



HILLINGDON  
LONDON



# Major Applications Planning Committee

## To Councillors on the Committee

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

**Date:** WEDNESDAY, 29  
OCTOBER 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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This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=325&MId=2013&Ver=4>

***Putting our residents first***

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
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# Useful information for residents and visitors

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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 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
5	Land adjacent to Sipson Road in Holloway Lane, Harmondsworth  46223/APP/2014/1867	Heathrow Villages	Use of land as a solar farm, involving site restoration, including importation of 65,000 cubic metres of inert waste, landscaping and planting; the laying out of 576 solar arrays in 34 rows, with associated ancillary structures, (including transformers, substation, inverters, CCTV masts, boundary fencing and maintenance track) and connections to the electricity grid.  <b>Recommendation:</b>  <b>1. The application be referred back to the Greater London Authority</b> <b>2. Should the Mayor not direct the Council to refuse the application, or issue a direction for the purpose of determination, the application be deferred for determination by Delegated Powers</b>	1 - 38

6	Holland and Holland Shooting Club, Ducks Hill Road, Northwood  16568/APP/2013/3588	Northwood	Single storey ground floor extension to the lodge and construction of basement.  <b>Recommendation: Approval</b>	39 - 62
7	Sainsbury's Superstore, Long Drive, South Ruislip  33667/APP/2014/2824	South Ruislip	Erection of a temporary replacement supermarket (Class A1) and associated temporary customer access, car parking and plant, refurbishment of an existing petrol filling station and provision of permanent vehicular access; permanent service egress and permanent re-location of an electricity sub-station in connection with planning permission granted on 22/4/13, ref. 33667/APP/2012/3214 for the re-development of the wider site for a new retail superstore and ancillary commercial units.  <b>Recommendation: Delegated Powers</b>	63 - 94
8	Chequers Square, Uxbridge  35214/APP/2014/2232	Uxbridge South	The consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level.  <b>Recommendation: Delegated Powers</b>	95 - 116
9	10 - 14 Swan Road, West Drayton  60960/APP/2014/2698	West Drayton	Erection of a building comprising 15 flats with associated parking, cycle storage, amenity areas and landscaping (Involving demolition of existing buildings).  <b>Recommendation: Delegated Powers</b>	117 - 138

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

**Address** LAND ADJACENT TO SIPSON ROAD IN HOLLOWAY LANE  
HARMONDSWORTH

**Development:** Use of land as a solar farm, involving site restoration, including importation of 65,000 cubic metres of inert waste, landscaping and planting; the laying out of 576 solar arrays in 34 rows, with associated ancillary structures, (including transformers, substation, inverters, CCTV masts, boundary fencing and maintenance track) and connections to the electricity grid.

**LBH Ref Nos:** 46223/APP/2014/1867

**Drawing Nos:** Glint and Glare Assessment  
Site Investigation 1  
Extended Phase 1 Survey  
Amphibian Survey  
Air Quality Assessment  
Flood Risk Assessment  
Preliminary Drainage Strategy  
Design and Access Statement  
Energy & Sustainability Statement  
Geo-Environmental Site Assessment Appendices III  
Geo-Environmental Site Assessment Appendices IV  
Geo-Environmental Site Assessment Appendices I&II  
JTS\_7832\_100  
JTS\_7832\_101  
Planning Statement Appendices  
Planning Statement  
Phase I Geo-Environmental Site Assessment  
SIP - 001  
SIP - 002  
SIP - 003  
SIP - 004  
SIP - 005  
SIP - 006  
SIP - 007  
SIP - 008  
SIP - 009  
SIP - 010  
Arboricultural Report  
Landscape and Visual Impact Assessment  
Landscape Management Plan  
Photoviews Rev B  
Photoview Location Plan  
Statement of Community Involvement  
Transport Statement

**Date Plans Received:** 30/05/2014      **Date(s) of Amendment(s):** 30/05/2014  
**Date Application Valid:** 02/06/2014

## 1. SUMMARY

Planning permission is sought for a proposed solar farm, with associated access tracks, inverters, maintenance building, fencing and infrared cameras on Green Belt land to the south of the the M4 motorway and north of Holloway Lane.

The proposal will require the importation of approximately 65,000 cubic metres of inert material for localised levelling, to accommodate the installation of rows of solar panels, together with the required transformers, inverters and sub-station. The upper edge of the majority of the panels will be 2.4m above ground level with some stands being 3.7 meters above ground level on the northern boundary. 8 metre wide strips of land between the solar arrays would be left as grassland, developed as wild flower meadows.

The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such, constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal. The applicant has submitted that the harm to the openness of the Green Belt is limited to the site itself as opposed to the surrounding area. Secondly, the applicant has specified that the impact of the proposed development would be temporary, with full removal of the development in the future and that the character of the site would be improved as the result of the proposed ground improvement and planting works. Thirdly the applicant believes that the wider benefits associated with the increased production of energy from renewable sources is a very special circumstances argument.

However, an extensive area of land would be covered by straight rows of above ground coloured panels and their supporting framework, which would represent a major change, forming an extensive and incongruous feature, which would detract significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated structures would give the area a suburban / industrial appearance and would intrude into the undeveloped landform, resulting in harm to the openness and purposes of the Green Belt at this location.

No very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt or demonstrate that the benefits that the proposed solar farm will deliver outweigh the harm caused to the Green Belt. It is therefore recommended that planning permission be refused for this reason.

## 2. RECOMMENDATION

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

**2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reasons:**

### **1 NON2 Non Standard reason for refusal**

The proposed development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy OL1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2011) and the NPPF.



## **2 NON2 Non Standard reason for refusal**

The proposed development, by reason of the siting, overall size, bulk and height of the proposed buildings, the associated infrastructure and the increased intensity of use would prejudice the openness of the Green Belt, resulting in an unacceptable degree of urbanisation. The proposal is therefore contrary to Policy OL1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) Policy 7.16 of the London Plan(2011) and the NPPF.

### **INFORMATIVES**

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

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

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
MIN8	Restoration of land south of the A4020 Uxbridge Road
MIN23	Schemes for mineral extraction, mineral processing, landfill, waste handling or treatment adjacent to noise-sensitive locations - noise monitoring and control requirements
MIN10	Restoration and after-use of sand and gravel workings in the Colne Valley
MIN11	After-use of mineral sites - landscaping and screening
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OL1	Green Belt - acceptable open land uses and restrictions on new development

OL2	Green Belt -landscaping improvements
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 5.21	(2011) Contaminated land
LPP 5.7	(2011) Renewable energy
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
NPPF	National Planning Policy Framework

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site is generally rectangular in shape with principal boundaries with the M4 motorway to the north and Holloway Lane to the south. Harmondsworth Road bridge spans the M4 to the north-west of the site and Harmondsworth Road runs along the west boundary. A coach depot occupies the triangle of land between Sipson Road, Holloway Lane and the motorway to the east. A garden centre, quarry and agricultural land lie to the south across Holloway Lane and a petrol filling station, and commercial units, to the west, across Harmondsworth Road. Generally, the land to south of the M4 motorway, and to the north of Heathrow Airport is open in character and comprises agricultural fields and existing and former mineral extraction/landfill sites.

The site is approximately 12.83ha (14 acres) in extent and comprises relatively flat land, with is a gentle fall from north to south and localised depressions, with planted bunds along the east, west and south boundaries.

Existing structures on the site include an aerial mast in the middle of the field, a gas transfer station in the north-east corner of the site and Costain's storage yard in the south-east corner. Vehicular access to the site is from Sipson Road, to the east of the site.

Boundaries are delineated by secure galvanized palisade fencing on the east boundary and motorway fencing / planting on the north boundary. Fencing of the south and west boundaries consists of poor quality and unsightly galvanized chainlink. Off-site tree screening on the motorway embankment along the north boundary is well established. On-site trees and shrubby vegetation are found on the west boundary and along the southern edge of the site (Holloway Lane). This vegetation is somewhat stunted in character and appearance. Trees on the site are not protected by TPO or Conservation Area designation.

#### 3.2 Proposed Scheme

Planning permission is sought for a proposed solar farm, with associated access tracks, inverters, maintenance building, fencing and infrared cameras. The site will be subject to localised levelling to accommodate rows of PV stands. The construction phase involves infilling depressions requiring the importation of approximately 65,000 cubic metres of inert material, including topsoil and the creation of haul routes using geo-textile

membranes. This work will take approximately four months.

The next phase lasting two to three months will involve the installation of rows of solar panels, together with the required transformers, inverters and sub-station. The solar panels will be arranged on racks that are secured to the ground by driven posts. The panels will be set at an angle of 20 degrees, with the lower edge approximately 0.8m off the ground, and the upper edge of the majority some 2.4m above ground level. However, some '4-panel' stands will be 3.7 meters above ground level on northern boundary.

A cabin is proposed near the site entrance off Sipson Road. 4 inverter buildings are proposed along the northern boundary. The Inverters will be 6 metres long x 3 metres high. Other ancillary structures include CCTV masts required for security purposes, new boundary fencing and an electricity sub-station, to be located adjacent to the entrance from Sipson Road.

The 8 metre wide strips of land between the solar arrays are to be left as grassland, developed as wild flower meadows. Subject to a soil survey and detailed management plans, the central area could be mown or grazed.

The installation of the solar arrays will use 'no dig' construction techniques. Haul roads will also avoid excavation, using permeable geotextile sheets, to limit their permanent effect on the landscape.

The 8 Megawatts (power generated) will link into the grid via the motorway supplies to the north, the sub-station in Sipson Road (south of the Holiday Inn), or the sub-station near the garage in Harmondsworth Lane / junction of Holloway Lane.

Existing boundary trees will be retained and re-enforced with additional planting on external slopes. Bunds along southern boundary may be increased in height to aid screening.

