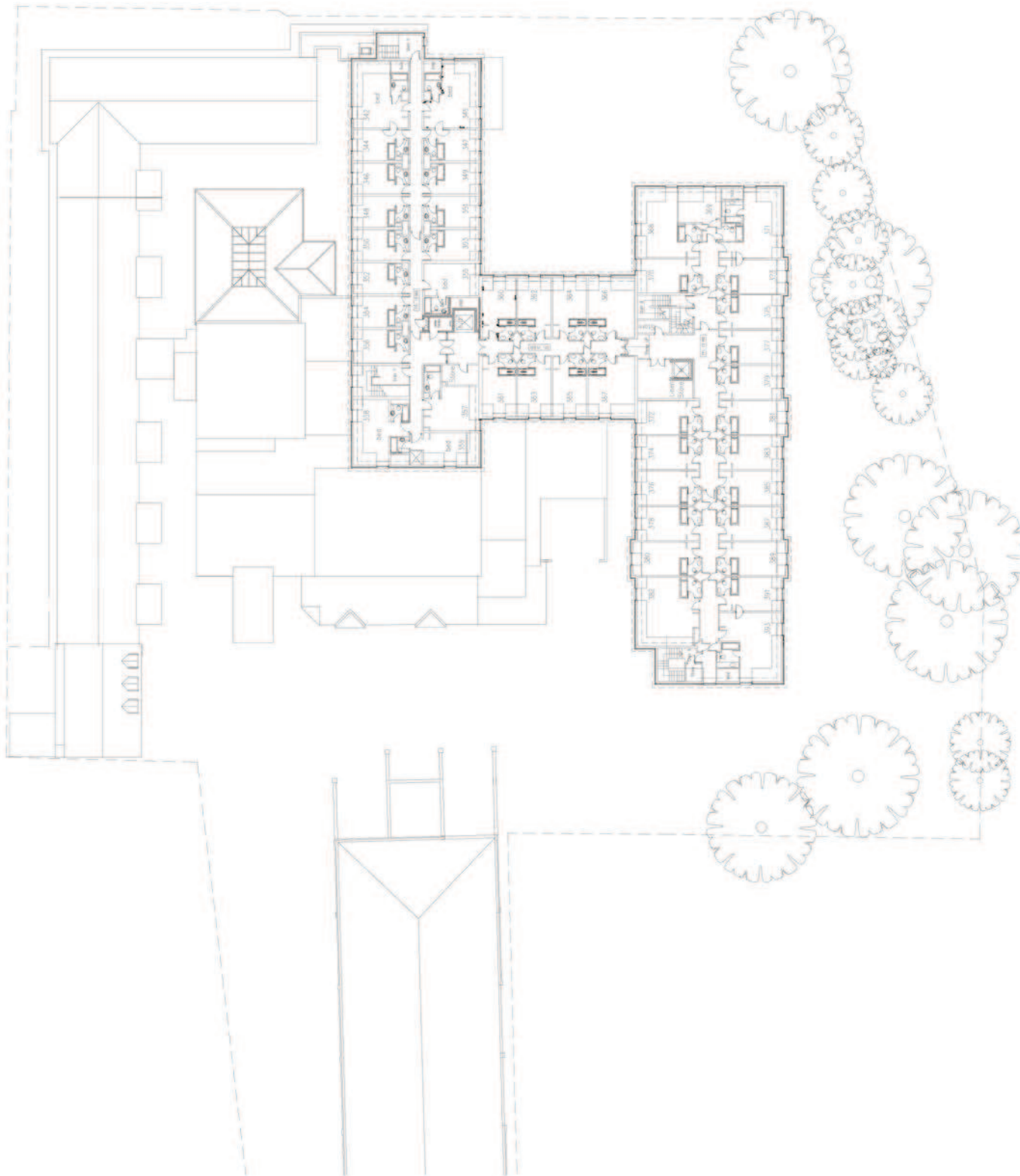
Drawing Title: Ground Floor Plan as Existing
 Drawing No: 102-01
 Revision: A

Scale: 1:200 @ A1
 Date: 11/11/2011
 Job No: 102-01
 Drawing No: 102-01
 Revision: A

PLANNING SUBMISSION



NOTES:
 1. All dimensions are in millimeters unless otherwise stated.
 2. All dimensions are to the centerline of the element unless otherwise stated.
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 10. All dimensions are to the centerline of the element unless otherwise stated.



MORRISON DESIGN
 CHARTERED ARCHITECTS

St. Leonards House, 103 Berger Road, Derby DE1 3BS
 Tel: 01332 353111 Fax: 01332 353112
 Email: info@morrisondesign.co.uk

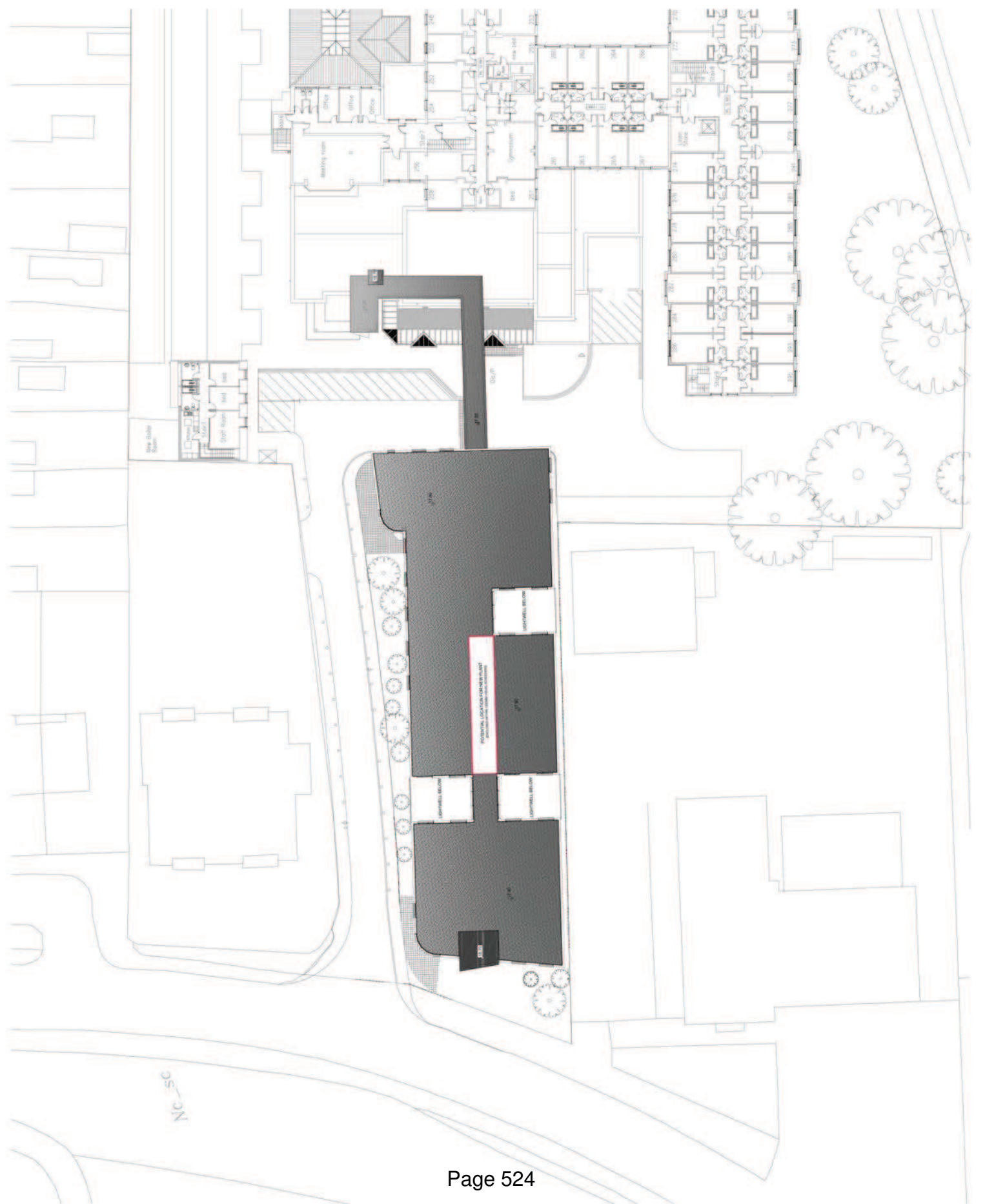
Job Title
 Comfort Inn Heathrow
 Shepiston Lane
 Hayes, Heathrow

Drawing Title
 Second Floor Plan
 as Existing

Scale: 1:200 @ A1
 Job No: 3985
 Drawing No: 104
 Revision

PRELIMINARY

NOTES:
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 2. The client is responsible for ensuring that all necessary permissions are obtained for the proposed development.
 3. The client is responsible for ensuring that all necessary permissions are obtained for the proposed development.
 4. The client is responsible for ensuring that all necessary permissions are obtained for the proposed development.



Scale: 1:200 @ A1
 Date: 01/20/2023
 Project No: 3888
 Revision: A



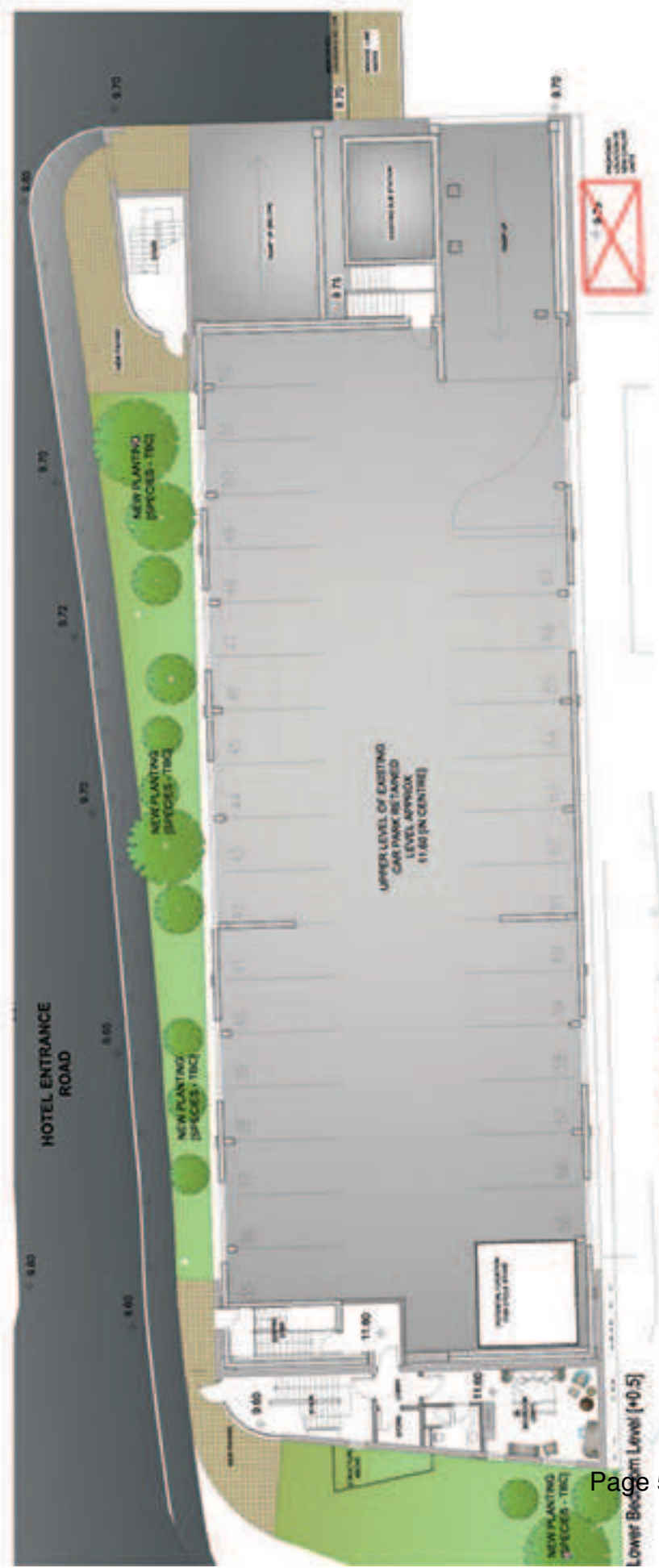
MORRISON DESIGN
 CHARTERED ARCHITECTS
 CLARENCE HOUSE, 103 BRISTOL ROAD, B90 8BE, BIRMINGHAM
 T: 0121 222 2222 F: 0121 222 2222 E: info@morrisondesign.co.uk

Job Title:
Comfort Inn Heathrow
 Shepiston Lane
 Hayes, Heathrow

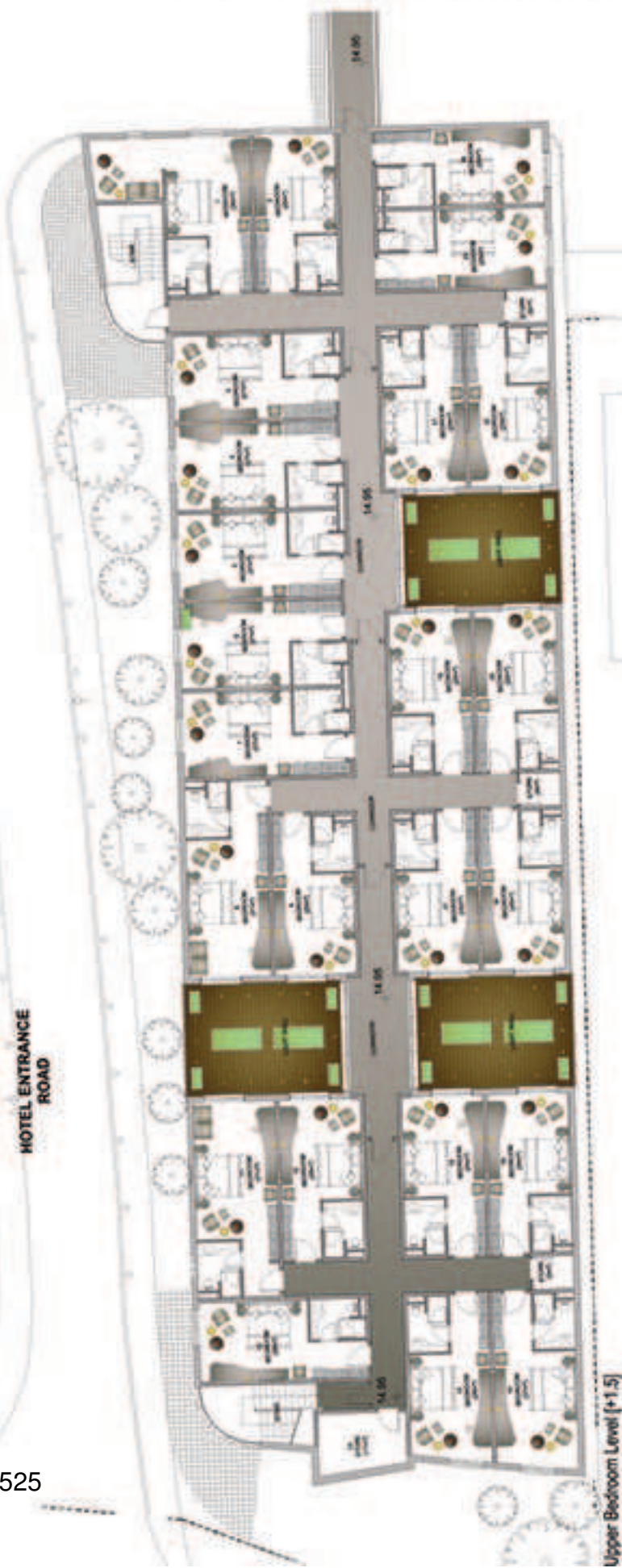
Drawing Title:
EXTENSION - Roof Plan

File No: 104032023000000000
 Scale: 1:200 @ A1
 Date: 01/20/2023
 Project No: 3888
 Revision: A

PLANNING SUBMISSION



Page 525



Upper Bedroom Level (+1.5)

NOTES:
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
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REV. C DATE 10.18.20
 REV. B DATE 09.18.20
 REV. A DATE 08.18.20
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 DATE 07.01.20
 DATE 06.01.20
 DATE 05.01.20
 DATE 04.01.20
 DATE 03.01.20
 DATE 02.01.20
 DATE 01.01.20

MORRISON DESIGN
 CHARTERED ARCHITECTS
 103 Belper Road, Derby DE1 3ES
 T 01332 20355 F 01332 20344 E info@morrisondesign.co.uk

Job Title
Comfort Inn Heathrow
 Shepiston Lane
 Hayes, Heathrow

Drawing Title
EXTENSION - Lower Bedroom Level (+0.5)
[Upper Level Car Park / Ground Floor Hotel]

Scale: 1:200 @ A1
 Drawing No: 0003
 Revision: C
 Date: 17.02.2024
 Author: [Name]
 Checker: [Name]
 Approver: [Name]

PLANNING SUBMISSION

NOTES:
Drawn with AutoCAD
All dimensions are in meters unless otherwise stated.
All dimensions are in meters unless otherwise stated.
The client is responsible for providing all necessary information.
The client is responsible for providing all necessary information.



