



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:** TUESDAY, 16 SEPTEMBER  
2014

**Time:** 6.00 PM

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

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

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reports can be made available  
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further information.**

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***Putting our residents first***

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# Useful information for residents and visitors

## Travel and parking

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Please enter from the Council's main reception where you will be directed to the Committee Room.

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## A useful guide for those attending Planning Committee meetings

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

### About the Committee's decision

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

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

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

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

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meetings held on 17 July, 6 August and 27 August 2014 1 - 48
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	EC House, Swallofield Way, Hayes  38065/APP/2014/2143	Botwell	Re-development of the site to provide 5 industrial units (Use Class B1(c), B2 and B8) with associated parking, servicing and landscaping (Involving demolition and refurbishment of existing units).  <b>Recommendation : Approval, subject to a Section 106 Agreement</b>	49 - 74  106 - 114

7	RAF Uxbridge, Hillingdon Road, Uxbridge  585/APP/2014/2071	Uxbridge North	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phases 2B and 3A of the 'Southern Area' (85 dwellings - 8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses), of outline planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the former RAF Uxbridge site.  <b>Recommendation : Approval</b>	75 - 96  114 - 124
8	Packet Boat Marina, Packet Boat Lane, Cowley  53216/APP/2014/2300	Yiewsley	Change of use of ten (10) existing leisure moorings to residential moorings.  <b>Recommendation : Approval</b>	97 - 104  125 - 128

## **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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## **PART I - Members, Public & Press**

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**Minutes**

**MAJOR APPLICATIONS PLANNING COMMITTEE**

**17 July 2014**

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), John Hensley (Vice-Chairman), Janet Duncan (Labour Lead), Henry Higgins, Brian Stead, Raymond Graham, Carol Melvin and Beulah East</p> <p><b>LBH Officers Present:</b> Matthew Duigan, Planning Service Manager Meghji Hirani, Planning Contracts &amp; Planning Information Manager Paul Harrison, Principal Highway Engineer Nicole Cameron, Legal Advisor Nadia Williams, Democratic Services Officer</p>
18.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillors Peter Curling, Ian Edwards, John Morgan and Jazz Dhillon. Councillors Beulah East, Raymond Graham and Carol Melvin attended in their place with the exception that there was no substitute for Cllr Dhillon.</p>
19.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Henry Higgins declared a non-pecuniary interest in item 8 - Riverside Health and Racquets Club, Ducks Hill Road, Northwood, as one of the tennis club coach was known to him. He remained in the meeting and took part in the decision of this item.</p>
20.	<p><b>TO RECEIVE THE MINUTES OF THE MEETINGS HELD ON 7 MAY, 12 JUNE AND 24 JUNE 2014</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 7 May, 12 June and 24 June were agreed as a correct record.</p>
21.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>There had been no items notified in advance or as urgent.</p>
22.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be heard in public.</p>

23. **272-276 BATH ROAD, SIPSON 464/APP/2014/1210** (*Agenda Item 6*)

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

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

An additional plan was reported and Condition 4 (2a) was amended to include refuse management plan.

Condition 14 (2d) was also amended to include disabled parking spaces and provision for two motor cycle spaces.

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

**Resolved:**

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

**EITHER:**

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

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

**OR:**

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



	<p><b>1. Highways:</b> to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).</p> <p><b>2. Construction Training:</b> either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost).</p> <p><b>3. Air Quality:</b> in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.</p> <p><b>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.</b></p> <p><b>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</b></p> <p><b>D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:</b></p> <p><b>'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'</b></p> <p><b>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.</b></p> <p><b>F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.</b></p> <p><b>G) That if the application is approved, the conditions and informatives in the officer's report, amendments to Conditions 4 (2A), 14(2d), amended plan and changes outlined in the addendum be imposed.</b></p>
24.	<p><b>LAND AT SIPSON FARM, SIPSON ROAD, SIPSON 45408/APP/2014/1678</b> (<i>Agenda Item 7</i>)</p> <p><b>Application to vary condition 2 of planning permission reference 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017.</b></p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting. It was noted that a response had been received from the Greater London Authority confirming that the Mayor of London did not need to be consulted further on this application.</p>

	<p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That the application be approved subject to the condition and informatives set out in the officers report and changes outlined in the addendum.</b></p>
25.	<p><b>RIVERSIDE HEALTH &amp; RACQUETS CLUB, DUCKS HILL ROAD, NORTHWOOD 272/APP/2014/1234</b> (<i>Agenda Item 8</i>)</p> <p><b>Installation of a temporary three court tennis dome, fan housing and ancillary facilities.</b></p> <p>Officer introduced and outlined details of the report.</p> <p>Members raised concerns about ensuring that the site was adequately screened and attached an additional informative to advise the applicant.</p> <p><b>Resolved:</b></p> <ol style="list-style-type: none"> <li><b>1. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.</b></li> <li><b>2. That should the Secretary of State not call in the application, the application be deferred for determination by the Head of Planning, Culture and Green Spaces under delegated powers.</b></li> <li><b>3. That if the application is approved, the conditions and informatives set out in the officer's report be attached.</b></li> </ol>
26.	<p><b>AIRLINK HOUSE, 18-22 PUMP LANE, HAYES 5505/APP/2014/1499</b> (<i>Agenda Item 9</i>)</p> <p><b>Variation of conditions 13 (Noise) and 23 (Operating Hours) of planning permission ref: 5505/APP/2011/3064 dated 06/11/2012 to extend the hours to which music can be played and to extend the hours during which staff can be in the restaurant, banqueting halls and bar areas (Application to vary condition 2 of planning permission ref: 5505/APP/2010/2455 to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3m).</b></p> <p>Officer introduced and outlined details of the report.</p> <p>The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved:</b></p> <p><b>That delegated powers be given to the Head of Planning, Green Spaces &amp; Culture to grant planning permission, subject to the following:</b></p> <ol style="list-style-type: none"> <li><b>1. That the Council enter into a Deed of Variation, in order to insert the new planning reference number into the existing Agreement dated 6-11-2012, attached to planning permission ref 5505/APP/2011/3064.</b></li> </ol>

	<p>2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the Deed of Variation and any abortive work as a result of the agreement not being completed.</p> <p>3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</p> <p>4. If the Deed of Variation has not been finalised by 30th July 2014 of the date of this resolution, that delegated authority be granted to the Head of Planning, Culture and Green Spaces to refuse the application for the following reason:</p> <p>'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of air quality and a Green Travel Plan). The proposal therefore conflicts with Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)'.</p>
27.	<p><b>FORMER SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE, HAYES 36529/APP/2014/1450</b> (<i>Agenda Item 10</i>)</p> <p><b>Change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution).</b></p> <p>Officer introduced and outlined details of the report.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That the application be approved subject to the conditions and informatives outlined in the officer's report.</b></p>
28.	<p><b>CHARTER PLACE, VINE STREET, UXBRIDGE 30675/APP/2014/1345</b> (<i>Agenda Item 11</i>)</p> <p><b>Refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.</b></p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting. It was noted that the proposed development covered all uses that would be accepted in a town centre location.</p> <p>Standard condition COM11 was deleted, as it was considered that it was highly unlikely that a gym would have an unacceptable use in a town centre location.</p> <p>In response to a query raised about the external material proposed, officers advised that these would be required to be approved in writing by the Local Planning Authority as set out in Condition 4.</p> <p>The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.</p>

**Resolved:**

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

**EITHER:**

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

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: Either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + 14/160 x £71,675 = total contribution).**
- 5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

**OR:**

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

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: Either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + 14/160 x £71,675 = total contribution).**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 31/10/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

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

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

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

G) That if the application is approved, the conditions and informatives set out in the officer's report be imposed, together with the deletion of Condition COM11 and changes outlined in the addendum.

29. **21 HIGH STREET, YIEWSLEY 26628/APP/2014/675** (*Agenda Item 12*)

**Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and three ground floor retail units Use Class A1 (217sqm) with 47 car parking spaces, 4 motorcycle spaces and 52 cycle parking spaces, communal and private amenity areas and landscaping works.**

Office introduced the report and directed Members to note the changes in the addendum circulated at the meeting and in particular, the attached most recent version of the plans to that shown in the plans pack.

It was reported that the proposed development was very similar to the scheme that had been appealed and sited within a secondary frontage. The Committee was also asked to note that the appeal scheme was a material consideration in terms of height, bulk and size.

Officers verbally amended Condition 7 to include parking allocations for the commercial component of the proposed development.

In response to a query raised about 50 parking spaces being available to 51 flats, it agreed that the Condition 7 should be modified (last sentence) to read 'parking shall remain allocated and designated'

With regard to concerns about the lack of contribution to parks and public play areas

(to take account of the two bedroom apartments that may be occupied by families with children), officers advised that the work scheme included a children's play area.

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

### **Resolved**

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

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

- i. Affordable Housing: that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.**
- ii. Education: a contribution in the sum of £123,825.00 is sought.**
- iii. Health: a contribution in the sum of £16,622.00 (£216.67 x 76.72) is sought.**
- iv. Libraries: a contribution in the sum of £1,762.00 is sought.**
- v. Public Realm/Town Centre: a contribution in the sum of £10,000 is sought.**
- vi. Canalside improvements: a contribution in the sum of £20,000.00 is sought.**
- vii. Air Quality: a contribution in the sum of £25,000 is sought.**
- viii. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost number of units/160 x£71,675 = 22,821.00 Total Contribution) or an in kind training scheme equal to the financial contribution delivered during the construction period of the development. As discussed our preference is for an in kind scheme to be delivered.**
- ix. The provision of a travel plan including £20,000.00 Bond.**
- x. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**

**OR;**

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

	<p>i. <b>Affordable Housing:</b> that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.</p> <p>ii. <b>Canalside improvements:</b> a contribution in the sum of £20,000.00 is sought.</p> <p>iii. <b>Air Quality:</b> a contribution in the sum of £25,000 is sought.</p> <p>iv. <b>The provision of a travel plan including £20,000.00 Bond.</b></p> <p><b>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.</b></p> <p><b>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</b></p> <p><b>D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:</b></p> <p><b>'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'</b></p> <p><b>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.</b></p> <p><b>F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.</b></p> <p><b>G) That if the application is approved, the conditions and informatives in the officer's report, amendment to Condition 7 and changes outlined in the addendum be imposed.</b></p>
30.	<p><b>CAXTON HOUSE, TROUT ROAD 3678/APP/2013/3637</b> (<i>Agenda Item 13</i>)</p> <p><b>Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings).</b></p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting.</p> <p>In response to a query raised about there being only 35% requirement of affordable housing, officers advised that in terms of S106 agreement, it was likely that it would be 100% but would depend on the applicant's funding/partnership arrangements.</p>

The Legal Advisor advised that the S106 agreement would be between the Council and the provider.

Condition 8 was amended to ensure that parking was designated and allocated for the sole use of the units.

The recommendation contained in the officer's report and amendment to Condition 8 was moved, seconded and on being put to the vote was agreed.

### **Resolved**

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

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

- 1. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.**
- 2. Affordable Housing: The scheme to deliver 35% of the units as Affordable Housing with the tenure to be agreed.**
- 3. Education: a contribution in the sum of £160,216.00 is sought.**
- 4. Health: a contribution in the sum of £15,173.73 is sought.**
- 5. Libraries: a contribution in the sum of £1,611.15 is sought.**
- 6. Air Quality: a contribution in the sum of £25,000.00 is sought.**
- 7. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x £71,675 = Total Contribution of £19,710.63) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**
- 8. Canal and River Trust: a contribution in the sum of £15,000.00 is sought.**
- 9. Safeguarding the strip of land to be used for public highway widening.**
- 10. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**

**Or**

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



- i. **Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.**
- ii. **Affordable Housing: The scheme to deliver 35% as Affordable Housing with the tenure to be agreed.**
- iii. **Canal side improvements: a contribution in the sum of £15,000.00 is sought.**
- iv. **Air Quality: a contribution in the sum of £25,000 is sought.**
- v. **The provision of a travel plan including £20,000.00 Bond.**
- vi. **Safeguarding the strip of land to be used for public highway widening.**

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

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

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

**'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, transfer of land for highway widening, canal side improvements, travel plan, education, health, libraries, transfer construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'**

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

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

**G) That if the application is approved, the conditions and informatives set out in the officer's report, amendment to Condition 8 and changes outlined in the addendum be imposed.**

**31. RAINBOW AND KIRBY INDUSTRIAL ESTATES, TROUT ROAD, YIEWSLEY 38058/APP/2013/1756 (Agenda Item 14)**

**Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline application).**

Officer introduced and outlined details of the report.

It was noted that the application had been originally approved at the Major Planning Applications Committee meeting on 22 January 2014 and not the Central and South Planning Committee as stated in the officer's report.

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

### **Resolved**

**A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:**

- i) A s278 shall be entered into to secure the following highways works:
  - pedestrian footway widen and redesign improvement schemes and schemes to mitigate other deficiencies highlighted in the PERS Audit.
  - Improvements of the Uxbridge to Heathrow Cycle Route and the upgrade of the cycle route along the Grand Union Canal.
  - Measures for improving pedestrian safety mainly by enhancing pedestrian visibility when crossing adjacent site junctions.**
- ii) Affordable Housing: Deliver the Extra Care Home as affordable housing component (32%).**
- iii) Health: a contribution in the sum of £46,022.87.**
- iv) Public Realm: a contribution of £75,000.**
- v) Community facilities: a contribution of £40,000.**
- vi) Libraries: a contribution in the sum of £4,885.43.**
- vii) Construction Training: a contribution equal £2500 per £1m build cost and a financial contribution of £66,747.34 for the work place coordinator.**
- viii) Education: a payment in the sum of £299,083**
- ix) Employment Strategy: the Employment Strategy will need to demonstrate how the employment aspect of the development will be effectively marketed so as to endeavour to secure long terms B1 employment on the site.**
- x) Project Management and Monitoring Fee: Financial contribution equal to 5% of all financial contributions.**
- xi) Future residents of the scheme will not be entitled to parking permits**
- xii) Travel Plan.**

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

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

**D. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 3 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture, then the application may be referred back to the Committee for determination.**

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

	<p><b>Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</b></p> <p><b>F) That if the application is approved, the conditions contained within the report be imposed subject to all references to drawings AA1832/2.1/021R.A and AA1832/2.1/23R.A being replaced with drawings AA1832/2.1/021R.B and AA1832/2.1/23R.B and any changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.15 pm.</p>

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

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## HILLINGDON LONDON

<b>Meeting:</b>	<b>Major Applications Planning Committee</b>	
<b>Date:</b>	<b>17 July 2014</b>	<b>Time: 6:00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>	

### ADDENDUM SHEET

<b>Item 6</b>	<b>Page: 21</b>	<b>Location: 272 - 276 Bath Road, Sipson</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
An amended Proposed Second Floor plan has been received showing the link between buildings (see Appendix 1).		For Clarity.

<b>Item 7</b>	<b>Page: 53</b>	<b>Location: Land at Sipson Farm, Sipson Road</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
Delete: Recommendations 1 and 2. (page 54) Add: 'Approval subject to the following conditions'.		The Mayor of London does not need to be consulted further on this application.
Correspondence from the Greater London Authority (GLA):  "I refer to your letter received on 26 June 2014 consulting the Mayor of London on the above planning application, which is referable under category 2A of the Schedule to the Order 2008. I have assessed the details of the application and have concluded that the proposal to vary condition two of planning permission 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017 does not raise any new strategic planning issues.  Under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may therefore proceed to determine the application without further reference to the GLA".		

<b>Item 11</b>	<b>Page: 131</b>	<b>Location: Charter Place, Vine Street, Uxbridge</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
<p>The applicant seeks the ability to install ancillary uses (including Classes A1 (Retail), A3 (Cafe/Restaurant) or D2 (Gym)). In the absence of any specific tenants or operation, it is unknown at this stage where, and if at all, this flexible use floorspace will be located within the building.</p> <p>Add standard condition COM11 - restricting the D2 use to a gym.</p>		For Clarity.

<b>Item 12</b>	<b>Page: 165</b>	<b>Location: 21 High Street, Yiewsley</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
<p>All references in the report to refer to 51 flats, three commercial units (one cafe A1/ A3 class and two retail units A1 class) comprising 335m<sup>2</sup> (including canal side sitting out area), 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces.</p>		For consistency and to provide clarity.
<p>Alter the Heads of terms by including a requirement for a review mechanism.</p> <p>Add comments from the Council's independent consultants, Christopher Marsh &amp; Co Ltd, received on 09 July 2014, which conclude that:</p> <p>The appraisals now presented in their revised form are robust. However, the prospects for financial change during the build period are considerable and on that basis, assuming there are no other substantive grounds for refusal, we would recommend that the Council requires the applicants secure the 5 affordable housing units and to enter into a flexible planning agreement, which includes a review mechanism, in which subsequent changes in financial variables, in particular an improvement in sales values, trigger an additional financial contribution.</p>		For information and to ensure that the review mechanism is accordingly included within the final S106 agreement.
<p>Amend Page 184, third paragraph, to replace the word "not".</p>		For clarity.
<p>Add to condition 2 Elevation Plans 300-00 and 301-01, delete street views 702-01 and 700-01, replace floor plan 201-01 with 201-02 and ;</p> <p>Replace Page 326 of the Agenda Pack with drawing PL 209-02 and add to the agenda drawing PL 300-00</p>		For clarity and to ensure all relevant drawings are referenced in the final decision notice.

(Attached as Appendix 2).	
Amend Condition 3 to state that the Topographic Survey was carried out “by Site Visions Surveys Ltd.”	For clarity.
Amend condition 13 to state “Commercial Units required to achieve a rating of Very Good.”	To ensure BREEAM requirements do not place excessive burdens on the development so as not to hinder construction.
Amend pre-commencement requirement from Condition 21 - Energy Provision; Condition 23 - Noise Mitigation Measures; Condition 24 – Bentinck Road Wall and Condition 27 to state “ <i>the details shall be submitted and approved by the stage whereby construction works are at damp proof course level</i> ”.	In liaison with the applicant and in accordance with the Government’s latest consultation / objectives of reducing pre-commencement conditions and encouraging development to commence on site so as not to hinder construction with details that are not commencement dependent.
<p>Replace wording of condition 16 to state:</p> <p>A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall include: -</p> <ol style="list-style-type: none"> <li>1. Details of Soft Landscaping <ol style="list-style-type: none"> <li>1a. Planting plans (at not less than a scale of 1:100),</li> <li>1b. Written specification of planting and cultivation works to be undertaken,</li> <li>1c. Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate.</li> </ol> </li> <li>2. Details of Hard Landscaping <ol style="list-style-type: none"> <li>2a. Refuse Storage for the commercial and residential elements of the scheme</li> <li>2b. Means of enclosure/boundary treatments, including position, height and materials proposed for the boundaries at roof level</li> <li>2c. Hard Surfacing Materials</li> <li>2d. External Lighting</li> <li>2e. Car Parking Layout with 53 parking spaces (including demonstration that 3 parking spaces are served by electrical charging points)</li> </ol> </li> <li>3. Living Walls and Roofs <ol style="list-style-type: none"> <li>3a. Details of the inclusion of living walls alongside Bentinck Road.</li> </ol> </li> <li>4. Details of Landscape Maintenance</li> </ol>	For accuracy.

<p>4a. Landscape Maintenance Schedule for a minimum period of 5 years.</p> <p>4b. 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.</p> <p>5. Schedule for Implementation</p> <p>6. Other</p> <p>6a. Existing and proposed functional services above and below ground</p> <p>6b. Proposed finishing levels or contours</p> <p>Thereafter the development shall be carried out and maintained in full accordance with the approved details.</p> <p><b>REASON</b> 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).</p>	
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Item 13	Page: 217	Location: Craxton House, Trout Road, Yiewsley
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
All references in the report to refer to 35% affordable units.		In liaison with the applicant and in accordance with current policy requirements and applicant's funding/ partnership arrangements.
<p>Recommendation A(1)-1 be amended as follow:</p> <ul style="list-style-type: none"> <li>The Head of Term relating to Highways: S278/S38 agreement be removed</li> </ul> <p>Condition 4 to be amended to delete reference to drawing No. IT1399/TS/02.</p> <p>Add the following condition:</p> <p>"Development shall not begin until details of the access to the basement car parking area (including where appropriate carriageways, footways, kerb radii, levels, ramps and means of surfacing) have been submitted to and approved in writing by the</p>		To avoid duplication and costs associated to a legal agreement as the additional details can be secured and agreed via the suggested additional condition.



<p>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 access arrangements must be permanently retained and used for no other purpose at any time.</p> <p><b>REASON</b> To ensure pedestrian and vehicular safety and convenience and to ensure adequate access is provided to the basement car park in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).”</p>	
<p>Amend condition 7 to state:</p> <p>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: -</p> <ol style="list-style-type: none"> <li>1. Details of Soft Landscaping <ol style="list-style-type: none"> <li>1a. Planting plans (at not less than a scale of 1:100),</li> <li>1b. Written specification of planting and cultivation works to be undertaken,</li> <li>1c. Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate.</li> </ol> </li> <li>2. Details of Hard Landscaping <ol style="list-style-type: none"> <li>2a. Refuse Storage, including size and design of refuse lift, room, door and maintenance of the same</li> <li>2b. Cycle Storage for 52 bicycles</li> <li>2c. Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the boundaries at roof level</li> <li>2d. Car Parking Layouts for 44 vehicles (including demonstration that 2 parking spaces are served by electrical charging points)</li> <li>2e. Hard Surfacing Materials</li> <li>2f. External Lighting</li> <li>2g. Other structures (such as play equipment and furniture).</li> </ol> </li> <li>3. Living Walls and Roofs <ol style="list-style-type: none"> <li>3a. Details of the inclusion of living walls and roofs</li> <li>3b. Justification as to why no part of the development</li> </ol> </li> </ol>	<p>For accuracy.</p>

can include living walls and roofs.