The planning application is supported by a range of reports, as listed below:

1. Design and Access Statement
2. Planning Statement
3. Extended Phase 1 Habitat Survey
4. Amphibian Survey
5. Arboricultural Report (incorporating Tree Survey and Arboricultural Implications Assessment)
6. Landscape and Woodland Management Plan
7. Landscape and Visual Impact Assessment
8. Phase 1 Geo-Environmental Site Assessment
9. Geo-Environmental Site Investigation
10. Air Quality Assessment
11. Glint and Glare Assessment
12. Transport Statement
13. Statement of Community Involvement

EIA Screening Opinion

The applicant formally sought advice in relation to the need for an Environmental Impact Assessment (EIA). The Council issued its response on 24th January 2014. It concluded that the proposal is unlikely to have a significant environmental impact and, therefore, that an EIA would not be needed.

### 3.3 Relevant Planning History

46223/APP/2013/2899 Land Adjacent To Sipson Road In Holloway Lane Harmondsworth

Use of part of the site fronting Sipson Road, for a period of 18 months, as a construction compound and training facility in conjunction with the rebuilding of the structural supports for the A4 Hammersmith Flyover.

**Decision:** 28-11-2013 Approved

#### Comment on Relevant Planning History

· The site comprises former agricultural land, which was used for gravel extraction until the late 1960's. It was then land filled in the early 1970s by the then Greater London Council and restored in 1971/72. The capping layer has subsided at a differential rate, leaving a large field with hummocky, undulating levels. It is currently used for horse grazing.

· Temporary planning permission 46223/APP/2013/2899 was granted on 04/12/2013 to use part of the site as a construction compound and training facility for a temporary period of 18 months.

### 4. Planning Policies and Standards

Planning Practice Guidance for Renewable and Low Carbon Energy (July 2013 Department for Communities and Local Government)

This guidance provides advice on the planning issues associated with the development of renewable energy. It will be kept under review and should be read alongside other planning practice guidance and the National Planning Policy Framework. The guidance states that in shaping local criteria for inclusion in Local Plans and considering planning applications in the meantime, it is important to be clear that:

- the need for renewable or low carbon energy does not automatically override environmental protections
- cumulative impacts require particular attention, especially the increasing impact that wind turbines and large scale solar farms can have on landscape and local amenity as the number of turbines and solar arrays in an area increases
- local topography is an important factor in assessing whether wind turbines and large scale solar farms could have a damaging effect on landscape and recognise that the impact can be as great in predominately flat landscapes as in hilly or mountainous areas
- great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of proposals on views important to their setting
- proposals in National Parks and Areas of Outstanding Natural Beauty, and in areas close to them where there could be an adverse impact on the protected area, will need careful consideration
- protecting local amenity is an important consideration which should be given proper weight in planning decisions. Paragraph 26 of the above mentioned guidance states: "The deployment of large-scale solar farms can have a negative impact on the rural environment, particularly in very undulating landscapes. However, the visual impact of a well-planned and well-screened solar farm can be properly addressed within the landscape if planned sensitively". Paragraph 27 of the above mentioned guidance states: "Particular factors a local planning authority will need to consider include:
  - encouraging the effective use of previously developed land, and if a proposal does involve greenfield land, that it allows for continued agricultural use and/or encourages

biodiversity improvements around arrays

- that solar farms are normally temporary structures and planning conditions can be used to ensure that the installations are removed when no longer in use and the land is restored to its previous use
- the effect on landscape of glint and glare and on neighbouring uses and aircraft safety
- the extent to which there may be additional impacts if solar arrays follow the daily movement of the sun
- the need for, and impact of, security measures such as lights and fencing
- great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of proposals on views important to their setting. As the significance of a heritage asset derives not only from its physical presence, but also from its setting, careful consideration should be given to the impact of large scale solar farms on such assets. Depending on their scale, design and prominence, a large scale solar farm within the setting of a heritage asset may cause substantial harm to the significance of the asset
- the potential to mitigate landscape and visual impacts through, for example, screening with native hedges
- the energy generating potential, which can vary for a number of reasons including, latitude and aspect.

Paragraph 28 of the above mentioned guidance states: "The approach to assessing cumulative landscape and visual impact of large scale solar farms is likely to be the same as assessing the impact of wind turbines. However, in the case of ground-mounted solar panels, it should be noted that with effective screening and appropriate land topography, the area of a zone of visual influence could be zero".

#### **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.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
NPPF	National Planning Policy Framework

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st July 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

35 adjoining owner/occupiers have been consulted. The application has been advertised as a departure from the development plan. Two letters of support from a local residents have been received. The contents are summarised below:

1. Development is great, can't happen soon enough
2. Great use to repair the land and make use with renewable energy.

## BRITISH AIRPORTS AUTHORITY

No objection, subject to the following conditions and informatives:

### Submission of Landscaping Scheme - England

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)). These details shall include:

- the species, number and spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved. Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of Birds and an increase in the bird hazard risk of the application site.

### Information

Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater. Tree species such as Oak (*Quercus sp.*, Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme. Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

We would also 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/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm))

We therefore have no aerodrome safeguarding objection to this proposal, provided that the above condition/s is/are applied to any planning permission. It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

## NATURAL ENGLAND

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

#### Statutory nature conservation sites - no objection

This application is in close proximity to the Staines Moor Site of Special Scientific Interest (SSSI). This SSSI forms part of the South West London Waterbodies Wetland of International Importance under the Ramsar Convention (Ramsar Site) and Special Protection Area (SPA).

Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which South West London Waterbodies has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Staines Moor SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

#### Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted. If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species, or have difficulty in applying it to this application, please contact us with details at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

#### Solar Parks - Further information

For additional information relating to Solar Parks please refer to the Technical Information Note at the link below, which provides a summary of advice about their siting, their potential impacts and mitigation requirements for the safeguarding of the natural environment.

Solar parks: maximising environmental benefits (TIN101) and recent industry publication on biodiversity enhancements for solar farms BRE National Solar Centre Biodiversity Guidance for Solar Developments and recent industry publication on biodiversity enhancements for solar farms BRE National Solar Centre Biodiversity Guidance for Solar Developments.

#### Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.



### Impact Risk Zones for Sites of Special Scientific Interest

Natural England has recently published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated. Further information and guidance on how to access and use the IRZs is available on the Natural England website. Biodiversity enhancements. This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006), which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

### Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

### GREATER LONDON AUTHORITY

After considering the report, the Mayor was not convinced that the environmental benefits associated with the production of renewable energy outweighed the importance of the Green Belt. Notwithstanding the content of the attached report, the Mayor therefore considers that the application does not comply with the London Plan.

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

### GLA Stage 1 Report (Summary)

London Plan policies on Green Belt, energy, waste, biodiversity and transport are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan; the reasons and potential remedies to issues of non compliance are set out below:

- Principle of development: The proposal represents inappropriate development on Green Belt land and is contrary to London Plan policy 7.16. The production of energy from renewable sources could

constitute a 'very special circumstances' argument and supports London Plan policies 5.5 and 5.7. However, further information should be provided by the applicant to demonstrate that the environmental benefits that the proposal will bring outweigh the resultant harm to the Green Belt.

- Waste: The importation of inert waste does not raise any strategic issues. However, the form of the waste material used and its provenance should be confirmed by the applicant.

- Biodiversity: The proposal encourages biodiversity improvements and is supported by London Plan policy 7.19. Should planning permission be granted, a more detailed ecological survey should be provided and the proposed biodiversity enhancement measures should be secured by condition.

- Transport: The proposal is broadly supported. However, the impact of the daily HGV movement during the construction period should be monitored should the planning permission be granted and a Construction Logistics Plan (CLP) should be submitted by the applicant for the Council's approval.

## TRANSPORT FOR LONDON (TfL)

The following comments are made by Transport for London officers on a 'without prejudice' basis only. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme.

To the south and west, the site borders Holloway Lane and Harmondsworth Road respectively. The development site is 1.8km north of the nearest section of the Transport for London Road Network (TLRN) at the A4, Bath Road. The northern boundary of the site is adjacent to the M4 motorway. Sipson Road forms the eastern boundary of the site, from where the vehicular access will also be taken, is a cul de sac which is shared with a National Express coach park.

The site is served by the 222 bus which can be accessed from Sipson Road, 300m metres to the south east of the site. The nearest station, Heathrow Terminals 1 to 3 are located over 2.5 kilometres away. Therefore, the Public Transport Accessibility Level (PTAL) for this location is 1b (poor) on a scale where 6 is the most accessible for public transport. TfL accepts that once operational, the proposed development will have a minimal impact on the highway or public transport networks. However, TfL notes that the submitted transport statement predicts 40 daily HGV movements during the 7 month construction period and on that basis, TfL recommends that the applicant submits a Construction Logistics Plan (CLP) for the council's approval in consultation with TfL. The latest TfL guidance on the content of CLPs can be found here: <https://www.tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>.

### **External Consultees (Additional)**

#### ENVIRONMENT AGENCY

As the proposed development will also require an environmental permit from us, I have included relevant comments below. We will require further information from the applicant to determine which permit will be required and whether it is likely to be acceptable. The applicant should note that the decision to grant a permit will be made irrespective of whether or not planning permission is granted.

#### Planning Conditions

We consider that planning permission could be granted to the proposed development as submitted if the following planning condition is included as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

#### Condition 1

No infiltration of surface water drainage into the ground at the site is permitted. The development shall not commence until such time as a scheme to collect and dispose of surface water at ground level has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

## Reasons

The site is located on historic landfill containing hazardous substances which pose significant risk to the groundwater receptors. Installation of soakaways or the use of infiltration techniques could create pathways for new contamination or mobilise existing contamination within the site. To prevent future deterioration or further contamination of groundwater, no infiltration will be considered acceptable in such a sensitive area.