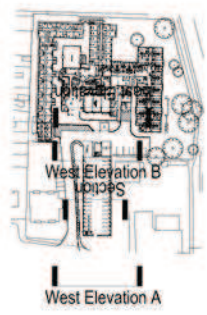
PROPOSED TRUE WEST ELEVATION
INCLUDING EXISTING HOTEL

MORRISON DESIGN
CHARTERED ARCHITECTS
STANWICK HOUSE, 103 BRISTOL ROAD, BIRMINGHAM, B15 2JG
T: 0121 202 2333 F: 0121 202 4141 E: info@morrisondesign.co.uk

Job Title
Comfort Inn Heathrow
Shepiston Lane
Hayes, Heathrow

Drawing Title
**West Elevation as Proposed
Inc. Existing Bldg**
File No. 13461000000000000000
Scale 1:100 @ A1
Drawing No. 3888
Revision No. 011

PLANNING SUBMISSION



KEY PLAN

NOTES:
 1. All work to be done in accordance with the contract documents.
 2. All work to be done in accordance with the contract documents.
 3. All work to be done in accordance with the contract documents.
 4. All work to be done in accordance with the contract documents.
 5. All work to be done in accordance with the contract documents.
 6. All work to be done in accordance with the contract documents.
 7. All work to be done in accordance with the contract documents.
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 12. All work to be done in accordance with the contract documents.
 13. All work to be done in accordance with the contract documents.
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 15. All work to be done in accordance with the contract documents.
 16. All work to be done in accordance with the contract documents.

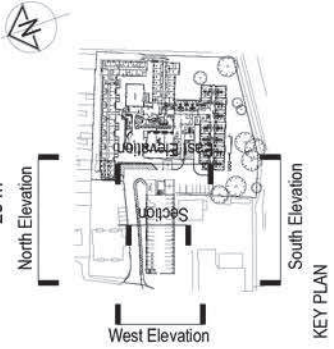
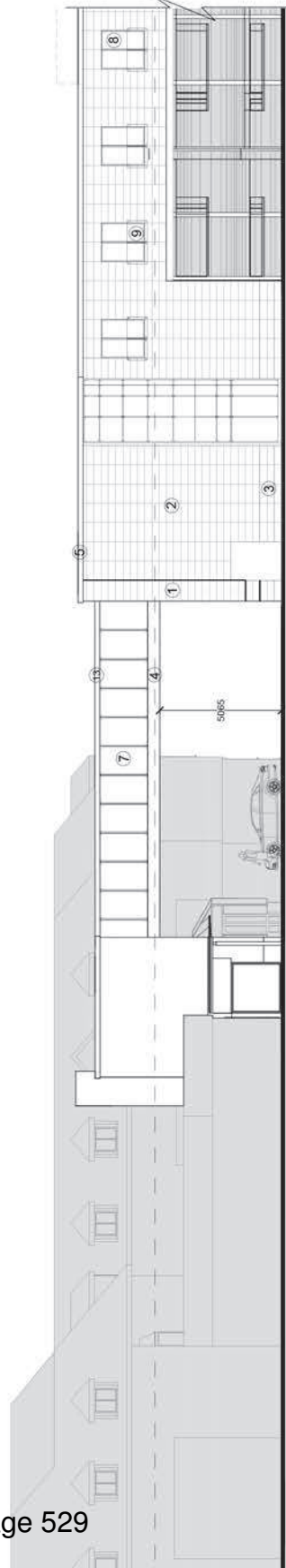
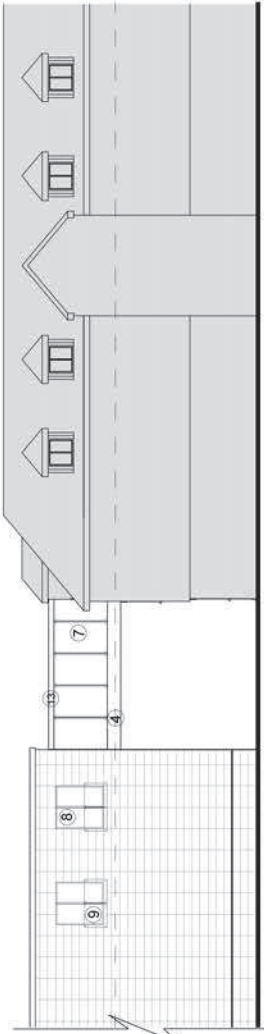
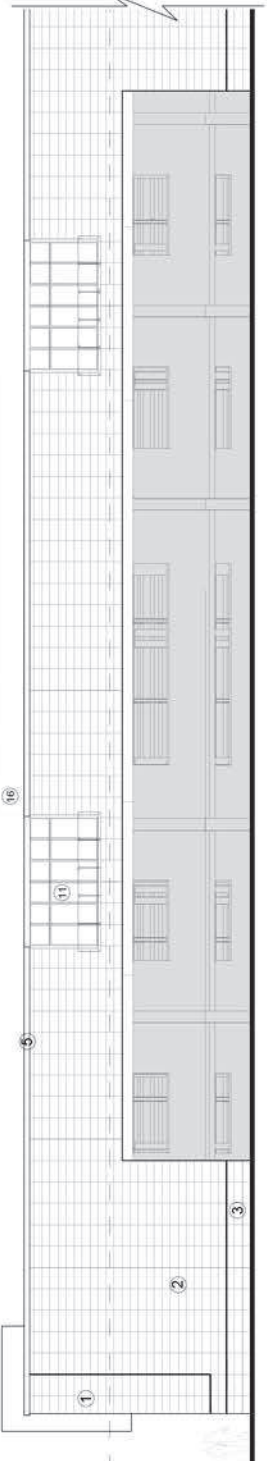
MATERIAL REFERENCE

- 1 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR SAND.
- 2 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR NATUROT.
- 3 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR VUKANGRAU.
- 4 CLADDING PANEL COLOUR - MID GREY.
- 5 PARAPET CAP COLOUR - MID GREY.
- 6 GREY RENDER TO MATCH COLOUR OF PARAPET CAP.
- 7 FRAMELESS GLAZING SYSTEM.
- 8 PPC ALUMINIUM DOUBLE GLAZING SYSTEM FRAME COLOUR - GREY.
- 9 FRAMELESS GLASS BALUSTRADE.
- 10 GLAZED CURTAIN WALLING.
- 11 PPC ALUMINIUM FRAMED (GREY) GLASS DOOR.
- 12 PPC ALUMINIUM LOUVRE SYSTEM - COLOUR BEIGE TO MATCH SAND RAINSCREEN.
- 13 GREY CLADDING PANEL TO MATCH COLOUR OF PARAPET CAPPING.
- 14 CREAM RENDER TO MATCH COLOUR OF SAND RAINSCREEN.
- 15 PPC ALUMINIUM DOOR - COLOUR GREY.
- 16 MESH SCREEN HOUSING FOR PLANT.

MORRISON DESIGN
 CHARTERED ARCHITECTS

11, Atkin Road, 103 Balfour Road, Derby DE1 3ES
 T: 01332 343355 F: 01332 291441 E: architects@morrisondesign.co.uk
 Job Title: Comfort Inn Heathrow Shepiston Lane Hayes, Heathrow
 Drawing Title: Elevations as Proposed SHEET 1 OF 2
 Scale: 1:100 @ A1
 Drawing No: 38688
 Revision: 007
 Date: 08/02/2014
 Drawn By: [Name]
 Checked By: [Name]
 Approved By: [Name]

PLANNING SUBMISSION



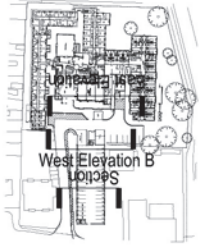
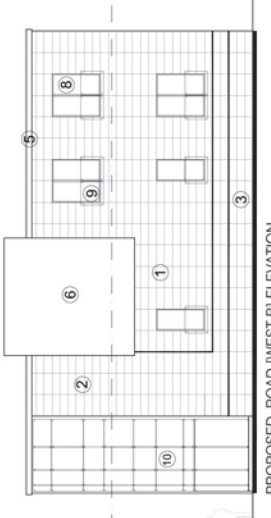
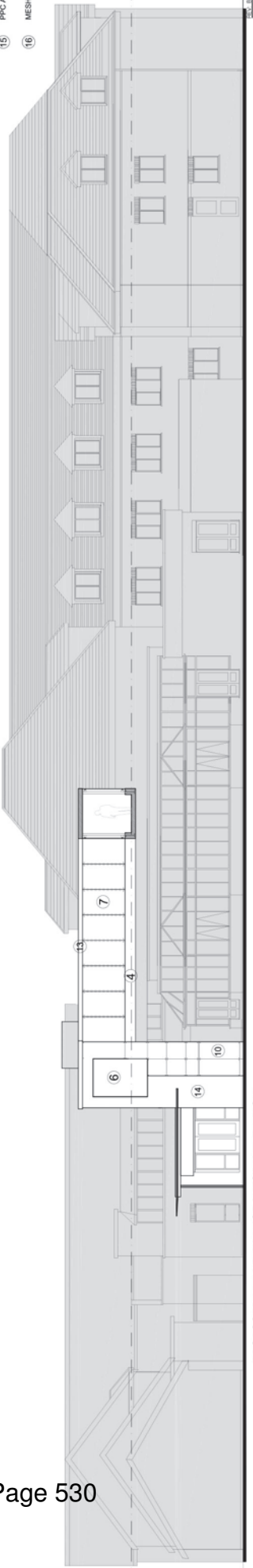
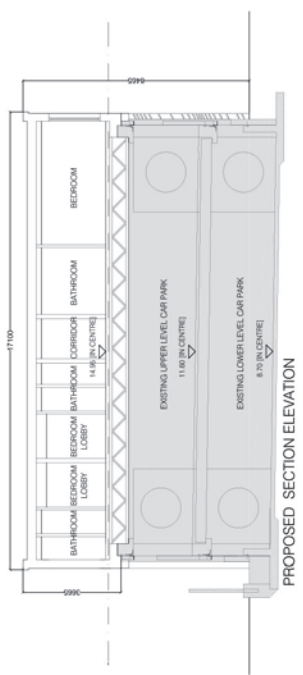
APPROXIMATE LOCATION OF EXISTING OPENINGS SHOWN BEHIND GLAZING
 PROPOSED NORTH (ARLINGTON ROAD) ELEVATION CONTINUED

NOTES:
 1. Drawings shall be made in accordance with the British Standards Institution (BSI) standards.
 2. All dimensions are in millimetres unless otherwise stated.
 3. The client, its agents, and subcontractors shall be responsible for the accuracy of the information provided.
 4. Morrison Design Ltd. Chartered Architects.

MATERIAL REFERENCE

- 1 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR SAND.
- 2 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR NATUROT.
- 3 JAMES & TAYLOR ALPHATON RAINSCREEN - COLOUR YORKINGRAU.
- 4 CLADDING PANEL COLOUR - MID GREY.
- 5 PARAPET CAP COLOUR - MID GREY.
- 6 GREY FINISHES TO MATCH COLOUR OF PARAPET CAP.
- 7 FRAMELESS GLAZING SYSTEM.
- 8 PPC ALUMINIUM DOUBLE GLAZING SYSTEM FRAME COLOUR - GREY.
- 9 FRAMELESS GLASS BALUSTRADE.
- 10 GLAZED CURTAIN WALLING.
- 11 PPC ALUMINIUM FRAMED (GREY) GLASS DOOR.
- 12 PPC ALUMINIUM LOUVRE SYSTEM - COLOUR BEIGE TO MATCH SAND RAINSCREEN.
- 13 GREY CLADDING PANEL TO MATCH COLOUR OF PARAPET CAPPING.
- 14 CREAM RENDER TO MATCH COLOUR OF SAND RAINSCREEN.
- 15 PPC ALUMINIUM DOOR - COLOUR GREY.
- 16 MESH SCREEN HOUSING FOR PLANT.

NOTE:
 FOR LIGHTWELL PLANNING DETAILS SEE I.D.L. DRAWING 3888070.
 AREAS SHOWN IN GREY DENOTE EXISTING BUILDING.



KEY PLAN

DATE: 18.02.2014
 DRAWN: A.P.
 CHECKED: A.P.
 APPROVED: A.P.
 DIMENSIONS updated to show status of existing building.



MORRISON DESIGN
 CHARTERED ARCHITECTS

21 WIMBORNE ROAD, 103 BERRY ROAD, BERRY SET 3ES
 WIMBORNE, DORSET, DT9 9LW
 T: 01302 303355 F: 01302 304441 E: info@morrisondesign.co.uk

Job Title
 Comfort Inn Heathrow
 Shepison Lane
 Hayes, Heathrow

Drawing Title
 Elevations as Proposed
 SHEET 2 OF 2

File No.: 19-03-0002-000-000
 Paper size: morrison_a3

Scale: 1:100 @ A1
 Drawn: A.P.
 Check: A.P.
 Date: 18.02.2014

Job No.: 3888
 Drawing No.: 008
 Revision: B

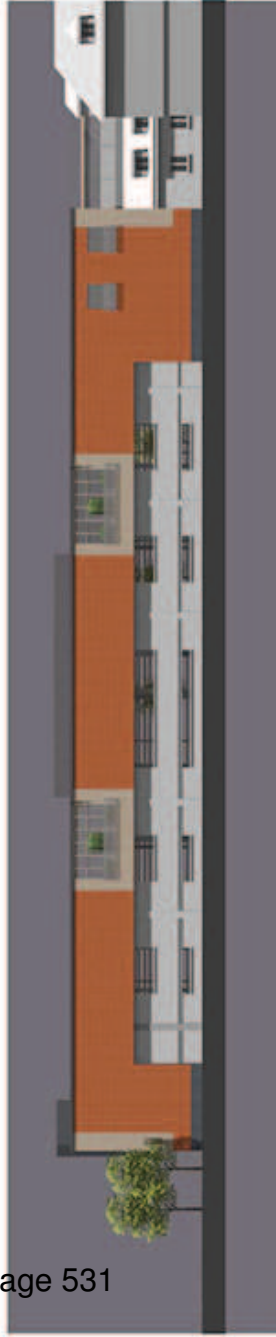
PLANNING SUBMISSION



PROPOSED WEST [EXTENSION END] ELEVATION



PROPOSED NORTH [ARLINGTON ROAD] ELEVATION



PROPOSED SOUTH [FIRE STATION] ELEVATION



PROPOSED WEST [MAIN ENTRANCE] ELEVATION



PROPOSED EAST [CAR PARK ENTRANCE] ELEVATION



3D PERSPECTIVE VISUAL 1



3D PERSPECTIVE VISUAL 2

2023
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MORRISON DESIGN
 CHARTERED ARCHITECTS

1500 W. 10TH AVENUE, SUITE 200
 DENVER, CO 80202

for The
 Confort Inn Heathrow
 Stoplan Lane
 Hayes, Heathrow

Drawing No.
 Schematic Elevations
 and 3D Visuals
 3668

Client No.
 009

PLANNING SUBMISSION

NOTES:
 Do not scale from this drawing.
 Dimensions to be site checked by Contractor working only from grid and figured dimensions and cross checked with all other relevant drawings.
 Any discrepancies to be reported to the Architect prior to construction.
 This drawing is the property of Morrison Design Ltd. Chartered Architects.



REV: A BY: ALP CFI: X DATE: 31.03.14
 GENERAL UPDATE DRAWING 002 PAPER SIZE AND DRAWING TITLE AMENDED.