4. Details of Landscape Maintenance

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

4b. 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

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

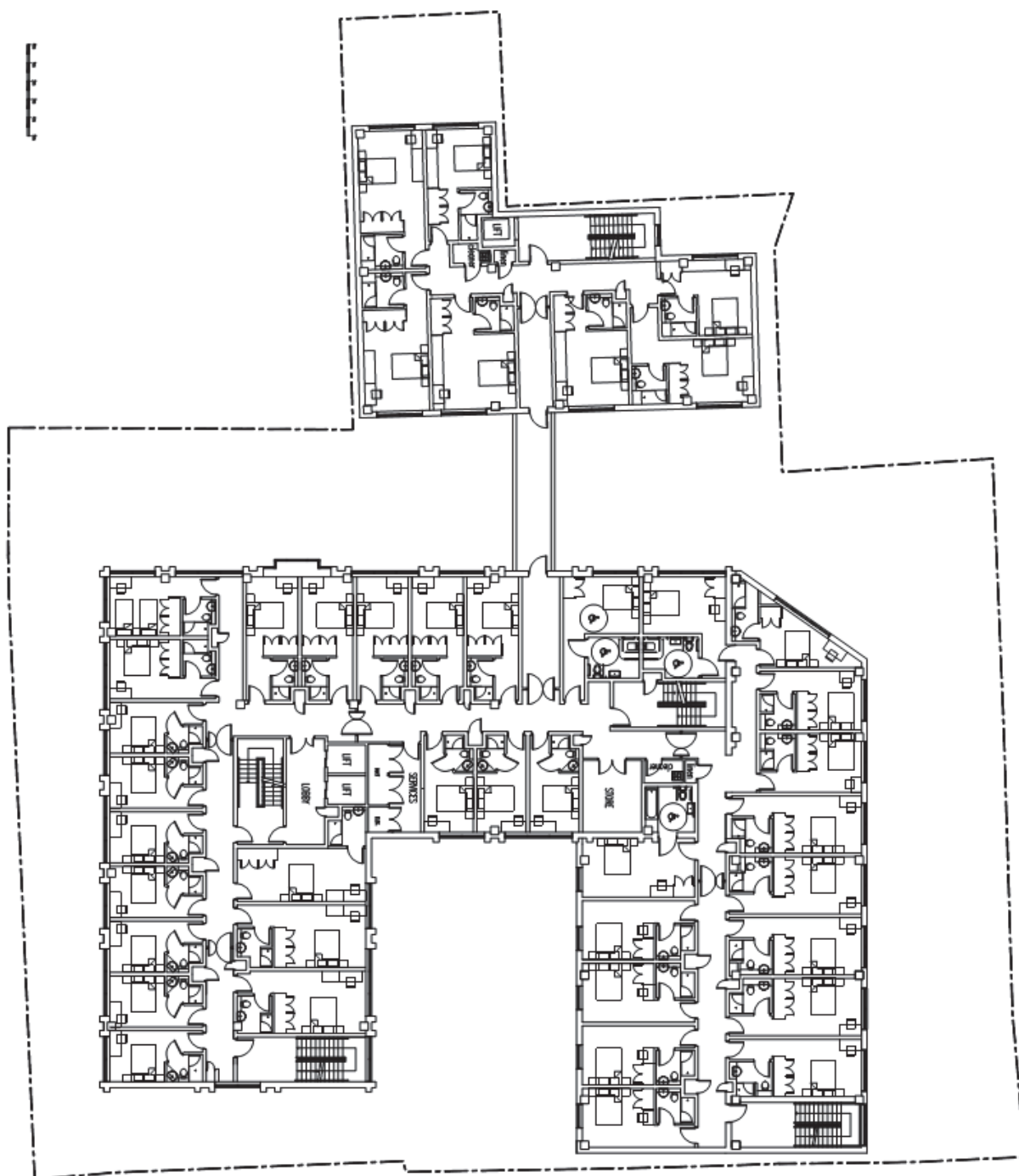
6b. Proposed finishing levels or contours.

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

**REASON**

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

Appendix 1 - 272 - 276 Bath Road, Sipson (Item 6)

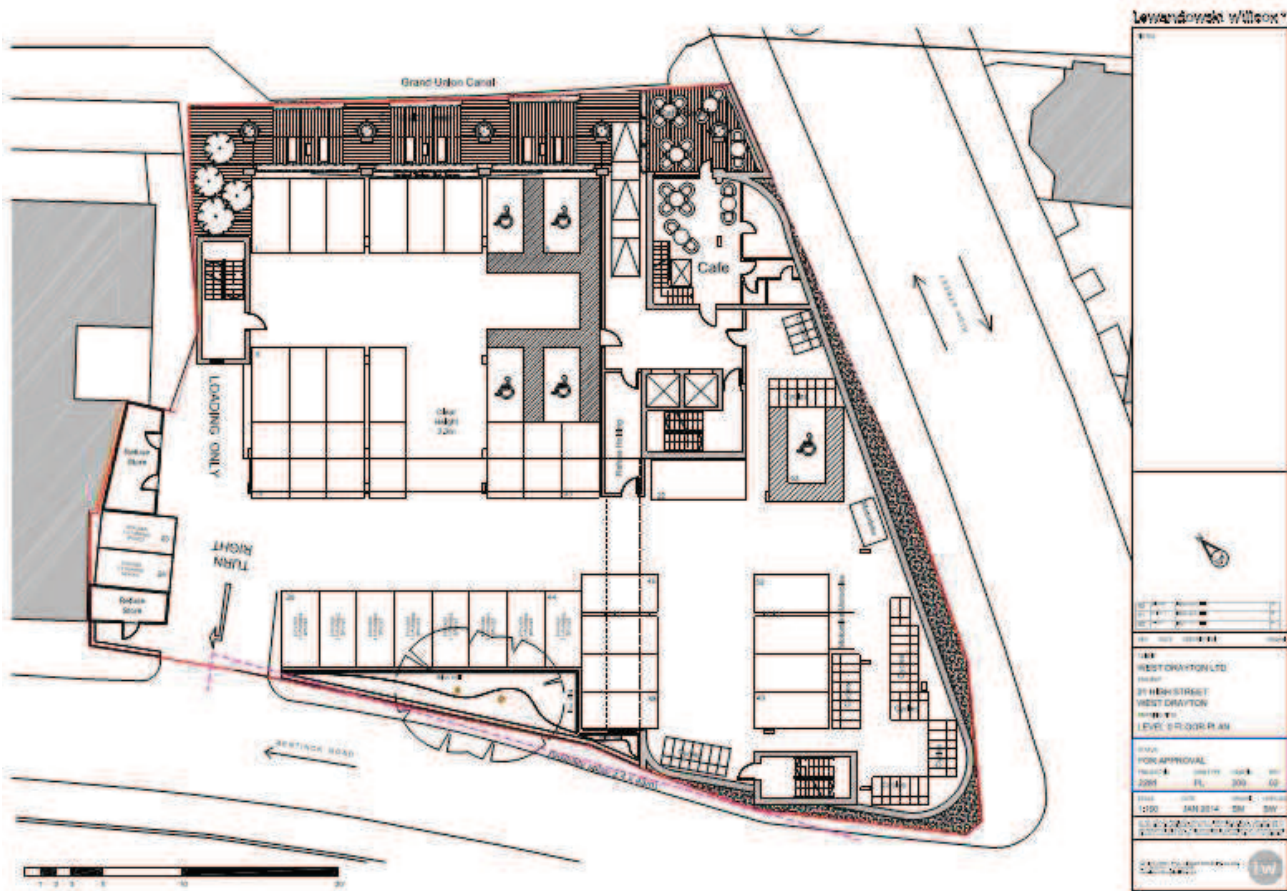


**exedra architects**  
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489 PL102  
 2016 1110

100% OF THE BUILDING IS TO BE DEMOLISHED AND REBUILT AS A NEW BUILDING.  
 THE PROPOSED DEVELOPMENT IS TO BE BUILT ON THE SITE OF THE EXISTING BUILDING.  
 THE PROPOSED DEVELOPMENT IS TO BE BUILT ON THE SITE OF THE EXISTING BUILDING.  
 THE PROPOSED DEVELOPMENT IS TO BE BUILT ON THE SITE OF THE EXISTING BUILDING.

Appendix 2 - 21 High Street, Yiewsley (Item 12)





Canalside Elevation



High Street Elevation



REVISIONS	
NO.	DATE
CLIENT: WEST DRAYTON LTD PROJECT: 21 HIGH STREET WEST DRAYTON DRAWING TITLE: ELEVATIONS 1 & 2	
FOR APPROVAL: PROJECT NO: 2281     DATE TIME: 300     REV: BQ	
DATE:	SITE:
1/200	JAN 2014
DRW: SM	CHKD: BMH
Lewandowski Willcox 100, High Street, West Drayton, Middlesex, U.K.	

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Minutes

## MAJOR APPLICATIONS PLANNING COMMITTEE

27 August 2014

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



HILLINGDON  
LONDON

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), John Hensley (Vice-Chairman), Peter Curling, Janet Duncan (Labour Lead), Ian Edwards, Henry Higgins, John Morgan and Brian Stead</p> <p><b>Also Present:</b></p> <p>Councillor Wayne Bridges, Alan Chapman, Raymond Graham, Pat Jackson and Douglas Mills.</p> <p><b>LBH Officers Present:</b></p> <p>James Rodger, Head of Planning, Green Spaces and Culture, Syed Shah, Highway Engineer, Adrien Waite, Major Applications Manager, Tim Brown, Legal Advisor Danielle Watson, Democratic Services Officer.</p>
42.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Jazz Dhillon with Cllr Manjit Khatra substituting.</p>
43.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
44.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>None.</p>
45.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items would be considered in Part 1 public.</p>
46.	<p><b>FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON 4266/APP/2014/518</b> (<i>Agenda Item 5</i>)</p> <p>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 totalling 1,037 sq.m (GIA) (Use</p>

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).

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

Both items 5 and 6 related to a suite of two applications on the former Master Brewer Hotel Site and the land adjacent to it. Item 6 was an outline application for a residential development of a maximum of 125 residential units.

The application sites had a very recent and extremely relevant planning history comprising a suite of two similar applications which were refused on 2 December 2013. Notably at the time, there were live planning applications relating to the redevelopment of another site on Hillingdon Circus, which was no longer the case.

The previous full application for the commercial component of the application was refused for eight reasons. Four of these reasons related to cumulative impacts with the other development on Hillingdon Circus. Two of the reasons related to there being no legal agreement in place to secure necessary obligations. It was explained that the two main issues for consideration were the individual highways impact of the scheme and the visual appearance of the hotel.

The previous outline residential scheme was refused for 6 reasons. Again four of these reasons related to cumulative impacts with the other development on Hillingdon Circus. The other two reasons for refusal were due to the lack of a legal agreement to ensure planning mitigation and that the two sites (residential and commercial) were delivered to provide a comprehensive redevelopment. A legal agreement had now been drafted to address all planning mitigation and accordingly these reasons had now been addressed. The main issue outstanding for the outline residential scheme was the individual highway impact.

The proposals would also secure off site landscaping enhancements to provide a new publicly accessible open space with an area of approximately 5 hectares which would be accessible to all members of the local community. Both applications would also secure highways mitigations measures to improve the operation of the road network in order to mitigate the impact of the proposed development.

Notable highway changes included enhancements to the signage in the area and a 30mph speed limit. There would also be provision of a through vehicle route within the residential development which would enable residents of the residential blocks to access the east of the site without having to travel through Hillingdon Circus.

In relation to the design concern of the hotel, the reason for refusal was very specific and was limited to the height of the proposed hotel in this location. The height of the hotel had now been reduced from 7 storeys to 6 storeys (a 14% reduction in height). The height of the hotel as proposed was considered to be of an appropriate scale for



the location of the hotel within the site and its relationship with the large junction at Hillingdon Circus.

The applicant had provided additional information to the Council which had enabled the Council's Highways Engineer to undertake further assessment of the highways works. The applicant had also proposed some minor changes to the site layout to reduce unnecessary trips going through the junction and to improve safety. With regard to the changes and the additional information provided the Council's Highways Engineer was satisfied that the development proposals within Items 5 and 6 would not result in any unacceptable impacts on the operation of the highway network.

In accordance with the Council's constitution representatives of the petitioners both objecting and supporting the proposals addressed the meeting, including the agent.

**Note – Concerns raised by petitioners relate to both items 5 and 6.**

The lead petitioner from the Ickenham Residents Association in objection to the application raised the following points:

- Residents still had concerns regarding the proposed Tesco site.
- Despite design improvements a mandate still existed.
- Pedestrian safety was one of the previous reasons for refusal with regard to traffic signalling and increased pedestrian crossing times.
- The previous application did not reflect current traffic conditions.
- There was limited evidence to enable Members to change their view with regards to the traffic impact.
- There would be an impact on local businesses.
- Traffic was already an issue in the area.
- There had been many transport assessments and all had different outcomes.
- Additional traffic would increase the pollution levels which were already as high as Heathrow Airport.

The lead petition from the Oak Farm Residents Association in objection to the application raised the following points:

- Oak Farm was the closest housing area to the proposed site.
- Residents opposed both applications.
- Tesco should specify their opening hours.
- Previous traffic assessments could not give a true indication of the traffic flow in the area or the impact the proposals would have on the traffic.
- There were often queues of traffic from the Uxbridge Road to Ickenham.
- There was no continuous bus route from the Uxbridge Road to Ickenham.
- A reduced left turn from Freezeland Way to Long Lane would increase.
- Yeading Brook could potentially flood.
- The A40 had recently been flooded due to bad weather and was closed for hours.
- If the Mayor of London became a local MP would his decision on applications such as these be a conflict of interest.

The lead petition in support to the application raised the following points:

- Had lived on the Oak Farm Estate since 1968.
- Used to shop once a fortnight now needs to shop every day.
- Would welcome the convenience of a local store.
- The nearest Tesco store was Yiewsley or Yeading which was far away.
- The proposals would improve the appearance of the area.
- Would become a place to drive to rather than drive past.

A representative of the applicant raised the following points:

- Had worked with the Council to address previous concerns raised.
- Had made key changes to the application which included the reduction of the height of the hotel and transport measures.
- There would be a substantial investment to the area.
- New jobs would be created with a percentage offered to local residents.
- 15% of the residential units would be for affordable housing.
- Had worked with TfL and the Council to address traffic concerns.
- Environmental improvements had been made.
- There had been extensive traffic studies and models.
- The pedestrian crossings would be renewed and improved.
- Speed limits would be reduced on Freezeland Way.
- There would be further TfL traffic surveys which was a common practise to ensure the proposals were fine tuned.
- There would be bus service and coach stop improvements.

A Ward Councillor for Hillingdon East informed the Committee that all three Hillingdon East Councillors objected to the proposals.

Members questioned whether the applicant had considered pedestrians leaving Hillingdon Station who wanted to access the store. It was explained that the existing pedestrian crossings would be improved. In addition improvements to the existing coach stop and an extension to the U10 bus service would be made. These improvements were made as part of the S106 agreement.

The Chairman asked for clarification in regards to the recent news that the Mayor of London could be standing as an MP for Uxbridge and South Ruislip. The Legal Advisor present advised the Committee that the Council had a legal obligation to refer certain planning applications to the Mayor of London. Any potential conflict of interest would not be for the Council to determine and the Mayor of London would have to seek advice from his advisors as necessary.

With regard to the 24 hour opening of the store Members were advised that due to the location of the site there had been no concerns. The site was situated and surrounded by busy roads. Members were concerned that future residents could be disrupted by noise created by delivery vehicles from the commercial site or lighting due to the site being open 24 hours. Officers informed the Committee that these concerns had been addressed with conditions in the officers' report and were acceptable.

Officers informed the Committee that whilst there had been issues concerning flooding there were conditions attached to the application which would address the issues and would improve the area, not be detrimental.

The Council's Highway Engineer explained that there needed to be a fine balance as there was both heavy traffic and pedestrian demand. Increases of crossing times had

been kept within safety margins ensuring pedestrians got from A to B safely whilst catering for traffic demand. Most of the increases in pedestrian crossing times were minimal. There would be different staging of the signals which run parallel to each other which would include a phase delay.

It was further explained that there were guard railings and visible crossing points for pedestrians to cross and was unlikely that pedestrians would attempt to cross such busy roads.

Concern was raised about 2 lanes of traffic merging into one. Members questioned whether there would be queues of traffic trying to access the site. The Council's Highway Engineer explained that the proposed site had a long access road with no barrier at the access point. There would be a continuous steady flow of traffic.

The Committee were pleased to see that a Woodland Park was proposed but questioned why it was outside of the red line of the site. The Legal Advisor present informed Members that this was part of S106 public realm works and that the park was considered off site. Members noted that the Council owned the proposed Woodland Park not the applicant, and it would be maintained by the Council's Green Spaces Team. Members agreed that the heads of term vi to the public realm including open space and landscaping.

Members were in agreement that previous concerns had been addressed by the applicant and by conditions attached in the officers' report. Additionally traffic proposals would still need to be approved by TfL and would need further technical approval from the Council.

Members agreed that the wording of condition 9 be delegated to the Head of Planning, Green Spaces and Culture to ensure motorcycle parking was secured on the site.

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

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

**1. That the application be referred 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:**

- **Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;**
- **Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development;**
- **Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;**
- **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;**
- **Coach parking enhancements on Freezeland Way;**
- **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);**
- **Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).**
- **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;**
- **Contribution to real time information system at bus stops prior to commencement;**
- **Construction Logistics Plan (CLP) to include (but not limited to):**
  - \* **Construction traffic generation by development phase;**
  - \* **Access routes;**
  - \* **Contractor parking;**
  - \* **Deliveries to avoid highway network peak hours and traffic sensitive hours;**
  - \* **Construction staff travel plan;**
  - \* **Measures to manage localised priorities.**
  - \* **Delivery & Servicing Plan (DSP)**

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

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

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

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

- (vi). **Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.**
- (vii). **Air Quality: a financial contribution in the sum of £25,000.**
- (viii). **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.**
- 6. That the conditions outlined in the officers' report and addendum be imposed.**

**47. FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON  
4266/APP/2014/519 (Agenda Item 6)**

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).

**Note – Concerns raised by petitioners relate to both items 5 and 6.**

Members had concerns regarding health and education provision as there was going to be another 125 residential units in the local area. Officers informed the Committee that education and healthcare provision had been incorporated into the Community Infrastructure Levy. Concerns relating to air quality were addressed and the air quality in the proposed residential buildings would be as good as it could be.

The recommendation for approval was moved, seconded and on being put to the vote was agreed with 6 votes for and 2 against.

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

- 1. That the application be referred 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:

- Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
  - Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
  - Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
  - 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);
  - Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
  - 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);
  - Contribution to real time information system at bus stops prior to commencement;
  - Construction Logistics Plan (CLP) to include (but not limited to):
    - \* Construction traffic generation by development phase;
    - \* Access routes;
    - \* Contractor parking;
    - \* Deliveries to avoid highway network peak hours and traffic sensitive hours;
    - \* Construction staff travel plan;
    - \* Measures to manage localised priorities.
    - \* 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.

	<p>(iii). Travel Plan.</p> <p>(iv). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing including review mechanism.</p> <p>(v). None of the market housing will be occupied until 100% of the affordable housing is delivered.</p> <p>(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/7,200m<sup>2</sup> x £71,675) = total contribution).</p> <p>(vii). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.</p> <p>(viii). Air Quality: a financial contribution in the sum of £25,000.</p> <p>(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.</p> <p>(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.</p> <p>3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</p> <p>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.</p> <p>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.</p> <p>6. That the conditions outlined in the officers' report and addendum be imposed.</p>
48.	<p><b>THE OLD VINYL FACTORY, BLYTH ROAD, HAYES 59872/APP/20141928</b> (Agenda Item 7)</p> <p>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).</p> <p>Officers introduced the report and referred members to the addendum sheet that had been circulated. The veneer store was a 526 space multi storey car park with 32 sq.m of commercial space at ground floor level. An additional 65 surface level parking spaces, a play area and soft landscaping were also included within the landscaping for this part of the development.</p> <p>The appearance of the development proposed within this application was consistent with the design vision highlighted throughout the master plan. Members were made aware that there would be a facade of multi-coloured fins which served to break up and provide interest to the car park elevations in a way which will integrate successfully with the wider development and street scene.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote</p>

was unanimously agreed.

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

49. **HAYES SWIMMING POOL SITE, BOTWELL LANE, HAYES 1942/APP/2013/3565**  
*(Agenda Item 8)*

Construction of an A1 discount food store with associated car parking and landscaping.

Officers introduced the report and referred members to the addendum sheet that had been circulated. The application related to part of the former Hayes swimming pool, site which was located within Hayes Town Centre adjacent to Botwell Leisure Centre.

Members were made aware that there had been no objection to the principle of redeveloping the site for a retail store, as this was an appropriate use for the site which was located within the Town Centre Boundary.

Member noted that the proposal would provide a generous amount of low level planting along Botwell Lane and would make provision of the retention of existing street trees along both Botwell Lane and Central Avenue. The planting of additional landscaping on the highway verge was also secured by the legal agreement. Overall, the proposal would provide for a well proportion retail building with a generous and well landscaped set back from the street.

Members noted that some individual consultees had raised concerns with regard to the specific design of the building. However, planning policy set out within the National Planning Policy Framework was quite clear that planning decisions should not attempt to impose architectural styles or tastes through unsubstantiated requirements to conform to certain development forms and styles. While, the proposed retail unit may not be to everyone's personal design tastes it was of a fairly standard design which one would expect to see within most town centre and urban locations. Having regard to the set back and landscaping it would certainly not appear out of character with the built form in the surrounding area and is therefore considered to be compliant with adopted policy.

Members were informed that the proposal had secured adequate levels of car parking and full provision for appropriate disabled, brown badge and mother/child spaces by way of planning conditions. The proposals with regard to the location and layout of the site access and the delivery and serving arrangement had been considered both by the Planning Departments Highways Engineer and the Highways Department and were considered acceptable in terms of highways impacts, pedestrian and vehicular safety.

Members were pleased that the proposal would also bring a vacant site, which has been boarded up for a number of years and detracts from the area, back into an acceptable use which would provide jobs, be beneficial to the economy and benefit the area overall.



Members were concerned about the days and times the sale of goods would be allowed. The Committee agreed that the final wording of condition 12 be agreed by the Chairman and Labour Lead.

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

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

**1. 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 onsite 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 the conditions outlined in the officers' report and addendum be imposed.**

50. **HARLINGTON QUARRY, NORTH OF CRANFORD LANE, HARLINGTON  
2373/APP/2012/2011 (Agenda Item 9)**

Erection of an Anaerobic Digestion Biogas Plant including landscaping, parking and associated works.

Officers introduced the report and outlined details of the application.

This application was seeking permission for the erection of an Anaerobic Digestion Plant at the Harlington Quarry site, which was located within the Green Belt. Members noted that currently the site was being used and had been part of temporary quarrying

	<p>and the site was to be restored following completion of the works.</p> <p>The applicant had attempted to argue that very special circumstances existed as a result of the provision of a waste facility and the fact that it would generate renewable energy. However, officers from both the Local Planning Authority and the GLA have considered the case in detail and do not consider that very special circumstance exist that would outweigh the harm. Members noted the proposal represented inappropriate development in the Green Belt and would be contrary to adopted policy.</p> <p>The proposal had also provided inadequate information to demonstrate that the proposal would not have adverse impact on air quality or with respect to odour pollution and the development was unacceptable for these reasons. In addition there was no legal agreement to secure necessary mitigation measures by way of planning obligations.</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was unanimously agreed.</p> <p><b>Resolved -</b></p> <ol style="list-style-type: none"> <li><b>1. That the application be referred back to the Greater London Authority.</b></li> <li><b>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 reasons outlined in the officers' report.</b></li> </ol>
51.	<p><b>SNOWBASE, EASTERN PERIMETER ROAD, HEATHROW AIRPORT 45151/APP/2014/2016</b> (<i>Agenda Item 10</i>)</p> <p>New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.</p> <p>Officers introduced the report and outlined details of the application.</p> <p>The application was a consultation under the general permitted development order relating to the construction of a new airfield operations facility in the snowbase area of the airport. The proposed development was directly associated to the airport and did not raise any planning concerns.</p> <p>The recommendation of no objection was moved, seconded and on being put to the vote was unanimously agreed.</p> <p><b>Resolved - No objection subject to the considerations outlined in the officers report.</b></p>
52.	<p><b>COMFORT INN, SHEPISTON LANE, HAYES 382/APP/2014/1117</b> (<i>Agenda Item 11</i>)</p> <p>Creation of new floor above, and erection of 2 x extensions to, existing two level car park to create 25 new hotel rooms with bridge link to main hotel involving extension to</p>

front of main building to create access staircase and installation of new canopy to main entrance.