National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

## Condition 2

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

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

## Reason

The site is located on a principal aquifer and in close proximity to two groundwater abstraction points. The first is immediately to the south of Holloway Lane, the second is to the west of the site and both are licensed to Holloway Farm, Harmondsworth. This condition is required to ensure the protection of controlled waters. The submitted Phase 1 report identifies groundwater and nearby abstractions as potential receptors but categorises them as low risk. The Phase 2 report does not assess risks to controlled waters so we are unable to provide detailed comments on this report and we do not agree with this approach. As materials are being imported to site their placement over an existing landfill can cause movement of contamination within the historic landfill (leachate for example). We do not know if the site is impacting groundwater or if leachate is present so further assessment is needed in this respect.

## Condition 3

No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

## Reasons

To ensure protection of controlled waters.

## Environmental Permitting

The proposed landfill site will require an Environmental Permit under Schedule 10 of the Environmental Permitting Regulations 2010. We do not currently have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution and we have concerns that these requirements might not be met through the current planning application. The applicant is advised to contact Rob Devonshire on 01707 632473 to discuss the permitting issues likely to be raised.

## The proposed development

1) is located on a principal aquifer. We will therefore need to consider the location of the proposed development in regard to the protection of groundwater in more detail. A hydrogeological risk assessment must demonstrate that active long-term site management is not needed to prevent groundwater pollution.

2) is located in close proximity to abstraction points likely to be used for irrigation purposes. A hydrogeological risk assessment must demonstrate that active long term site management is not needed to prevent groundwater pollution. We will also need to consider whether surface run off can be satisfactorily managed to avoid contamination.

We have concerns that the topography of the site with proposed restoration levels will not minimise the quantity of waste for the development, and is therefore unlikely to meet the requirements for a recovery activity.

This site is a former landfill therefore redevelopment using site derived materials may pose a risk to the environment. However, where this material can be demonstrated as suitable for use (i.e. clay capping) this should be used and could minimise or negate the need for any import of waste.

Section 6 of the planning statement states that the imported material will consist of approximately 65,000 m<sup>3</sup> of inert material including topsoil. Topsoil is not considered an inert material, which makes this statement contradictory and consequently we are unable to determine exactly which permits are required. When we receive an Environmental Permit application, based on the information provided, we may conclude this is a disposal activity. If this is the case, the applicant would need to apply for a landfill permit to complete the development to the levels identified in the planning application, or revise the design to a much lower level. As landfill is a waste disposal operation it must comply with the requirements of the Landfill Directive.

Additional 'Environmental Permitting Guidance' can be accessed via the <http://www.gov.uk/> website.

We advise joint discussions with the applicant, planning authority and ourselves, as well as parallel tracking of the planning and permit applications to avoid the potential need for amendments to the planning application post-permission.

In order to assess the risks identified above, the following additional information will be required:

I. Hydrogeological risk assessment based on the nature and quantity of the waste and the natural setting and properties of the location.

## Additional information on permitting

Further guidance and advice can be found in our Groundwater Protection: Principles and Practice document and our technical guidance document H1 on hydrogeological risk assessments for landfills and the derivation of groundwater control and compliance limits.

## HARMONDSWORTH AND SIPSON RESIDENTS ASSOCIATION

As stated in the documentation provided by Costain's, our association was consulted as were the residents of both villages. Costain's would appear to be mindful of our environmental concerns and the potential benefits they could offer by supporting other solar projects already in the villages, improving the visual appearance of the site boundaries and addressing the unsafe road crossings in the vicinity of their access point to the site. In the construction phase there will be greatly increased vehicle movements to and from the site which would involve HGVs negotiating a difficult right turn from the Holloway Lane approach (via M4). Costain's representatives have been made aware that this access point is hazardous for pedestrians and cyclists.

## HEATHROW VILLAGES CONSERVATION AREA ADVISORY PANEL

Although we regret the present poor state of this Green Belt site due to inadequate remediation following gravel extraction, we are prepared to see the site used for a solar farm for the limited period proposed, as it will then be in a better state and suitable for return to agricultural or recreational use. We are however dismayed that the landowners are not including the whole of the area between Sipson Road and Harmondsworth Road in the scheme, reserving the area to the east, between Sipson Road and the site of the present proposal, that is currently in use as a works compound. This will allow them to continue to request intermittent permission to use this smaller area in this way, which is at odds with its Green Belt status.

### **Internal Consultees**

#### FLOOD AND DRAINAGE OFFICER

The application proposes to control surface water on site through the provision of a cut of swale before the boundary of the site on the south side, which is in principle acceptable. However the applicants propose to discharge from this swale into the nearby Highway drainage along Holloway Lane. There is no survey or information on the capacity of this drainage or current condition to demonstrate its ability to accept any further discharge from the site or that it will not exacerbate further surface water ponding issues along Holloway Lane to the north under the M4. It was stated in the Flood Risk Assessment prior to discharge into any Thames Water sewers the capacity would be investigated, and this would be expected of any proposed discharge to Highway drainage. A detailed survey by the applicant must be undertaken before this proposal would be considered, unfortunately as discussed with the applicant previously the Council does not currently hold an upto date drainage survey of this area.

#### ENVIRONMENTAL PROTECTION UNIT

**AIR QUALITY:** I have no specific objections to the proposed development with regard to air quality. An Air Quality Assessment by REC for Costains Engineering Ltd dated 28 February 2014 was submitted in relation to the above application. It broadly assessed both the construction and operation impacts on air quality. It should be noted the construction impacts largely related to dust from site from construction and not the construction vehicles movements to and from the site. Based on the Transport Statement this would be at worst an additional 80 vehicle movement a day for 7 months in relation to the importation of inert wastes to the site.

It is assumed it was scoped out because it was under 200 DV movements in relation to the development. The Transport Statement also indicates the HDV route from the M4 to the site will not use residential streets. The air quality in the vicinity of the site is very poor due to high NO2 and could be made a little worse for a short period due the vehicle movements associated with the importation of materials. It would be preferable, that onsite plant be zero or low emission as far as practicable. Traffic contribution was scoped out for the operational phase of the development, with vehicle movements being anticipated to be about 1 per fortnight for security purposes. The DEFRA

modelled background used for the site probably slightly underestimates the background in the area for NO2. It appears the air quality impacts for the operational phase is negligible as stated in the assessment.

LAND CONTAMINATION: The following documents were submitted:

1. Geoenvironmental Site Investigation by REC Consultants dated 25 April 2014 (draft)
2. Phase 1 Geo-Environmental assessment by REC Consultants dated May 2014 (final).
3. Letter from Environment Agency to JTS Partnership dated 10 January 2014

The above reports are acceptable but we would be looking for some further investigation on the rest of the site beyond the bund. The standard condition OM30 should be applied to any permission. The desk study we have received would meet part (a) of the condition and the site investigation on the bund would meet the site investigation part of the condition numbered (b) for the bund area. I would add the import condition so we can obtain testing results on the soil used to fill the voids, some will be import and some from the bund. My main points are -  
Some further investigation across the landfill should be undertaken. Some gas monitoring should be included in the site investigation given the proposed capping and lack of recent information. With the proposed tipping of soils into the voids some groundwater monitoring appears necessary to satisfy the Agency. The tipping requires a permit from the Agency.

Condition COM30

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

Import Condition

All soils used for levelling the landfill and landscaping purposes shall be clean and free of contamination. Site derived soils from the bund and imported soils shall be inspected and

tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

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

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

#### ACCESS OFFICER

There are no accessibility issues associated with this application.

#### TREE AND LANDSCAPE OFFICER

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

appropriate. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

- No trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement describes the site and design process.
- In section 3 it confirms that the aim is to create a solar farm with an output of 6.2 MWp, generating enough energy to power approximately 1,850 homes.
- Landscape enhancement will include extensive areas of trees, shrubs and hedges along the boundaries. As part of a the landscape management plan the meadows will be grazed by sheep and used to accommodate beehives in association with the British Beekeepers Association.
- Landscaping is addressed in section 3.15-3.24. As part of the enabling work topsoil will be stripped and stored, prior to backfilling of the settled areas / hollows with imported inert material and re-topsoiling to provide a more, even gradient across the site.
- The main landscape objectives are set out in 3.20
- Table 3.39 provides a review and summary of the Design solution.
- Wardell Armstrong's Landscape and Visual Impact Assessment, dated May 2014, together with Photoviews 1a -8b, consider the likely visual impacts on the landscape character, public highways, public rights of way, residential properties and recreational facilities. Predictably the adverse impacts will be most evident during the construction / installation phase. As the planting establishes the residual impact on the local landscape character would be negligible- slight beneficial.
- Wardell Armstrong's Arboricultural Report, dated May 2014 assesses the quality and value of 6 No. individual trees and 8No. groups of trees across the site.
- The landscape proposals are supported by Wardell Armstrong's Landscape Management Plan, dated May 2014.
- An Extended Phase 1 Habitat Survey, by REC, concludes, at 5.3, that the proposed development is mostly impacting on habitats with low quality value and that (5.5) the development includes opportunities for the enhancement of wildlife habitats.
- An Amphibian Survey, by REC, concludes that there are no records of great crested newts on the site, following four surveys. It also notes (4.0) that a new / replacement water body is to be provided - and that Natural England should be consulted in the event that great crested newts are discovered.
- 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.