MORRISON DESIGN
 CHARTERED ARCHITECTS

St Alkmunds House, 103 Belper Road, Derby DE1 3ES
 T: 01332 363355 F: 01332 291441 E: architect@morrisondesign.co.uk

Job Title
 Comfort Inn Heathrow
 Shepiston Lane
 Hayes, Heathrow

Drawing Title
EXTENSION - Plant Level (+0)
 [Lower Level Car Park/ Ground Floor Hotel]
 File Ref: 1:\pub\3868\Drawings\SK1
 Plotter Setup: monochrome_A3.ctb
 Scale: 1:200 @ A1 Drawn: ALP CFI: X Date: 17.02.2014
 Job No. 3868 Drawing No. 002 Revision A

PLANNING SUBMISSION



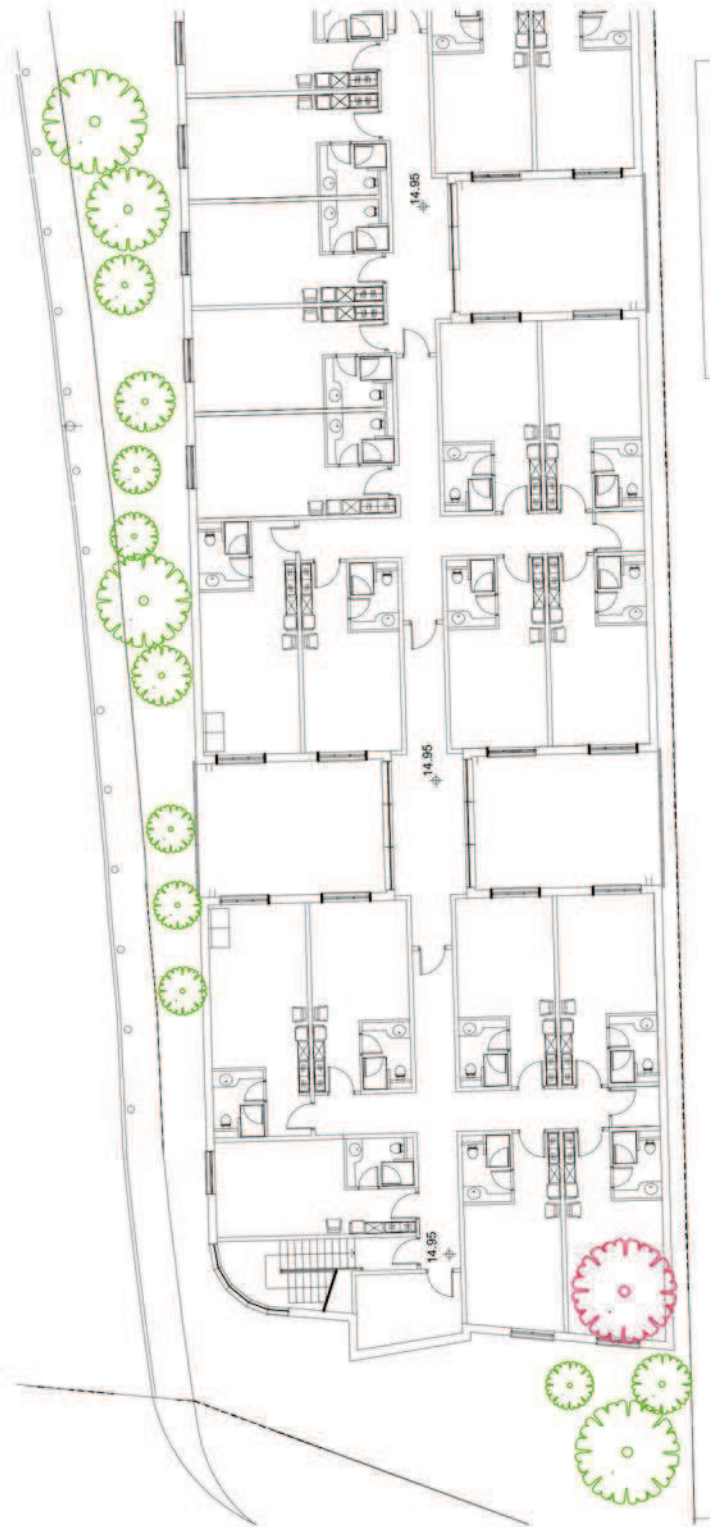
1 CENTRAL PLANTERS
1M WIDE TO ALLOW FOR SCREENING PLANTS + GROUND COVER.

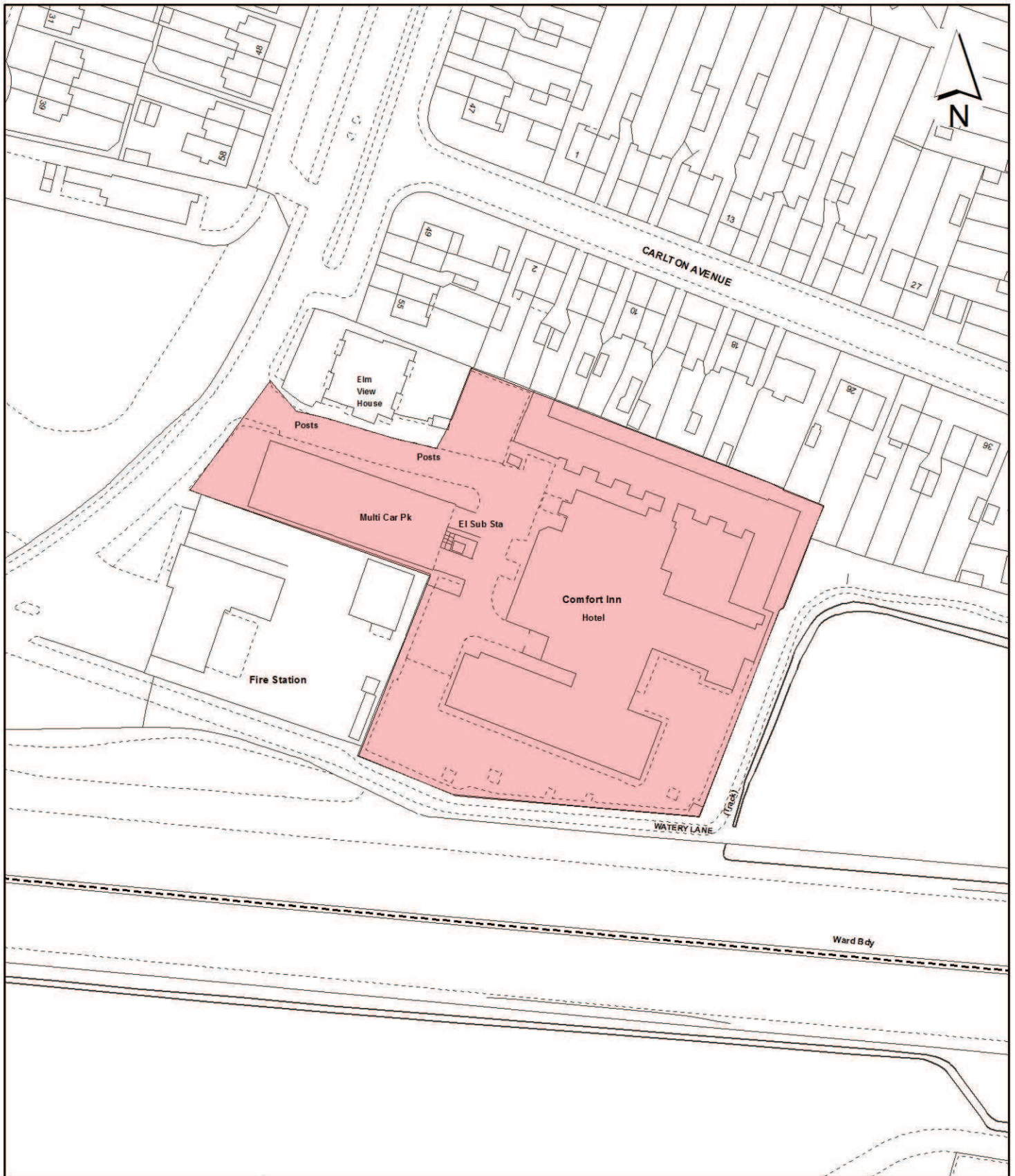
SUGGESTED SPECIES:
FARGESIA MURIELAE 'BIMBO' - BAMBOO.
SASA PALMATA 'NEBULOSA' - BAMBOO.

GROUND COVER:
PLOYSTICHUM SETIFERUM - EVERGREEN FERN.
ASPLENIUM SCOLOPENDRIUM - EVERGREEN FREN.
EUPHORBIA CYPARISSIAS 'FEN RUBY' - SPURGE.
HEMEROCALLIS 'STELLO D'ORO' - DAYLILY.

2 FRONT & BACK PLANTERS
600MM WIDE.

SUGGESTED SPECIES:
SASA PALMATA VEITCHII - BAMBOO.
SASSELLA GLABRA 'ALBOSTRIATA' - BAMBOO.
CHOISYA X DEWITTEANA 'AZTEC PEARL' - MEXICAN ORANGE.
PITTIOSPORUM TOBIRA 'NANUM' - JAPANESE MOCK ORANGE.





Notes

 Site boundary

For identification purposes only.
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 Unless the Act provides a relevant exception to copyright.

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Site Address

**Comfort Inn
 Shepiston Lane
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

382/APP/2014/1117

Scale

1:1,250

Planning Committee

Major Page 535

Date

August 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BOURNE COURT SITE BOURNE COURT RUISLIP

Development: Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works

LBH Ref Nos: 11891/APP/2014/91

Date Plans Received: 10/01/2014

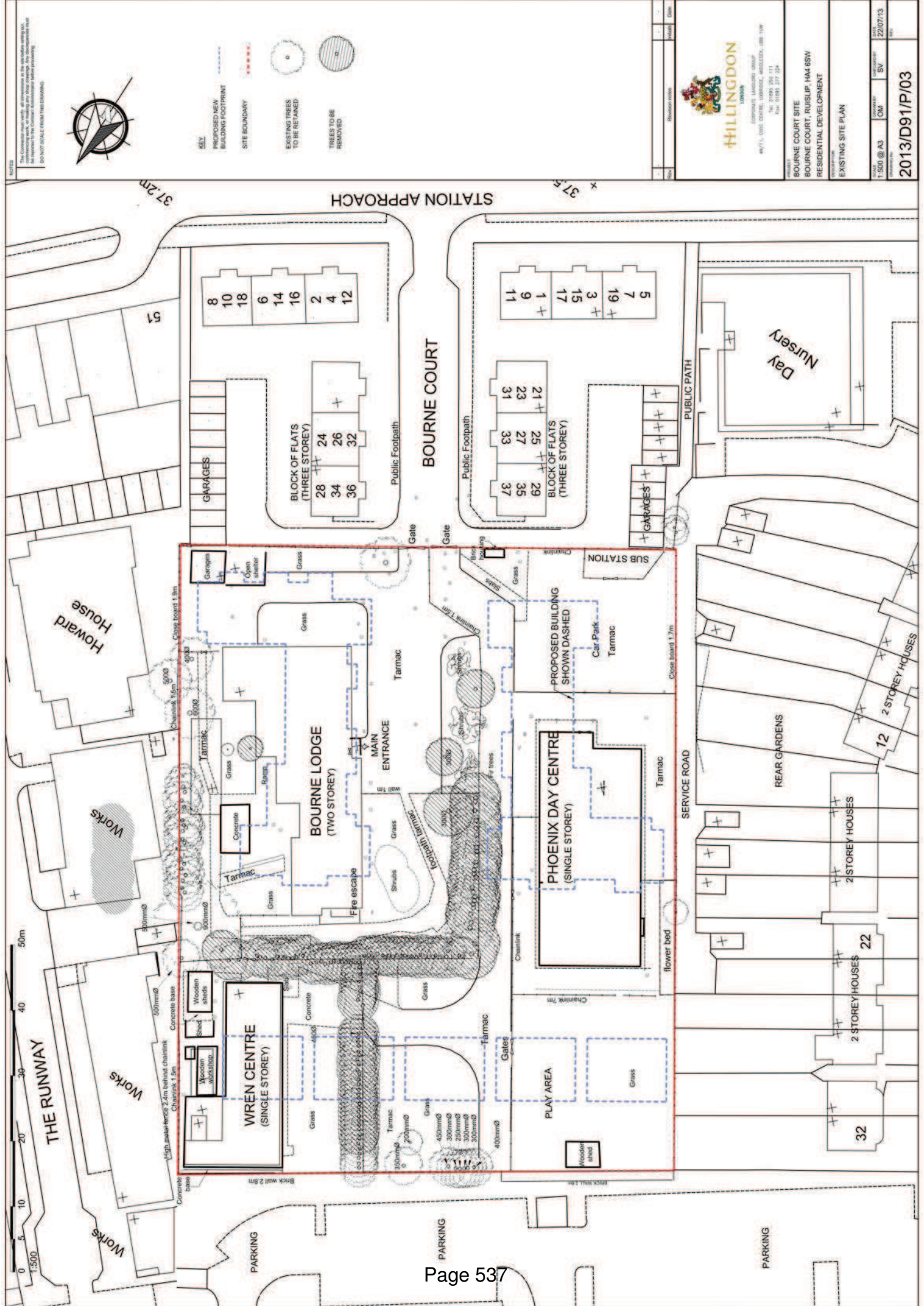
Date(s) of Amendment(s): 17/07/2014

Date Application Valid: 10/04/2014

24/07/2014

13/01/2014

10/04/2014



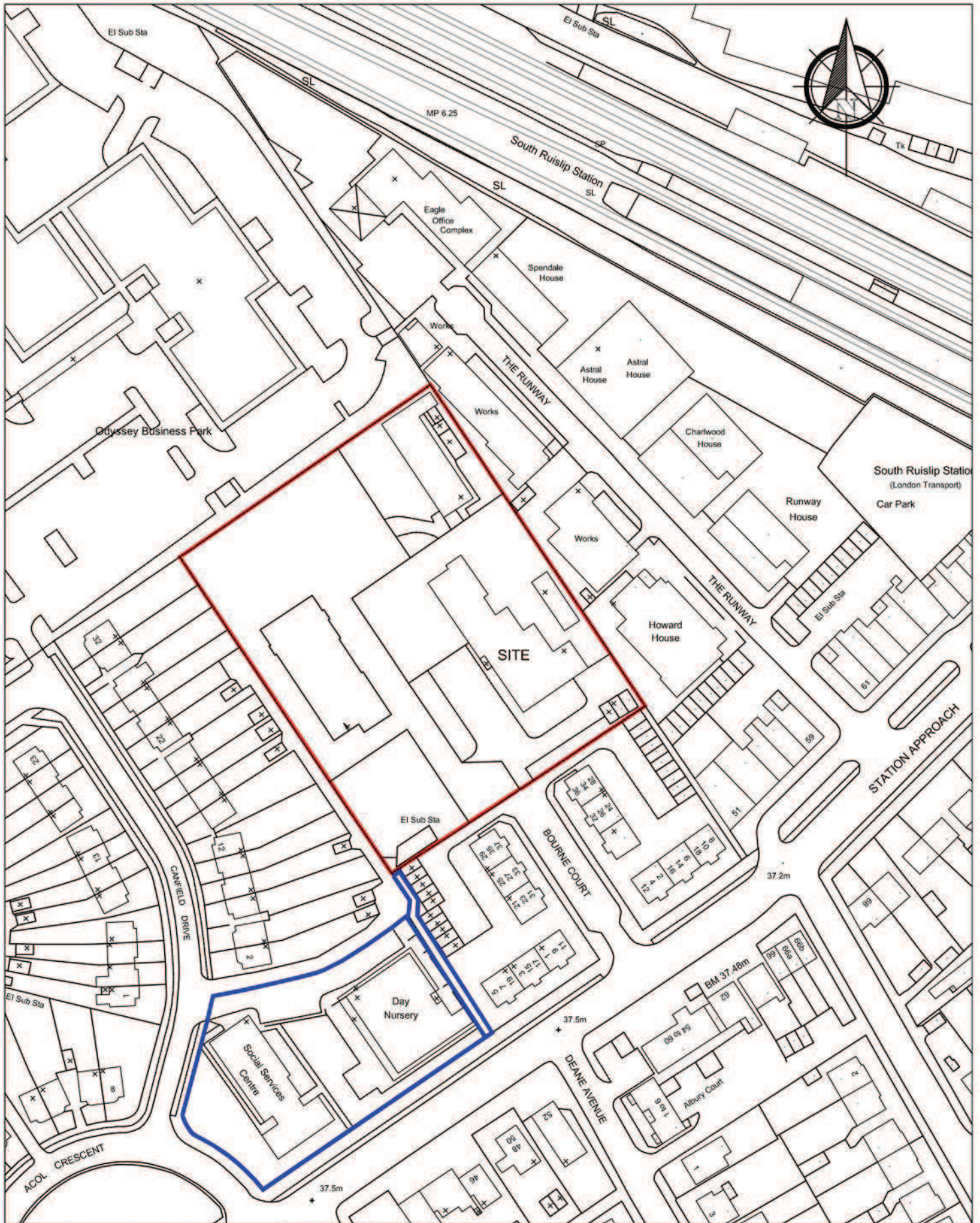
NOTES

The contractor shall verify all dimensions at the site before starting work. All dimensions are given in metres unless otherwise stated. All dimensions are given to the centre of a wall unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.