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

Member noted that the appearance of the hotel was considered acceptable having regard to its surroundings and the proposal would not have any adverse impact on the amenity of nearby residential occupiers. Members agreed the proposal were better than previous planning permission which would no longer be implemented.

The Highways Engineer had considered the proposals and found them acceptable in terms of traffic generation, highways and pedestrian safety and car parking. The development also incorporated all necessary aspects of accessible design and was considered wholly acceptable by the Council's Access officer.

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

**Resolved - 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 to 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 the conditions outlined in the officers' report and addendum be imposed.**

53. **BOURNE COURT SITE, BOURNE COURT, RUISLIP 11891/APP/2014/91** (*Agenda Item 12*)

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.

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

Members noted that the care home has been vacant for a number of years and that there were other facilities which were due to be relocated to new facilities in summer 2014. Given the length of time the care home had been vacant and the fact that there were other facilities being relocated to new facilities there was no objection to the redevelopment of the site for residential purposes.

The Council's Highway Engineer considered the scheme to be acceptable in terms of pedestrian and vehicular safety and traffic generation. Members noted that the level of car parking at 64 spaces for the 49 units was also considered to be acceptable. The proposals would be appropriate in terms of accessibility and sustainability.

Members noted that affordable housing would be delivered on the nearby Acol Crescent site, given that the site was located in very close proximity and in the same ownership as the application site there was no objection to this arrangement in this case and the delivery of the Acol Crescent development would be secured by way of a legal agreement. Members agreed that the word 'main' be deleted from condition 20.

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

**Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the 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 offsite 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 x £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**

	<p>proposed agreement and conditions of approval.</p> <p>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.'</p> <p>E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>F) That the conditions outlined in the officers' report and addendum be imposed.</p>
54.	<p><b>70 STATION ROAD, WEST DRAYTON 2954/APP/2014/788</b> (<i>Agenda Item 13</i>)</p> <p>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).</p> <p>Officers introduced the report and outlined details of the application.</p> <p>The application proposed a number of minor amendments to a previously approved drawing for the development and the removal of a condition related to a fire escape which was no longer required. Members noted that the amendments did not raise any material planning concerns.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.</p> <p><b>That delegated powers be given to the Head of Planning Culture and Green Spaces to grant planning permission, subject to the following:</b></p> <p><b>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:</b></p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Education: to the sum of £126,741.</li> <li>(iii) Health and Social Care: in the sum of £17,320.60.</li> <li>(iv) Libraries in the sum of £1,838.62.</li> <li>(v) Air Quality: £12,500.</li> <li>(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.</li> <li>(vii) Project Management and Monitoring Fee: at 5% or £10,405.54.</li> </ul> <p><b>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</b></p>

	<p>completed.</p> <p><b>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</b></p> <p><b>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:</b></p> <p><b>'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.'</b></p> <p><b>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.</b></p> <p><b>F) That the conditions outlined in the officers' report be imposed.</b></p>
	<p>The meeting, which commenced at 7.30 pm, closed at 9.59 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Danielle Watson on Democratic Services Officer 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

## Minutes

### MAJOR APPLICATIONS PLANNING COMMITTEE

6 August 2014

Meeting held at Council Chamber - Civic Centre,  
High Street, Uxbridge UB8 1UW



	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), John Hensley (Vice-Chairman), Alan Chapman, Jazz Dhillon, Janet Duncan (Labour Lead), Ian Edwards, Manjit Khatra, John Morgan and Brian Stead</p> <p><b>Also Present:</b> Councillor Jan Sweeting Councillor Dominic Gilham</p> <p><b>LBH Officers Present:</b> James Rodger, Head of Planning, Green Space and Culture Adrien Waite, Major Applications Planning Manager Syed Shah, Principal Highways Engineer Nicole Cameron, Legal Advisor Charles Francis, Democratic Services</p>
32.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillors Peter Curling and Councillor Henry Higgins with Councillors Manjit Khatra and Alan Chapman acting as substitutes.</p>
33.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Janet Duncan declared a pecuniary interest in Item 6 as she was a Governor of Frays Academy Trust and Laurel Lane School was part of the Trust. She had also worked with residents who had objections to the proposal to help them express these in planning terms.</p>
34.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p>None.</p>
35.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
36.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>All items were considered in Part 1.</p>

37. **LAND TO THE WEST OF LAUREL LANE, WEST DRAYTON - 70019/APP/2014/1807**  
(Agenda Item 6)

**New 2 storey Junior School (5 forms of entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick-up/drop-off area, associated car parking, landscaping, playground, provision of a Multi-Use Games Area (MUGA) and ancillary development.**

Officers introduced the report, highlighting the changes set out in the addendum.

The Committee were informed that planning permission was being sought for the erection of a new school and that in summary, the benefits of providing the school in the proposed location outweighed the harm which would arise from the development.

In accordance with the Council's constitution, the representative of the petition in objection to the application was invited to address the meeting.

The petitioner made the following points:

- The proposal involved the loss of green space and trees.
- The existing and committed schools expansions were sufficient to meet the needs.
- Existing schools elsewhere could be extended to meet the educational needs.
- The proposal would have a detrimental effect on the character of the surrounding area.
- The construction works would cause noise and pollution.
- The proposal would significantly affect traffic and vehicular movements.
- The proposal did not incorporate adequate parking provision.
- The redesign of access and egress points would pose a danger to highway, pedestrian and cyclist's safety.
- The proposal would have a significant impact on local residents.
- Setting the school back into the existing site would be the best solution.
- The proposed site, was the wrong location for the school.

The applicant did not attend the meeting.

Ward Councillors addressed the meeting and the following points were raised:

- The proposed location was wrong and the school should be built at the Laurel Lane School site.
- The proposal would create a massive amount of congestion on local roads.
- The proposal would create parking problems.
- Traffic alleviation measures would not be available at the proposed site.
- School Governors were wrongly advised that the school was on Green Belt land.
- If the proposal was started, there would be no way of stopping it.
- There would be a massive impact to local residents and on neighbouring properties.
- The decision should be deferred for a site visit.
- Councillors remained to be convinced that the proposal could not be relocated to the Laurel Lane School playing fields.

In the course of discussions, the Committee asked about the arrangements in place for the footpath and the changes to the right of way mentioned in the report. In response,



Officers explained that the legal procedure to divert a footpath was a lengthy one and Officers had already begun this process.

In relation to the location the Multi Use Games Area (MUGA), the Committee expressed concern about its hours of use to ensure that it did not have detrimental impact on local residents. In response, Officers explained that a standard condition could be used which had been applied to other MUGA sites in the Borough.

With regards to highways issues, the Committee expressed concern about traffic congestion and what remedial action might be taken. Officers explained that to mitigate this, they had negotiated a large pick up and drop off point with school marshalling in place. Officers had also examined the traffic impacts arising from 6 other schools in the Borough and had conducted extensive modelling, including base, future, connected and predicted scenarios. Officers explained that when modelling, they had deliberately used conservative estimates only to act as a safeguard to their predictions. The Committee also expressed concern about the arrangements for staff car parking. Officers confirmed that 10 cars would need to be parked on local roads.

Having considered the presentation and the points raised by the speakers, it was moved, seconded and agreed that the application be approved with 5 votes in favour, with 2 abstentions subject to the officer report, addendum and changes listed below:

*Amend condition 6 - 2.6 to replace '55 vehicles' with '55 cars and 2 motorcycles'*

*Add following condition re hours of use of MUGA:*

*'The MUGA hereby approved shall not be used between the hours of 21:00 and 08:00 Monday to Friday, before 10.00 or after 19:00 on Saturdays, before 10.00 or after 18:00 on Sundays, Bank Holidays and other Public Holidays.'*

**REASON**

*In the interests of residential amenity in accordance with policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).'*

**Resolved -**

**That the application be Approved, subject to the Officer report, addendum and changes set out above.**

38. **FORMER RAF EASTCOTE, LIME GROVE, EASTCOTE - 10189/APP/2014/1842**  
*(Agenda Item 7)*

**Section 73 Amendment Application to vary the internal layout of the Community Centre, to retain pillars and subdivide the approved open plan layout (varying condition 11 of permission ref: 10189/APP/2007/3383 which approved the re-development of the former RAF Eastcote site).**

Officers introduced the report, highlighting the changes set out in the addendum.

In accordance with the Council's constitution, the representative of the petition in objection to the application and applicant / agent were invited to address the meeting. Neither party attended the meeting.

A Ward Councillor made the following points:

- The residents of Pembroke Park Estate were informed that the building would be constructed as a Community Centre for all tenants. It now appeared that the Developer had changed its position as it had reapplied for new planning permission to convert the building into numerous office spaces.
- The new proposals would not benefit local residents or the community.
- The main aim of local residents was to use the anticipated Community Centre to engage local residents and thereby reduce instances of anti-social behaviour.
- Other functions for the Community facility might include: after school sessions, bingo and games afternoons for the elderly as well as services for young parents and babies.

The Committee noted that in this instance, the Developer had chosen to amend the plans and the internal layout of the building was no longer suitable for use as a Community Centre. Members were mindful that the original intention had been to allow the building to be used for the benefit of the whole community and if the current proposal were approved a valuable community asset would be denied to local residents.

On being put to the vote, it was moved, seconded and agreed that the application be Refused.

**Resolved -**

**That the application be Refused.**

39. **ENTERPRISE HOUSE, 133 BLYTH ROAD, HAYES - 11623/APP/2013/3606** (*Agenda Item 8*)

**Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Use classes B1 (a-c) and B2 with ancillary cafe) at ground and first floor levels and cafe.**

Officers introduced the report and highlighted the changes set out in the addendum.

Officers explained that the application site was a distinctive six storey, Grade II listed industrial building within the Thorn EMI conservation area. It was noted that the building was in a poor state of repair and as a result had been included on English Heritage's, Heritage at risk register. The Committee noted that the site was located opposite the Vinyl Factory site which was deemed to be the flagship regeneration scheme in Hayes.

Officers explained that the proposal was for the restoration, refurbishment, conversion and extension of Enterprise House to provide a mixed use scheme, and although the residential scheme was not ideal in terms of offering an open character, the commercial uses of the building on the ground and first floors would be more open.

Officers explained that key issues for consideration included the principle of the

development (including the benefits of bringing the heritage asset back into use) and the living conditions for future occupiers.

Although no petition had been received, the concerns of a Ward Councillor who could not attend were summarised at the meeting and the following points were raised:

- As the proposal did not incorporate sufficient amenity space or open space close to the site the application should be refused.

The Committee raised concerns about air quality, noise insulation and the health impact these factors would have on future occupiers. In response, Officers explained that the Environmental Protection Unit had looked at various detailed reports and subject to these conditions were satisfied that these grounds for objection could be overcome.

In relation to amenity space, Officers confirmed that the provision of an internal children's play area within the cafe area had been secured by condition and the development was immediately opposite a number of publicly accessible children's play areas which would be provided within The Old Vinyl Factory redevelopment opposite. As such, it was the Officer's view that the development would provide adequate provision of on-site play space for young children.

With regards to highways matters, Officers explained that the Council's Highways Engineer had not raised any objections to the proposals and they complied with relevant planning policy.

Discussing the application, the Committee appreciated that its decision was a delicate balancing act between conservation, redevelopment and the need to provide new housing. On balance, the Committee agreed that bringing a building of architectural merit back into use, along with the provision of additional housing and business space would benefit local residents.

It was moved, seconded and on being put to the vote agreed by 6 votes in favour, 1 refusal and 1 member did not vote as they missed the discussion on the item, that the application be approved.

**Resolved -**

**That the application be approved as per the officer report, addendum and amendment to condition 10 as set out below:**

***Amend condition 10 to add 'designation,' between 'parking' and 'allocation'***

40. **ENTERPRISE HOUSE, 133 BLYTH ROAD, HAYES - 11623/APP/2013/3592** (*Agenda Item 9*)

**Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Class B1 and B8) at ground and first floor levels and cafe. (Application for Listed Building Consent).**

	<p>The Officer presentation for the previous item covered both planning applications for Enterprise House. Having previously agreed to approve the outline planning application, it was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p><b>Resolved -</b></p> <p><b>That the application be Approved.</b></p>
41.	<p><b>5 STATION ROAD, WEST DRAYTON - 65480/APP/2014/1018</b> (<i>Agenda Item 10</i>)</p> <p><b>Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space.</b></p> <p>Officers introduced the report and highlighted the changes set out in the addendum.</p> <p>Officers explained that the proposed redevelopment of the site for a residential led mixed use was acceptable in principle. Furthermore, Officers considered that the design of the proposal was acceptable both in respect of its character and appearance within the street scene and its relationship with nearby listed structures.</p> <p>The Committee was informed that the Council's Highways Engineer considered the scheme was acceptable in terms of highways impacts, and that subject to a condition requiring the installation of a small number of car parking stackers, the parking layout and level of parking provision was acceptable. The Committee noted that the scheme had not provided parking provision for motor cycles and requested Officers to include this through the inclusion of an additional condition.</p> <p>In response to a Committee question concerning the residential units, Officers confirmed that the development provided adequate internal floorspace and external amenity space for future occupiers.</p> <p>The Committee raised privacy concerns in relation to the window in Unit 5 and requested Officers to investigate alternative glazing options and for these options to be circulated to the Chairman and Labour Lead for agreement outside the meeting.</p> <p>In the course of discussions, the Committee agreed that the proposal would maintain appropriate relationships with surrounding buildings, provide appropriate levels of inclusive design and also maintain an active ground floor frontage to Station Road, the main town centre frontage.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved as set out in the Officer report, addendum and amendments listed below:</p> <p><i>Additional informative: You are advised that doors which open outwards over footpaths or the highway should be avoided.</i></p> <p><i>Add Standard Parking Allocation Condition.</i></p> <p><i>Amend condition... to add in 2 motorcycle spaces.</i></p> <p><i>Include need for details of barriers/setback on rooftop amenity sapces and add</i></p>

	<p><i>reference to Policy BE24 into condition 5.</i></p> <p><i>Alternative option for window treatment for unit 5 to be sought by head of planning and 2 options to be sent to the Chair and Labour Lead for agreement and condition 9 amended as necessary.</i></p>
	<p>The meeting, which commenced at 7.30 pm, closed at 9.40 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Charles Francis on Democratic Services Officer 01895 556454. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

**Address** E C HOUSE SWALLOWFIELD WAY HAYES

**Development:** Re-development of the site to provide 5 industrial units (Use Class B1(c), B2 and B8) with associated parking, servicing and landscaping (Involving demolition and refurbishment of existing units)

**LBH Ref Nos:** 38065/APP/2014/2143

**Drawing Nos:** 1620-TP-N-02  
LP-01-A  
1620-TP-N-01  
1620-TP-N-03  
1620-TP-N-04  
1620-TP-N-05

**Date Plans Received:** 18/06/2014      **Date(s) of Amendment(s):** 27/08/2014

**Date Application Valid:** 18/06/2014

### 1. SUMMARY

This application seeks full planning permission for the re-development of the site to provide 5 industrial units (Use Class B1(c), B2 and B8) with associated parking, servicing and landscaping (Involving demolition and refurbishment of existing units).

The site is located within the Rigby Lane/Swallowfield Way Industrial and Business Area as allocated on the Proposals Map of the Unitary Development Plan. The site designation is retained within the Local Plan Part 1 (2012). The existing site is currently vacant with the buildings showing signs of decay and dereliction.

The proposed industrial units will utilise the same vehicular access as the existing industrial units off Swallowfield Way but will incorporate a modern design which will be in-keeping with other industrial units located within this industrial estate. The siting, design and external appearance of the resulting buildings are considered to be acceptable and there are no highways objections to the proposal, subject to the implementation of a Green Travel Plan at the site. The scheme is therefore recommended for approval subject to appropriate conditions.

The development proposals accords with the saved Unitary Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF.

### 2. RECOMMENDATION

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

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

- i) Air Quality Management contribution £12,500;**
- ii) Construction Training: £2500 per £1m of building costs + £9600 per phase of development for coordinator costs or an in kind scheme.**
- iii) Travel Plan including a £20,000.00 bond;**

iv) **Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution;**

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

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

**D)If the Legal Agreements have not been finalised by 17th September 2014, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:**

**'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of employment, air quality management and Travel Plan). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'**

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

**F)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:**

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers LP-01-A, 1620-TP-N-01, 1620-TP-N-02, 1620-TP-N-03, 1620-TP-N-04, 1620-TP-N-05 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:  
Inclusive Access Measures/ Security Design/ Waste Strategy (Design & Access



Statement dated June 2014),  
Air Quality Mitigation (Air Quality Assessment - dated June 2014),  
Sustainable Design Measures (Energy and Sustainability Statement dated 10 June 2014),  
Noise Mitigation Measures (Noise Impact Assessment June 2014)  
Soft Landscaping (Soft Landscape Specification in Planting Layout 647.19.04 June 2014)

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

**REASON**

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

**4 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy BE25 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**5 NONSC Use Restrictions**

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

**REASON**

To ensure compliance with the energy and sustainability details hereby approved and to accord with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

**6 COM14 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies BE25 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**7 NONSC No External Storage Above 2 Metres**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), external storage associated with the use of any part of the site shall not exceed 2 metres in height within any part of the development hereby approved.

## REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the streetscene.

### **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.a Means of enclosure/boundary treatments
- 2.b Car Parking Layouts (including five disabled parking spaces and demonstration that 4 parking spaces are served by electrical charging points)
- 2.c Hard Surfacing Materials
- 2.d External Lighting
- 2.e Other structures (such as play equipment and furniture)

#### 3. Details of Landscape Maintenance

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

#### 4. Other

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

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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 TL6 Landscaping Scheme - implementation**

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

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme

which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **10 NONSC Sustainable Energy**

Prior to occupation, documentary evidence should be submitted to the Local Planning Authority and approved in writing to demonstrate that each element of the development has been carried out in accordance with the approved details. If the development as a whole is unable to meet the required development plan 40% reduction in CO2 emissions through the approved energy strategy, then any shortfall should be made up through the application of further sustainability measures unless otherwise approved by the LPA in writing.

#### REASON

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

#### **11 NONSC Sustainable Urban Drainage**

The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the submitted Drainage Statement, by Brad Brook Consulting, reference number 14-030R\_001, dated June 2014, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site and permeable paving. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

#### REASON

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity and to accord with policy 5.12, 5.13 and 5.14 of the London Plan 2011.

#### **12 OM11 Floodlighting**

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

#### REASON

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

Plan (July 2011) Policy 7.1

**13 COM31 Secured by Design**

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

**REASON**

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

**14 NONSC Imported Soils**

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

**REASON**

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

**15 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)

#### **16 NONSC Archaeological Investigation**

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 that 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.

#### REASON

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

#### **17 NONSC Noise Levels**

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

#### REASON

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

#### **18 NONSC Air Quality**

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.

#### **19 NONSC Existing Access Closure**

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

#### REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **INFORMATIVES**

#### **1 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 Local Plan: Part Two Saved UDP Policies (November 2012), 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
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.
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.
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.
LE2	Development in designated Industrial and Business Areas
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 7.3	(2011) Designing out crime
OE3	Buildings or uses likely to cause noise annoyance - mitigation

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

**3 125 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).

**4**

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**

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. Bearing in mind the existing buildings on the site trial trenching is recommended after demolition to establish the site's potential with further investigation if significant remains are found.

**5**

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

**6**

Construction Site Informative:

Pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation, you are advised as follows:

(A) Demolition and construction works which are audible at the site boundary should only be carried out between the hours of:

- (i) 0800 and 1800 on Monday to Friday;
- (ii) 0800 and 1300 on Saturday;

No such work must be carried out on Sundays and Bank Holidays. All noise generated during such works must be controlled in compliance with British Standard 5228.

(B) Measures must be taken to eliminate the release of dust caused by the works that

may create a statutory nuisance (a useful reference is the Best Practice Guidance- The control of dust and emissions from construction and demolition, GLA, November 2006)

(C) No bonfires on the site shall be allowed to take place at any time.

### **3. CONSIDERATIONS**

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

The application site comprises a 1.1 hectare corner plot located on the southern side of the junction of Swallowfield Way and Dawley Road, Hayes, some 70 metres to the south of the Grand Union Canal. It currently accommodates six industrial units providing 7,551m<sup>2</sup> (GIA) total area floor space, including a large 1930's part two, part three storey industrial building with some 1980's additions. The site is currently vacant but was formerly used as a logistics depot with permission for a flexible use comprising primary functions such as light industrial (Use Classes B1(C)), general industry (Use Class B2) and/or uses warehouse (B8 storage & distribution).

The site is bounded to the north by Swallowfield Way, and predominantly surrounded by industrial units. The only exception to this is a row of cottages which front Dawley Road and immediately adjoin the south eastern corner of the application site. To the north of the canal, beyond The Woolpack PH on the eastern side of Dawley Road is the Lake Farm Country Park.

The site is located within the Rigby Lane/Swallowfield Way Industrial and Business Area.

#### **3.2 Proposed Scheme**

Full planning permission is sought for the re-development of the site to provide 5 industrial units (Use Class B1(c), B2 and B8) with associated parking, servicing and landscaping (involving demolition and refurbishment of existing units).

The proposal would see the demolition of unit six, the re-erection of units 1 and 2, the part refurbishment and part extension of units 3 and 4 and part demolition of unit 5. All units will share a refurbished common facade and mezzanine floor to provide B1(c), B2 or B8 uses.

The units are self contained and provide a combined gross floor area of 6,540m<sup>2</sup> (GIA), with some ancillary office accommodation contained within each unit. Unit 1 will have a floor area of 670m<sup>2</sup> GIA, Unit 2 will have a floor are of 1,901m<sup>2</sup>, Unit 3 will have a floor area of 1,041m<sup>2</sup> GIA, Unit 4 will have a floor area with 1,053m<sup>2</sup> GIA and Unit 5 will have a floor area with 1,546m<sup>2</sup> GIA. The ancillary office accommodation in each unit will be provided at mezzanine level.

The parking and loading areas for the industrial units would be located in the front yard of the buildings and all units would share the existing access from Swallowfield Way. A total of 6 lorry parking bays and 65 car parking spaces are proposed on-site, which include 5 disabled parking spaces (one per unit) and four electrical charging points. The disabled parking spaces will be designed in accordance with Part M of the building regulations

#### **3.3 Relevant Planning History**

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



The site is currently vacant but was formerly used as a logistics depot with a primary function as a warehouse (B8 storage & distribution).

Planning permission reference no. 38065/APP/2013/2245 granted permission on 13 November 2013 for the change of the use of the premises from Class B8 (storage and distribution) to a more flexible use, comprising Use Classes B1(C) (light industrial), B2 (general industry) and/or B8 (storage or distribution).