CONCLUSIONS:

- The application has been the subject of pre-application meetings and a site inspection, between the design team and planning / specialist officers.
- While the proposed use constitutes development within the Green Belt, the use is environmentally friendly, reversible and temporary - albeit with a predicted life of up to 30 years.
- There is no objection to the associated landscape mitigation proposals to establish nectar bearing wildflower meadows (attractive to pollinator insects), native woodland / shelter belt / hedge planting and improved boundary fencing which would all be a positive enhancement of the landscape character and biodiversity of the site.
- The proposal to import additional material to the site will result in the overall raising of levels across the site. The additional build up of the levels will render the solar arrays more conspicuous than if the levels had been adjusted using cut and fill techniques utilising site won materials.
- The National Planning Policy Framework advises that the essential characteristics of Green Belts is their openness, thus the loss of openness, however limited, would harm the essential character of the Green Belt.
- The design and siting of the proposed solar arrays and the associated structures would give the area a suburban / industrial appearance and be perceived as extending urbanisation outside, but close to the built up area.

On balance the application is unacceptable because it fails to address the last three points.

#### SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following:

##### Energy

The NPPF provides clear guidance on renewable energy developments. It states that one of the core principles of planning is to: support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy); However, the NPPF recognises the conflict of delivering renewable energy and protecting Green Belt. Paragraph 91 states: When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

The need for renewable energy technology is not disputed. The NPPF requires Local Authorities to accept the need for an increased amount of renewable energy technology and therefore, the implication is that such proposals should inherently be considered positive. To that end, I support the proposals from the perspective of 'need' and that it would be a positive contribution in terms of energy provision. Notwithstanding that, the harm of the specific location needs to be weighed up against this positive.

##### Ecology

The site has limited value for ecology. However, a development on this scale, with the importation of soil would invariably have a negative impact on grassland and wild growing flowers that would naturally occur on this site. The development should result in a net improvement for biodiversity and therefore the following condition is required:

##### CONDITION

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping including the



planting of wild flowers and appropriate landscaping of the onsite pond. The scheme shall include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

#### REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

#### Monitoring

The importation of soil needs to be strictly regulated to avoid unauthorised loads being tipped on the site. I would therefore recommend a construction management plan that includes an onsite presence to validate waste deliveries and for waste tracking information to be sent to the Local Planning Authority that shows the source and type of waste. All information must be verifiable. A regular reporting mechanism should be considered.

#### HIGHWAY ENGINEER

The construction period is anticipated to be 7 months and the maximum traffic generation is expected to be for the first 5 months during which delivery of inert material for landscaping is likely to occur. 40 deliveries a day, or 80 two way movements, of 4 axle tipper trucks are expected.

The construction traffic delivery route will be via the M4 junction 4, Holloway Lane and into the northern part of Sipson Road. Coaches associated with the National Express Coach depot and HGVs associated with the Costain Hammersmith flyover project currently access Sipson Road via the Sipson Road/Holloway Lane roundabout.

The duration of the landscaping works comprising the delivery of inert material by 4 axle HGVs is expected to be 5 months with an estimated 40 deliveries a day. The auto tracks indicate the body of the HGVs overhanging the north west footway at the roundabout junction. The footway is wide and with not much pedestrian traffic. The developer would be required to cordon off parts of the footway, without obstructing pedestrians, for the duration of the works.

There delivery of PV panels will be by articulated HGVs which cannot negotiate round the roundabout. A bankman, as suggested in the transport statement is not sufficient on its own. There are expected to be overall 33 such deliveries which would have to take place off peak. Temporary signals or stop/go boards would be required with prior approval of the highway authority together with a requirement for deliveries to take place off peak. For the duration of the works a temporary traffic order prohibiting vehicles from parking along the relevant section of Sipson Road would be required in order to avoid conflict with coaches and empty lorries on their way out. A Condition is also required to ensure no deliveries or construction operative traffic passes through the local villages of Sipson and Harmondworth. These measures ought to be delivered under a Condition or S106 agreement.

Once the site becomes operational there is expected to be one maintenance vehicle visiting the site once a month. Subject to the above highway measures no objections would be raised on highway grounds.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The whole of the application site is designated as Green Belt. There are currently no proposals to delete this land from its Green Belt designation.

#### POLICY CONSIDERATIONS

The main policy issue in relation to this development is considered to be the principle of additional development within the Green Belt and its impact on the character and appearance of the Green Belt. The National Planning Policy Framework (NPPF) is relevant. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Nevertheless, the document states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para 88. states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations".

The National Planning Policy Framework notes at Para 91, that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources. However, the NPPF goes on to state that when determining planning applications, local planning authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small scale projects provide a valuable contribution to cutting greenhouse gas emissions; and approve the application if its impacts are (or can be made) acceptable.

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance".

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that:

"The Council will seek to maintain the current extent, "Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

The 2007 Unitary Development Plan Saved Policies (currently serving as Part 2 of the Hillingdon Local Plan) are also relevant. Planning policy on Green Belt land is set out at Policies OL1, OL2 and OL4 in the 2007 Hillingdon Unitary Development Plan "Saved" Policies. These policies give strong emphasis to not normally permitting new building in the Green Belt, reflecting overarching national and London wide policies.

Of particular relevance is Saved Policy OL1 of the Hillingdon Local Plan Part 2, which endorses both national and London Plan guidance. Policy OL1 states 'Within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- Agriculture, horticulture, forestry and nature conservation;

- Open air recreational facilities;
- Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt'.

The site is identified as derelict land in the Saved Policies UDP. (September 2007). This is a material consideration in the determination this application. The definition of derelict land includes worked out minerals excavations (such as the current site), which are not subject to enforceable planning conditions or other arrangements which provide for their restoration. In exceptional circumstances, the Local Planning Authority has in the past allowed a limited amount of development in excess of that usually acceptable under Policy OL1.

In these cases, the Local Planning Authority required the development scheme to include large scale environmental and amenity gains, commensurate with the extent of development envisaged. The above exemptions to Green Belt Policy are enshrined in Saved Part 2 Policy OL21. Saved Part 2 policy OL24 also requires such proposals to ensure any harm to sites of importance to nature conservation is minimised and that, as part of the restoration/aftercare scheme, remaining areas of nature conservation value are enhanced and new habitats created. However, from the information provided, it is not considered that the proposals would qualify for a relaxation of normal Green Belt policy on the basis of land restoration, as no land remediation is proposed in the current scheme.

#### VERY SPECIAL CIRCUMSTANCES

The proposal does not conform to the types of development allowed by Saved Policy OL1, the London Plan or the NPPF and as such the proposal will comprise inappropriate development, requiring very special circumstances to justify the proposal.

The applicant has sought to demonstrate that the proposed solar farm meets the 'very special circumstances' test. The applicant believes the benefits that the proposed solar farm will deliver outweigh the harm caused to the Green Belt by the presumption of 'inappropriate development'.

Firstly the applicant has submitted that the harm is limited to the site itself as opposed to the surrounding area. Secondly, the applicant has also specified that the impact of the proposed development would be temporary with full removal of the development in the future and that the character of the site would be improved as the result of the proposed ground improvement and planting works.

Thirdly the applicant believes that "the wider benefits associated with the increased production of energy from renewable sources" is a very special circumstances argument. In terms of renewable energy, the applicant is proposing to install a 6.2MW solar photovoltaic (PV) farm, whose electrical capacity is estimated to produce enough electricity to meet the annual electricity consumption of circa 1,848 homes. Based on the 2011 census data, this is equivalent to 1.85% of dwellings in Hillingdon. This green electricity is expected to displace 3,166 t CO<sub>2</sub>/year, equivalent to the CO<sub>2</sub> emissions of around 600 homes. These arguments, the applicants submit could constitute 'very special circumstances' to outweigh the harm caused to the Green Belt.

In response to these very special circumstances arguments, it is acknowledged that the NPPF at para 98 states that that when determining planning applications, local planning authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse emissions. However, the National Planning Policy Framework also advises that the essential characteristics of Green Belts is their openness, thus the loss of openness, however limited, would harm the essential character of the Green Belt. As set out elsewhere in this report, it is considered that that the development would cause harm to the openness and purposes of the Green Belt at this location.

Whilst the reasons for a 30 year permission are understood, given the considerable length of time, this is not considered to be a temporary permission in the usual sense.

The main purpose of Hillingdon's Green Belt is to keep land open and free from development, to maintain the character and identity of individual settlements and to make a clear distinction between rural and urban environments, in support of strategic objective SO3 of the Local Plan. The Local Plan aims to create sustainable communities by concentrating new development in urban areas and local town centres. The Green Belt's role is to help reinforce this strategy by strictly controlling development in the open countryside. As such, the piecemeal loss of individual Green Belt sites such as this is not something the Council can support. The cumulative impact of a series of such changes could permanently affect the environmental status and amenity value of local areas of Green Belt such as this over time.

The point about the Green Belt designation running west to east across the Borough at this location is that whilst it is relatively narrow, it performs a valuable role, separating the main built up area of the Borough from Heathrow. This is pointed out as a key element contributing to Hillingdon's overall character in the latest draft of the Townscape Character Study, which is being prepared by consultants as part of the evidence base for Part 2 of the Local Plan. The Council would want to maintain the character and amenity of this important, relatively open area of Green Belt in future and avoid incursion by intrusive commercial activities, which can be more appropriately located elsewhere.

The Mayor considers that the proposal represents inappropriate development on Green Belt land and is contrary to London Plan policy 7.16. The production of energy from renewable sources could constitute a 'very special circumstances' argument and supports London Plan policies 5.5 and 5.7. However, the Mayor considers, and officers agree that the applicant has failed to demonstrate that the environmental benefits that the proposal will bring outweigh the resultant harm to the Green Belt.

## CONCLUSION

The applicant has submitted a copy of a recently concluded High Court case (Redhill Aerodrome). The applicants submit that it is important to this application as it changes the way in which the Green Belt 'very special circumstances' test needs to be applied.