- KEY**
- PROPOSED NEW BUILDING FOOTPRINT
 - SITE BOUNDARY
 - EXISTING TREES TO BE RETAINED
 - TREES TO BE REMOVED

<p>HILLINGDON LONDON</p> <p>CORPORATE LANDSCAPE GROUP 4th/11, CIVIC CENTRE, URBOSIDE, WOLLETON, LEES, LEEDS Tel: 0113 255 250 111 Fax: 0113 277 234</p>	
<p>PROJECT BOURNE COURT SITE BOURNE COURT, RUISLIP, HA4 6SW RESIDENTIAL DEVELOPMENT</p>	
<p>EXISTING SITE PLAN</p>	
<p>DATE 15/01/13 @ A3</p>	<p>SCALE 1:500</p>
<p>DATE 22/07/13</p>	<p>SCALE 1:500</p>
<p>PROJECT NO 2013/D91/P/03</p>	



HILLINGDON COUNCIL
 Planning and Building Control
 Planning Department
 Hillingdon Council
 Tel: 01895 731222
 Fax: 01895 731223

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project		Scale	
BOURNE COURT		1:1250 @ A4	
Description		Date	
SITE LOCATION PLAN		16/12/13	
		Drawing No.	
		2013/D91/P/01	
		Checked by	
		SV	
		Rev.	
		A	

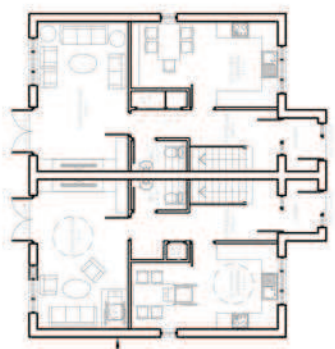


NOTES

The Contractor shall verify all dimensions at the site before starting work. All dimensions shall be taken to the face of the work unless otherwise stated. All dimensions shall be taken to the face of the work unless otherwise stated. All dimensions shall be taken to the face of the work unless otherwise stated.

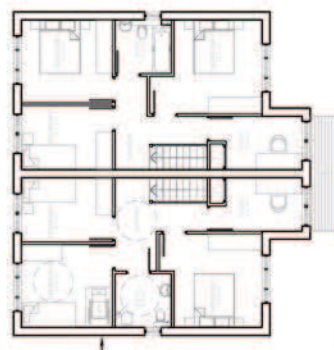
GF ACCOMMODATION

2 No 3 Bed @ 106m² ea
 Total No of Flats = 10
 GIA = 1060m²
 GEA = 1240m²



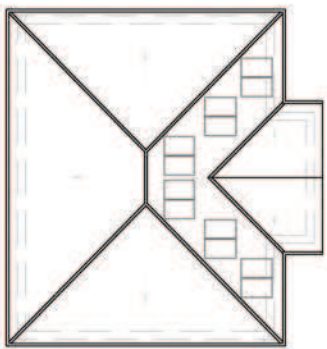
HOUSE NO. 7 TO BE PREPARED FOR ADAPTATION FOR DISABLED PERSON ON WHEELCHAIR, THROUGH FLOOR LIFT TO BE FITTED AND BATHROOM REARRANGED.

GROUND FLOOR PLAN 1:200

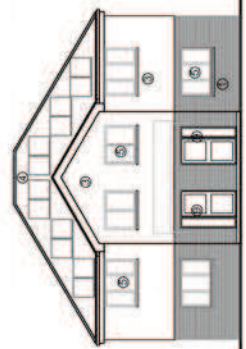


HOUSE NO. 8 TO BE PREPARED FOR ADAPTATION FOR DISABLED PERSON ON WHEELCHAIR, THROUGH FLOOR LIFT TO BE FITTED AND BATHROOM REARRANGED.

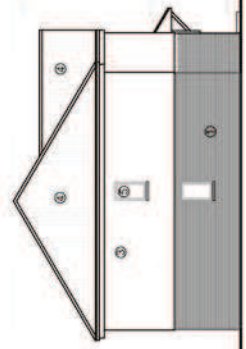
FIRST FLOOR PLAN 1:200



ROOF PLAN 1:200

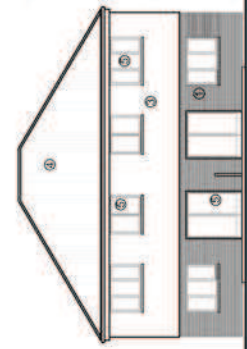


SOUTHEAST ELEVATION 1:200



SOUTHWEST ELEVATION 1:200

- MATERIALS KEY:**
1. FAIR FACED BRICKWORK - Istock Windsor
 2. TRESPA CLADDING PANELS - Anthracite Grey
 3. WHITE RENDER
 4. INTERLOCKING ROOF TILES - Marley Ecologic Ludlow Major
 5. VELLFAC COMPOSITE ALUMINIUM & TIMBER FRAMED WINDOWS & DOORS - aluminium powder coated RAL 6007
 6. ALUMINIUM FRAMED CURTAIN WALLING - RAL 6007
 7. OBSCURE GLAZING
 8. GLASS & STEEL SUSPENDED CANOPY - RAL 6007
 9. SIDE HUNG ALUMINIUM FRAMED DOOR TO MAIN ENTRANCE - RAL 6007
 10. OPAQUE GLASS & STEEL BALLUSTRADE - RAL 6007

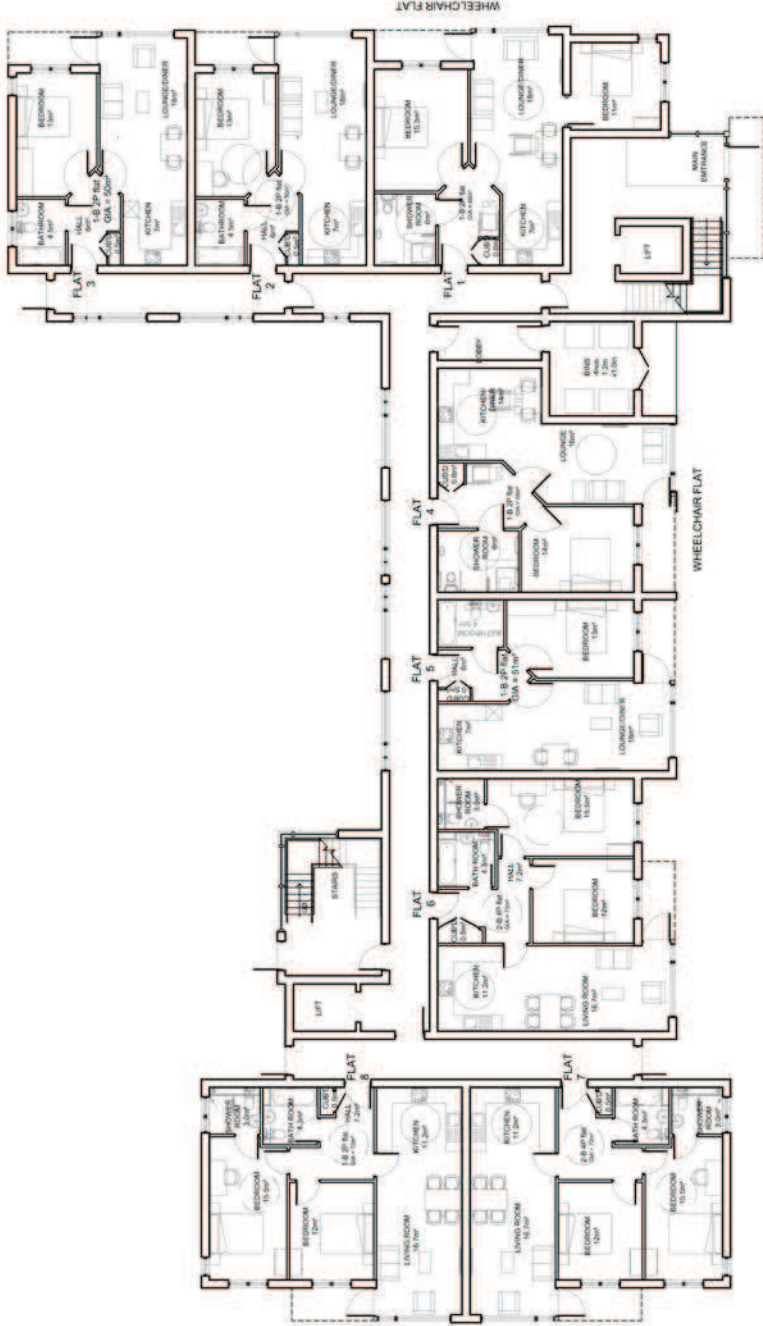


NORTHWEST ELEVATION 1:200



NORTHEAST ELEVATION 1:200

Client	Sum	26.07.12
Revision	Number	Date
PROJECT BOURNE COURT SITE RESIDENTIAL DEVELOPMENT		
DRAWING TYPICAL SEMI-DETACHED HOUSES FLOOR PLANS AND ELEVATIONS		
Scale	1:200	DATE
Author	OM	DATE
Check	SV	DATE
Drawn	13/11/13	DATE
Reference No.		2013/D91/P/05
Revision		A



BLOCK A GROUND FLOOR PLAN 1:200

NOTES

The contract shall apply, all dimensions are the work shown unless otherwise stated.
 All dimensions are to the centre of wall unless otherwise stated.
 DO NOT SCALE FROM THIS DRAWING.

GF ACCOMMODATION

- 3 No 1 Beds @ 50m²ea
- 1 No 1 Beds @ 58m²ea (Wheelchair Unit)
- 1 No 2 Beds @ 68m² (Wheelchair Unit)
- 3 No 2 Beds @ 72-73m²ea
- Total No of Flats = 8**

GIA = 709m²
GEA = 758m²

8	1/200	13/07/12	13/07/12
9	1/200	13/07/12	13/07/12
10	1/200	13/07/12	13/07/12
11	1/200	13/07/12	13/07/12
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75	1/200	13/07/12	13/07/12
76	1/200	13/07/12	13/07/12
77	1/200	13/07/12	13/07/12
78	1/200	13/07/12	13/07/12
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98	1/200	13/07/12	13/07/12
99	1/200	13/07/12	13/07/12
100	1/200	13/07/12	13/07/12

HILLINGDON
LONDON

RESIDENTIAL SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 28/10, CIVIC CENTRE, UXBRODGE, MIDDLESEX, UBS 10W
 Tel: 01895 255 111 Fax: 01895 277 224

PROJECT
 BOURNECOURT
 RESIDENTIAL DEVELOPMENT

DESCRIPTION
 GROUND FLOOR PLAN
 BLOCK A

DATE
 12/06/13

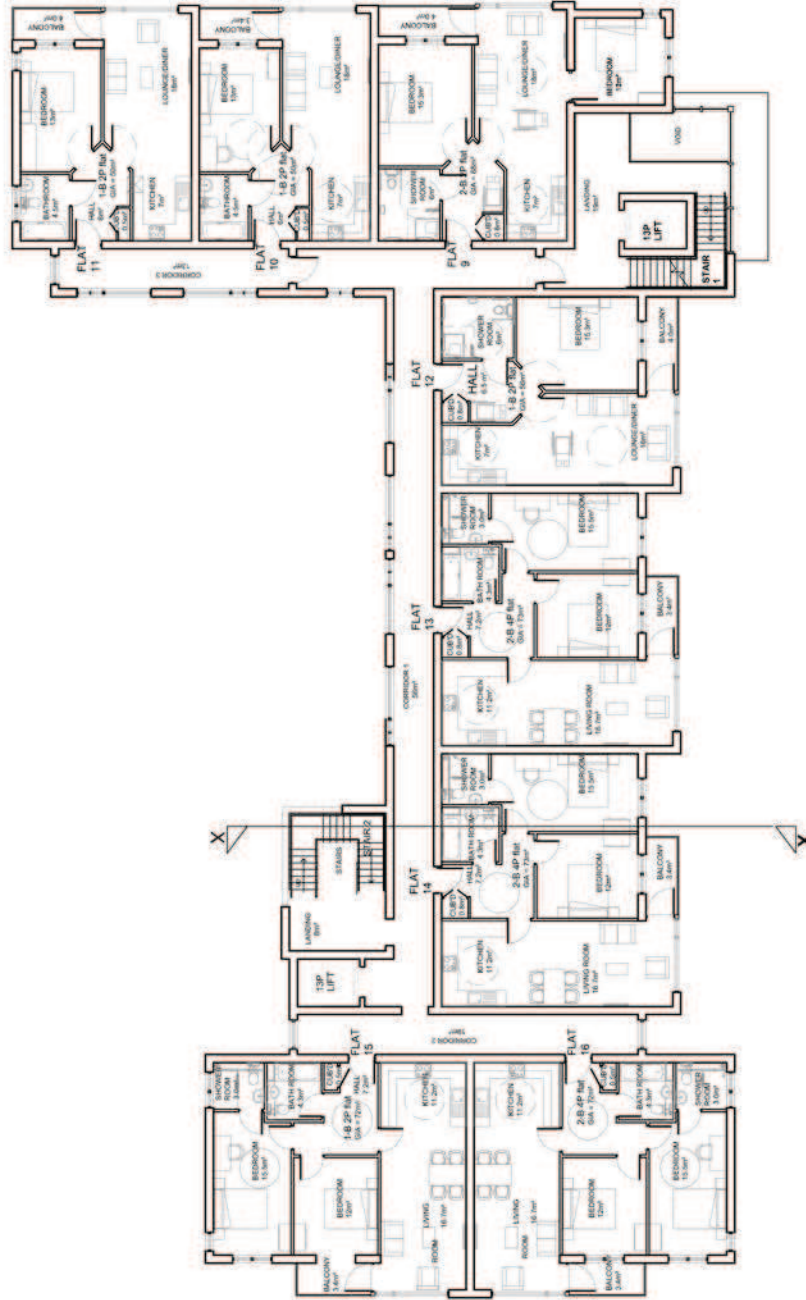
SCALE
 1:200

PROJECT NO.
 2013/D91/P/06

REV. NO.
 SV

REV. DATE
 31/01/13

REV. BY
 B



BLOCK A FIRST FLOOR PLAN 1:200



NOTES

The contract shall apply, all dimensions are the work shown unless otherwise stated. All dimensions are to the center of wall unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

FF ACCOMMODATION

- 2 No 1 Beds @ 50m²ea
 - 1 No 1 Beds @ 56m²ea (Wheelchair Unit)
 - 1 No 2 Beds @ 68m²ea (Wheelchair Unit)
 - 4 No 2 Beds @ 72 - 73m²ea
- Total No of Flats = 8**

GIA = 709m²
GEA = 758m²

8	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
9	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
10	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
11	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
12	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
13	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
14	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08
15	London Hill Review, Ministry of Accommodation	06/11/08	06/11/08



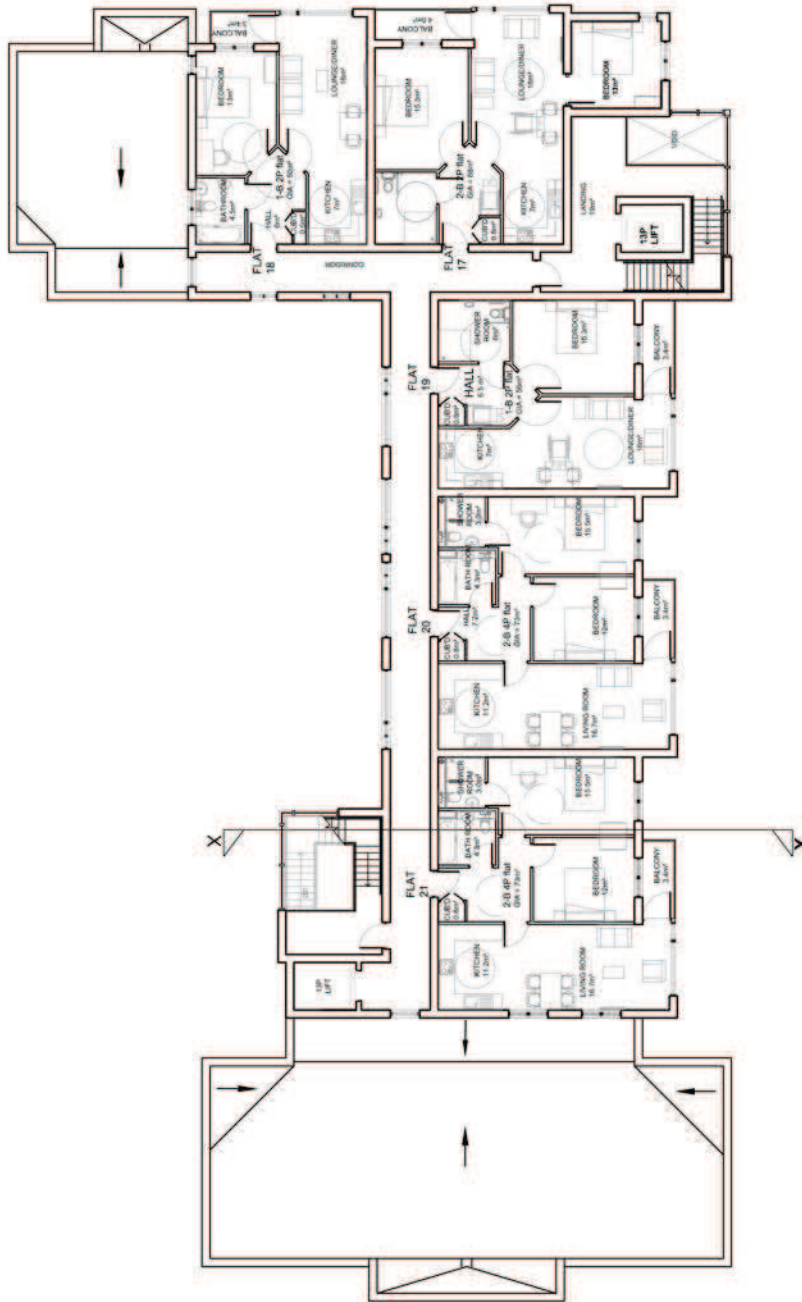
HILLINGDON
LONDON

CORPORATE PROPERTY & OPERATIONS GROUP
46/71, ONE CORNIC, ONE WINDLEDALE, ONE ONE
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT: BOURNECOURT
RESIDENTIAL DEVELOPMENT