#### **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

Part 2 Policies:

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

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.

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.

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.

LE2 Development in designated Industrial and Business Areas

LPP 5.11 (2011) Green roofs and development site environs

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 7.3 (2011) Designing out crime

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

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

#### **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **18th July 2014**

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

#### **6. Consultations**

##### **External Consultees**

The application was advertised as a major development under Article 8 of the Town and Country

Planning (General Development Procedure) Order 1995. A press notice was placed in the local newspaper, a site notice was displayed at the application site. In addition 20 neighbouring residents were consulted individually in writing and no responses have been received.

#### DEFENCE ESTATES

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 (available at <http://www.aoa.org.uk/policysafeguarding.htm>) Regards Simon Vince Bsc(Hons)

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

The application site lies in an area known for evidence of early human (Lower and Middle Palaeolithic) occupation in the form of flint tools recovered from the natural gravels and their interface with the brickearth above. In-situ sites of this period are very rare and hard to locate but could occur here if the gravel/brickearth interface survives.

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 two stage 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:

Reason: 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.

Condition: 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 that 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.

Informative: 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

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.

Bearing in mind the existing buildings on the site trial trenching is recommended after demolition to establish the site's potential with further investigation if significant remains are found.

#### CANAL AND RIVER TRUST

After due consideration of the application details, the Canal & River Trust has the following general comments to make:

The proposed development would not directly abut the Grand Union Canal, so would not have a direct impact on its setting or character. However, we note that the parking provision will be increased from the existing site. The transport assessment also indicates cycling provision in the area, with reference to Appendix D - cycling routes in the borough - which highlights the nearby towpath. It would be feasible to suggest that employees from the site may reach it by bike from either West Drayton or Hayes and Harlington Rail Station, or from further afield. We would therefore consider it appropriate for the development to provide a contribution towards improvements to the canal environment, particularly towpath and access improvements. We would suggest a contribution of £20,000 towards towpath improvements from the development.

Subsequent comments: We support the development's use of the towpath for pedestrian and cycle movements. Whilst ideally we would like to secure a contribution to maintain and upgrade this route we acknowledge the reasons put forward by the applicant for not making a contribution. If we do not have the support of the LPA to secure a contribution we would not wish to take the matter further.

Officer Comments: The applicant for this application does not consider that the scheme meets the relevant tests to trigger a monetary contribution as originally requested by the Canal and River Trust. As the development exists and the scheme seeks permission for what is in effect a refurbishment of this estate, which will result in a benefit to the locality, there are no externalities or additional impacts that would require mitigation. As such, it is not considered appropriate to seek a monetary contribution in this instance.

#### **Internal Consultees**

##### ACCESSABILITY

Should the building be used solely for the purposes of employment, with no admittance of the public or visitors to an establishment, the need to provide lift access to the proposed ancillary offices on the 1st floor would be a requirement if/when a disabled person is offered employment.

N.B. it may be a requirement under the building regulations to provide lift access at the time of constructing a first or mezzanine floor, and an accessible wheelchair accessible toilet would likely be required.

An accessible parking bay is shown on plan for each of the units, and the proposal is otherwise deemed to meet the minimum requirements to result in acceptable levels of accessibility.  
Conclusion: acceptable

#### TREE AND LANDSCAPING

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

- No tree survey has been submitted. As noted above, some trees have recently been removed and the remaining trees are of an age and condition that they could be removed to make way for replacement planting with more appropriate species.
- According to the Design & Access Statement, 'perimeter planting is proposed compatible with the adjoining buildings. Further detailed information is contained in a separate Landscape architect's plan'. - Some of the neighbouring sites in Swallowfield Way have well landscaped frontages
- No landscape details appear to have been submitted at this stage. However, Ian C King's drawing No. 1620-TP-N-01 Proposed Site Plan shows a site layout with a green edge along the frontage and part of the east boundary. 3No. trees are indicated. It is not clear whether these trees are existing (to be retained) or new specimens.
- In order to create a robust landscape buffer around the perimeter, the landscape strip should be at least 1.5metres wide in order to establish 'structure planting' - that is to say hedges / trees. The three trees indicated on plan will have a limited effect on the screening, appearance or character of the area. Additional trees should be incorporated within the boundary planting.
- If there is an over-provision of parking, trees / soft landscape could usefully be incorporated within the parking bays.
- 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 COM9 (parts 1,2,4,5, and 6).

#### S106

The Heads of Terms sought in this case are:

1. S278/S38 - Highways Works (this depends on highways comments)
2. Construction Training: £2500 per £1m of building costs + £9600 per phase of development for coordinator costs or an in kind scheme.
3. Travel Plan including a £20k Bond.
4. Air Quality: £12,500
5. Project Management & Monitoring Fee: 5% of total cash contributions

#### ENVIRONMENTAL PROTECTION UNIT

##### NOISE

Given that the site is in a predominantly commercial/industrial area, the proposals are fine. However, there are 6 small houses that are approx 15m away from the proposed development. To ensure they will protect these occupants from noise from the everyday activities within the warehouses the following condition should be added:

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

#### REASON

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

Plan: Part Two Saved UDP Policies (November 2012)

#### AIR QUALITY

The new layout would make deliveries more efficient than the current layout.

The Energy and Sustainability Statement indicated CHP would not have sufficient base load and that biomass is not viable. But they have not clarified what would be used. The following conditions are recommended with regard to air quality.

#### Air Quality Condition 1 - Details of Energy Provision

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](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.

#### LAND CONTAMINATION

No information appears to have been submitted with regard to land contamination. The site has a long industrial history including a brickfield and then unidentified industrial use which indicated a number of railway sidings at the site leading to a building. The current use also indicates tanks on site and an electricity substation.

The proposed use is likely to be low risk for direct contact with contamination, however any gas or vapour contamination risk also needs to be considered. The standard contaminated land condition is recommended along with the imported soils condition for landscaped areas.

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

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

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

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

commencement, along with details of a watching brief to address undiscovered contamination.

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

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

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

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

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

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

REASON

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

HIGHWAYS

The site's previous use was B8 (storage) and associated B1 (office) with 40 car parking spaces. The existing GFA is 6661 sq.m B8 and 890 sq.m B1.

The proposal is for a reduced floor area of 6540 sq.m but for a flexible use B1(c)/B2/B8 with 65 car parking spaces.

Based on the floor area the maximum car parking that can be permitted under our standards is 67.

Cycle parking - 31 spaces are being provided. In accordance with the Council's cycle parking standards a sole B8 use would warrant a minimum of 26 spaces and similarly with no B8 use the site would warrant 87 spaces.

As the application is for a flexible use the GFA per use has not been determined.

Bus service 350 with a weekday frequency of 12 minutes is available from a bus stops on Dawley Road approx. 100 m from the site.

Two slight personal injury accidents (PIAs) have been reported at the Dawley Road/Swallowfield Way roundabout, one involving a vehicle hitting the rear of a stationary vehicle at the roundabout, with snow and driving too fast listed as contributory factors. The second accident involved a vehicle from Swallowfield Way failing to give way at the roundabout. These figures are considered low for the volume of traffic on Dawley Road.

The peak hour surveyed traffic flows in Dawley Road during the AM peak hour are 908 southbound and 585 northbound and during the PM peak are 657 southbound and 868 northbound.

The modelling assessment of the Dawley Road/Swallowfield Way, which also allows for committed developments, for year 2015 indicates an increase in RFC (ratio of flow to capacity) by 2%. A delay of 7.6 seconds per vehicle can be expected on the most congested arm of Dawley Road. In the PM peak the RFC does not increase and the delay increases by less than a second. The roundabout is reaching its operational capacity.

A sensitivity test for 2020 indicates an RFC increase by 1% with the development, with the queue length on the most congested arm (Dawley Road southbound) increasing by 2.4 vehicles. The 2020 modelling shows the roundabout to function significantly over its operating capacity especially in the PM peak hour with demand exceeding capacity. However the additional development traffic will not have a significant effect on the junction.

A framework travel plan is submitted to reduce peak hour vehicle trips to promote sustainable means of travel.

Auto tracks shows satisfactory manoeuvring of HGVs into the 6 lorry parking bays.

No objections are raised on highway grounds.

#### ECOLOGY & SUSTAINABILITY

The energy strategy submitted in support of this application is considered acceptable and the standard energy condition for 40% reduction is recommended.

#### DRAINAGE

Although the site is just over a hectare and would normally require a Flood Risk Assessment, the applicant has submitted a drainage assessment which is considered to address the requirements of managing and controlling surface water early in the development process.

I support the consideration of Sustainable Drainage Techniques and the proposed run off rates, and therefore am happy to recommend a condition. However it should be noted to discharge the condition, rather resorting to below ground tanks, further consideration of the need to meet National Standards for quality and the benefits for example permeable paving can provide. In addition a reduction of 50% is the minimum reduction recommended in the London Plan and it is expected that developers aim to meet reduction to green field run off rates, to contribute to the management of flooding in the face of climate change.

In addition, consideration of at source techniques must be included within the drainage design such as rainwater harvesting or greywater recycling as Hillingdon is in an area of over abstraction and water is considered an important resource.

## **7. MAIN PLANNING ISSUES**

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

The site is located within the designated Rigby Lane/Swallowfield Way Industrial and Business Area (IBA) on the Proposals Map of the Unitary Development Plan. Policy LE2 of the Local Plan: Part Two Saved UDP Policies (Nov 2012) states that IBAs are designated for business, industrial and warehousing purposes (Use classes B1c-B8) and for sui generis uses appropriate in an industrial area.

The application proposes the comprehensive refurbishment of the site involving the demolition of units 2 and 6, the refurbishment of units 3 and 4 and erection of modern

business premises to cater for business, industrial and warehousing purposes (Use classes B1c, B2 and/or B8) with ancillary office facilities at mezzanine level. As such, the proposal is acceptable in principle in land use terms and accords with Local and Regional planning policies.

The submitted application proposes an open use which could comprise B8 uses. Data Centres can be interpreted to fall within the B8 use class but are considered to be an inappropriate use at this site as the proposals have not considered the additional noise and energy requirements which are associated with a Data Centre. As such, it is proposed to exclude the use of these premises from Data Centre use by virtue of a planning condition. Subject to such a condition and other policies in the Development Plan there is no objection to the principle of development, in land use terms.

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

The application does not comprise any residential floorspace, as such density is not considered relevant to the proposal.

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

Although the site does not fall within a Conservation Area or Area of Special Character the Greater London Archaeological Advisory Service (GLAAS) stated that the application site lies in an area known for evidence of early human (Lower and Middle Palaeolithic) occupation.

A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Subject to such a condition the proposals raises no heritage issues.

#### **7.04 Airport safeguarding**

The proposal does not conflict with aircraft safeguarding criteria.

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

The site does not fall within land designated as Green Belt and therefore raises no Green Belt issues.

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

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

The site is located within a designated IBA and therefore the buildings surrounding the site comprise other industrial and warehousing units. The only exception to this is a row of cottages which front Dawley Road and immediately adjoin the south eastern corner of the application site. The northern boundary of the site comprises Swallowfield Way.

The application proposes the comprehensive re-development of the site comprising demolition, refurbishment and erection of modern industrial buildings. All buildings are proposed to be arranged to the rear of the site and set away from the site northern boundary to allow for a front servicing yard with car parking and servicing bays to serve all units proposed. In terms of appearance the units will share a common modern facade with offices provided at mezzanine level.

The existing buildings on site comprise six industrial units providing 7,551m<sup>2</sup> (GIA) total



area floor space, including a large 1930's part two, part three storey industrial building with some 1980's additions. Part of the buildings, including the larger 1930's industrial building, are proposed to be demolished and replaced with single storey industrial warehouse buildings which measure 10 metres to the eaves and 11.5 metres in height to the top of the ridge. However, as the ridge is centrally located with a shallow roof profile, this additional height will have limited visibility from the site and surrounding area. The industrial building identified as unit 5, which is the tallest building within the site, is retained with the front office addition to be removed to provide a larger front yard for vehicle parking and manoeuvring. An internal mezzanine is provided within all units to accommodate a small area of office floorspace at first floor level.

The elevational treatment of the buildings comprise a mixture of materials, profiles and colours, which will assist in providing the site and buildings with a common identity. The facades are proposed with an ocean blue finish and the entrances and first floor offices are provided with a glazed treatment to emphasise the entrances into the proposed units and general site legibility. The general design of the proposed units is similar to that of the existing buildings within the Rigby Lane/ Swallowfield Way Estate and therefore the proposed scheme provides a complementary refurbishment development within the estate.

The proposals include the provision of perimeter landscaping treatments, which includes additional tree planting, to the northern and part of the north eastern boundary. The soft landscape proposals are considered to enhance the site and surrounding area and would enhance the local streetscene and help soften the views of the proposed development from Swallowfield Way itself.

The proposal is considered to have design integrity and provides an improvement to the local streetscene. The proposed external finishing materials comprising Ocean Blue fascias to front elevations, Prisma Metallic Silver cladding to side elevations with additional horizontal Grey Aluminium Cladding to side elevation of unit 2, high level translucent panels and aluminium framed windows are considered appropriate for the site and adequate in the context of the surrounding area.

The overall design of the scheme and layout is considered to enhance the visual amenities of the surrounding area and, as such, the development is considered to comply with Policy BE25 of the Local Plan and Policy 7.6 of the London Plan (July 2011).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) seeks to ensure that new buildings protect the privacy of residential neighbours and do not have a detrimental impact on local residential amenity including, loss of light and dominance. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15 metres separation distance from adjoining properties to avoid appearing overdominant and a 21 metres distance between windows and private amenity space to safeguard privacy.

The closest residential properties to the application site are located within the row of cottages which immediately adjoin the south eastern corner of the application site and front Dawley Road which is itself a busy classified road.

The minimum separation distance between the main two storey bulk of these properties and the nearest industrial units (rear elevation of unit 1 and side elevation of unit 2) is 15

metres, which is a sufficient distance to ensure that the proposed units would not cause unreasonable amenity impacts such as loss of light and over-dominance. Furthermore, there are no windows proposed that could overlook any of these properties and therefore the application is considered acceptable in terms of privacy and overlooking.

In addition, the elevational treatment on the side elevation of unit 2, which faces the rear of the residential properties in Dawley Road, comprise a mixture of materials, profiles and colours, this assists in breaking down the facade of this industrial building and therefore improves the outlook for these residents.

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

The proposal is for an industrial building and accordingly there will be no future residential occupiers. The internal layout is suitable for future users of the industrial and warehousing buildings.

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

There are currently 2 vehicle entrances to the site. The eastern entrance is onto Swallowfield Way, 50 metres west of the Dawley Road roundabout. The second site access is also onto Swallowfield Way, to the west of the site. This access is located 90 metres west of the Dawley Road roundabout. It is proposed to close off the eastern access and use the existing, western entrance as the main access to the site.

##### **CAR PARKING**

Car Parking will be in line with the maximum standards from the London Borough of Hillingdon UDP Saved Policies September 2007. A maximum of 1 space per 100 sqm is allowed plus 2 spaces for B1(b)/B1(c)/B2/B8. The total GFA the proposed development is 6,540 which means a maximum of 67 spaces is allowed. The 65 spaces that are therefore proposed are in line with the standards.

Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the Councils adopted car parking standards. The scheme would provide 65 car parking spaces to serve all five industrial units. Of these car parking spaces, five would be dedicated disabled parking bays and four will be equipped with electric charging points. The Highways Officer has reviewed this proposal and the accompanying Transport Statement and considers this provision to be consistent with Policy AM14 of the Local Plan and the London Plan policy requirements.

##### **CYCLE PARKING**

Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) requires cyclist facilities to be provided for the development. The development seeks to provide 31 cycle parking spaces which are clearly indicated on the submitted documents to be provided within the units and accord with policy requirements.

Minimum Cycle parking is more difficult to calculate. The standards state that for B1(b), B1(c) and B2 it is 1 space per 75 sqm while for B8 it is 1 space per 250 sqm. As the design for the re-development is flexible and GFA per use has not been determined, minimum cycle parking is between 26 and 87 spaces. It is therefore proposed to provide an average 31 spaces.

##### **TRAFFIC IMPACT**

The Highways Officer has reviewed the proposals and concurs with the submitted Transport Statement. The proposed development will result in a slight increase of two-way trips throughout the day. The change in trip generation will result in an overall increase in

vehicle movements, however this is not considered unduly significant and accordingly, based on the analysis provided it is considered the scheme is acceptable subject to securing the submitted travel plan within the legal agreement.

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

##### URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

##### ACCESS

This issue is addressed in Section 7.12 of the report.

##### SECURITY

The scheme has been designed with regard to Secure By Design principles including access and movement which provides perimeter paladin fencing, secured yards with sliding gates, CCTV and external lighting.

Should approval be granted, a condition would be imposed to ensure security measures meet the Metropolitan Police 'Secure By Design' criteria.

#### **7.12 Disabled access**

Policy 7.2 of the London Plan and guidance within the HDAS- Accessible Hillingdon requires developments to be designed to be fully accessible for wheelchair users. The applicant has confirmed that the development would accord with provisions for inclusive access and fully comply with the requirements of British Standards BS8300, Access for Disabled People.

Level access is proposed to the entrances to the building and disabled car parking is located close to the building entrances. The proposals are therefore considered to accord with the aims of policy 7.2 of the London Plan 2011, the HDAS Accessible Hillingdon SPD and policy AM15 of the Hillingdon Local Plan Part Two Saved UDP Policies (2012).

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

Not applicable.

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

A proposed site layout plan accompanies the application with a green edge along the frontage and part of the east boundary. The Landscape Officer has confirmed no trees of high merit will be lost. However, 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. The proposals are therefore considered to be acceptable in respect of landscaping and local ecology.

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

The scheme provides for internal refuse enclosures which will be provided separately for each industrial unit. The proposals are therefore considered to be acceptable and in accordance with local policy.

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

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 40% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide

emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development.

The development seeks to meet the 40% energy reduction target of the London Plan 2011 and therefore the proposals fully accord with the London Plan policy requirements. Notwithstanding this, it is considered appropriate to secure a condition which require the applicant to implement the approved energy strategy.

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

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The application is supported by a drainage strategy, which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and it shows the site is not at risk and the occupants will have a suitable safe access.

The Council's Flood and Drainage officer has reviewed the submission and consider that, subject to the imposition of conditions, the development would have an acceptable impact with regard to flood risk and the environment in general.

Overall, it is consider that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP.

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

##### **NOISE**

Given that the site sits in a predominantly industrial location the dominant noise source in this area will be vehicular traffic on Dawley Road and Swallowfield Way. The application is accompanied by a detailed noise report and having regard to this information, it is therefore considered that the operations being undertaken by industrial/ warehouse occupiers will not have a detrimental impact on the residential amenity of Dawley Road residents. Although, no objection has been raised by the Councils Environmental Protection Unit a condition has been recommended to ensure that noise levels generated from within the site at the nearest residential window fall below general background noise levels.

In view of this, it is not considered that these properties would be likely to suffer any undue noise and disturbance as a result of the proposals.

##### **AIR QUALITY**

The application site lies within the South of the Borough where Air Quality is of significant concern and the application has been supported by an Air Quality Assessment, as such the applicants have agreed to provide a financial contribution of £12,500 towards air quality improvements in the borough.

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

No objections or comments have been received or raised which relate to material planning considerations.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of

recreation open space, facilities to support art, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Heads of Terms are as follows:

- i) Air Quality Management contribution £12,500;
- ii) Construction Training: £2500 per £1m of building costs + £9600 per phase of development for coordinator costs or an in kind scheme.
- iii) Travel Plan including a £20,000.00 bond;
- iv) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution;

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

Not applicable.

#### **7.22 Other Issues**

There are no other issues for consideration.

### **8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality

of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

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

## **10. CONCLUSION**

The site is located within an Industrial and Business Area as allocated on the Proposals Map of the Unitary Development Plan and forms part of a larger industrial estate comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution) uses. The development is therefore acceptable in principle.

The development will not result in unacceptable impacts on the amenities of neighbouring properties and the siting, design and external appearance of the proposed buildings are considered acceptable. There are no highway objections to the proposal.

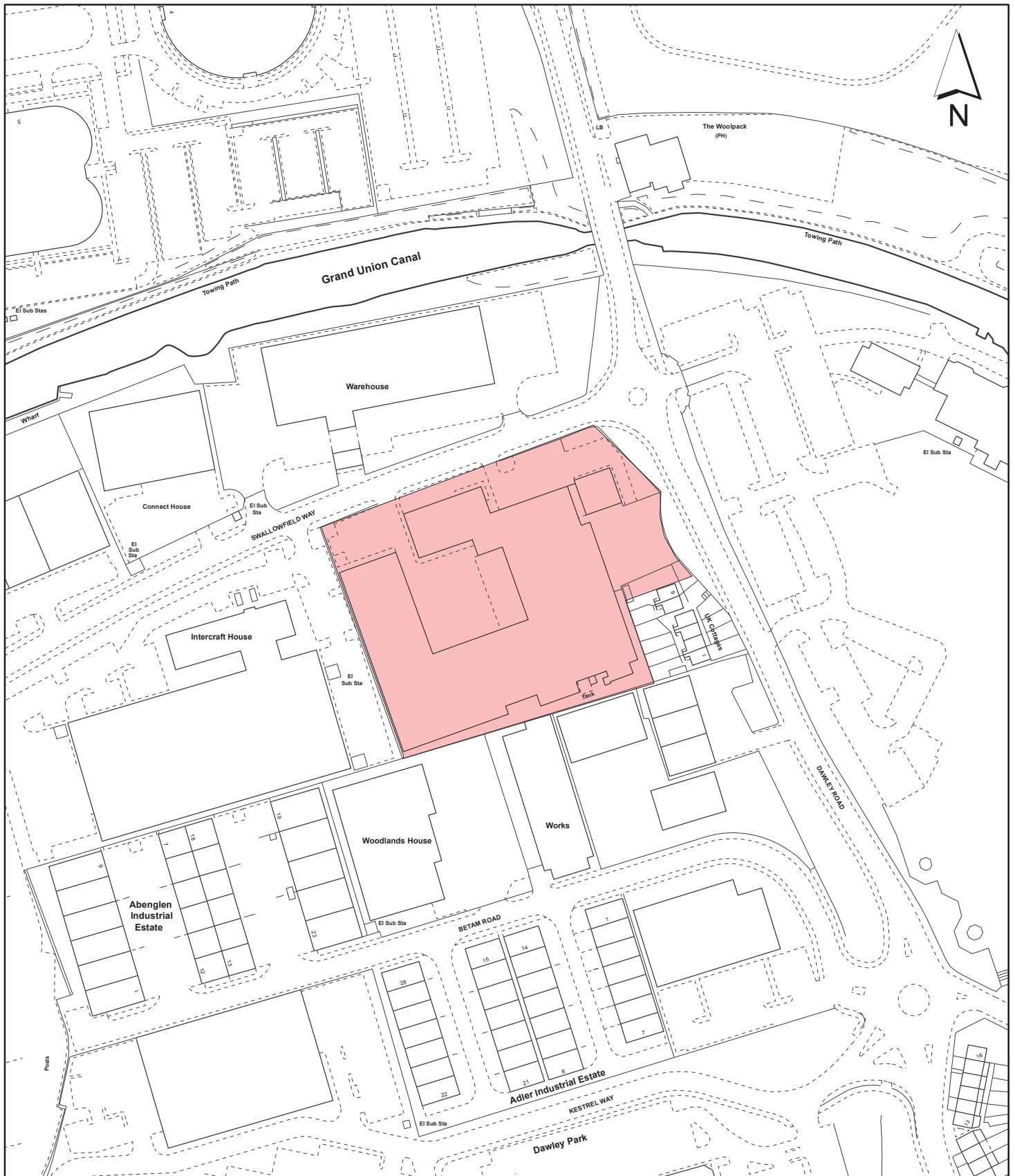
As such, the scheme is recommended for approval subject to appropriate conditions.