Officers have reviewed this judgement and consider that the correct approach is to go through the harm which is caused when a development is inappropriate in the Green Belt and add to that actual harm to the Green Belt. That combination amounts to substantial weight against a development proposal. Against that have to be placed the positive factors in favour of the development, before reaching a conclusion as to whether very special circumstances have been demonstrated to clearly outweigh the harm to the Green

Belt. This approach has been adopted in assessing whether the benefits, when weighed against the drawbacks of the proposed development, are significant and therefore very special circumstances weighing in favour of the proposal exist, in the case of the proposed development.

It is considered that the proposed commercial development would intrude into the undeveloped landform and result in loss of openness to the Green Belt. The proposed fencing would also create a sense of enclosure that would compound the perception of loss of openness. It is considered that should the development be allowed, this part of the Green Belt land would fail to fulfill its function of checking unrestricted urban sprawl, or assist in safeguarding the countryside from encroachment.

On balance, it is therefore considered that the development would cause harm to the openness and purposes of the Green Belt and no very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Local Plan Policy EM2, Policy OL1 and OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policies 5.20 and 7.16 and the provisions of the NPPF. It is therefore recommended that planning permission be refused for this reason.

It is noted that the decision on the Redhill Aerodrome case has recently been quashed and full reasons for this decision have not been provided. However, in these circumstances, the assessment officers have made is considered robust.

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

Not applicable to this development.

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

The site does not fall within an Archaeological Priority Area. Furthermore, this is a former landfill site and the proposed development does not involve any significant excavations, as the solar panels will be secured to the ground by driven posts. As such it is not considered that there are any archaeological issues associated with this development.

There are no Conservation Areas or Listed Buildings within the vicinity of the site.

#### **7.04 Airport safeguarding**

The application was referred to Heathrow Aerodrome Safeguarding and a response was received, which stated that the proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria, subject to a planning conditions for the submission of a Bird Hazard Management Plan and a Landscape scheme, including details of species, number and spacing of trees and shrubs. These matters could be addressed by condition in the event of an approval.

A Glint and Glare study has been submitted with the planning application. The study sets out a full glint and glare assessment with particular consideration being given to potential impacts upon operations at Heathrow Airport and on the M4 motorway.

Solar PV panels are designed to absorb as much light as possible and do not therefore generally give rise to issues associated with glint and glare. The study concludes that the overall reflection impacts for Heathrow Airport are assessed as negligible, and the proposed development fulfils Civil Aviation Authority guidance for solar farms.

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

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in the NPPF, Local Plan Part 2 Policy OL1.

## Policy OL2

states that, where development proposals are acceptable in principle in accordance with Policy OL1, the Council will where appropriate seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives. The application site is visible from public vantage points including the Harmondsworth Road where it crosses the M4.

The application includes a 'Landscape and Visual Impact Assessment' (L&VIA), which described the landscape character and context and the significant areas of vegetation. The applicant has recognised that the impact on the character and openness of the site would be significant, but argues that that the harm is limited to the site itself, as opposed to the surrounding area. The applicant has proposed measures to improve the ground conditions and enhance the boundary landscaping, to minimise the immediate views of the arrays. The L&VIA concludes that, with mitigation landscaping, the facility will be very effectively screened and, because of the local topography, the zone of visual influence will be very limited. The applicant also argues that all negative impacts are temporary, as once the useful life of the solar panels has been reached, they, together with all ancillary structures, will be removed and the openness of the site will be restored. Finally, the character will have been significantly enhanced as a result of the land improvement, additional planting and biodiversity/habitat measures that will have been put in place.

The site, whilst not of high landscape value, is considered to offer a degree of visual amenity. In terms of the current proposal, the site currently supports rough grassland weeds and scrub vegetation. The greatest impact of the proposed development on the Green Belt would be upon its visual amenity due to the solar elements and associated ancillary structures within the landscape.

An extensive area of land would be covered by straight rows of above ground coloured panels and their supporting framework. It is considered that this would represent a major change, forming an extensive and incongruous feature, which would detract significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated structures would give the area an industrial appearance and be perceived as extending urbanisation outside, but close to the built up area. The finished effect of developing this open, rural site for industrial purposes would be of projecting urban development into the countryside and would be alien to the rural character of the area generally. The proposed fencing would also create a sense of enclosure that would compound the perception of loss of openness. As such, it is considered that the development would intrude into the undeveloped landform and would cause harm to the openness and purposes of the Green Belt at this location.

In particular, there is one off-site location, from which there are views through and across the site which would be difficult to screen by landscape mitigation. This is the short stretch where Harmondsworth Road crosses the M4 on higher ground. Although it is proposed to widen the embankment and provide a landscaped planting area within the site, It would not be possible to completely screen the views of the site from this public vantage point. From outside the site, impacts on openness and character will also be evident to a lesser extent from the immediately surrounding roads and will be compounded by the presence and visual impact of the boundary fence and CCTV cameras. The Mayor considers that the proposed boundary treatments would not properly mitigate and address the harm caused to the character and openness of the site in this location.

In addition, the proposal to import additional material to the site will result in the overall raising of levels across the site. The additional build up of the levels will render the solar

arrays more conspicuous than if the levels had been adjusted using cut and fill techniques utilising site won materials.

It is considered that the harm identified to the Green Belt adds to the substantial weight attached to the harm by reason of inappropriateness. Overall, the proposal would fail to accord with policy 7.16 of the London Plan 2011, policy EM2 of the Local Plan-Part 1 and policies OL1 and OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **7.06 Environmental Impact**

Saved Policy MIN20 requires any new proposals for landfill to demonstrate the incorporation of gas control and monitoring schemes, to take account of landfill gas, ensure ancillary activities do not affect pollution control measures and to provide suitable protection for pollution control measures. Saved policy MIN21 requires the impact of land filling on the hydroecological regime to be taken into consideration, including monitoring of the water table and any appropriate mitigation measures once land restoration is complete. Saved policy OE1 seeks to protect areas from development that would result in pollutants, unless sufficient measures are taken to mitigate the environmental impact. Policy OE11 seeks to limit harmful or hazardous substances which are a potential safety risk unless appropriate ameliorative measures are proposed to overcome the risk.

### **CONTAMINATION**

The application is supported by a Geo-Environmental Assessment and a Geo-Environmental Site Investigation. The latter document describes the site as being operated as a gravel pit during the 1950s and early 1960s and then having been land filled, with commercial and domestic waste, between 1963 and 1970. The site was then reinstated and has remained in an undeveloped state ever since.

Whilst the Geo-Environmental Assessment concludes that the landfill material could give rise to a wide range of contaminants, it finds that given that the nature of the development and that it will employ no dig techniques in order to secure the relevant structures, it is unlikely that it will be effected by any on site contamination, or result in the creation of new mitigation pathways that will result in an impact to the underlying aquifer. The Report does however conclude that the underlying landfill is likely to be generating ground gas, which could pose a risk to future site buildings and infrastructure, including service trenches.

The Geo-Environmental Assessment records an overall environmental risk rating of medium to high and makes a number of recommendations to mitigate the risk. These include early engagement with the Council, Environment Agency and National Grid, the undertaking of a Phase II investigation, the completion of a Piling Risk Assessment and the completion of a Materials Management Plan.

The Phase II Geo-Environmental Site Investigation also includes a Tier 1 Human Health Risk Assessment, which concludes that based on a commercial end use, there are no significant concentrations of potential contaminants.

The Geo-Environmental Investigation also sought to establish whether the material in the mound, in the southwest part of the site, could be used to fill the depressions and so restore a level site profile. The investigation concluded that some material is likely to be suitable for reuse. However, the applicant has decided that the areas of severe settlement will now be filled using imported, inert material. As such, the applicant argues that there should be no environmental issues which could arise if the capping level is disturbed.

The Council's Environmental Protection Unit notes that at the time of the previous investigation in 1998, there were quite high gas levels and some contaminants in the leachate above water quality standards. The ground conditions are domestic and mixed with waste such as ash and rubble. The new site investigation was limited to the bund in the corner near the petrol station. The waste in the bund trial pits appear to meet to human health standard generic guidelines for a commercial use.

The Environmental Protection Unit has advised that should permission be granted, a contaminated land condition should be applied, since testing has only been carried out on the bund, and further information is required for the rest of the site. If the capping is clean and tested, there may not be a contamination issue. However, it will be necessary to ensure that on the original landfill, it is clean and uncontaminated for the people who access the site.

The Environment Agency has raised concerns that the topography of the site with proposed restoration levels using imported waste will not minimise the quantity of waste for the development. The Agency acknowledges that since this is a former landfill site, redevelopment using site derived materials may pose a risk to the environment. However, where this material can be demonstrated as suitable for use, this should be used and could minimise or negate the need for any import of waste.

The Agency also advise that the proposed landfill site will require an Environmental Permit under Schedule 10 of the Environmental Permitting Regulations 2010. However, the Agency does not currently have enough information to know if the proposed development can meet its requirements to prevent, minimise and/or control pollution and has concerns that these requirements might not be met through the current planning application.

The Agency also notes that the importation of soil needs to be strictly regulated, to avoid unauthorised loads being tipped on the site. It therefore recommends a construction management plan that includes an on-site presence to validate waste deliveries and for waste tracking information that shows the source and type of waste. Had the application been acceptable in other respects, this could be secured by condition or a S106 Agreement.

## CONTROLLED WATERS

The Environment Agency been consulted on this application and notes that the site is located on historic landfill, containing hazardous substances which pose significant risk to the groundwater receptors. Furthermore, the site is located on a principal aquifer and in close proximity to two groundwater abstraction points. The Agency notes that submitted Phase 1 report identifies groundwater and nearby abstractions as potential receptors, but categorises them as low risk. However, the Phase 2 report does not assess risks to controlled waters. The Agency is therefore unable to provide detailed comments on this report, as materials are being imported to site and their placement over an existing landfill could cause movement of contamination within the historic landfill. Since it is not clear whether the site is impacting groundwater or if leachate is present, further assessment is needed in this respect.