DESCRIPTION: FIRST FLOOR PLAN
BLOCK A

DATE: 12/06/08	DATE: 06/11/08	DATE: 31/10/13
BY: [Signature]	BY: [Signature]	BY: [Signature]
NO: 120008A3	NO: SV	NO: B



BLOCK A SECOND FLOOR PLAN 1:200

NOTES

The Contractor shall verify all dimensions at the time before starting. All dimensions shall be taken to the face of the work unless otherwise stated. All dimensions shall be taken to the face of the work unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

FF ACCOMMODATION

- 1 No 1 Beds @ 50m²ea
- 1 No 1 Beds @ 56m²ea (Wheelchair Unit)
- 1 No 1 Beds @ 68m²ea (Wheelchair Unit)
- 2 No 2 Beds @ 73m²ea

GIA = 474m²
GEA = 508m²

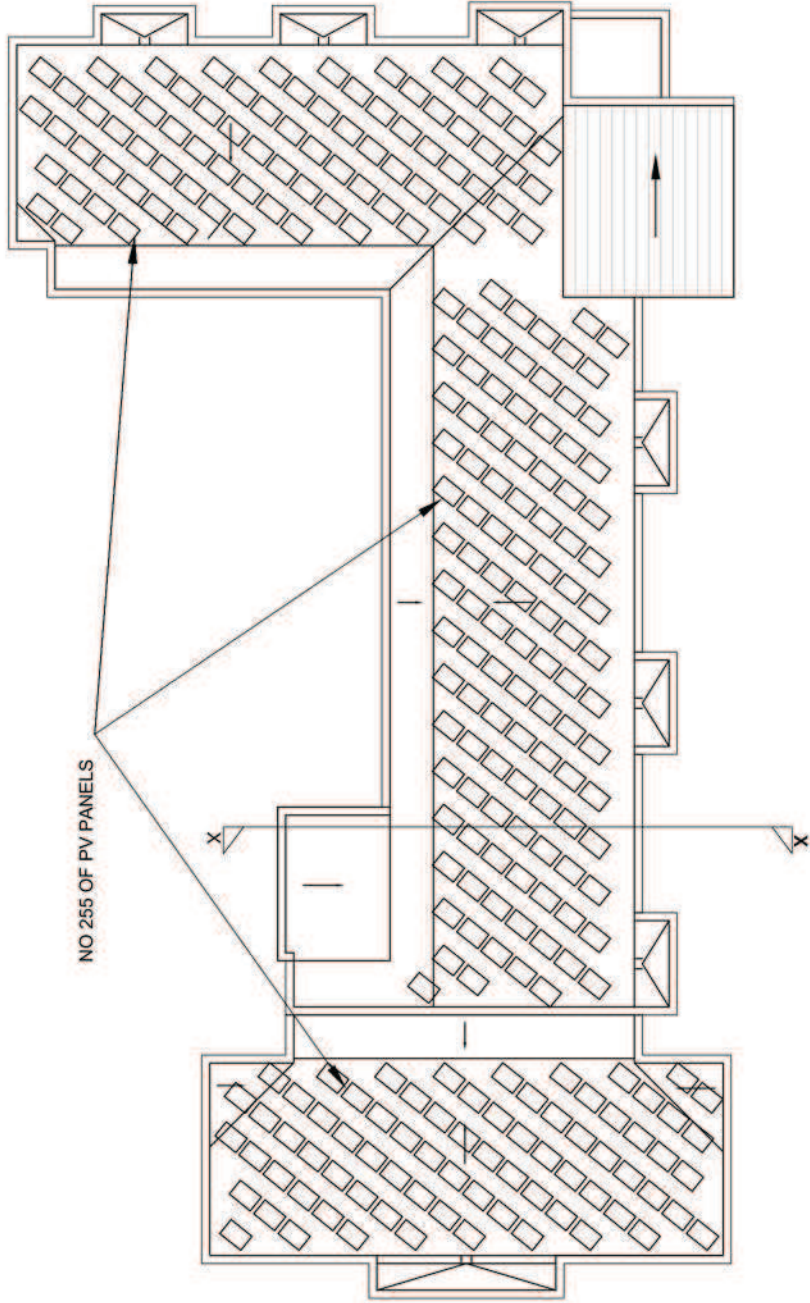
11-07-14

Client	CONVOY APPOINTMENT CENTRE TRUST (CONVOY) LTD	Scale	20:100:14
Revision	01	Author	SV
Date	11/07/14	Check	SV

HILLINGDON
LONDON

CONTRACT PROPERTY & CONSTRUCTION GROUP
4th/11, ONE BOND STREET, LONDON, W1D 108 UK
Tel: 01853 260 111
Fax: 01853 277 224

Project	BOURNECOURT RESIDENTIAL DEVELOPMENT		
Drawn	1:200@BA3	Checked	SV
Date	11/07/14	Scale	20:100:14
Sheet	2013/D91/P/08		
Block	A		



NO 255 OF PV PANELS

ROOF PLAN 1:200

NOTES

The Contractor shall verify all dimensions at the site before starting work. All dimensions shall be taken to the Centre of Mass of the structure. DO NOT SCALE FROM THIS DRAWING.

Rev	Description	Date
01	Issue for 17 revised 100 master plan	01/08/12



RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 28/10, CIVIC CENTRE, UMBROSE, MIDDLESEX, UB8 3UW
 Tel: 01895 255 111 Fax: 01895 277 224

PROJECT
 BOURNE COURT
 RESIDENTIAL DEVELOPMENT

DESCRIPTION
 ROOF PLAN
 BLOCK A

DATE	BY	CHKD	APP'D
31/10/13	SV	SV	

2013/D91/P/09 B

NOTES

This contract may only be used in conjunction with the standard terms and conditions of use for the contract. It is not to be used in conjunction with any other contract or agreement. DO NOT SCALE FROM THIS DRAWING.

GF ACCOMMODATION

- 2 No 1 Bed @ 50m²ea
 - 1 No 1 Bed @ 56m² (Wheelchair unit)
 - 1 No 1 Bed @ 58m² (Wheelchair unit)
 - 3 No 2 Beds @ 72-73m²ea
- Total No of Flats = 7**

GIA = 636m²
GEA = 682m²

9	Block approved to include this area. The revised Schedule of accommodation includes GEA & GIA.	Start	15-07-14
10	Contract variations issued. Site status added.	Start	20-07-14
11	Revisions issued.	Start	



PROJECT
BOURNE COURT
RESIDENTIAL DEVELOPMENT

DESCRIPTION
GROUND FLOOR PLAN
BLOCK B

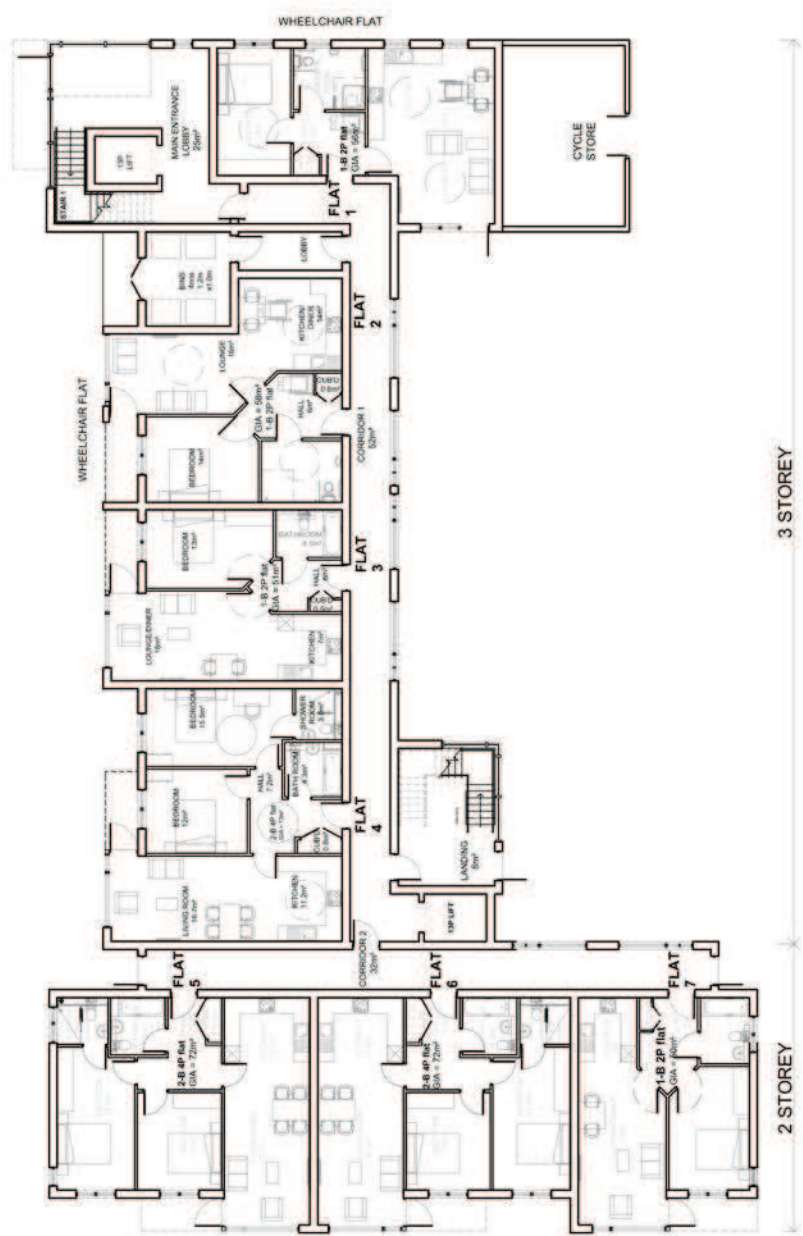
DATE
12/06/13

SCALE
SV

DATE
01/11/13

REF
2013/D91/P10

REV
B



BLOCK B GROUND FLOOR PLAN 1:200

NOTES

This contract may vary, all dimensions are the maximum unless stated otherwise. All dimensions are to the centre of walls unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

GF ACCOMMODATION

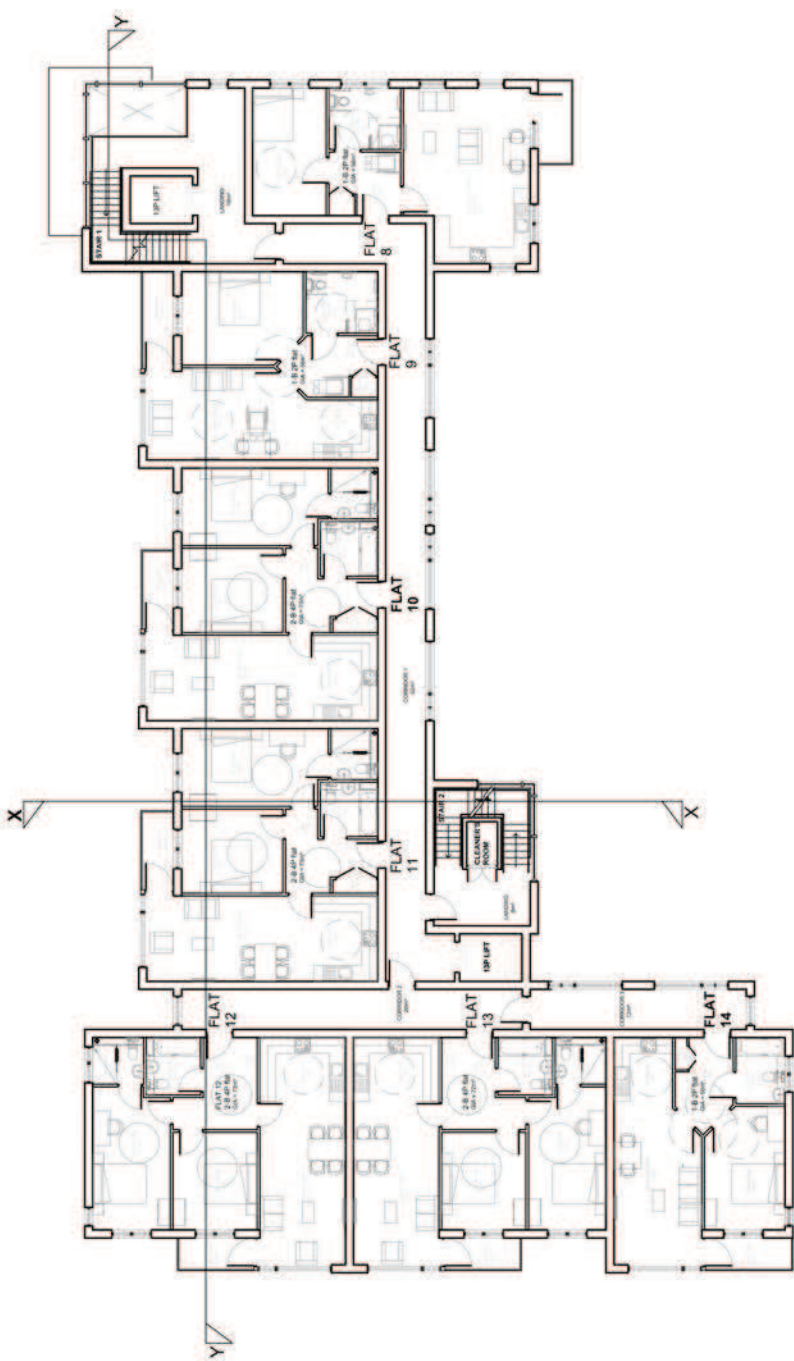
- 1 No 1 Bed @ 50m²ea
- 2 No 1 Beds @ 56m²ea
- 4 No 2 Beds @ 72-73m²ea
- Total No of Flats = 7