## **11. Reference Documents**

Hillingdon Local Plan: Part One (November 2012)  
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)  
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)  
Planning Obligations Supplementary Planning Document (July 2008)  
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23 September 2010)  
London Plan (July 2011)  
National Planning Policy Framework (March 2012)

**Contact Officer:** Tiago Jorge

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**E C House  
 Swallowfield Way  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON**  
**Residents Services  
 Planning Section**

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

Planning Application Ref:

**38065/APP/2014/2143**

Scale

**1:2,000**

Planning Committee

**Major Page 73**

Date

**September 2014**



**HILLINGDON**  
 LONDON

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

<b>Address</b>	RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE
<b>Development:</b>	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phases 2B and 3A of the 'Southern Area' (85 dwellings - 8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses), of outline planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the former RAF Uxbridge site.
<b>LBH Ref Nos:</b>	585/APP/2014/2071
<b>Drawing Nos:</b>	2380-PH2B3A-TS-01 Rev P1 2380-PH2B3A-TS-02 Rev P1 2380-PH2B3A-LA-01 Rev P1 2380-PH2B3A-LA-02 Rev P1 2380-PH2B3A-LA-03 Rev P1 2380-PH2B3A-PP-01 Rev P1 2380-PH2B3A-PP-02 Rev P1 1123-B-P50-1 1123-D-P50-1 1350-4B-P50-1 LA-A-P50-1 LA-A-P50-2 LE-A-P50-1 LE-A-P50-2 LE-A-P50-3 LE-B-P50-1 Rev A LE-B-P50-2 Rev A LE-B-P50-3 Rev A LE-C-P50-1 LE-C-P50-2 PP01 Rev B PP02 Rev B PVP01 RP01 Rev H SE01 Rev A SL01 Rev H SL02 Rev H SL03 Rev H GAR.01.pe GAR.02.A.pe GAR.02.B.pe GAR.03.A.pe GAR.03.B.pe GAR.03.C.pe P.261-263.pe Rev B P.264-270.es Rev B P.264-270.pe Rev B P.271-274.pe Rev B P.275-279.es1 Rev B P.275-279.p Rev A

P.280-286.es1 Rev B  
P.280-286.p1  
P.287-294.es1 Rev B  
P.287-294.p  
P.295-300.es Rev B  
P.295-300.p  
P.301-307.es Rev B  
P.301-307.pe Rev B  
P.308-312.es1 Rev A  
P.308-312.p1  
P.308-312.p2  
P.313-317.es Rev B  
P.313-317.p  
P.318-319.pe Rev B  
P.320-321.pe Rev B  
P.322-327.es Rev B  
P.322-327.p Rev B  
P.328.pe Rev A  
P.329-333.es Rev A  
P.329-333.p Rev A  
P.334-336.es Rev A  
P.334-336.p  
P.337-342.es1 Rev A  
P.337-342.p1 Rev A  
P.337-342.p2 Rev A  
P.343-345.p  
P.343-345.es Rev A  
S82605-D-270 Rev B  
S82605-D-271 Rev B  
S82605-D-272  
S82605-D-273  
S82605-D-274  
S82605-D-275  
S82605-D-276 Rev A  
S82605-D-277 Rev A  
S82605-D-278 Rev A  
S82605-D-279  
S82605-D-280  
S82605-SK-402  
Design and Access Statement - February 2014  
Landscape Maintenance Specification - January 2014  
Tree Protection Method Statement - January 2014  
Landscape Specification - January 2014  
Arboricultural Impact Assessment - 04/02/2014  
Planning Statement - February 2014  
Materials Schedule - MAT01 Rev B  
Accommodation Schedule - Rev A  
2B4P-P50-1  
3BD-P50-1  
3BW-P50-1  
3BW-P50-2

CA-4B-A-P50-1  
CA-4B-A-P50-2  
CA-4B-A-P50-3  
1350-4B-P50-2  
1350-4B-P50-3  
1380-C-P50-1  
1380-C-P50-2  
1380-C-P50-3  
1380-D-P50-1  
1380-D-P50-2  
1380-D-P50-3  
1585-P50-1  
1585-P50-2  
2B4P-A-P50-1  
CA-4B-P50-1  
CA-4B-P50-2  
CA-4B-P50-3  
HA3-A-P50-1  
HA3-B-P50-1  
HA3-C-P50-1  
KN-A-P50-1  
KN-A-P50-2  
KN-A-P50-3  
KN-B-P50-1  
KN-B-P50-2  
KN-B-P50-3  
LE-C-P50-3  
BWD01  
DET01  
DET02  
DET03  
LTDSS  
AHL01 Rev A  
BML01  
DML01  
LP01

**Date Plans Received:** 13/06/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 13/06/2014

## 1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the second application within Phase 2 (Phase 2B) and the first application with Phase 3 (Phase 3A) of the development, comprising 85 dwellings (8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses).

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to two

adjacent plots of land, located in the southern area of the St Andrews Park Site. The site is bordered by the main road through the site, the spine road, to the west, and by the district park to the east.

The scheme proposes the houses across the site in four areas, being the Southern Primary Street, The Square, the Park, and the Eastern Streets.

A number of the dwellings would be provided with gardens which do not meet the HDAS standards. However, the dwellings are in close proximity to the pockets parks and the significant district park, which provide a large amount of publicly accessible amenity space within the surrounding area. The new dwellings would comply with the distance separation standards of HDAS Residential Layouts, ensuring no significant harm would occur to the residential amenity of the neighbouring occupiers.

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 dwellings are 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 residential units 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 2380-PH2B3A-TS-01 Rev P1; 2380-PH2B3A-TS-02 Rev P1; 2380-PH2B3A-LA-01 Rev P1; 2380-PH2B3A-LA-02 Rev P1; 2380-PH2B3A-LA-03 Rev P1; 2380-PH2B3A-PP-01 Rev P1; 2380-PH2B3A-PP-02 Rev P1; BWD01; DET01; DET02; DET03; LTDSS; AHL01 Rev A; BML01; DML01; LP01; PP01 Rev B; PP02 Rev B; PVP01; RP01 Rev H; SE01 Rev A; SL01 Rev H; SL02 Rev H; SL03 Rev H; GAR.01.pe; GAR.02.A.pe; GAR.02.B.pe; GAR.03.A.pe; GAR.03.B.pe; GAR.03.C.pe; 1123-B-P50-1; 1123-D-P50-1; 1350-4B-P50-1; 1350-4B-P50-2; 1350-4B-P50-3; 1380-C-P50-1; 1380-C-P50-2; 1380-C-P50-3; 1380-D-P50-1; 1380-D-P50-2; 1380-D-P50-3; 1585-P50-1; 1585-P50-2; S82605-D-270 Rev B; S82605-D-271 Rev B; S82605-D-272; S82605-D-273; S82605-D-274; S82605-D-275; S82605-D-276 Rev A; S82605-D-277 Rev A; S82605-D-278 Rev A; S82605-D-279; S82605-D-280; S82605-SK-402; P.261-263.pe Rev B; P.264-270.es Rev B; P.264-270.pe Rev B; P.271-274.pe Rev B; P.275-279.es1 Rev B; P.275-279.p Rev A; P.280-286.es1 Rev B; P.280-286.p1; P.287-294.es1 Rev B; P.287-294.p; P.295-300.es Rev B; P.295-300.p; P.301-307.es Rev B; P.301-307.pe Rev B; P.308-312.es1 Rev A; P.308-312.p1; P.308-312.p2; P.313-317.es Rev B; P.313-317.p; P.318-319.pe Rev B; P.320-321.pe Rev B; P.322-327.es Rev B; P.322-327.p Rev B; P.328.pe Rev A; P.329-333.es Rev A; P.329-333.p Rev A; P.334-336.es Rev A; P.334-336.p; P.337-342.es1 Rev A; P.337-342.p1 Rev A; P.337-342.p2 Rev A; P.343-345.p; P.343-345.es Rev A; 2B4P-P50-1; 2B4P-A-P50-1; 3BD-P50-1; 3BW-P50-1; 3BW-P50-2; CA-4B-P50-1; CA-4B-P50-2; CA-4B-P50-3; CA-4B-A-P50-1; CA-4B-A-P50-2; CA-4B-A-P50-3; HA3-A-P50-1; HA3-B-P50-1; HA3-C-P50-1; KN-A-P50-1; KN-A-P50-2; KN-A-P50-3; KN-B-P50-1; KN-B-P50-2; KN-B-P50-3; LA-A-P50-1; LA-A-P50-2; LE-A-P50-1; LE-A-P50-2; LE-A-P50-3; LE-B-P50-1 Rev A; LE-B-P50-2 Rev A; LE-B-P50-3 Rev A; LE-C-P50-1; LE-C-P50-2; LE-C-P50-3, 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 shown in the following submitted supporting plans and/or documents:

Design and Access Statement - February 2014  
Landscape Maintenance Specification - January 2014  
Tree Protection Method Statement - January 2014  
Landscape Specification - January 2014  
Arboricultural Impact Assessment - 04/02/2014  
Planning Statement - February 2014  
Materials Schedule - MAT01 Rev B  
Accommodation Schedule - Rev A

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).

**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.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening

LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
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 7.14	(2011) Improving air quality
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. CONSIDERATIONS

#### 3.1 Site and Locality

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The Reserved Matters application relates to two adjacent plots of land, located in the southern area of the St Andrews Park Site. To the south of the application site is part of Phase 1 of the development, with part of Phase 2 to the west, both of which are currently under construction. To the north of the application site is Phase 4 of St Andrews Park, which will consist of residential properties, and to the east is part of the district park, and some existing residential development outside of the site.

The site is situated within a Developed Area as identified in the policies of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

#### 3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the second application within Phase 2 (Phase 2B) and the first application with Phase 3 (Phase 3A) of the development, comprising 85 dwellings (8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses).

The 85 houses in this reserved matters application are set around four streets, squares and parks off the spine road of the site, and comprise a mix of 8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses. The scheme proposes the houses across the site in four areas, being the Southern Primary Street, The Square, the Park, and the Eastern Streets.

Dwellings facing the Southern Primary Street are made up of 11 x 4-bed town houses in a

terrace arrangement and 3 x 4-bed detached houses, all with private gardens to rear, together with garages and parking within courtyards. Dwellings facing the Eastern Streets comprise 4 x 3-bed terraced houses, 8 x 2-bed semi-detached houses, 27 x 3-bed semi-detached houses and 10 x 4-bed detached houses. All of these houses have private gardens to the rear and either garages or allocated parking spaces. Dwellings fronting The Square are made up of 3 x 5-bed detached houses and 8 x 4-bed semi-detached houses, all with private gardens to the rear and garages. Dwellings fronting The Park are 4 x 5-bed detached houses and 7 x 4-bed terraced houses, all with private rear gardens and garages.

### 3.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c) Creation of a three-form entry primary school of 2 storeys;
- d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision:** 18-01-2012 Approved

#### Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;



- b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;
- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

Since the approval the applicant has discharged a number of the pre-commencement and other conditions attached to the permission relating to the application site.

#### **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 - Residential Layouts  
 Hillingdon Supplementary Planning Document - Residential Extensions  
 Hillingdon Supplementary Planning Document - Accessible Hillingdon  
 Hillingdon Supplementary Planning Document - Noise  
 Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.  
 Hillingdon Supplementary Planning Guidance - Air Quality  
 Hillingdon Supplementary Planning Guidance - Community Safety by Design  
 Hillingdon Supplementary Planning Guidance - Land Contamination

Since the approval of the outline consent, the London Plan (July 2011) has been adopted. Policy 3.5 of the London Plan introduced more rigorous space standards for new dwellings, above the requirements of the Hillingdon Design and Accessibility Statement

## Residential Layouts.

The current Reserved Matters application has updated the design of the development to adhere with the improved 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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- 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.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
  
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
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 7.14 (2011) Improving air quality
- 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:- **18th July 2014**

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 57 local owner/occupiers on 25/06/2014. The application was also advertised by way of site and press notices. No responses were received.

NATS:

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

HEATHROW:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

### **Internal Consultees**

TREES AND LANDSCAPE:

- The current phases are part of the residential layout within the Southern Area to the east of the access road. The four character areas are: Houses Fronting The Square, Southern Primary Street, Eastern Streets and Houses Fronting the District Park on the eastern edge.
- An Arboricultural Impact Assessment Report, by Landmark Trees, dated 4 February 2014 has been prepared. This confirms that there are 46No. trees on or close to the site, of which 23No. trees will be felled for the development. Trees to be removed include 16No. 'B'category trees, 5No.'C' and 1No. 'U'.
- 20No. remaining trees will require careful protection / mitigation measures, including no-dig construction techniques, in order to safeguard them.
- The report confirms that with the specified protection measures and tight supervision the remaining trees will be retained.
- The report also recommends remedial work to 20No. retained trees.
- Allen Pyke's drawing No.2380-PH2B\_3A-TS-01 Rev P1, Tree Protection Plan indicates the locations of trees to be removed and those to be retained, with their root protection areas (RPA's)

and zones where no dig construction will be required.

- Allen Pyke's drawing Nos 2380-PH2B\_3A-PP-01 Rev P1 and 02 Rev P1, Planting Plans, provide plans and schedules of all new planting. The proposal includes 45No. new /replacement trees, together with large quantities of ornamental shrubs, herbaceous plants and hedging. Tree planting within rear gardens should be included to enhance the views between the houses and provide a degree of privacy /screening.

- Drawing No. 03 Rev P1 shows the general arrangement and planting plan for the pocket park.

- Allen Pyke drawing Nos. 2380\_PH2B\_3A-LA-01 Rev P1 and 02 Rev P1, Hard Surfaces Plan, provide schedules of surface and boundary treatments.

Recommendation:

No objection, subject to some additional tree planting along the boundaries of the rear gardens, as described above.

HIGHWAYS:

All 2 way access roads are a minimum of 4.8 metres in width, widening to 6.0 m where car parking spaces at right angles to the road are located. Garages are 3.0 m wide by 6.0 m long complying with Hillingdon standards. Garage doors are 2.438 m wide by 2.22 m high. Each dwelling is provided with 2 car parking spaces in compliance with the Council's maximum standards. Auto tracks for a 10.5 m long refuse vehicle have been provided and are considered acceptable. No objections are raised on highway grounds.

ACCESS:

Plans and all other details have been examined, and are satisfactory to allow the discharge of Condition 2 from an accessibility standpoint.

ENVIRONMENTAL PROTECTION UNIT:

No objections.

WASTE:

Details provided of refuse storage requirements.

## **7. MAIN PLANNING ISSUES**

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

The erection of houses was approved within this area of the site as part of the outline consent for the redevelopment of St Andrews Park. Approved as part of the outline consent was a parameter plan, which included the parameters within which the dwellings should be located. All of the buildings are in accordance with the parameter plan. The dwellings have increased in width in order to comply with the London Plan floor space standards, which were not adopted at the time of the completion of the masterplan.

All of the dwellings would be in accordance with the approved parameter plan and no objection is raised in this regard.

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

The accommodation schedule for the outline consent approved the creation of a maximum of 103 units across these two portions of the site, being shown on the outline masterplan.

The current application proposes the erection of 85 houses, therefore, the scheme is a

reduction of 18 houses compared to the original masterplan. The reduction has occurred due to the requirement to meet the current London Plan floor space standards, which requires dwellings of larger footprints. The urban form of the development has also been improved, with long terraces replaced by semi-detached and smaller terraces. Furthermore, a number of gardens have increased in size compared to the masterplan in order to them up to, or closer to, the HDAS Standards. Given the improvement in the living conditions for future occupiers from having larger houses and gardens and that the masterplan was only indicative of housing numbers, no objection is raised to the proposed density.

The proposal also includes the erection of 8 x 2 bedroom houses, with no 2 bedroom houses being included in the original masterplan. Whilst a two bedroom house would not be considered as family housing, it reflects the market need for starter homes for first time buyers. Therefore, given that the two bedroom houses make up only 9% of the houses in the reserved matters site, no objection is raised in this regard.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved at outline stage to which National Air Traffic Services raised no objection. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding.

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

The development is considered to be sufficiently distanced from the Green Belt to ensure no significant harm would occur to its setting and two and three-storey dwellings were approved in this location as part of the outline consent for the development. Therefore, the application is considered to comply with Policy OL5 of the Hillingdon Local Plan.

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

The Design Code approved as part of the outline consent for the redevelopment of St Andrews Park split the application site into three main sections, the Southern Primary Street (Spine Road) and the Western and Eastern residential streets.

The parameter plan at outline stage approved the creation of three storey dwellings along the spine road, which has been adhered to in the reserved matters application. The design of the three storey buildings propose the creation of with gable ends in the principal elevation and pitched roofs. This design has been incorporated to ensure that the three-storey buildings, which are set 2 metres from their front boundary lines, do not become overbearing features in the streetscene. The design of the building has included two storey bay window features to animate the terraces and provide additional character to visual amenities of the surrounding area.

The parameter plan approved the creation of two storey residential dwellings in the western and eastern residential streets, which will create subservience between the side streets of the development and the Spine Road. The proposed dwellings in the residential streets are predominately proposed to be terraces and semi-detached dwellings, with detached dwellings scattered across the application site. The design of the dwellings are simple yet effective, with features such as bay windows, entrance canopies and cladding used to provide variance between the appearance of the buildings.

The Design Code for the development establishes a palette of materials of a more mineral appearance in the western streets and a softer more natural palette for the transition towards the district park in the eastern side of the development. The proposal is for a buff

brick for the houses on the spine road, with timber cladding used for the bay windows, porches and balconies. The materials palette is proposed to soften towards the park to the east, with buff bricks, light render and timber cladding used for the bay windows and porches. The materials for the spine road act as a transition point, integrating hard and soft materials on either side of the spine road.

The overall development is considered to be a well designed residential estate 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**

### DAYLIGHT AND SUNLIGHT

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure sufficient sunlight and daylight is received.

All of the houses and flat blocks would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure sufficient sunlight and daylight is provided into each dwelling, in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

### OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur.

All of the dwellings contained within the phase would have a distance separation of at least 21 metres between dwellings. In the western residential streets, the pairs of semi-detached dwellings with back to back gardens meet the required 21 metre distance separation and ensure an acceptable level of privacy between dwellings.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan.

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

### INTERNAL FLOOR AREA

The proposed development is for the creation of 85 houses within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (July 2011). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

### EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires 2 and 3-bed dwellings to be provided with 60 square metres of external amenity space, with a 4-bed dwelling requiring 100 square metres.

The Masterplan and Accommodation Schedule approved as part of the outline consent

approved a number of dwellings within the site whose gardens did not meet the HDAS Standard.

The current proposal includes the creation of 28 undersized gardens for the 85 houses, equating to 33% of the application site. Of the 28 houses with undersized gardens 13 of these houses relate to the three-storey, four-bed houses which would line the spine road. The smallest garden provided for any of these dwellings would be 61.2 square metres which is considered to provide an acceptable standard of living for future occupiers of the dwelling, given the proximity of the houses to the pocket parks and the significant new district park. The remaining undersized gardens also serve 4-bed dwellings, which either front the park or the amenity spaces on the site.

The St Andrews Park site has a number of significant constraints on the land including providing two parking spaces per dwelling, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. It is considered that providing some dwellings with undersized gardens would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. Therefore, the under provision of external amenity space for a number of family houses is considered acceptable in this instance.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the dwelling, in accordance with Policy BE23 of the Hillingdon Local Plan.

#### LIGHT AND OUTLOOK

All of the habitable rooms within the dwellings would be provided with an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 the London Plan (2011).

#### OVERLOOKING

All of the proposed dwellings would have acceptable defensible space to the front, and separation distances are sufficient to avoid any overlooking.

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

#### CAR PARKING

The proposal would provide each dwelling with two parking spaces, in the form of either surface parking or within a garage. The provision of two spaces per dwelling is in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan.

#### TRAFFIC IMPACT

The outline masterplan approved two main residential streets, the western and eastern streets, with additional minor residential roads on either side of the spine road, which provide access within this site. The design includes sufficient turning areas to allow for refuse vehicles to service the site.

6 metres turning space has been provided for each parking space, ensuring that the spaces are both useable and would not result in possible harm to highway safety. The



Highways Officer has reviewed the design of the residential streets and raised no objection in terms of highway safety.

#### CYCLE PARKING

Each of the dwellings would be provided with either a 6 m x 3 m garage, an acceptable size to store both a car and two bicycles, or a garden shed within the rear garden of the plot. Therefore, each house would be provided with an acceptable facility for the storage of two cycles in accordance with the adopted Parking Standards. Therefore, the development is considered to comply with Policy AM9 of the Hillingdon Local Plan.

#### PEDESTRIAN SAFETY

The east-west residential streets would be shared surfaces. Due to the length of the streets, footpaths have been provided along one side of each road. As such, it is considered that the proposed development would be acceptable in terms of pedestrian safety in accordance with Policy AM8 of the Hillingdon Local Plan.

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

#### URBAN DESIGN

The outline masterplan for the application site approved a number of long terraces with unbroken runs of car spaces provided in front of the dwellings. The form of the development has been amended from the long terraces to sets of semi-detached dwellings and small runs of terraces, which is considered to provide a better urban form to the residential estate. The overall development is considered to be in accordance with the principle of the approved Design Code and in accordance with Policy BE19 of the Hillingdon Local Plan.

#### ACCESS

The pedestrian footpaths connecting Hillingdon Road to the new spine road makes use of the footpath through the site and would provide an acceptable level of pedestrian permeability throughout the site.

#### SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and the development is considered to adhere to the principals of Secure by Design. Each dwelling would have a front boundary treatment of at least 1 metre in height, which would be set back from the front elevation of each dwelling by 1 metre, this would ensure that each property would have a sufficient area of defensible space in front of their dwellings.

### **7.12 Disabled access**

All of the proposed dwellings would be built in accordance with the Lifetime Homes Standards. In addition 9 houses would be wheelchair accessible. Therefore, 11% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

It is considered the dwellings within the development are to be in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

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

This phase of the development is proposed to contain 85 dwellings, 52 of which are part of Phase 2B. The S106 for the development required a minimum quantum of 15% of the dwellings within any phase to be provided as affordable dwellings. 8 dwellings toward the south of this phase are proposed to be affordable housing, providing 6 x 2-bed and 2 x 3-bed affordable units. These 8 units are part of Phase 2B which contains a total of 52 units.