Notwithstanding the above mentioned concerns, the Environment Agency has advised that planning permission could be granted to the proposed development, subject to a number of safeguards to prevent pathways for new contamination, to prevent mobilisation of existing contamination within the site and to prevent future deterioration or further contamination of groundwater. The Agency has therefore recommended a number of



planning conditions to secure these safeguards, as set out below. Without these conditions, the Agency would object to the application, as the proposed development would pose an unacceptable risk to the environment.

- No infiltration of surface water drainage into the ground at the site is permitted.
- A scheme to collect and dispose of surface water at ground level
- A scheme that includes the following components to deal with the risks associated with contamination of the site, including a preliminary risk assessment, a site investigation scheme, remediation strategy and a verification plan
- A verification report demonstrating completion of works set out in the approved remediation strategy including a long-term monitoring and maintenance plan

It is considered that the above mentioned safeguards and the further recommendations set out in the Geo-Environmental Assessment (i.e. the need for a Piling Risk Assessment and Materials Management Plan) could be secured by conditions and a S106 agreement, should planning permission be granted. Subject to compliance with these conditions, it is considered that the risk of land contamination pollution of controlled waters could be minimised, and the statutory functions of the Environment Agency would not be compromised, in compliance with Policies MIN20, MIN21, OE1 and OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the layout and appearance of new development harmonises with features of the area which are considered desirable to retain or enhance.

DCLG (Planning practice guidance for renewable energy, published July 2013) lists the particular planning considerations that relate to large scale ground-mounted solar photovoltaic farms. Cumulative landscape impacts and visual impacts should be considered separately. Cumulative visual impacts concern the degree to which a renewable energy development will become a feature in particular views or sequence of views, and the impact this has upon the people experiencing those views.

The application site is visible from public vantage points, including the most prominent view from Harmondsworth Road, where it crosses the M4 on higher ground. Vegetation along the boundaries, together with the existing bunds, will help to screen immediate views to some extent, particularly from the east, south and north.

The site itself is fundamentally open in character, supporting rough grassland weeds and scrub vegetation. Whilst not of significant landscape value, the site fulfills its Green Belt function of keeping land open and free from development, of maintaining the character and identity of individual settlements and making a clear distinction between rural and urban environments.

Whilst the surrounding area support various types of development, this is generally low key. Immediately to the east lies a coach depot which contains areas of hard standing and warehouse style buildings. Further afield, to the southeast is a Holiday Inn, which is visible in the surrounding landscape. To the south is a SITA waste disposal centre, a recycling plant and a garden centre. To the west there is another garden centre and petrol filling station and to the north, beyond the M4, there are residential properties. Overall, the land to south of the M4 motorway, and to the north of Heathrow Airport is open and rural in character and comprises predominantly agricultural fields and existing and former mineral extraction/landfill sites.

The Landscape and Visual Impact Assessment (L&VIA) submitted in support of the application concludes that visual impacts, during the operations phase, will range from nil-negligible adverse (adjacent properties), through to negligible-slight to moderate adverse (surrounding highways) and moderate adverse (the Holiday Inn). Once the facility has been decommissioned, and the associated structures removed from site, the impact will be negligible-slight beneficial.

As noted elsewhere in this report, the site is located in the Green Belt, the proposed solar arrays and the associated structures would affect the fundamental open character of the site, which the Local Planning Authority considers desirable to retain. The National Planning Policy Framework advises that the essential characteristics of Green Belts is their openness. Thus the loss of openness, however limited, would harm the essential character of the Green Belt.

While there is scope for soft landscape enhancement in the form of new/replacement planting within and around the proposed layout, it is not considered that this would mitigate against the built development, which will be visually evident. The design and siting of the proposed solar arrays and the associated structures would give the area an industrial appearance and be perceived as extending urbanisation into the existing rural landscape. The dispersal of the solar arrays and other paraphernalia associated with this commercial development would result in a significant urbanising effect, by transforming the open rural nature of the area to a harder, urban character, fragmenting the existing, spacious green landscape and influencing important views and vistas to and from the Green Belt. In addition, if permitted, the development could create pressure, which may be hard to resist, to release the adjoining Green Belt sites future development.

On balance, it is considered that the scheme would fail to conserve and enhance the visual amenity of the Green Belt, or harmonise with features of the area which are considered desirable to retain or enhance, contrary to Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **7.08 Impact on neighbours**

Saved Policy OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

There are no residential properties in the immediate vicinity of the site, or on the route that construction and delivery traffic will use to access the site. The nearest residential properties are to the north, beyond the M4 motorway.

As indicated by the Air Quality Assessment, the development will have no measurable impact on the level of air quality in the area, in view of the short build period, combined with measures to control the level of dust created during construction. The main source of noise is likely to be associated with transport movements during the construction phase which is expected to last some seven months. The short construction period would limit the number of vehicle movements, which will only take place during normal working hours.

During the operational phase, the development will only require a very small number of visits to maintain it, once it becomes operational. As a result, it is considered that the traffic associated with the proposal, will have very little effect on air quality, noise or traffic

levels in the surrounding area. In addition, the solar arrays will be fixed and accordingly, the facility will be silent during the operations phase. The Geo-Environmental Assessment and Investigation studies indicate that the development will not pose any risk to human health. Finally, the Glint and Glare Assessment concludes that the PV panels will not be a source of nuisance to any local receptor.

It is therefore considered that the proposal would not cause harm to the amenity of surrounding adjacent residential properties, in accordance with Local Plan Policies PT1.BE1, BE19, or OE1.

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

Not applicable to this application, as the proposal does not include residential development. Living conditions for future residential occupiers is therefore not relevant to consideration of this proposal.

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

Saved Local Plan Part 2 Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are concerned with traffic generation, on-site parking and access to public transport.

The planning application includes a Transport Assessment (TA), which reviews the existing traffic and highways conditions in the area.

The construction period is anticipated to be 7 months and the maximum traffic generation is expected to be for the first 5 months, during which delivery of inert material for landfill is likely to occur. 40 deliveries a day, or 80 two way movements of 4 axle tipper trucks are expected. The construction traffic delivery route will be via the M4 junction 4, Holloway Lane and

into the northern part of Sipson Road. Coaches associated with the National Express Coach depot and HGVs associated with the Costain Hammersmith flyover project (adjacent to the application site) currently access Sipson Road via the Sipson Road/Holloway Lane roundabout.

The Highway Engineer notes that the auto tracks indicate the body of the HGVs overhanging the north west footway at the roundabout junction. However, the footway is wide, with not much pedestrian traffic. The developer would be required to cordon off parts of the footway, without obstructing pedestrians, for the duration of the construction works.

With regard to the delivery of PV panels, this would be by articulated HGVs which cannot negotiate round the roundabout. The Highway Engineer considers that a banksman, as suggested in the transport statement is not sufficient on its own. There are expected to be overall 33 such deliveries, which would have to take place off peak. Temporary signals or stop/go boards would be required with prior approval of the highway authority, together with a requirement for deliveries to take place off peak. For the duration of the works, a temporary traffic order prohibiting vehicles from parking along the relevant section of Sipson Road would be required, in order to avoid conflict with coaches and empty lorries on their way out. It would also be necessary to ensure that no deliveries or construction operative traffic passes through the local villages of Sipson and Harmondworth. These measures could be secured by way of conditions or a S106 agreement, in the event of an approval. Subject to the above highway measures being secured, the Highway Engineer raises no objections to the proposal on highway grounds.

Given the location and nature of the application, TfL accepts that once operational, the

proposed development could have a minimal impact on either the highway or public transport networks. However, TfL notes that the submitted transport statement predicts 40 daily HGV movements during the 7 month construction period and on that basis, if planning permission is granted TfL recommends that the applicant submits a Construction Logistics Plan (CLP) for the Council's approval, to comply with London Plan Policy 6.3.

Finally, the Glint and Glare study has concluded that solar reflections will have virtually no effect on road traffic on the main M4 motorway, nor the M4 spur connecting Junction 4 and Heathrow Airport.

It is considered that had the development been acceptable in other respects, the above mentioned safeguards could be secured by conditions and/or a S106 Agreement, in order to ensure the free flow of traffic and highway and pedestrian safety, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

##### URBAN DESIGN

Design matters are not the principal issues regarding this application. The Urban Design and Conservation Officer has therefore made no comments to the proposals.

##### SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections to this proposal.

#### **7.12 Disabled access**

Not applicable to this development.

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

Not applicable to this development.

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

##### TREES 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. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

DCLG (Planning practice guidance for renewable energy, published July 2013) lists the particular planning considerations that relate to large scale ground-mounted solar photovoltaic farms. Cumulative landscape impacts and visual impacts should be considered separately. Landscape impacts are the effects of the proposed development on the fabric, character and quality of the landscape and the degree to which a proposed renewable energy development will become a significant or defining characteristic of the landscape. Cumulative visual impacts concern the degree to which a renewable energy development will become a feature in particular views (or sequence of views, and the impact this has upon the people experiencing those views).

The Landscape and Visual Impact Assessment (L&VIA) submitted in support of the application describes the local topography as being predominantly flat and, whilst the landscape is open, views into the site are restricted by the hedgerows in the surrounding area, and vegetation and bunds on the site boundary. The vegetation along the

boundaries, with the bunds behind, means that from most off-site vantage points, the interior of the site is effectively screened from view. However, there are sporadic gaps in the existing vegetation, through which it may be possible to see from the roads that immediately border the site, the top edge of solar panels. The scheme therefore includes proposals to enhance boundary landscaping, in order to ensure immediate views are minimised.

The Landscape and Visual Impact Assessment, together with Photoviews consider the likely visual impacts on the landscape character, public highways, public rights of way, residential properties and recreational facilities. Predictably the adverse impacts will be most evident during the construction / installation phase. The assessment concludes that as the planting establishes, the residual impact on the local landscape character would be negligible/slight beneficial.