GIA = 636m²
 GEA = 682m²

DATE	DESCRIPTION	BY	CHKD BY
12/01/13	ISSUED FOR PERMIT	SV	SV
12/01/13	ISSUED FOR PERMIT	SV	SV



PROJECT	BOURNE COURT RESIDENTIAL DEVELOPMENT
DESCRIPTION	FIRST FLOOR PLAN BLOCK B
DATE	2013/D91/P11
REV	A



BLOCK B FIRST FLOOR PLAN 1:200

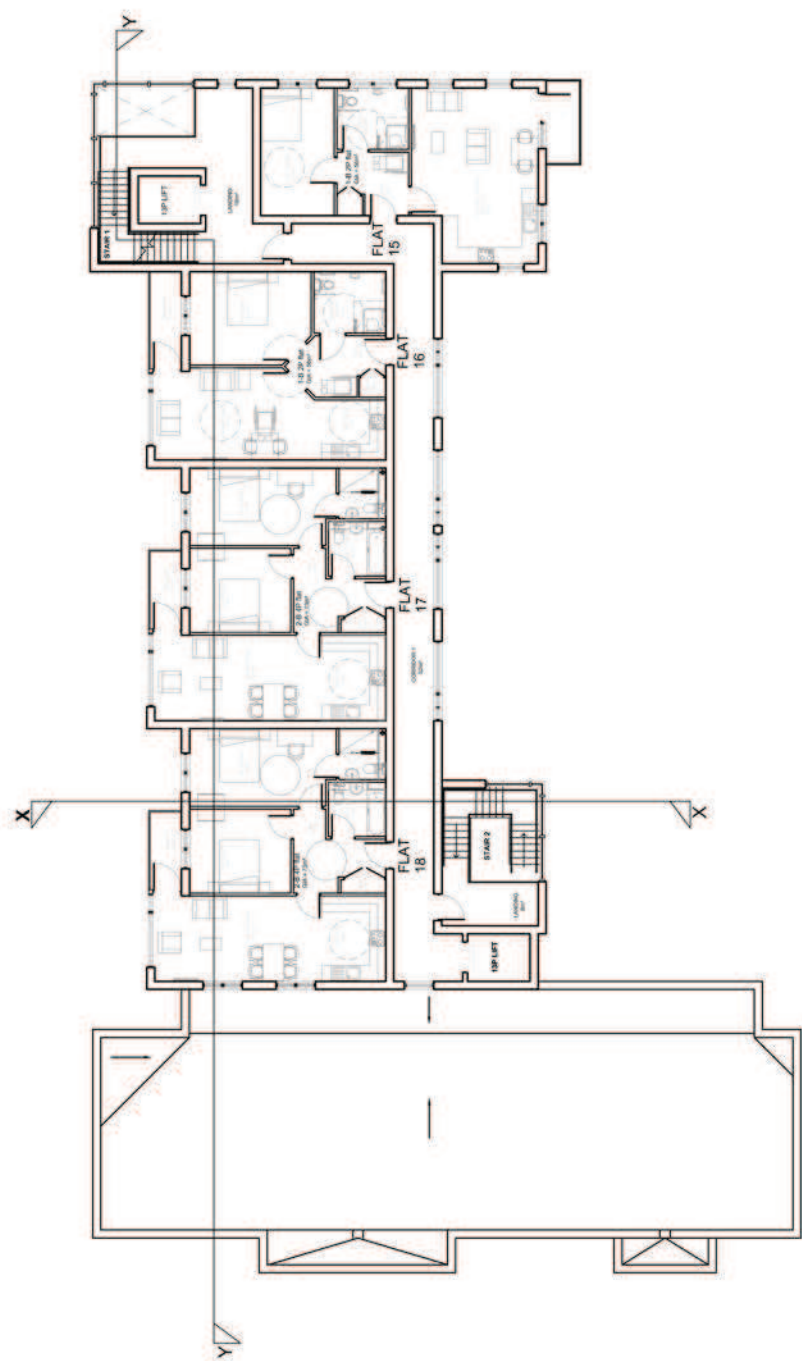
NOTES

This contract is subject to all conditions of the standard contract for the provision of architectural services, as published by the Royal Institute of British Architects (RIBA) and is subject to the contract documents and specifications set out in the contract documents. It is not to be taken in isolation and shall not be construed as a separate contract. It shall be read in conjunction with the contract documents and specifications set out in the contract documents. It shall not be taken in isolation and shall not be construed as a separate contract. It shall be read in conjunction with the contract documents and specifications set out in the contract documents.

GF ACCOMMODATION

- 2 No 1 Beds @ 56m²ea
- 2 No 2 Beds @ 73m²ea
- Total No of Flats = 4

GIA = 394m²
 GEA = 427m²



BLOCK B SECOND FLOOR PLAN 1:200



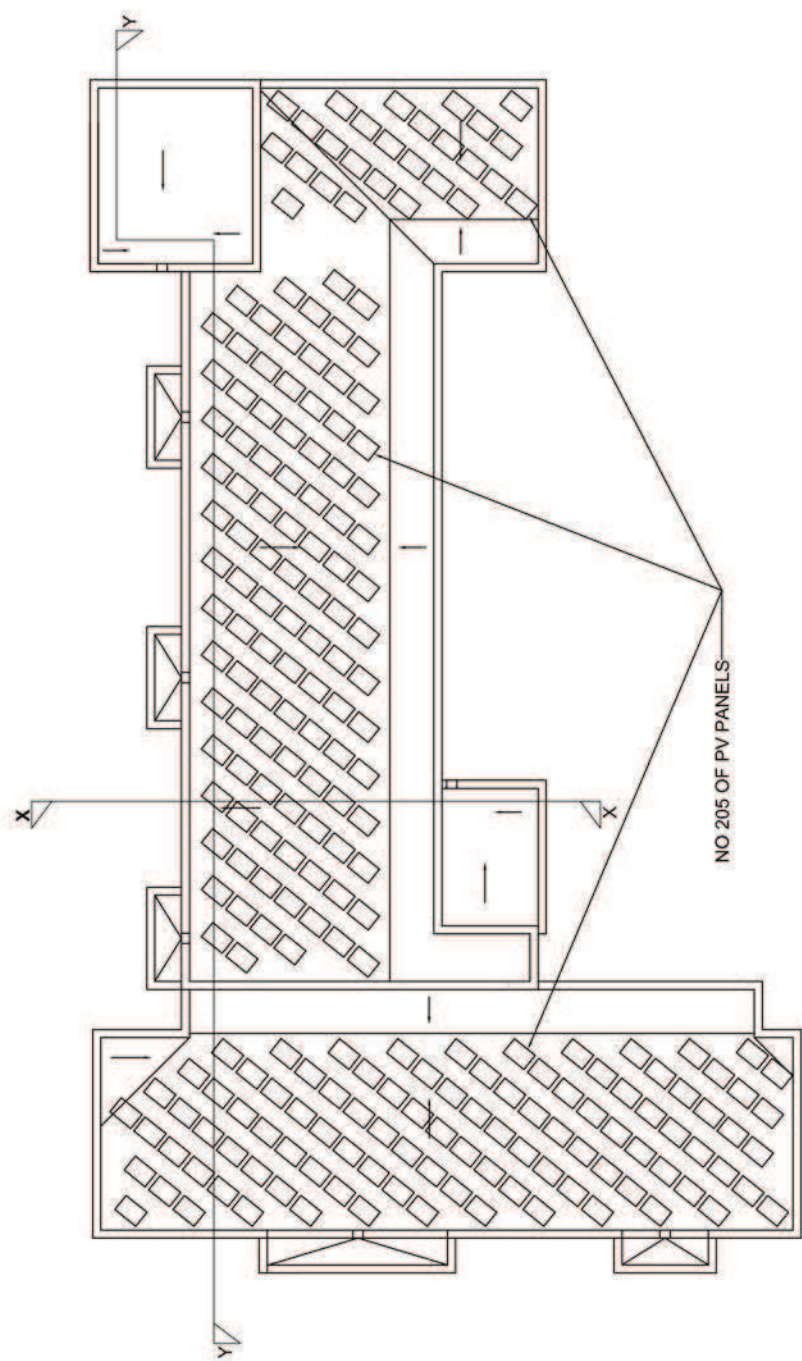
Client	HILLINGDON RESIDENTIAL DEVELOPMENT
Architect	ARCHITECTS
Scale	1:200
Date	01/11/13



Project Name	BOURNE COURT RESIDENTIAL DEVELOPMENT
Block	BLOCK B
Floor	SECOND FLOOR PLAN
Drawn By	SV
Checked By	OM
Date	2013/D91/P/12
Revision	A

NOTES

This contract is subject to the conditions of the contract with the client. It is subject to the contract and any amendments thereto. DO NOT SCALE FROM THIS DRAWING.



BLOCK B ROOF PLAN 1:200



REV	DESCRIPTION	DATE

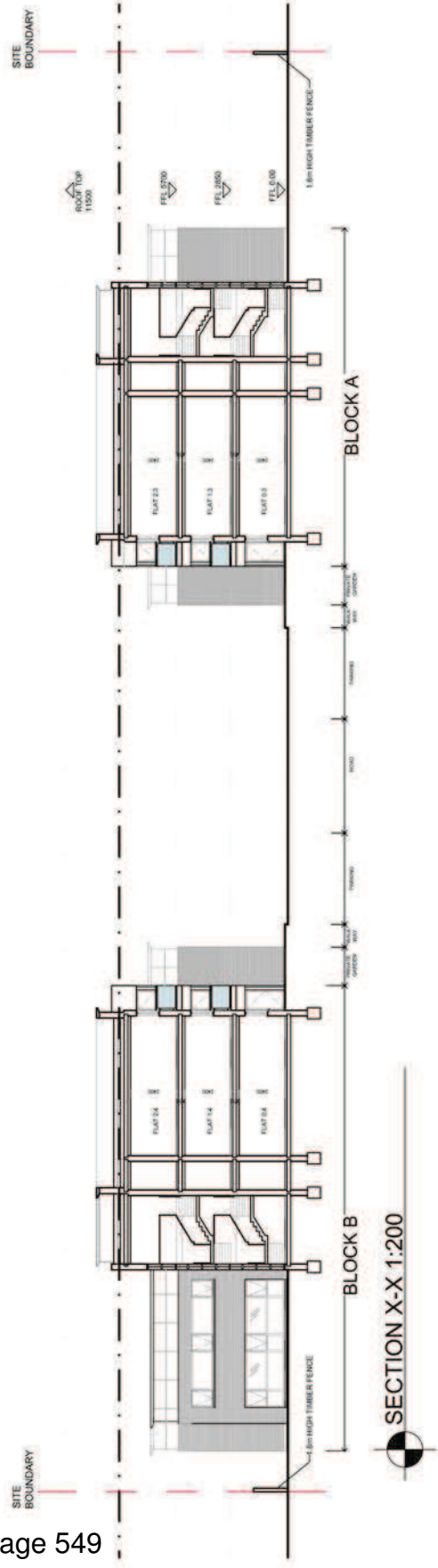
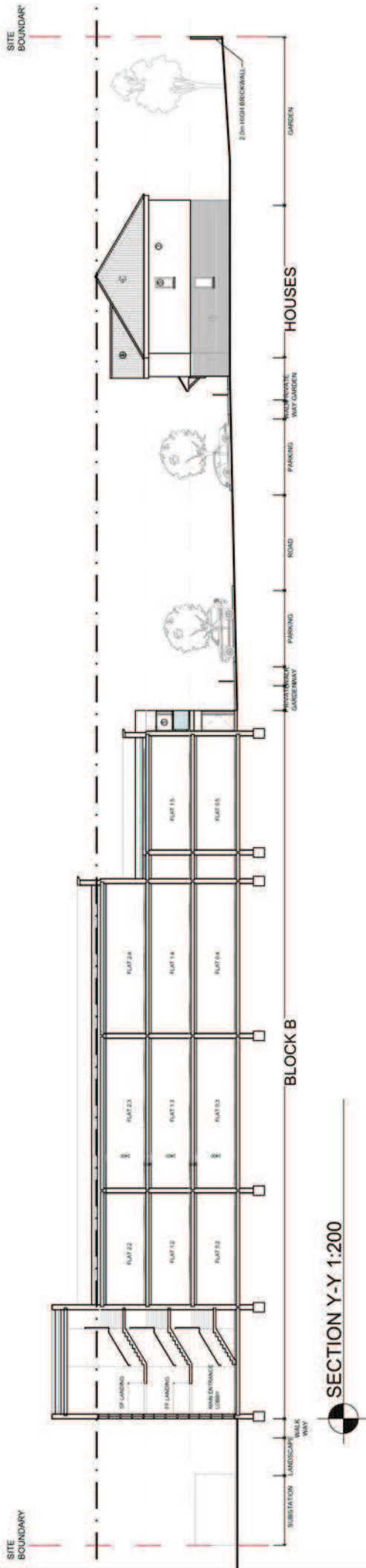


PROJECT
BOURNECOURT
RESIDENTIAL DEVELOPMENT

DISCIPLINE
ROOF PLAN
BLOCK B

DATE	01/11/13
BY	SV
CHECKED BY	OM
DATE	2013/D91/P/13

NOTES
 The contractor must verify all dimensions at the site before starting work. All dimensions are to be taken to the face of the work unless otherwise stated. All dimensions are to be taken to the face of the work unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.



Client	Developer	Architect	Date

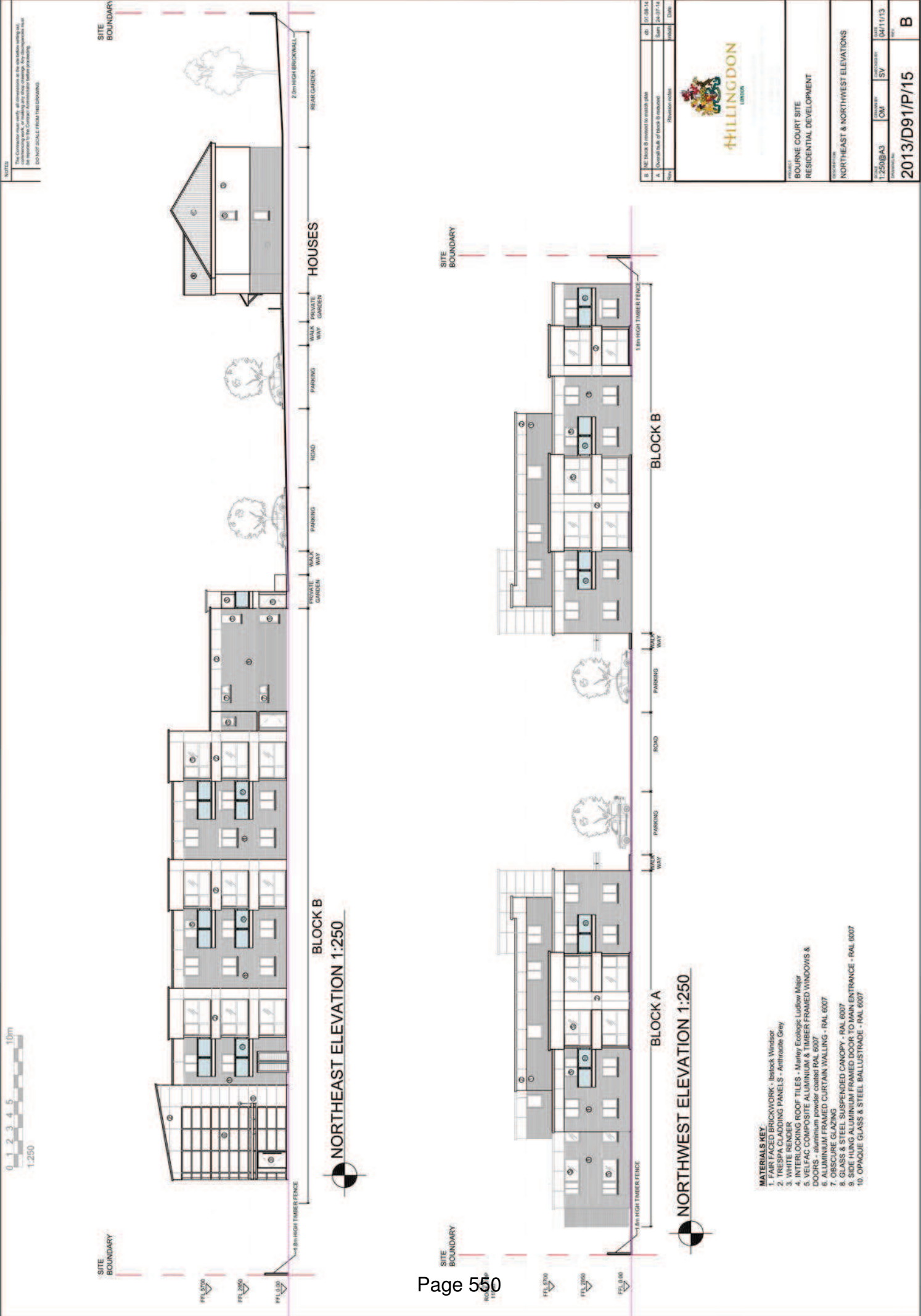
HILLINGDON
 LONDON

PROJECT
 BOURNE COURT SITE
 RESIDENTIAL DEVELOPMENT

SECTION
 SECTIONS XX & YY

Scale	Sheet No.	Date
1:200 (BAS)	SV	04/11/13

2013/D91/P/14



NOTES
 The Contractor shall verify all dimensions at the site before starting work.
 All dimensions shall be taken to the face of the work unless otherwise stated.
 All dimensions shall be taken to the face of the work unless otherwise stated.
 DO NOT SCALE FROM THIS DRAWING.