This provision therefore meets the 15% requirement for Phase 2, as the earlier part of Phase 2 (2A) also provided 15%. Phase 3 is to provide its affordable housing provision as part of Phase 3B and 3C at a later stage.

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

The application site contains a number of soft landscaped areas, including the creation of a new pocket park towards the south of Phase 2B. Smaller amenity areas are proposed to the centre of Phase 3A, including a footpath link to the new District Park. These areas were approved as part of the outline consent and provide additional areas of amenity for the dwellings in the vicinity, together with providing an attractive pedestrian route through to the district park. It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

### **7.15 Sustainable waste management**

The proposed development would create a bin storage point within the rear garden of each house for the storage of waste and recycling during the week. Each house would have rear to front access without coming through the house, and the waste will be presented in front of each dwelling on the day of collection. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements, which will allow for a refuse vehicle to enter and exit the residential side streets in forward gear.

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

In support of the application the applicant will submit details to discharge Condition 51 of the outline consent (ref: 585/APP/2009/2752) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The applicant has submitted a Code for Sustainable Homes (CSH) Report demonstrating that each dwelling would be built to CSH Level 4, therefore, the proposal is in accordance with Policy 5.2 of the London Plan.

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

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

The scheme has been designed with appropriate levels and gradients to ensure appropriate drainage and surface water run off. While the drainage will run into the existing system compensatory measures will counteract this run off elsewhere on the site.

Furthermore, the S106 also requires an Estate Management Plan to be submitted to the Council for its approval prior to the occupation of any dwelling. The Council has approved the SUDS management plan and is in the process of agreeing the responsibilities of the estate management company. It is considered that the SUDS would provide an acceptable capacity and greenfield run-off rate and would not increase flood risk in the surrounding area. Therefore, the application is considered to comply with Policy OE7 of

the Hillingdon Local Plan and Policy 5.12 of the London Plan (July 2011).

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

##### NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

##### AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

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

No responses were received.

#### **7.20 Planning obligations**

The planning obligations for the development of the site were secured as part of the Outline Planning Permission.

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

Not applicable to this application.

#### **7.22 Other Issues**

No further issues for consideration.

### **8. Observations of the Borough Solicitor**

#### GENERAL

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

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

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

#### PLANNING CONDITIONS

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

#### PLANNING OBLIGATIONS

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

to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### EQUALITIES AND HUMAN RIGHTS

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

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

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

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

None.

#### **10. CONCLUSION**

The proposed development is in accordance with the parameter plan and design code, which was approved at outline stage. The design and appearance of the dwellings are 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 dwellings would be built in accordance with the London Plan floor space standards and Lifetime Homes Standards, ensuring a good standard of residential accommodation is being provided. The development will provide 8 affordable units with Phase 2B, meeting the 15% requirement across Phase 2 of the development, as required by the S106 for St Andrews Park. Affordable housing in Phase 3 will be provided in the subsequent portions of the phase.

It is noted that a small number of the dwellings would be provided with gardens which do not meet the HDAS standards, however, the dwellings are in close proximity to the pockets parks and the significant district park, which provide a large amount of publicly accessible amenity space within the surrounding area. The new dwellings would comply with the distance separations standards of HDAS Residential Layouts, ensuring no significant harm would occur to the residential amenity of the neighbouring occupiers.

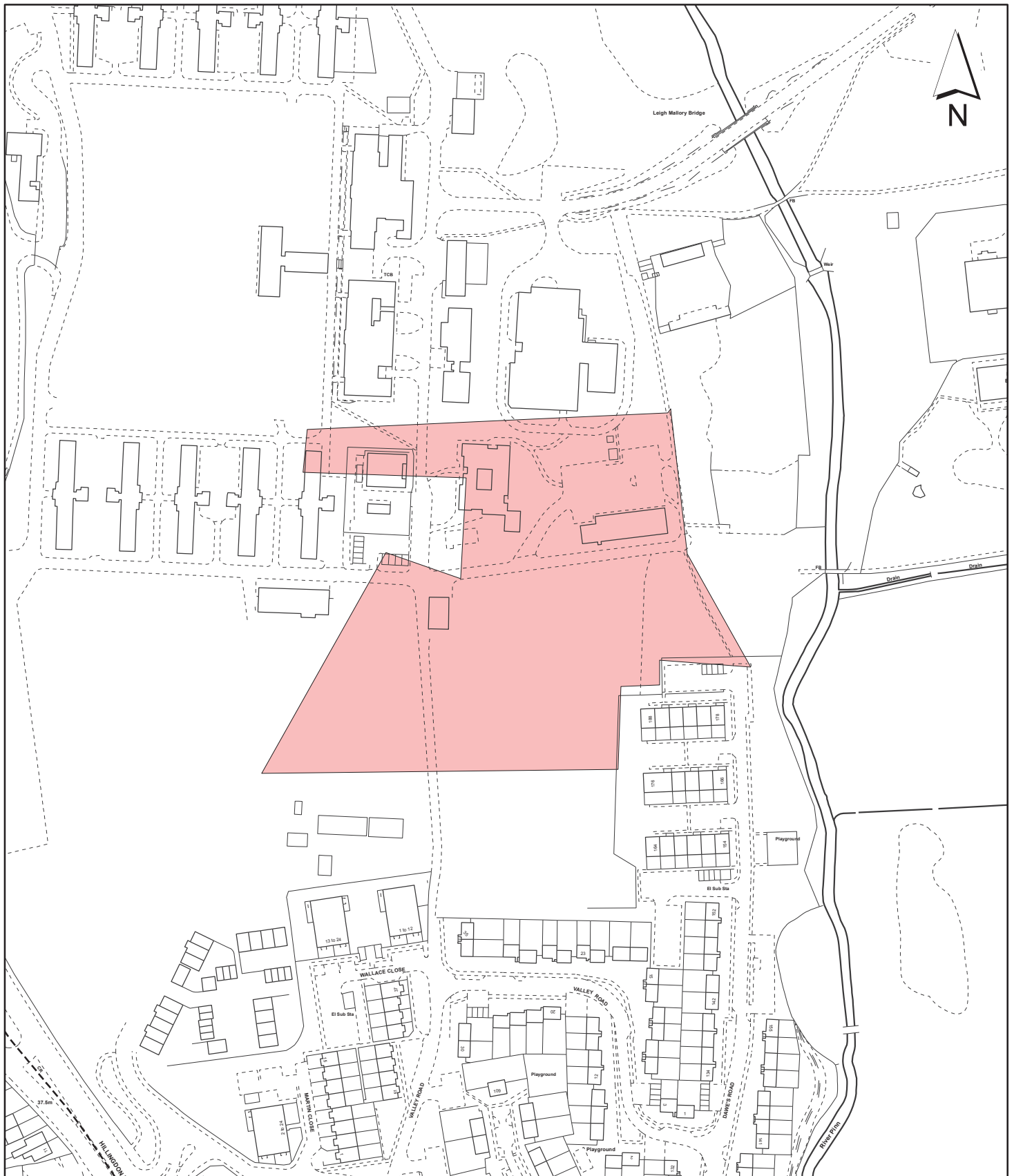
The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

## 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  
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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



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**RAF Uxbridge  
 Hillingdon Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**585/APP/2014/2071**

Scale

**1:2,500**

Planning Committee

**Major Page 96**

Date

**September 2014**



**HILLINGDON**  
 LONDON

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

**Address** PACKET BOAT MARINA PACKET BOAT LANE COWLEY

**Development:** Change of use of ten (10) existing leisure moorings to residential moorings

**LBH Ref Nos:** 53216/APP/2014/2300

**Drawing Nos:** Planning Supporting Statement Appendix 1 - Pre-Application Response  
13.12.13  
Planning Supporting Statement Appendix 2 - BWML Mooring Definitions  
PBMR/001 Site Plan  
Planning Supporting Statement  
Flood Risk Assessment Final Report v1.0  
Planning Supporting Statement Addendum - Packet Boat Marina

**Date Plans Received:** 30/06/2014                      **Date(s) of Amendment(s):**

**Date Application Valid:** 14/07/2014

## 2. RECOMMENDATION

**APPROVAL subject to the following:**

### 1 RES3 Time Limit

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

#### REASON

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

### 2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, PBMR/001 Site 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 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.

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
OL1	Green Belt - acceptable open land uses and restrictions on new development

### **3. CONSIDERATIONS**

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

The Packet Boat Marina is located on the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the west of the Water's Edge Public House and the Grand Union Canal, north of its junction with the Slough Arm. The site provides a marina with wide beam and narrow boat berths, a visitor centre and shop, boatyard, landscaped grounds and a car park accessed from Packet Boat Lane to the north. The entrance to the marina for boat traffic is from the Slough Arm to the south.

The marina forms part of the Green Belt and is a Nature Conservation Site of Metropolitan or Borough Grade I Importance. It also forms part of the Colne Valley Regional Park and is located within Flood Zone 1. The Water's Edge Public House and the boatyard of the marina also form part of the Cowley Lock Conservation Area which adjoins the application site to the north.

The site has a Public Transport Accessibility Level (PTAL) of 1a.

#### **3.2 Proposed Scheme**

Planning permission is sought for the change of use of ten existing leisure moorings to residential moorings.

The marina currently provides berths for a mixture of wide beam and narrow boats. The site comprises 157 moorings, of which 20 are existing residential moorings. The proposal would therefore result in a total of 30 residential moorings which would be spread out across the marina. The proposal would not result in an increase in the number of boats located within the marina. There would be no change to the existing parking, refuse and toilet/shower facilities on the site.

#### **3.3 Relevant Planning History**

53216/98/1499

Rear Of Turning Point Ph Packet Boat Lane Cowley Uxbridge

Construction of a 93-berth marina with associated residential moorings, visitor centre and retail area, sanitary station and car parking facilities. Upgrade of the existing boat repair buildings and yard including the construction of a dry dock. Rationalisation and improvement of the garden area and car parking of the existing public house/ restaurant. Development of an urban farm and associated parking. Retention and reprofiling of a reduced lake area. (Application involves removal of an existing horticultural nursery and demolition of glasshouses)



**Decision:** 03-03-1999 Approved

53216/APP/2000/2653 Land At Junction Of Grand Union Canal And Slough Arm Packet Boat  
CREATION OF AN AREA OF PUBLIC OPEN SPACE AND A PUBLIC WALKWAY ON AN  
AREA OF DERELICT/VACANT LAND, LINKED TO THE EXISTING TOWING PATH, VIA THE  
DEPOSITION OF SURPLUS SOIL ARISING FROM THE DEVELOPMENT OF THE MARINA,  
URBAN FARM AND PUBLIC OPEN SPACE TO THE NORTH OF THE SLOUGH ARM

**Decision:** 23-11-2004 Approved

53216/APP/2009/672 Packet Boat Marina Packet Boat Lane Cowley  
Change of use from Class A3 Cafe to Class B1 Office.

**Decision:** 10-06-2009 Refused **Appeal:** 22-01-2010 Allowed

53216/APP/2012/1956 Packet Boat Marina Packet Boat Lane Cowley  
Installation of pontoon and 6 additional residential moorings and landscaping scheme.

**Decision:** 06-11-2012 Refused

53216/APP/2012/604 Packet Boat Marina Packet Boat Lane Cowley  
The installation of eight railway sleeper walled gardens with gravel floors and a viewing platform

**Decision:** 25-07-2012 Approved

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

#### **4. Planning Policies and Standards**

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

BE13 New development must harmonise with the existing street scene.

BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
OL1	Green Belt - acceptable open land uses and restrictions on new development

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- Not applicable

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 26 local owners/occupiers. No responses were received.

Canal & River Trust:

No objection received. Further at pre-application stage the Canal & River Trust indicated they had no objections to the proposal.

Environment Agency:

No objection received.

Natural England:

No objection.

### **Internal Consultees**

Conservation Officer:

There are no objections to this proposal in terms of heritage or design issues.

Floodwater Management Officer:

The Flood Risk Assessment submitted shows that the site is not at risk of flooding and therefore there is no objection to the proposed changes of use from leisure to residential moorings.

Sustainability Officer:

No objection

## **7. MAIN PLANNING ISSUES**

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

Policy BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that applications for residential moorings will be assessed on the following criteria:

(i) residential moorings should be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of place;

(ii) they should be located so that they do not interfere with other uses of the canal, or use of the bank or towpath, and should generally be located off the canal in a marina or basin, or on the non-towpath side;

(iii) the number and density of boats at any point should not be so great that they act as a barrier separating people on the bank from the canal, or exert a detrimental effect on the canal scene;

(iv) provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal; and

(v) adequate service facilities must be provided.

The proposal would not increase the total number of moorings within the marina as the ten moorings already exist and are used by boat owners on a semi-permanent basis for unlimited leisure use. The change to residential use would allow permanent residency. The use of moorings for permanent residency within the Packet Boat Marina has already been established with 20 existing residential moorings.

There would be no change to the existing refuse and toilet/shower facilities on the site.

As such, there is no objection in principle to the change of use of the leisure moorings to residential moorings.

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

Not applicable to this application.

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

The Cowley Lock Conservation Area adjoins the application site to the north. Ten existing leisure moorings, used by boat owners on a semi-permanent basis, would be changed to residential use, thereby allowing boat owners permanent residency. The proposal would not impact on the character and appearance of the adjoining Cowley Lock Conservation Area. The Council's Conservation Officer does not object to the proposal.

#### **7.04 Airport safeguarding**

Not applicable to this application.

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

The application site is located within the Green Belt. Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires developments to protect the visual amenity of the Green Belt.

The 10 moorings already exist and are used by boat owners on a semi-permanent basis. The proposal would allow the boat owners permanent residency. As such, there will not be an increase in the total number of moorings on the site, and there would be no impact on the visual amenity of the Green Belt.

The proposal therefore complies with Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

The proposed change of use of ten leisure moorings to residential moorings would not impact on the character and appearance of the street scene and the surrounding area as residential moorings would be indistinguishable from the leisure moorings and there would be no change to the existing on-site facilities.

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

The application site already comprises of moorings used for residential purposes. The ten existing leisure moorings are already in use by boat owners on a semi-permanent basis. Changing their use from leisure to residential would allow boat owners permanent residency. As the moorings are already in use, it is not considered that the proposal would detrimentally impact on neighbouring moorings.

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

The marina already comprises of 20 existing residential moorings, and toilet/shower

facilities are available to users of the marina. The proposal would not impact on the existing facilities.

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

The marina has parking for over 140 cars with 20 spaces allocated to the existing residential moorings. The proposal would allocate another 10 spaces to the new residential moorings. Adequate parking would be retained for use by other users of the marina. There would not be an increase in traffic to/from the site as a result of the application.

**7.11 Urban design, access and security**

- Urban Design

Not applicable to this application.

-Access

The proposal does not make any changes to the existing access arrangement.

- Security

There would be no change to the security arrangements on the site.

**7.12 Disabled access**

Not applicable to this application.

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

Not applicable to this application.

**7.14 Trees, landscaping and Ecology**

Not applicable to this application.

**7.15 Sustainable waste management**

There would be no change to the existing refuse facilities on the site as a result of this proposal.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Packet Boat Marina is located within Flood Zone 1. As the application site is over 1 hectare, the applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment concluded that the proposal would not result in an increased flood risk to the site. The Council's Floodwater Management Officer raises no objection to the proposal.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

No responses were received during the public consultation.

**7.20 Planning obligations**

Not applicable to this application.

**7.22 Other Issues**

None

**9. Observations of the Director of Finance**

Not applicable to this application.

**10. CONCLUSION**

Planning permission is sought for the change of use of ten existing leisure moorings to residential moorings. The site comprises 157 moorings, of which 20 are existing residential moorings. The proposal would result in a total of 30 residential moorings which would be spread out across the marina.

The proposal is acceptable in principle and would not result in an increase in the total number of moorings within the marina. There would be no change to the existing parking, refuse and toilet/shower facilities on the site. The proposed scheme would not impact on the Green Belt.

The proposal complies with Policies BE33 and OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). It is therefore considered that planning permission is granted.

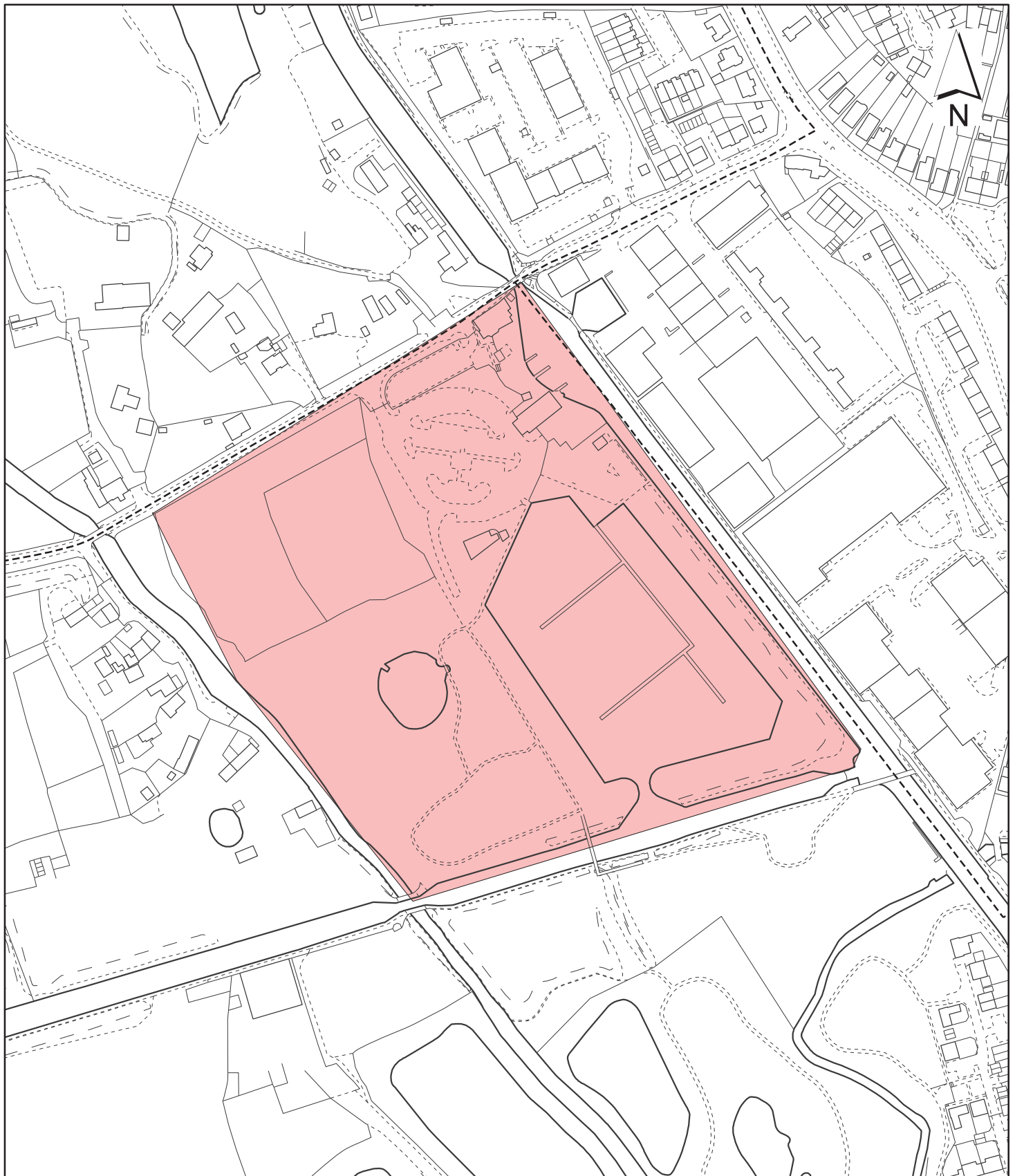
#### **11. Reference Documents**

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

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

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Packet Boat Marina  
 Packet Boat Lane  
 Cowley**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**53216/APP/2014/2300**

Scale

**1:3,000**

Planning Committee

**Major Page 104**

Date

**September 2014**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

16th September 2014



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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

**Address** E C HOUSE SWALLOWFIELD WAY HAYES

**Development:** Re-development of the site to provide 5 industrial units (Use Class B1(c), B2 and B8) with associated parking, servicing and landscaping (Involving demolition and refurbishment of existing units)

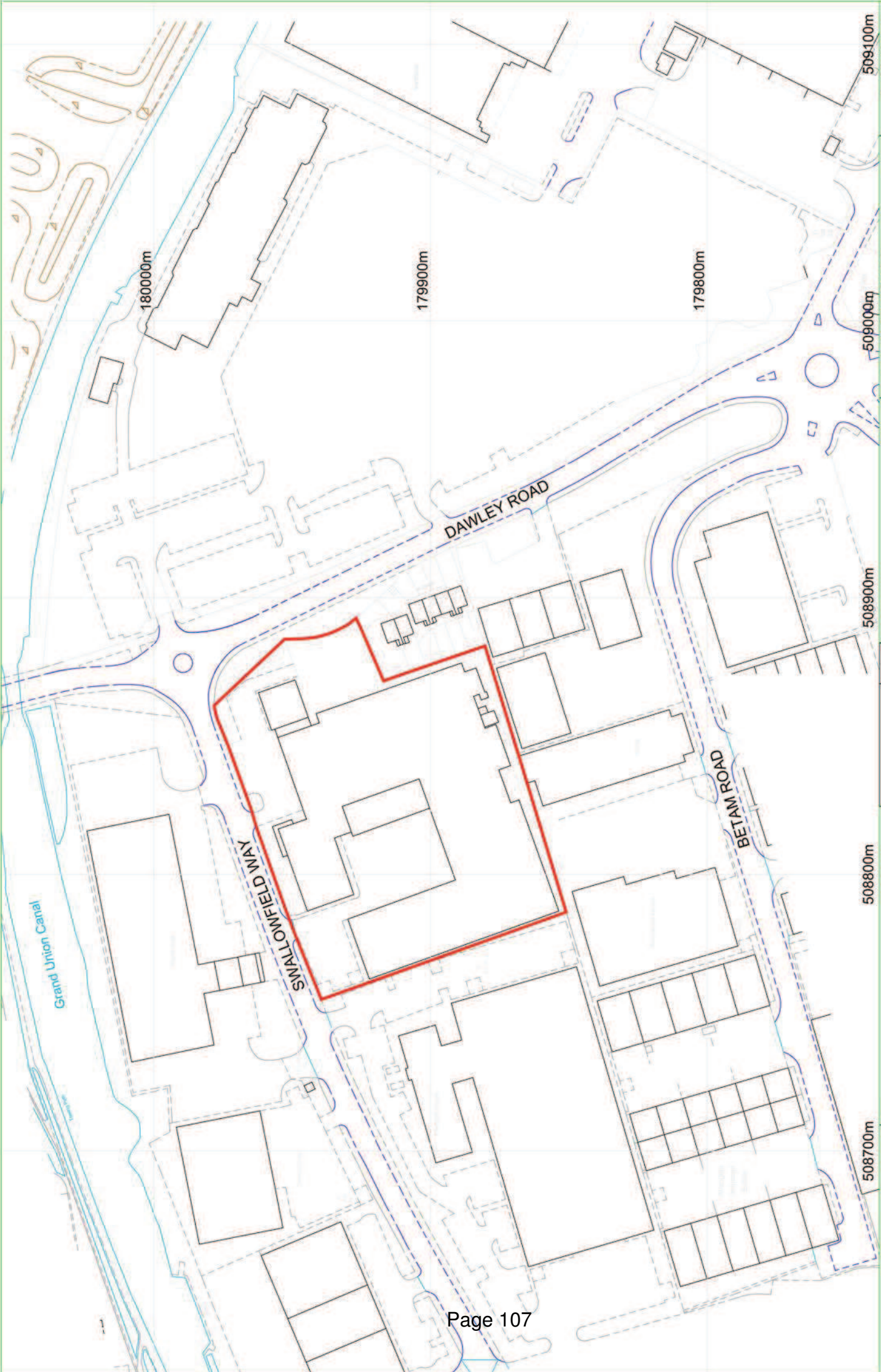
**LBH Ref Nos:** 38065/APP/2014/2143

**Date Plans Received:** 18/06/2014

**Date(s) of Amendment(s):** 27/08/2014

**Date Application Valid:** 18/06/2014





Date 6-2014  
 Scale 1:1250 (A3)  
 Job No 1620-TP  
 Dwg No LP-01-A

Job Title EC HOUSE HAYES  
 Dwg Title SITE LOCATION PLAN

**IAN C KING**  
 ASSOCIATES ARCHITECTS  
 5 St George's Court, 131 Putney Bridge Road, London SW15 2PA  
 T: 020 8871 2022 F: 020 8871 2991 E: [info@iancking.co.uk](mailto:info@iancking.co.uk)

BS EN ISO 9001  
**QCA**  
 REGISTERED FIRM

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Revision









Site - 11,090m<sup>2</sup>

All units areas:  
6,540m<sup>2</sup> GEA  
(5,604m<sup>2</sup> at ground  
floor and 936m<sup>2</sup> at  
mezzanine level)

Cars - 65

Surface finishes:

-  R.C. floor slab of the building
-  R.C. external yard slab, estate road and parking spaces
-  Concrete block paving
-  Finished concrete building perimeter path
-  Gravel areas
-  Landscape areas to landscape architect's details.