The L&VIA finds that the local landscape is affected by a number of man-made features. Views are constrained by existing vegetation and topography, thereby decreasing inter-visibility. It concludes that both the landscape value of the site and the surrounding area, and the sensitivity of the landscape to change, is low. The L&VIA also concludes that the proposal will introduce new elements that, whilst not wholly uncharacteristic of the landscape, will be largely screened by existing vegetation. These elements will have a low-medium impact upon landscape character, whilst the proposed new planting will have a positive impact.

The Tree and Landscape officer notes that no trees or other landscape features of merit will be affected by the proposal. Landscape enhancement will include extensive areas of trees, shrubs and hedges along the boundaries. As part of the landscape management plan, the meadows will be grazed by sheep and used to accommodate beehives. As part of the enabling work, topsoil will be stripped and stored, prior to backfilling of the settled areas with imported inert material and re-topsoiling to provide a more, even gradient across the site.

There is no objection to the associated landscape mitigation proposals to establish nectar bearing wildflower meadows, native woodland, shelter belts, hedge planting and improved boundary fencing which would all be a positive enhancement of the landscape character and biodiversity of the site.

The Tree and Landscape Officer comments that 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.

## ECOLOGY

Hillingdon's Local Plan: Part 1 "Strategic Policies" (adopted November 2012) EM2 (Green Belt, Metropolitan Open Land and Green Chains), EM3 (Blue Ribbon Network), EM7 (Biodiversity and Geological Conservation) and EM8 (Land, Water, Air and Noise) deal with ecological issues.

Saved Policy EC2 of the Local Plan Part 2 seeks the promotion of nature conservation interests. Saved Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites on changes in the water table and of air, water, soil and other effects, which may arise from the development. Regarding the creation of new habitats, Savel Policy EC5 of the Local

Plan seeks the retention of certain on-site ecological features, enhancement of the nature conservation and ecological interest of sites or create new habitats.

Policy 7.19 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The NPPF at para.109 states inter alia that the planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity. This central government advice confirms and reinforces relevant policies in the Hillingdon Local Plan and the London Plan (2011).

An Extended Phase 1 Habitat Survey, concludes, that the proposed development is mostly impacting on habitats with low quality value and that the development includes opportunities for the enhancement of wildlife habitats. It also notes that a new/replacement water body is to be provided. The Habitat Survey confirms that the proposal will have a moderate to significant beneficial impact upon the biodiversity, ecological and landscape value of the site.

The site is not considered to be within a high quality area of ecology. However, the Strategy Planning Practice Guidance for renewable and low carbon energy encourages biodiversity improvements around arrays. In addition, a number of sites classified as derelict, such as this, do possess a degree of ecological value, resulting from habitat regeneration which has occurred over time. In many cases, it will be possible to protect and enhance this value.

Natural England notes that the site is in close proximity to the Staines Moor Site of Special Scientific Interest(SSSI), but is satisfied that if carried out in strict accordance with the details of the application, the proposed development is will not damage or destroy the interest features for which the Staines Moor SSSI has been notified.

In terms of protected species, an Amphibian Survey concludes that there are no records of great crested newts on the site, following four surveys.

The Council's Sustainability Officer considers that a development on this scale, with the importation of inert waste/soil would invariably have a negative impact on existing grassland and wild growing flowers that would naturally occur on this site. Since the policy requirement for a proposal of this type and scale is for the development to result in a net improvement for biodiversity, a condition requiring an ecological enhancement scheme should be imposed, in the event of an approval. The scheme would be required to detail measures to promote and enhance wildlife opportunities within the landscaping, including the planting of wild flowers and appropriate landscaping of the on-site pond.

The Mayor considers that the proposed landscaping and habitat management proposals are acceptable in principle and in line with London Plan policy 7.19. Should planning permission be granted, a more detailed ecological survey should be undertaken, in order to inform the detailed landscape design and habitat creation proposals.

Had the development been acceptable in other respects, it is considered that appropriately worded conditions would ensure that the development contributes to

ecological enhancement, in accordance with Policy EM7 (Local Plan) and Policies 7.19 and 7.28 of the London Plan.

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

Not applicable to this development.

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

The NPPF requires Local Authorities to accept the need for an increased amount of renewable energy technology and therefore, the need for renewable energy technology is not disputed.

The NPPF provides clear guidance on renewable energy developments. It states that one of the core principles of planning is to support the transition to a low carbon future in a changing climate. However, the NPPF recognises the conflict of delivery renewable energy and protecting Green Belt. Paragraph 91 states: When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

It is acknowledged that the proposal would make a positive contribution in terms of renewable energy provision. In terms of renewable energy, the proposed solar photovoltaic farm is expected to displace 3,166 t CO<sub>2</sub>/year, equivalent to the CO<sub>2</sub> emissions of around 600 homes. As set out in London Plan policy 5.5 on decentralised energy generation, the proposal will contribute to achieving the Mayoral target for 25 percent of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. The proposal will also help deliver London Plan policy 5.7 on increasing renewable energy generation, where the Mayor seeks to increase the proportion of energy generated from renewable sources. However, as stated elsewhere in this report, the harm of the site's specific location (in this case in the Green Belt) needs to be weighed up against this positive contribution.

The Mayor considers that the energy hierarchy does not apply to the application, as there are no buildings proposed as part of the application.

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

The site is not located in Flood Zones 2 and 3, but the site exceeds 1 hectare in extent. A Flood Risk Assessment (FRA) and Preliminary Drainage Strategy has therefore been submitted. The FRA confirms that the site lies wholly within Flood Zone 1 and that the only flood risks are from ground water and sewer sources. The ground water risk is associated with large water bearing gravel deposits which lie within the southern area of the Borough. These deposits have, however, been quarried from the site.

The Drainage Strategy finds that, at present, the site is not positively drained, with surface water being retained in the ponds and the many depressions, on the site. It also finds that the development will increase the overall area of hard standing within the site from 0% to 1.37% of the gross area. With infiltration methods not being suitable or permissible, due to the fact that the site has been land filled and overlies a Principal Aquifer, the Report proposes to drain the small amount of flow created by the hardstanding via a swale located along the south boundary of the site, discharging into the highways drain located within Holloway Lane.

This SuDs technique will ensure that run-off from the proposed development is restricted to existing Greenfield run-off rates or a minimum of 5ls (whichever is the higher value). The FRA and Drainage Strategy confirm that the site is not at risk from flooding and that it

will not increase flood risk elsewhere.

The Council's Flood and Drainage Officer notes that the applicants propose to discharge from the swale into the nearby highway drainage along Holloway Lane. There is no survey or information on the capacity of this drainage or current condition to demonstrate its ability to accept any further discharge from the site, or that it will not exacerbate further surface water ponding issues along Holloway Lane to the north under the M4. It was stated in the Flood Risk Assessment that prior to discharge into any Thames Water sewers, the capacity would be investigated, and this would be expected of any proposed discharge to highway drainage. A detailed survey by the applicant would therefore need to be undertaken before this proposal would be considered acceptable. As such, the application has failed to demonstrate that flood risk can be suitably mitigated.

However, the Preliminary Drainage Strategy demonstrates that a surface water drainage strategy is feasible for the development. The site provides the opportunity for the inclusion of grassed

swales, ensuring that surface water run-off rates and volumes can be maintained at predevelopment levels. No objections are raised, subject to a condition requiring the submission, approval and implementation of a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA). Subject to this condition, it is considered that the risk of flooding on and off site would be minimised. The proposal is therefore considered to accord with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies, Policy 5.12 and 5.13 of the London Plan (July 2011) and the Technical Note Planning Policy Statement 25.

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

### **AIR QUALITY**

The site lies within an Air Quality Management Area and Local Plan Policy PT1.EM8 requires that an applicant demonstrates its proposal will cause no worsening of air quality. The application includes an Air Quality Assessment which identifies that there is some limited potential for air quality impacts as a result of dust created during the construction phase, which can be minimised by controlled measures. It concludes that impacts from construction activities are not significant.

During the operational phase of the development, traffic exhaust emissions are identified as being the only potential source of air pollution and that impacts from this source are likely to be negligible.

It is considered that the proposal will have no measurable impact on the level of air quality in the area, in view of the short construction phase, combined with measures to control the level of dust created during construction which could be secured by condition, in the event of an approval.

It is noted that the Air Quality Assessment only considers the potential impacts upon the area immediately surrounding the site. However, the applicants point out that in the wider context, the generation of up to 6.2 MWp from a non-polluting renewable source will reduce CO<sub>2</sub> emissions by up to 2,717,000 kg a year, will save thousands of tonnes of pollutants from entering the atmosphere and will thus have a significant beneficial impact upon general air quality.

Overall, it is considered that the development complies with Policy 7.15 of the London



Planand Local Plan Policy PT1.EM9.

## NOISE

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

The main source of noise is likely to be associated with transport movements during the construction phase, which is expected to last some seven months. However, there are no sensitive receivers in the immediate vicinity of the site.

Due to the nature of the proposal, the development will only require a very small number of visits to maintain it, once it becomes operational. As a result, the traffic associated with the proposal will have very little effect on air quality levels, noise levels or traffic levels in the surrounding area. The solar arrays will be fixed (i.e. they will not track the sun) and, accordingly, the facility will be silent during the operations phase. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard. Accordingly, it is not considered that the development would result in a significant increase in noise which could have a detrimental impact on residential amenity, in compliance with relevant policies.

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

2 letters in support have been received to the public consultation the contents of which are summarised in the consultee section of this report.

### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority. The comments received indicate that no contributions or planning obligations are required to mitigate the impacts of the development.

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

There are no enforcement issues associated with this application.