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

BLOCK B

BLOCK A

NORTHEAST ELEVATION 1:250

NORTHWEST ELEVATION 1:250

- MATERIALS KEY:**
1. FAIR FACED BRICKWORK - Istock Windsor
 2. TRESPA CLADDING PANELS - Anthracite Grey
 3. WHITE RENDER
 4. INTERLOCKING ROOF TILES - Manley Ecologic Ludlow Major
 5. VLFAC COMPOSITE ALUMINIUM & TIMBER FRAMED WINDOWS & DOORS - aluminium powder coated RAL 6007
 6. ALUMINIUM FRAMED CURTAIN WALLING - RAL 6007
 7. OPACQUE GLASS
 8. SUSPENDED CANOPY - RAL 6007
 9. SIDE HUNG ALUMINIUM FRAMED DOOR TO MAIN ENTRANCE - RAL 6007
 10. OPAQUE GLASS & STEEL BALLUSTRADE - RAL 6007

Rev	Description	Date
01	Issue for tender	10/08/14
02	Issue for construction	10/08/14

HILLINGDON
LONDON

BOURNE COURT SITE
RESIDENTIAL DEVELOPMENT

NORTHEAST & NORTHWEST ELEVATIONS

2013/D91/P/15

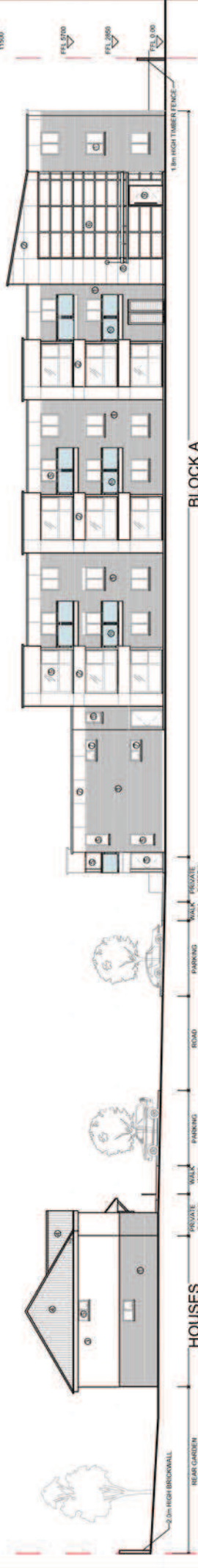
B



SITE BOUNDARY

SITE BOUNDARY

NOTES
 The Contractor shall verify all dimensions on the site before starting work. All dimensions shall be taken to the Centre of Mass of the building. All dimensions shall be taken to the Centre of Mass of the building. All dimensions shall be taken to the Centre of Mass of the building.
 DO NOT SCALE FROM THIS DRAWING.



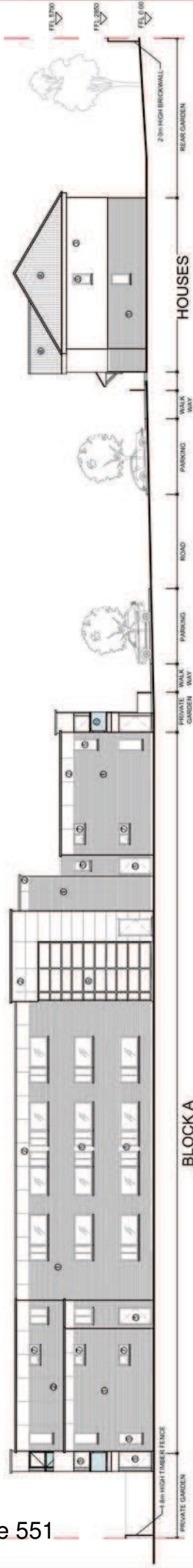
BLOCK A

HOUSES
 SOUTHWEST ELEVATION 1:250



SITE BOUNDARY

SITE BOUNDARY



BLOCK A

HOUSES
 NORTHEAST ELEVATION 1:250



Rev	Description	Date
01	ISSUED FOR TENDER	13/10/17
02	REVISION TO TENDER	13/10/17
03	REVISION TO TENDER	13/10/17

HILLINGDON
LONDON

PROJECT
 BOURNE COURT SITE
 RESIDENTIAL DEVELOPMENT

LOCATION
 SOUTHWEST & NORTHEAST ELEVATIONS

DATE	1:250	DATE	04/11/13
DRAWN BY	SV	CHECKED BY	SV
DATE	13/10/17	DATE	13/10/17

2013/D91/P/17
B

- MATERIALS KEY:**
1. FAIR FACED BRICKWORK - Iberlock Windsor
 2. TRESPA CLADDING PANELS - Anthracite Grey
 3. WHITE RENDER
 4. INTERLOCKING ROOF TILES - Merley Ecologic Ludlow Major
 5. VELFAC COMPOSITE ALUMINIUM & TIMBER FRAMED WINDOWS & DOORS - aluminium powder coated RAL 6007
 6. ALUMINIUM FRAMED CURTAIN WALLING - RAL 6007
 7. GLASS & STEEL SUSPENDED CANOPY - RAL 6007
 8. SIDE HUNG ALUMINIUM FRAMED DOOR TO MAIN ENTRANCE - RAL 6007
 9. OPAQUE GLASS & STEEL BALLUSTRADE - RAL 6007

NOTE:
The Contractor must verify all dimensions at the site before starting work. All dimensions are to be taken from the Centre Line of the road unless otherwise stated. Do NOT SCALE FROM THIS DRAWING.



1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

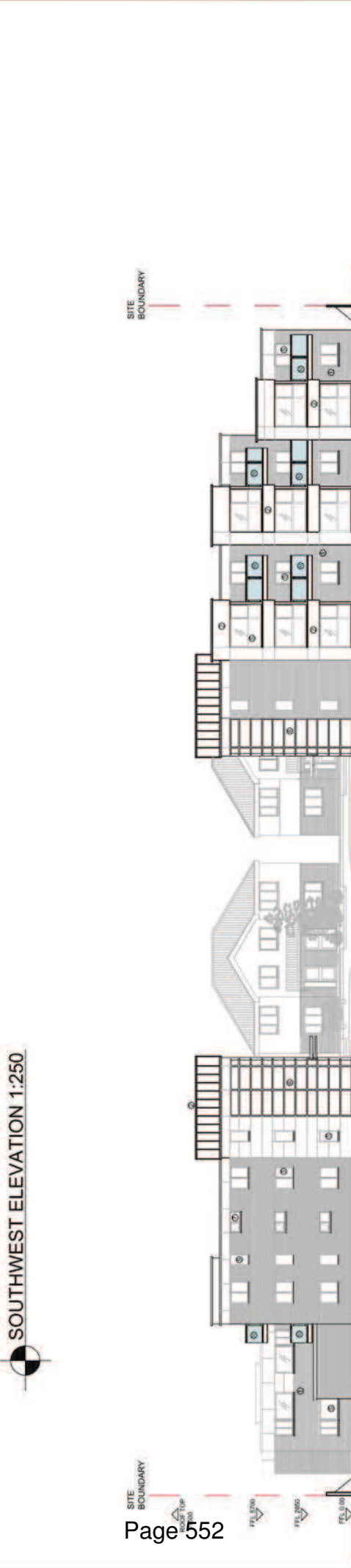
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0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m



1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

1:250
0 1 2 3 4 5
10m

HILLINGDON
LONDON

PROJECT:
**BOURNE COURT SITE
RESIDENTIAL DEVELOPMENT**

DESCRIPTION:
SOUTHWEST & SOUTHEAST ELEVATIONS

DATE:
12/06/2013

SCALE:
1:250

REVISED:
SV

DATE:
04/11/13

BY:
B

MATERIALS KEY

1. FAIR FACED BRICKWORK - Ibsbeck Windsor
2. TRESPA CLADDING PANELS - Anthracite Grey
3. WHITE RENDER
4. INTERLOCKING ROOF TILES - Marley Ecologic Ludlow Major
5. VLFAC COMPOSITE ALUMINIUM & TIMBER FRAMED WINDOWS & DOORS - aluminium powder coated RAL 6007
6. ALUMINIUM FRAMED CURTAIN WALLING - RAL 6007
7. OPAQUE GLAZING
8. EXTENDED CANOPY - RAL 6007
9. SIDE HINGE ALUMINIUM FRAMED DOOR TO MAIN ENTRANCE - RAL 6007
10. OPAQUE GLASS & STEEL BALLUSTRAE - RAL 6007

NOTES

The Contractor shall verify all dimensions at the site before starting work. All dimensions are given in metres unless otherwise stated. All dimensions are to the centre of the wall unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.



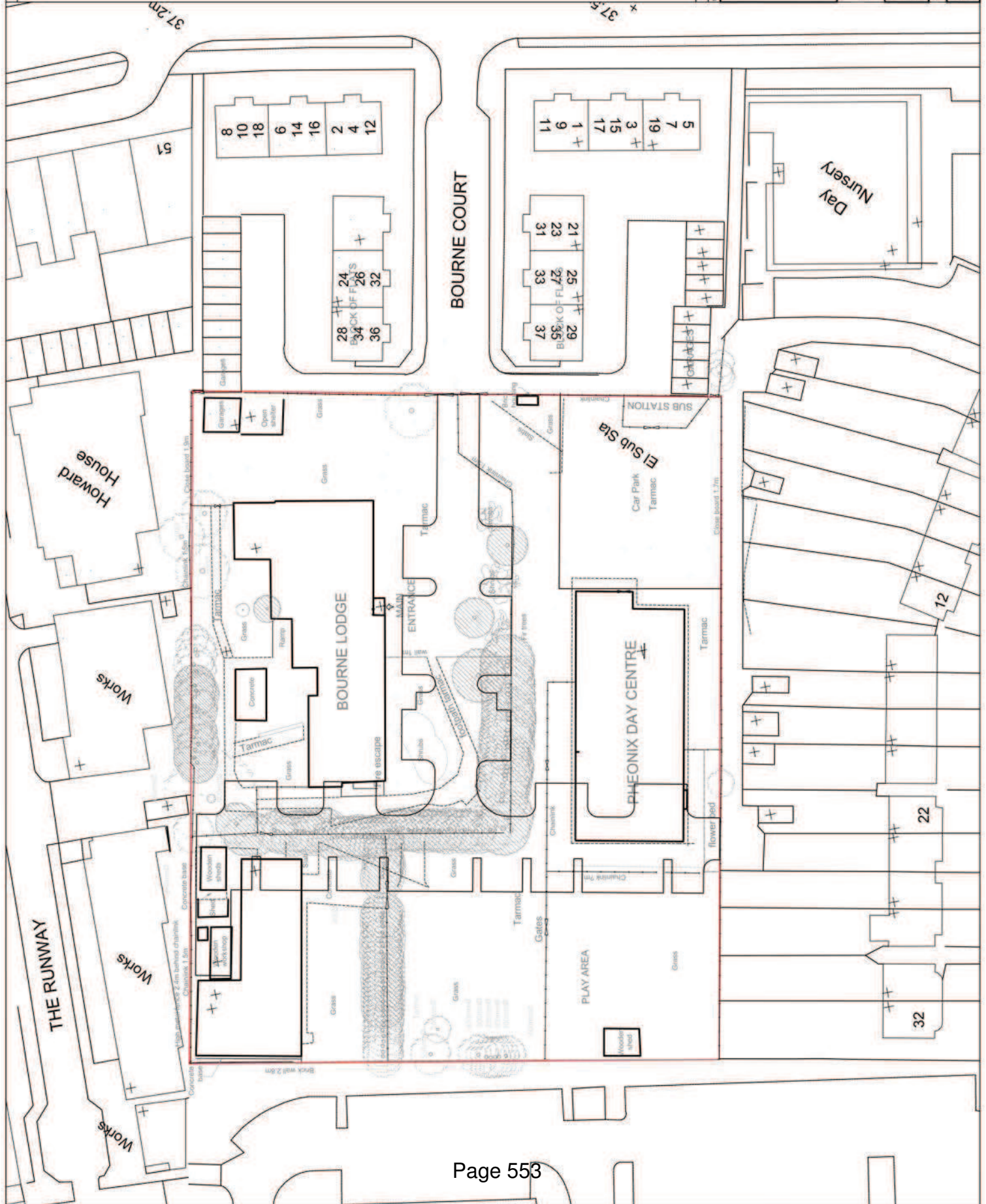
- EXISTING TREES
- PROPOSED TREES
- REMOVE TREES

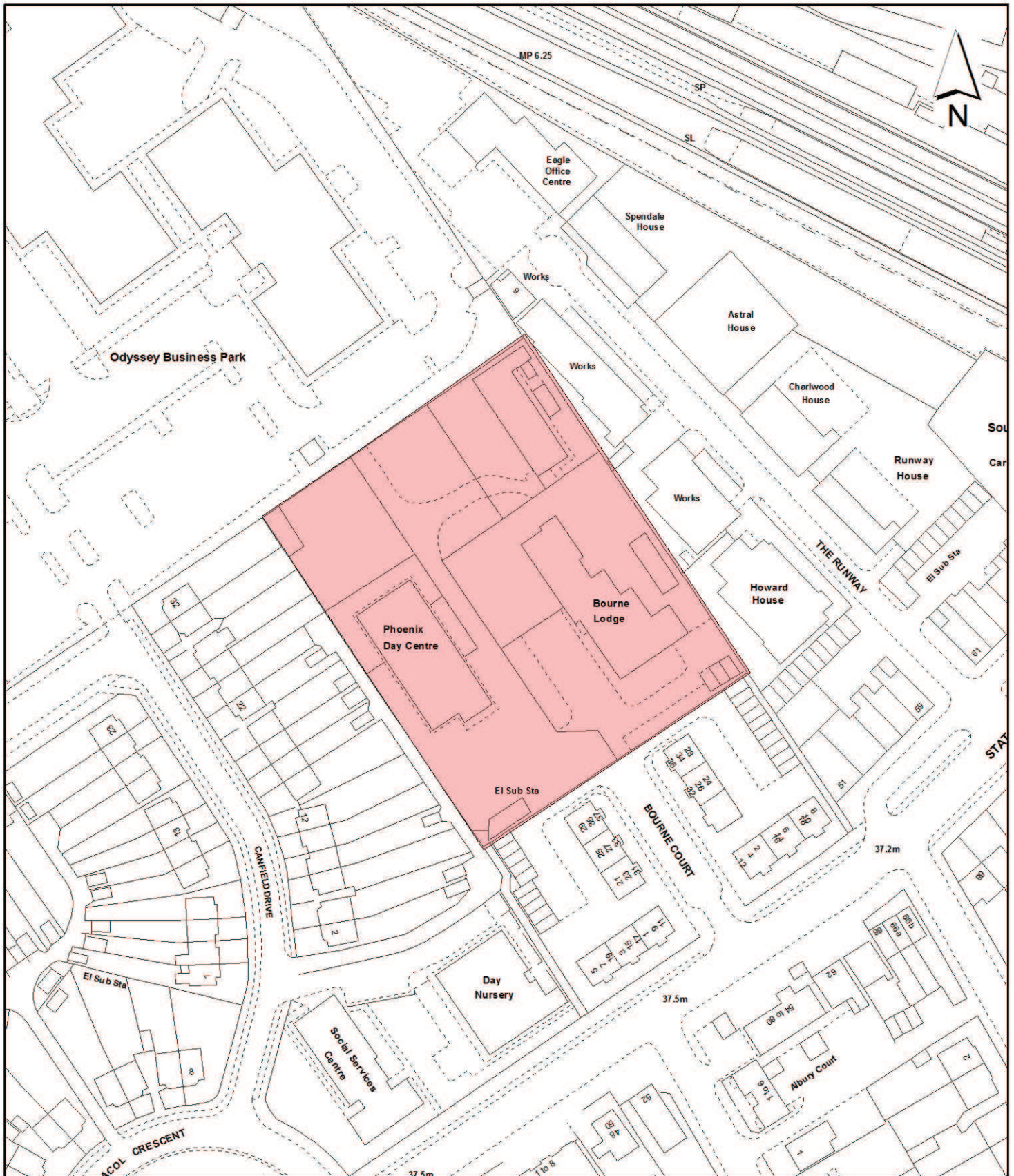
HILLINGDON
LONDON

BOURNE COURT

EXISTING SITE PLAN SHOWING
TOPOGRAPHICAL & TREE SURVEY

DATE: 14/11/11
SCALE: 1:500 @ A3
DRAWN BY: SAM SV
CHECKED BY: SV
PROJECT NO: 2011/D89/P/02





Notes

Site boundary

For identification purposes only.
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 Unless the Act provides a relevant exception to copyright.