Rev D 04-2014: Boundary fencing and perimeter paths updated  
 Rev C 04-2014: Landscaping areas amended, surface reserves added  
 Rev B 04-2014: Fencing and landscaping areas added, disabled access to the main entrance added  
 Rev A 04-2014: Sustainable urban drainage amended, increased size of unit 5 amended for escape doors corrected

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 LONDON, UB3 1QQ

The PROPOSED SITE PLAN

Proj No	1620-TP-N-01
Date	6-2014
Scale	1:250 (A1)
Rev	D
Drawn	(checked) (drawing) (drawing)

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 IAN C KING ASSOCIATES - ARCHITECTS & THE SCOTTISH SOCIETY OF ARCHITECTS





Unit	G.I. area	Mezz area	Total (GIA)
1	557m <sup>2</sup>	168m <sup>2</sup>	725m <sup>2</sup>
2	1730m <sup>2</sup>	260m <sup>2</sup>	1990m <sup>2</sup>
3	938m <sup>2</sup>	158m <sup>2</sup>	1096m <sup>2</sup>
4	959m <sup>2</sup>	150m <sup>2</sup>	1109m <sup>2</sup>
5	1420m <sup>2</sup>	200m <sup>2</sup>	1620m <sup>2</sup>
Total	5,604m <sup>2</sup>	936m <sup>2</sup>	6,540m <sup>2</sup>

Unit	G.I. area	Mezz area	Total (GIA)
1	520m <sup>2</sup>	100m <sup>2</sup>	620m <sup>2</sup>
2	1664m <sup>2</sup>	237m <sup>2</sup>	1901m <sup>2</sup>
3	899m <sup>2</sup>	142m <sup>2</sup>	1041m <sup>2</sup>
4	978m <sup>2</sup>	155m <sup>2</sup>	1133m <sup>2</sup>
5	1367m <sup>2</sup>	179m <sup>2</sup>	1546m <sup>2</sup>
Total	5,368m <sup>2</sup>	813m <sup>2</sup>	6,271m <sup>2</sup>



Rev 1  
Rev 2  
Rev 3  
Rev 4  
Rev 5

Rev C: 11th 2016: Minor annotation corrections  
Rev B: 10th 2016: IGA added  
Rev A: 9th 2016: Unit 5 increased by amended mezzanine level  
partly will between 1 and 5 amended areas corrected to suit

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The PROPOSED GROUND FLOOR PLANS

Proj No: 1620-TP-N-02  
Scale: 1:200 (A1)  
Date: 6-2014  
Drawn: [Name]  
Checked: [Name]  
Approved: [Name]

**IAN C KING ASSOCIATES ARCHITECTS**  
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 IAN C KING ASSOCIATES - ARCHITECTS IS THE COMPANY NAME OF COMPANY LTD

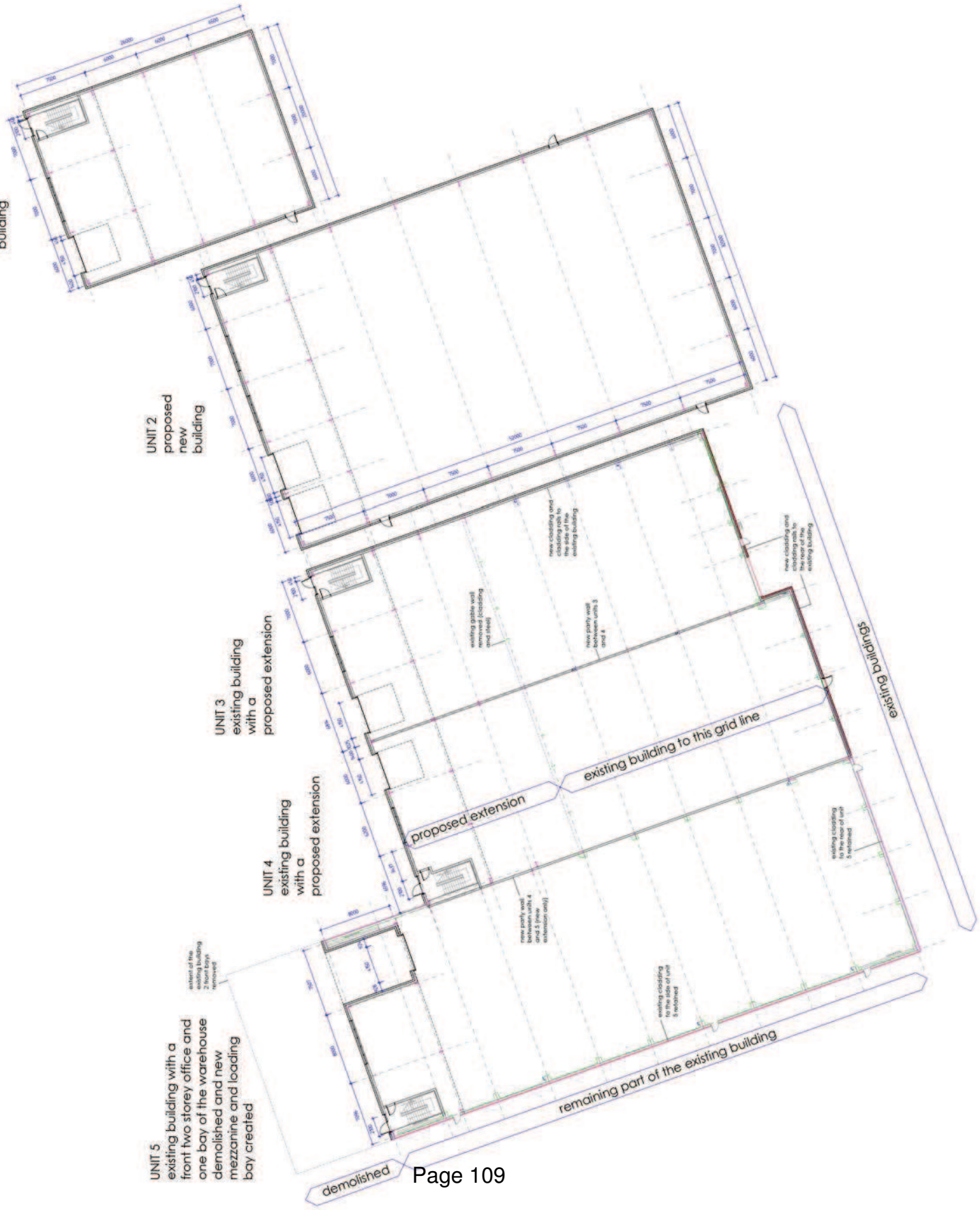
UNIT 1 proposed new building

UNIT 2 proposed new building

UNIT 3 existing building with a proposed extension

UNIT 4 existing building with a proposed extension

UNIT 5 existing building with a front two storey office and one bay of the warehouse demolished and new mezzanine and loading bay created





Unit	Gr. area	Mezz area	Total (GFA)
1	557m <sup>2</sup>	168m <sup>2</sup>	725m <sup>2</sup>
2	1730m <sup>2</sup>	260m <sup>2</sup>	1990m <sup>2</sup>
3	938m <sup>2</sup>	158m <sup>2</sup>	1096m <sup>2</sup>
4	959m <sup>2</sup>	150m <sup>2</sup>	1109m <sup>2</sup>
5	1420m <sup>2</sup>	200m <sup>2</sup>	1620m <sup>2</sup>
Total	5,604m <sup>2</sup>	936m <sup>2</sup>	6,540m <sup>2</sup>

Unit	Gr. area	Mezz area	Total (GFA)
1	520m <sup>2</sup>	100m <sup>2</sup>	620m <sup>2</sup>
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5	1367m <sup>2</sup>	179m <sup>2</sup>	1546m <sup>2</sup>
Total	5,368m <sup>2</sup>	844m <sup>2</sup>	6,212m <sup>2</sup>

0 5 10 15 20

Rev D: 04-2014: P4 panel layout (not to draw) [P-4]-05  
 Rev E: 11-2014: New annotation corrections, re-draw P4 panel not shown above  
 Rev F: 10-2014: DAE added  
 Rev A: 9-2014: Unit 5 increased by amended mezzanine level partly will between 4 and 5 amended areas corrected to suit

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 LONDON, UB3 10Q

The PROPOSED FIRST FLOOR PLANS  
 Dwg No: 1620-TP-N-03  
 Scale: 1:200 (A1)  
 Date: 6-2014  
 Drawn: [ ]  
 Checked: [ ]  
 Approved: [ ]  
 Drawn: [ ]  
 Checked: [ ]  
 Approved: [ ]

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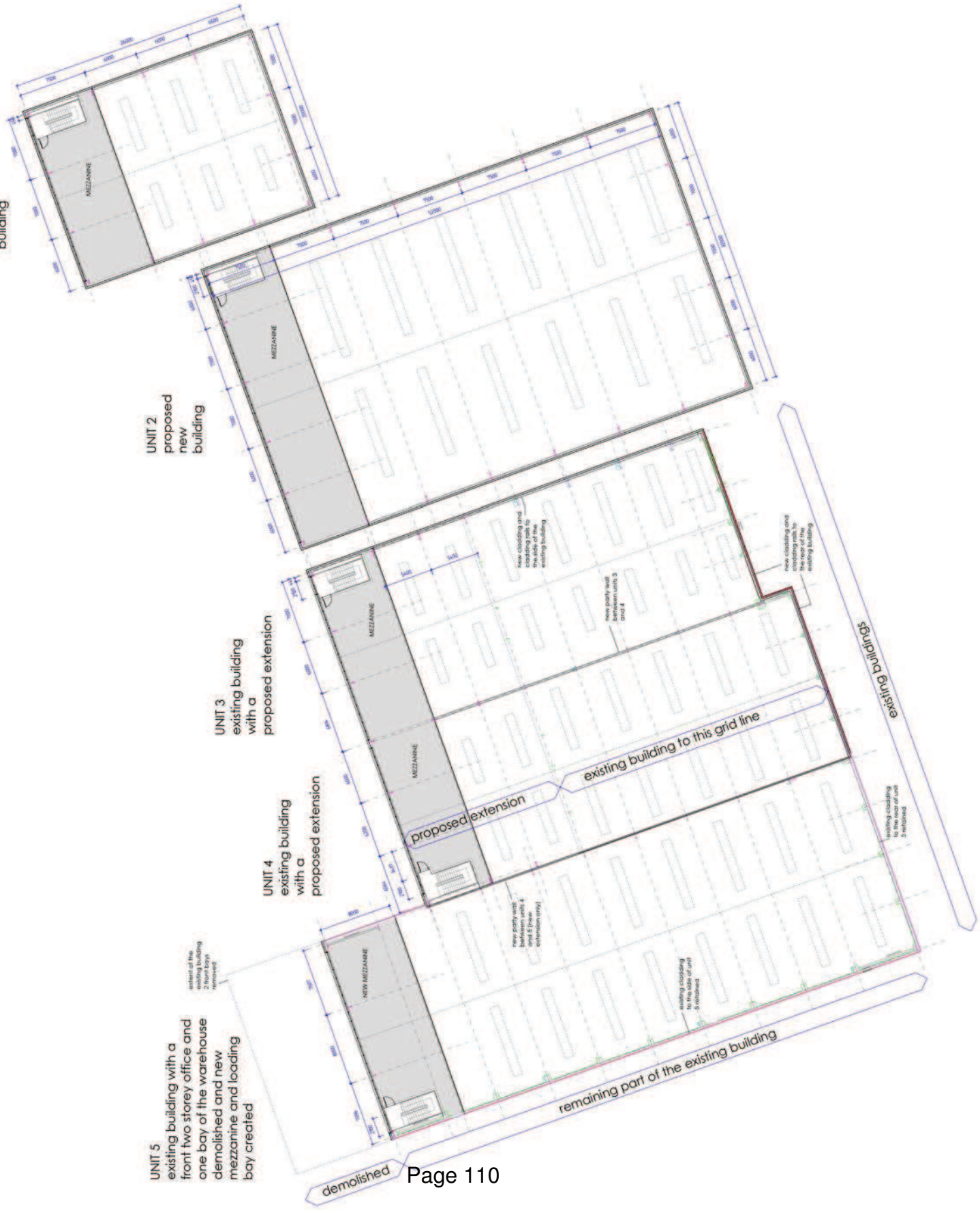
UNIT 1 proposed new building

UNIT 2 proposed new building

UNIT 3 existing building with a proposed extension

UNIT 4 existing building with a proposed extension

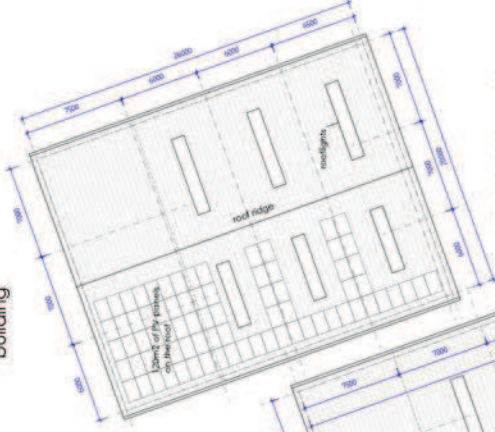
UNIT 5 existing building with a front two storey office and one bay of the warehouse demolished and new mezzanine and loading bay created





Unit	Gr. area	Mezz area	Total (G+A)
1	557m <sup>2</sup>	168m <sup>2</sup>	725m <sup>2</sup>
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<b>Total</b>	<b>5,604m<sup>2</sup></b>	<b>936m<sup>2</sup></b>	<b>6,540m<sup>2</sup></b>

UNIT 1  
proposed  
new  
building



Rooflight layouts  
indicative of this stage

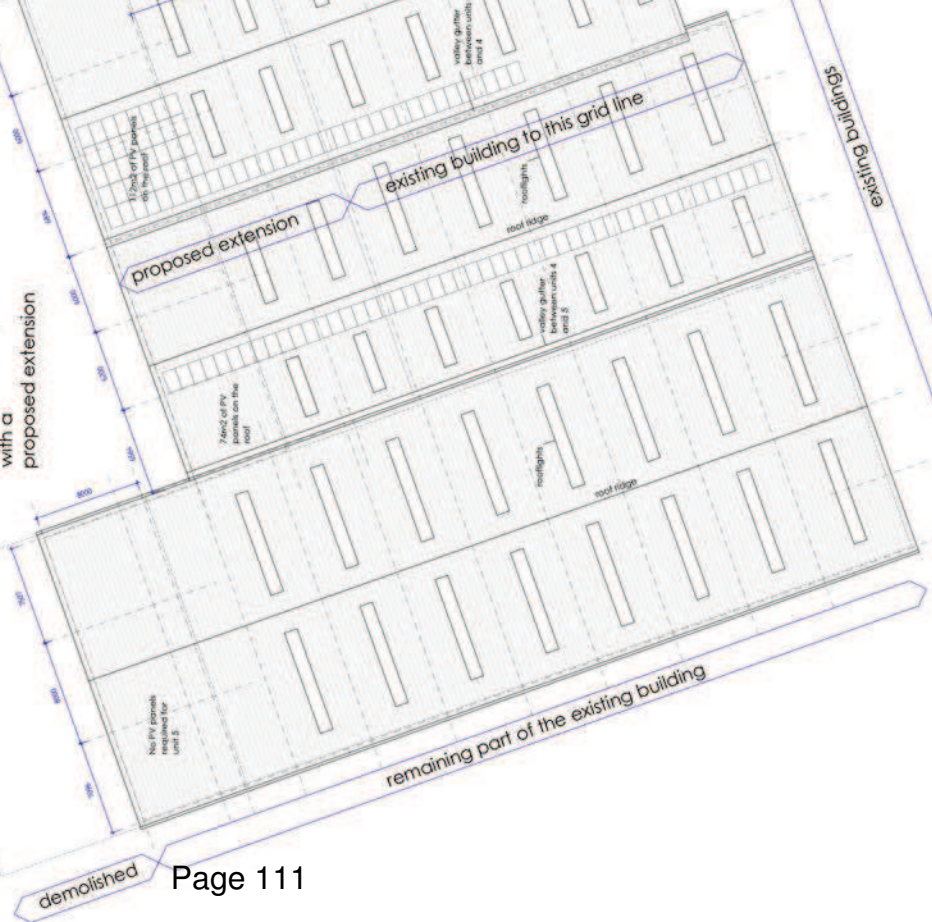
UNIT 2  
proposed  
new  
building



UNIT 3  
existing building  
with a  
proposed extension

UNIT 4  
existing building  
with a  
proposed extension

UNIT 5  
existing building with a  
front two storey office and  
one bay of the warehouse  
demolished and new  
mezzanine and loading  
bay created



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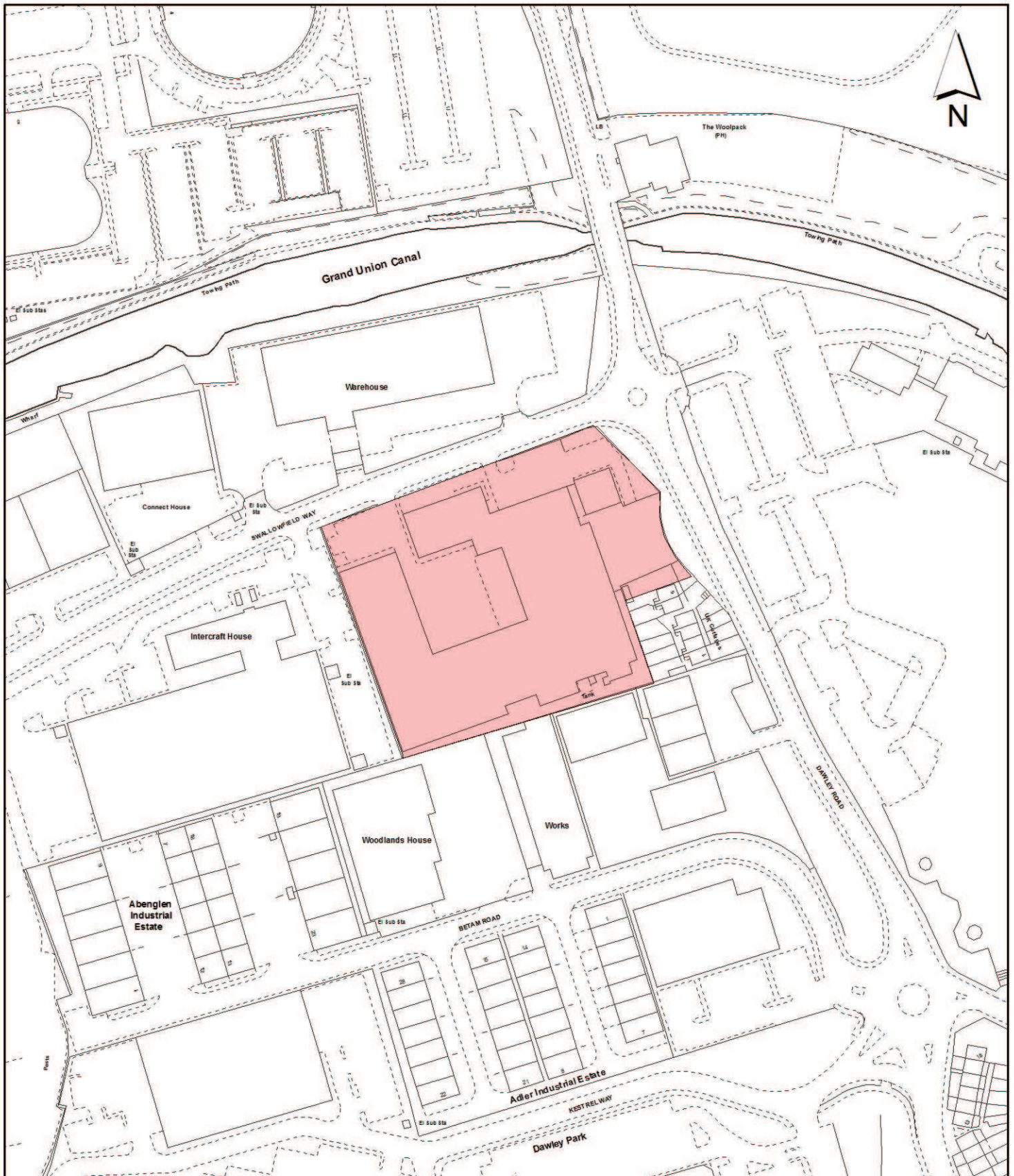
EC HOUSE, HAYES  
LONDON, UB3 10Q

The PROPOSED ROOF PLANS

Proj No: 1620-TP-N-05  
Date: 6-2014  
Scale: 1:200 (A1)

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Site Address

**E C House  
 Swallowfield Way  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**38065/APP/2014/2143**

Scale  
**1:2,000**

Planning Committee  
**Major Page 113**

Date  
**September 2014**



**HILLINGDON**  
 LONDON

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

**Address** RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phases 2B and 3A of the 'Southern Area' (85 dwellings - 8 x 2-bed houses, 31 x 3-bed houses, 39 x 4-bed houses, and 7 x 5-bed houses), of outline planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the former RAF Uxbridge site.

**LBH Ref Nos:** 585/APP/2014/2071

**Date Plans Received:** 13/06/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 13/06/2014



**NOTES**

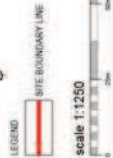
Permitted to be used for the purposes of the proposed Local Authority Planning Approval only. In all other occasions DO NOT scale from this drawing. Please contact the office for any additional information required.

Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any work and to notify the architect immediately if any discrepancies are recorded to the Architect.

Where applicable this drawing is to be read in conjunction with the Contractor's drawings.

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REV	DESCRIPTION	DATE	AUTH	CHKD



A2

<p><b>PROJECT</b> St Andrews Park, Uxbridge Phase 2B &amp; 3A Persimmon Homes (Thames Valley)</p>	<p><b>DRAWING</b> Location Plan</p>		<p>DATE: Nov 13</p>	<p>DESIGNER: PERS130434</p>	<p>REP:</p>
	<p>SCALE: 1:1250 @ A2</p>	<p>APPV: CP</p>	<p>DRWG: CP</p>	<p>JOB NO: PERS130434</p>	<p>DATE: Nov 13</p>



**NOTES**

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NO	DESCRIPTION	DATE	BY	CHKD
1	Layout adjusted to accommodate 100007300	05/08/13	CP	CP
2	Final 2D 200 revised North and 2D00713	23/08/13	CP	CP
3	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
4	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
5	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
6	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
7	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
8	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
9	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
10	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
11	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
12	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
13	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
14	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
15	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
16	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
17	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
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46	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
47	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
48	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
49	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP
50	Final 2D 200 revised North and 2D00713	06/09/13	CP	CP



**LEGEND**

- Proposed
- Existing
- Level lines and contour lines
- Proposed roads and footpaths
- Proposed drainage
- Proposed landscaping
- Proposed trees and shrubs
- Proposed parking
- Proposed cycle paths
- Proposed utility lines
- Proposed boundary lines
- Proposed building lines
- Proposed building heights
- Proposed building materials
- Proposed building colors
- Proposed building textures
- Proposed building details
- Proposed building finishes
- Proposed building fixtures
- Proposed building fittings
- Proposed building furniture
- Proposed building equipment
- Proposed building accessories
- Proposed building components
- Proposed building parts
- Proposed building pieces
- Proposed building sections
- Proposed building elements
- Proposed building details
- Proposed building finishes
- Proposed building fixtures
- Proposed building fittings
- Proposed building furniture
- Proposed building equipment
- Proposed building accessories
- Proposed building components
- Proposed building parts
- Proposed building pieces
- Proposed building sections
- Proposed building elements

Scale 1:500

**Site Layout**

Project: St Andrew's Park, Uxbridge  
 Phase: 2B & 3A  
 Client: Persimmon Homes (Thames Valley)  
 Date: 15/08 @ A1 Aug 13  
 Drawn by: CP  
 Checked by: H  
 License No: PERS130434 SL01

**TETLOW KING**  
 ARCHITECTS URBAN DESIGNERS ESTABLISHMENT DEVELOPERS

**PERSIMMON**  
 Building Homes for the Future

**S' ANDREW'S PARK**  
 Uxbridge

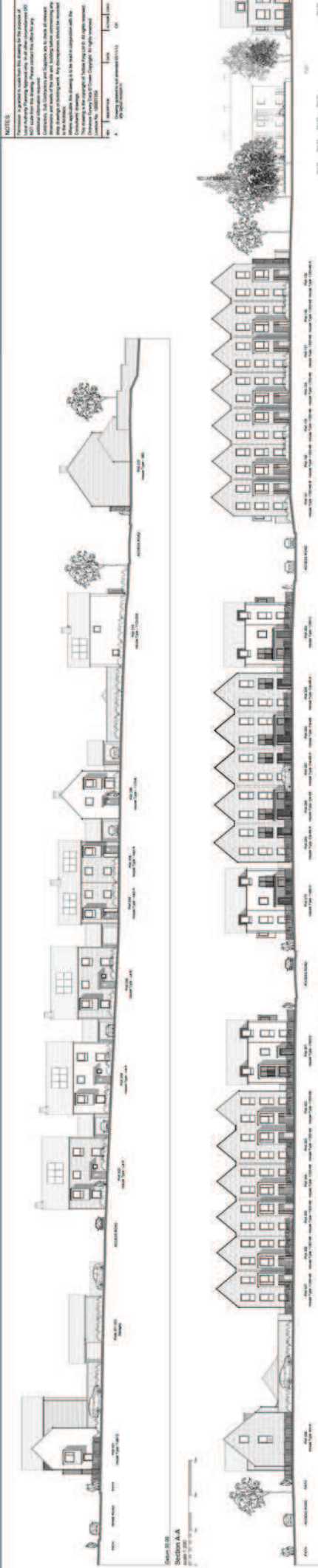
**St Andrew's Park, Uxbridge**  
 Phase 2B & 3A  
 Persimmon Homes (Thames Valley)  
 15/08 @ A1 Aug 13 CP  
 PERS130434 SL01





**NOTES**

1. The drawings are prepared in accordance with the requirements of the Building Regulations 2010 and the Town and Country Planning Act 1990.
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RESERVED MATTERS APPLICATION SITE PHASE 2B + 3B



**ST ANDREWS PARK**

**TETLOW KING**  
ARCHITECTS

**PERSIMMON**  
RESIDENTIAL DEVELOPMENT

**Street Elevations**

St Andrews Park, Uxbridge  
Phase 2B & 3A  
Eglington House (Thames Valley)  
Plot 10  
Site No: AV 500000  
Scale: 1:500  
Date: Sep 13  
Author: CP  
Checked: SE01  
Drawn: A



**NOTES**

1. This drawing is a preliminary drawing and is not to be used for construction purposes.
2. All dimensions are in millimetres unless otherwise stated.
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District Park



Symbol	Description
[Red Line]	Proposed Footpath Link to District Park
[Blue Line]	Proposed Footpath Link to Local Centre Square
[Green Circle]	Tree
[Red Circle]	Light Pole
[Blue Circle]	Water Feature
[Grey Area]	Amenity Area
[Blue Area]	Car Parking
[Green Area]	Landscaping
[Yellow Area]	Other

**Parameters Plan**

Project: St Andrews Park, Uxbridge  
 Phase: 2B  
 Location: Persimmon Homes Thames Valley  
 Date: 12th Aug 13  
 Scale: 1:200 @ A0  
 Drawing No: PFD2  
 Revision: 01

**TETLOW KING**  
 ARCHITECTS

**PERSIMMON**  
 HOMES

**ST ANDREWS PARK**

**LEGEND**

	Hard Landscaping
	Proposed concrete ramp parking
	Proposed driveway and backhoe
	Proposed canopy gate
	Proposed ramp
	Proposed concrete ramp parking
	Proposed driveway and backhoe
	Proposed canopy gate
	Proposed ramp
	Proposed concrete ramp parking
	Proposed driveway and backhoe
	Proposed canopy gate
	Proposed ramp

Note: This location is to be confirmed on site.  
 This location is to be confirmed on site.  
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 This location is to be confirmed on site.





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Phase 2B/3A Revised Plan  
 Approximate Boundary

Tree:  
 18" x 20' x 8' - 10' - 12' - 14' - 16' - 18' - 20' - 22' - 24' - 26' - 28' - 30' - 32' - 34' - 36' - 38' - 40' - 42' - 44' - 46' - 48' - 50' - 52' - 54' - 56' - 58' - 60' - 62' - 64' - 66' - 68' - 70' - 72' - 74' - 76' - 78' - 80' - 82' - 84' - 86' - 88' - 90' - 92' - 94' - 96' - 98' - 100'

Boundary Treatments:  
 6" - 8" high wood slat  
 18" high - 12" wide - 12" deep - 12" high - 12" wide - 12" deep  
 18" high - 12" wide - 12" deep - 12" high - 12" wide - 12" deep  
 48" high - 12" wide - 12" deep - 12" high - 12" wide - 12" deep  
 48" high - 12" wide - 12" deep - 12" high - 12" wide - 12" deep

Soil Landscapes:  
 Existing Tree to be retained  
 Proposed environmental signage planning  
 Proposed ground and foundation  
 Proposed security gate

Method Notes:  
 All site work shall be completed in accordance with the  
 applicable codes and standards for the project. All site work  
 shall be completed in accordance with the applicable codes and  
 standards for the project. All site work shall be completed in  
 accordance with the applicable codes and standards for the project.

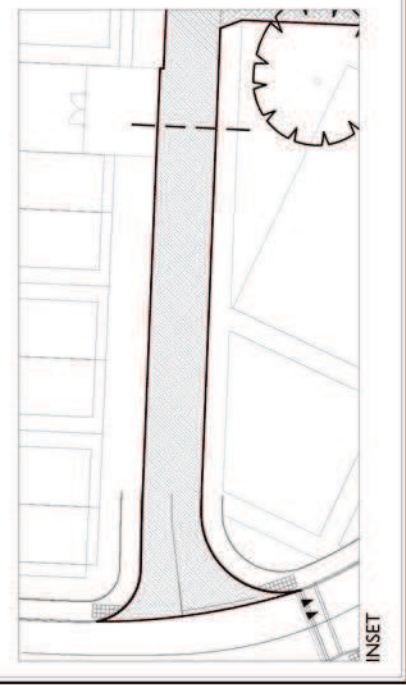
PLANNING  
 Allen Pyke Associates  
 1000 14th Street, Suite 1000  
 San Francisco, CA 94103  
 Phone: 415.774.1111  
 Fax: 415.774.1112  
 www.allenpyke.com

Scale: 1" = 20'  
 Date: 12/20/2011  
 Project: 2380-PH2B\_3A-LA-02  
 Drawing: 2 of 2

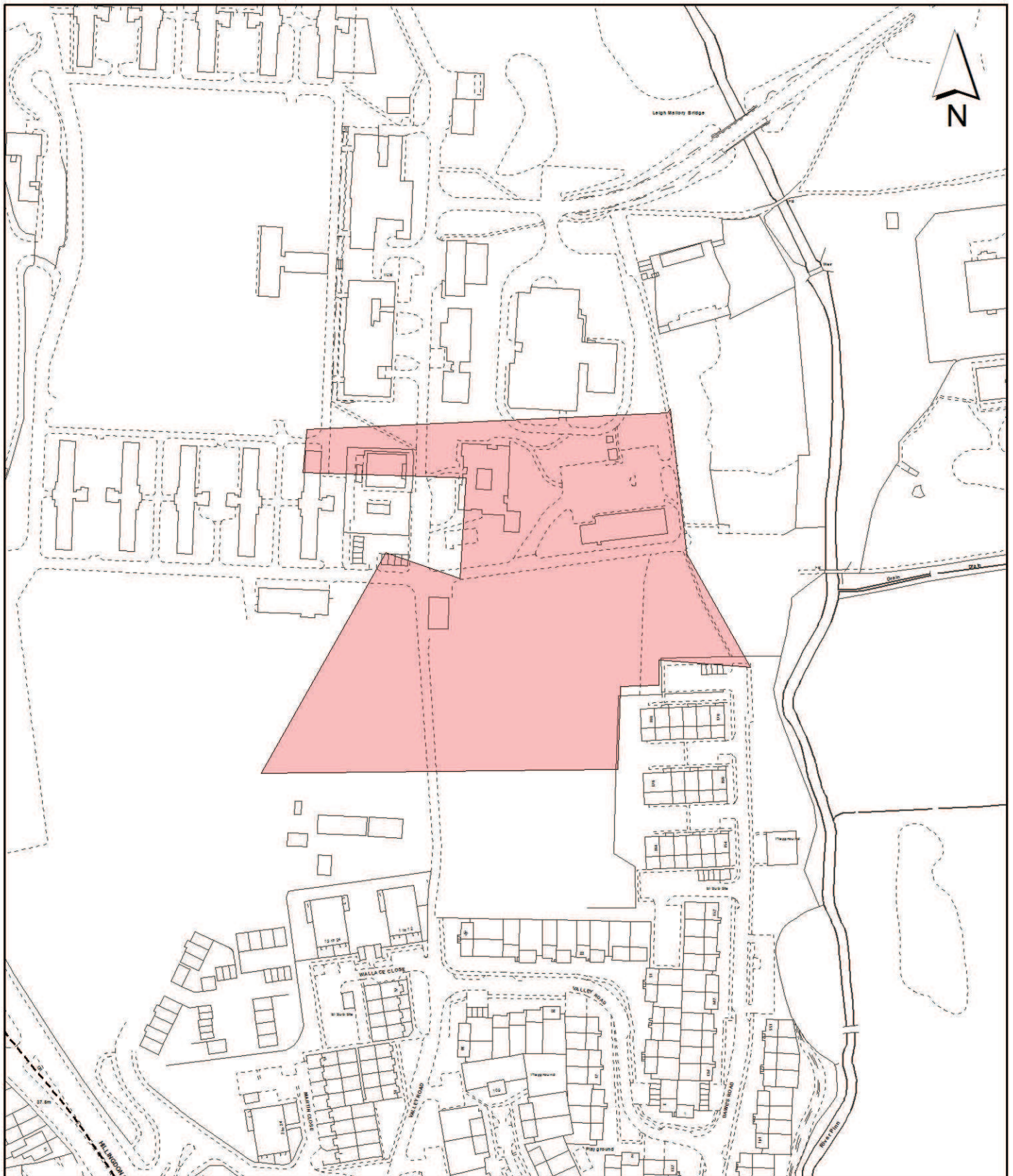
FOR CONTINUATION REFER DWG 2380-PH2B\_3A-LA-01



FOR CONTINUATION REFER INSET



INSET



**Notes**

 Site boundary

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Site Address

**RAF Uxbridge  
 Hillingdon Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**585/APP/2014/2071**

Scale

**1:2,500**

Planning Committee

**Major Page 124**

Date

**September 2014**



**HILLINGDON**  
 LONDON

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

**Address** PACKET BOAT MARINA PACKET BOAT LANE COWLEY

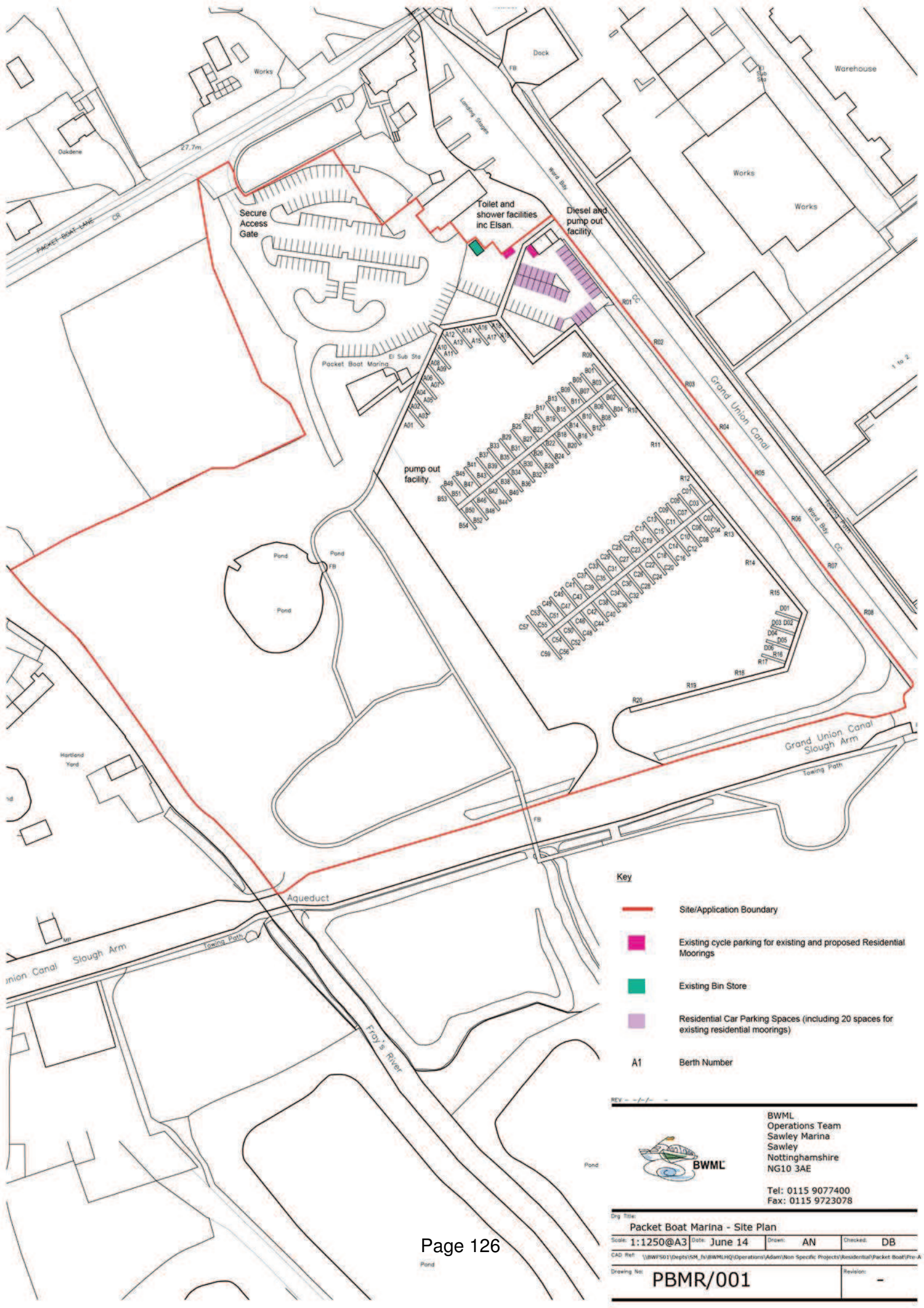
**Development:** Change of use of ten (10) existing leisure moorings to residential moorings

**LBH Ref Nos:** 53216/APP/2014/2300

**Date Plans Received:** 30/06/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 14/07/2014

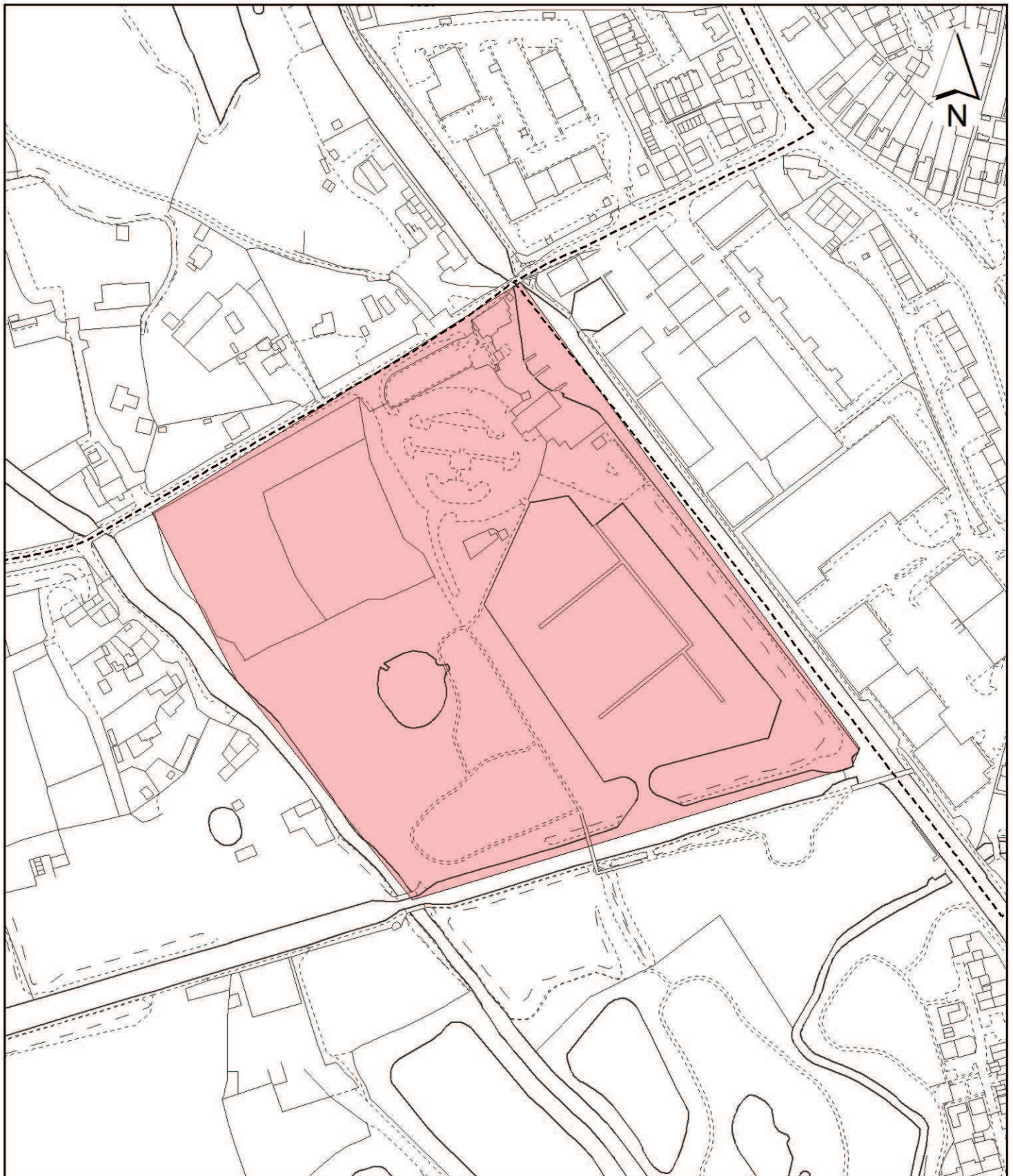


- Key**
- Site/Application Boundary
  - Existing cycle parking for existing and proposed Residential Moorings
  - Existing Bin Store
  - Residential Car Parking Spaces (including 20 spaces for existing residential moorings)
  - A1 Berth Number



BWML  
 Operations Team  
 Sawley Marina  
 Sawley  
 Nottinghamshire  
 NG10 3AE  
 Tel: 0115 9077400  
 Fax: 0115 9723078

Dwg Title: Packet Boat Marina - Site Plan				
Scale: 1:1250@A3	Date: June 14	Drawn: AN	Checked: DB	
CAD Ref: \\BWFS01\depts\SM JV\BWML\HQ\Operations\Adam\Non Specific Projects\Residential\Packet Boat\Pre-A				
Drawing No: PBMR/001	Revision: -			



**Notes**

 Site boundary

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Site Address

**Packet Boat Marina  
Packet Boat Lane  
Cowley**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**53216/APP/2014/2300**

Scale

**1:3,000**

Planning Committee

**Major Page 127**

Date

**September 2014**



**HILLINGDON**  
LONDON

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