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Site Address

**Bourne Court Site
 Bourne Court
 Ruislip**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
11891/APP/2014/91

Scale
1:1,250

Planning Committee
Major Page 554

Date
August 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 70 STATION ROAD WEST DRAYTON

Development: Variation of planning permission 2954/APP/2011/2723 dated 04/02/2014 to amend condition 2 (Approved Plans List) and condition 4 (Compliance with supporting documentation) in order to make minor alterations to elevation and layout details and remove condition 18 relating to the spiral fire escape. (S73 Application)

LBH Ref Nos: 2954/APP/2014/788

Date Plans Received: 07/03/2014

Date(s) of Amendment(s):

Date Application Valid: 12/06/2014

Notes
 All dimensions must be checked on site and not based on this plan.
 The drawings are to be used for the purpose of obtaining planning permission.
 Any alterations to the drawings and/or other documents or drawings shall remain the responsibility of the client.
 This drawing is to be used in conjunction with drawing No. 10/2008/01



Site Area 0.66 acres
 Parking
 44 Residential basement spaces
 44 Secure cycle storage facilities

NO.	DATE	DESCRIPTION
1	10/2008/01	PROVISIONAL PLANNING PERMISSION RECEIVED
2		
3		
4		
5		
6		
7		
8		
9		
10		



SIMMONS TAYLOR HALL
 CHARTERED BUILDING SURVEYORS
 ARCHITECTURAL DESIGN CONSULTANTS
 100, THE ARCHWAY, KINGSTON LONDON TRAFFORD
 SURREY KT2 5EE
 Telephone: 020 8841 4411
 Email: simonstaylor@simonstaylor.co.uk

PWN DEVELOPMENTS LIMITED
 10 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
 UB8 7UB

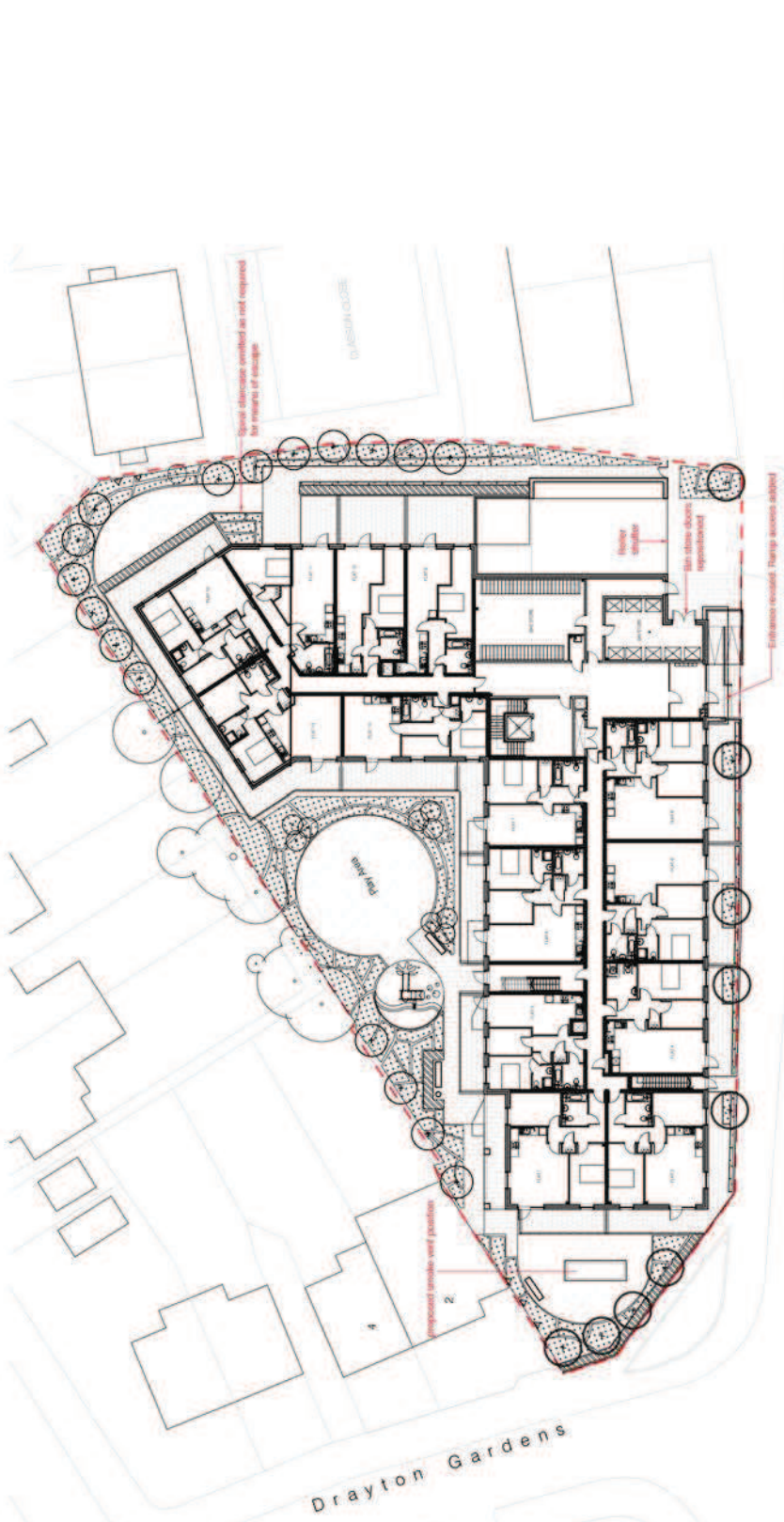
SITE LAYOUT AND GROUND FLOOR PLAN

DATE	1/2008/01	SCALE	A
DATE	JUNE 13	SCALE	200
DATE	04	SCALE	

DRAWN BY: S. HALL, APPROVED BY: [Signature]

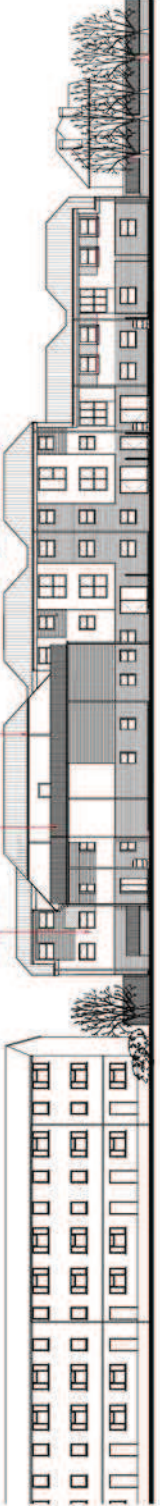


Contextual Street elevation



Station Road

Site Layout and Ground Floor Plan



Contextual Rear elevation

Notes
 All dimensions shall be checked on site and not based from this drawing.
 This drawing is for information only and does not constitute a contract.
 Any discrepancies between the drawings and other documents or drawings take precedence to this drawing. For any further information, please contact the architect.
 This drawing is to be used in conjunction with drawing 1023/200.



Second Floor Plan

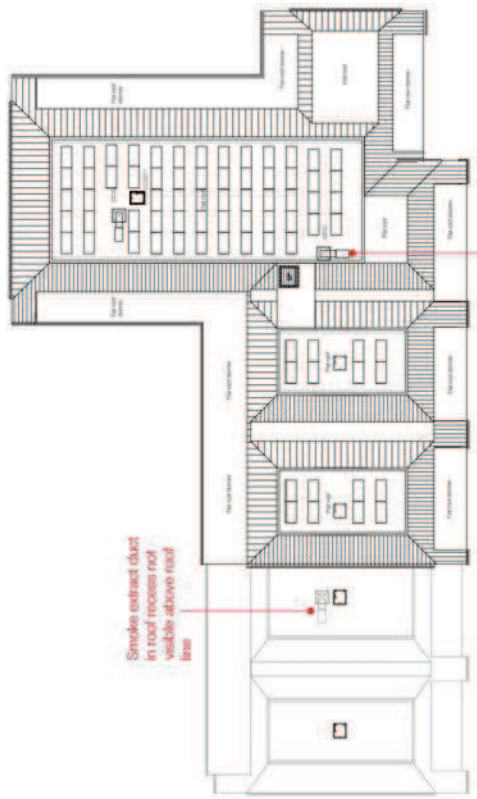
NOTE : For ground floor layout see Site Plan drawing No. 1023/200



Basement Plan



First Floor Plan



Roof Plan

SIMMONS TAYLOR HALL
 CHARTERED BUILDING SURVEYORS
 ARCHITECTURAL DESIGN CONSULTANTS
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

PWM DEVELOPMENTS LIMITED
 PROJECT NO. 1023/200
 10 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
 UB8 7JG

PROPOSED FLOOR PLANS

DATE	1/10/2011	NO.	1023	REV.	A B
DATE	JUNE 13	NO.		REV.	
DATE	04	NO.		REV.	201

10 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
 UB8 7JG

Notes
 All dimensions must be checked on site and not based from the drawings.
 The drawings shall be submitted to the Local Planning Authority for approval.
 Any alterations must be approved by the Local Planning Authority.
 This drawing is to be used in conjunction with planning rules.

NO.	DATE	DESCRIPTION
1	10/10/2023	ISSUED FOR PERMIT

STH
SIMMONS TAYLOR HALL
 CHARTERED BUILDING SURVEYORS
 ARCHITECTURAL DESIGN CONSULTANTS
 100, THE GARDENS
 KINGSLAND ROAD
 SURREY KT2 5EE
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 Email: simonstaylor@simonstaylor.com
 www.simonstaylor.com

PWIN DEVELOPMENT LIMITED
 PROJECT NAME
 100 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
 UB8 7JG

Scale	1:100
Date	JUNE 13
Author	DA
Checker	202

ELEVATIONS	
SHEET 1 OF 2	
Section	A/B
Drawing No.	1023
Date	JUNE 13
Author	DA
Checker	202

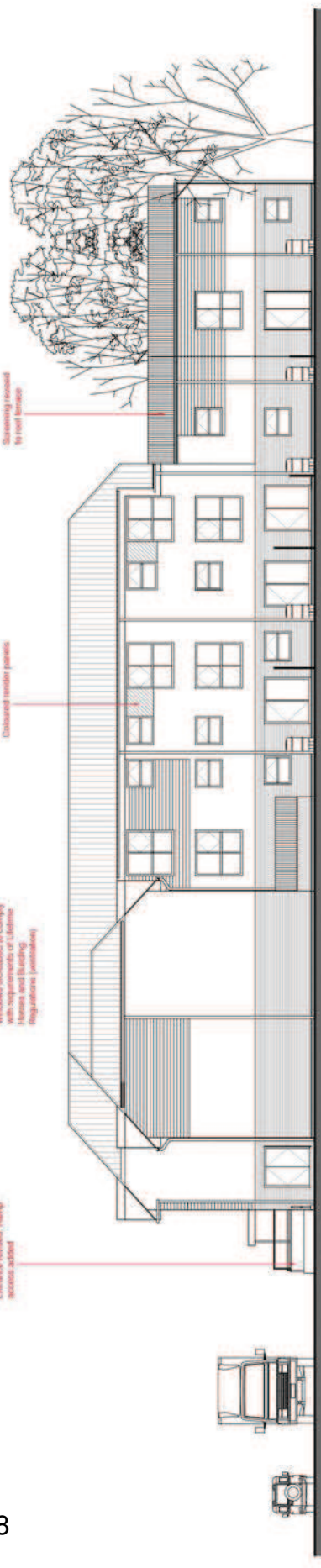
1:100 (S/A)
 JUNE 13
 DA
 202

100 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
 UB8 7JG



South Elevation

- Fire risk & space allowance provided as not required
- Windows added for 3-bed units
- Downspout revised to roof terrace
- Additional rainwater pipes
- Windows increased to comply with requirements of Lifetime Homes and Building Regulations (Part M2)
- Downspout revised to roof terrace



West Elevation

- Entrance revised. Ramp access added
- Windows increased to comply with requirements of Lifetime Homes and Building Regulations (Part M2)
- Downspout revised to roof terrace
- Downspout revised to roof terrace
- Downspout revised to roof terrace

Notes
 All elevations must be checked on site and not based from the drawings.
 This drawing is to be used for construction purposes only.
 Any alterations to this drawing must be approved by the architect.
 This drawing is to be used in conjunction with drawing 10/20/2017.

1	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
2	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
3	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
4	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
5	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
6	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
7	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
8	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
9	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS
10	10/20/2017	ISSUANCE OF THE ARCHITECTURAL DRAWINGS



SIMMONS TAYLOR HALL
 CHARTERED BUILDING SURVEYORS
 ARCHITECTURAL DESIGN CONSULTANTS
 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

PWN DEVELOPMENT LIMITED
 10 STATION ROAD
 WEST DRAYTON
 MIDDLESEX
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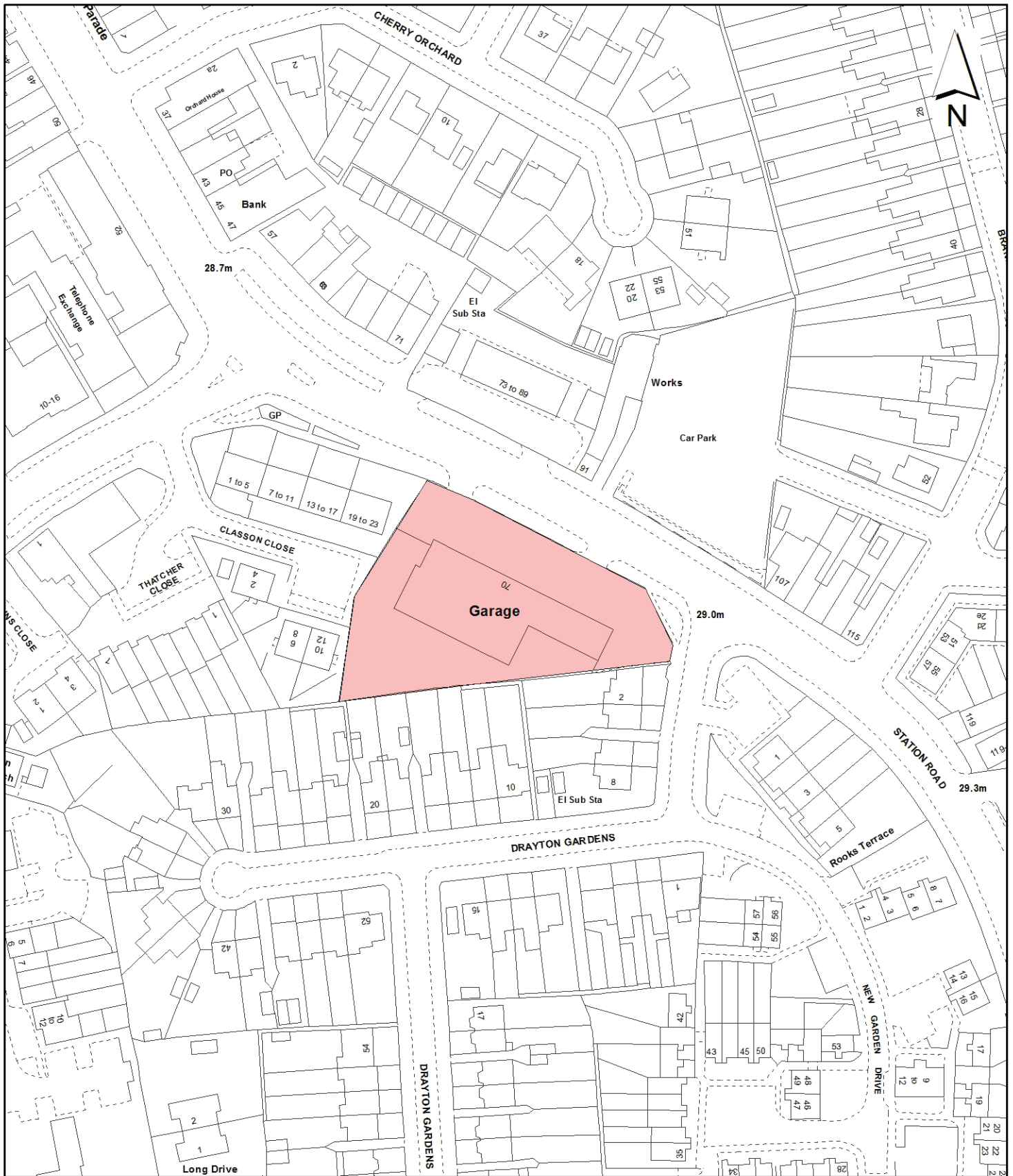
ELEVATIONS		SHEET 2 OF 2	
Scale	1:1000	Sheet	A/B
Client	PWN	Date	JUNE 13
Project	DA	Number	203
DRAWN BY: H.HALL/ARW/01/2017			



North Elevation



East Elevation



Notes

 Site boundary

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Site Address

**70 Station Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
2954/APP/2014/788

Scale
1:1,250

Planning Committee
Major Page 562

Date
August 2014



HILLINGDON
 LONDON