### **7.22 Other Issues**

There are no other issues associated with this application.

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

### General

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

accordance with all relevant primary and secondary legislation.

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal. The applicant has submitted that the harm to the openness of the Green Belt is limited to the site itself as opposed to the surrounding area; the impact of the proposed development would be temporary; that the character of the site would be improved as the result of the proposed ground improvement and planting works and that the wider benefits associated with the increased production of energy from renewable sources constitute a very special circumstances argument to justify why normal Green Belt policy should not apply in this case.

Clearly, the proposal will make a significant contribution towards the targets set out in the London Plan and the Council's objective of ensuring that by 2026, the generation of energy from renewable sources is common practice. This must be weighed against the drawbacks of the proposed development, in terms of the impact on the Green Belt.

It is considered that the proposed development would impact significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated structures would give the area an industrial appearance and would intrude into the undeveloped landform, resulting in harm to the openness and purposes of the Green Belt at this location. It is considered that the harm identified to the Green Belt adds to the substantial weight attached to the harm by reason of inappropriateness.

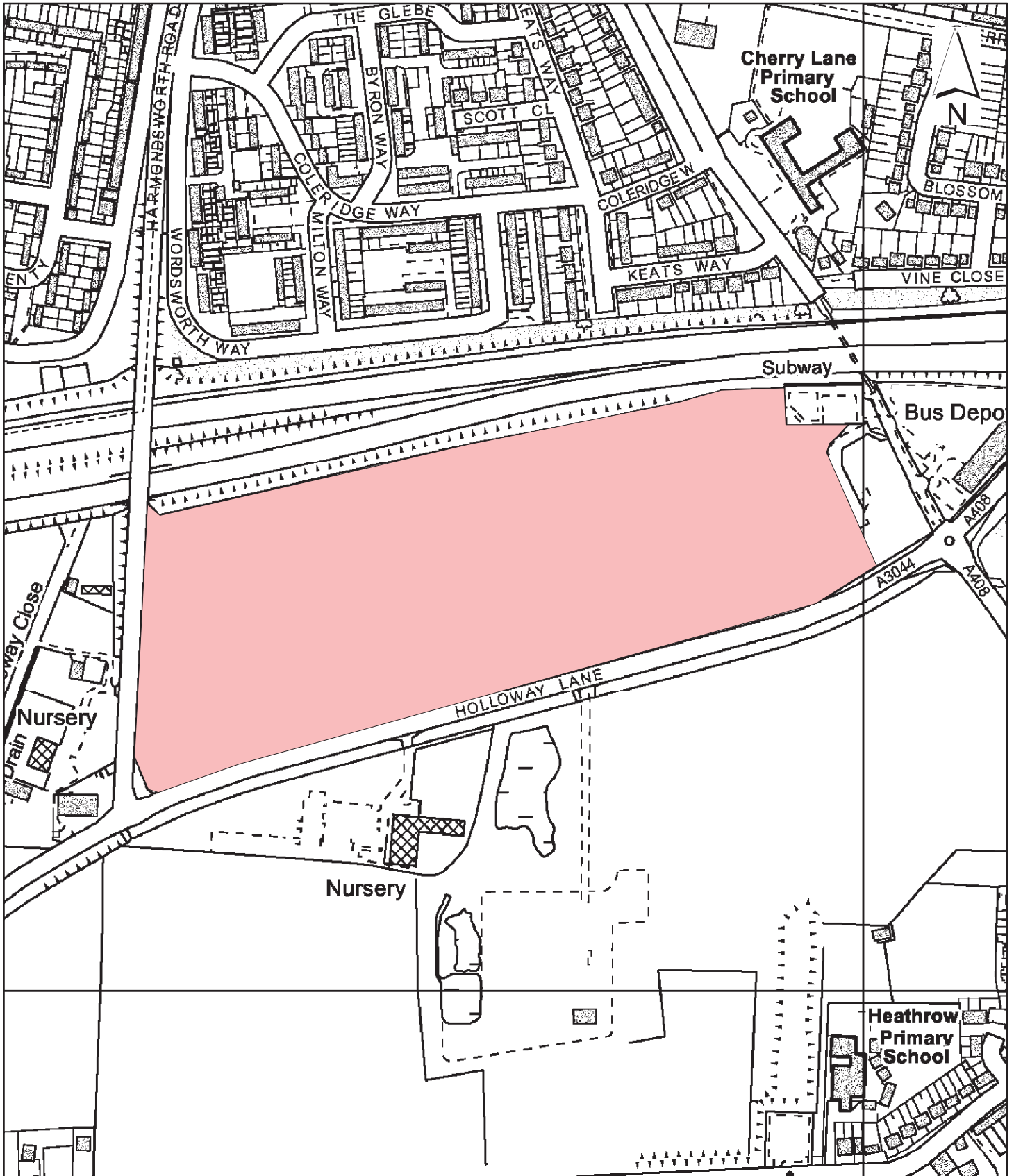
No very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt or demonstrate that the benefits that the proposed solar farm will deliver outweigh the harm caused to the Green Belt. It is therefore recommended that planning permission be refused for this reason.

## 11. Reference Documents

National Planning Policy Framework (NPPF)  
London Plan 2011  
Planning Practice Guidance for Renewable and Low Carbon Energy (July 2013  
Department for Communities and Local Government)  
UK Solar PV Strategy Part 1: Roadmap to a Brighter Future (Department of Energy &  
Climate Change)  
UK Solar PV Strategy Part 2: Delivering a Brighter Future (Department of Energy &  
Climate Change)  
Hillingdon Local Plan Part 1 Strategic Policies  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Land Adjacent To Sipson Road In  
 Holloway Lane  
 Harmondsworth**

Planning Application Ref:  
**46223/APP/2014/1867**

Planning Committee  
**Major Page 38**

Scale  
**1:4,500**

Date  
**October 2014**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111



**HILLINGDON**  
 LONDON

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

**Address** HOLLAND & HOLLAND SHOOTING SCHOOL DUCKS HILL ROAD  
NORTHWOOD

**Development:** SINGLE STOREY GROUND FLOOR EXTENSION TO THE LODGE AND  
CONSTRUCTION OF BASEMENT

**LBH Ref Nos:** 16568/APP/2013/3588

**Drawing Nos:** B-256-1  
B-256-2  
B-256-3  
B-256-4  
B-256-5  
B-256-6  
B-256-7  
B-256-8  
Location Plan  
Flood Risk Assessment  
Design and access statement  
Biodiversity survey and report  
Transport Statement  
Holland and Holland Planning Statement  
Ground Investigation Report reference C13262  
Vehicle Movement Chart

**Date Plans Received:** 03/12/2013                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 16/06/2014

### 1. SUMMARY

The application seeks planning permission for the demolition of the existing corporate facility building at the Holland & Holland Shooting Grounds, Ducks Hill Road and the extension of the existing single storey detached reception building at ground level and basement, to provide a larger corporate facility and rifle range. The existing building is set within 100 acres of privately owned land, which is classified as Green Belt.

The application site is in use as a shooting ground, which is considered to be an outdoor sport and open air recreational activity. Therefore, the use of the site is considered an acceptable use in the Green Belt.

The NPPF requires Local Planning Authorities to ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The existing corporate facility to be demolished is a single storey wooden building with an internal floor area of 222 square metres. The applicant is seeking to extend the existing building and enlarge the total floor area from 286 sq.m to 959 sq.m with the basement rifle range adding a further 503 sq.m.

In support of the proposal, the applicant has provided historical data regarding the

business mix of the shooting club. This demonstrates that the majority of their business is now coming from corporate shooting days, with a weighting of these towards the later end of the week and weekend. Given the age of the building, the club is struggling to compete with local competitors who are able to offer fine dining and modern technology to supplement their events.

The supporting information also provides a breakdown of the layout of the proposed building and establishes that the club would require a building of this size to continue to compete in the corporate market. The proposed rifle range would be the only one of its type in the UK at present, and this will further allow the club to stand out and compete amongst the other shooting schools.

The NPPF requires the economic, social and environmental factors to be considered in the determination of any application. Given the required need for a well established business to expand in order to continue to operate, the economic benefits are considered to provide very special circumstances for the proposed increase in the size of the building. Furthermore, the height and bulk of the building, when taken in context with the size of the site, is considered not to cause unacceptable level of harm to the surrounding Green Belt. Therefore, the proposal is considered acceptable and recommended for approval.

## **2. RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **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 and supporting documentation, titled: B-256-1; B-256-3; B-256-4; B-256-5; B-256-6; B-256-7; B-256-8; B-256-2; Location Plan; Flood Risk Assessment; Design and access statement; Biodiversity survey and report; Transport Statement; Holland and Holland Planning Statement; Ground Investigation Report reference C13262 and shall thereafter be retained/maintained for as long as the development remains in existence.

No importation of material or modification of landforms shall take place other than those indicated in the approved plans and documentation

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 2 and the London Plan (July 2011).

#### **3 COM6 Levels**

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy BE13 of the Hillingdon Local Plan Part 2.

#### **4 COM7 Materials (Submission)**

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

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

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies OL1 and BE13 of the Hillingdon Local Plan Part 2.

#### **5 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed;
- 2.d No materials or waste shall be burnt; and,
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policies OL2 and BE38 of the Hillingdon Local Plan Part 2.

#### **6 COM9 Landscaping (including refuse/cycle storage)**

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

1. Details of Soft Landscaping,
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 4 parking spaces shall be served by active electrical charging points and infrastructure provided for a further 4 passive spaces.)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
3. Details of the green roof proposed over the basement
  
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
5. Schedule for Implementation
  
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan Part 2 and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

#### **7 COM10 Tree to be retained**

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



Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

#### REASON

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

### **8 COM15 Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.

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

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

### **9 NONSC Soil management**

Prior to the commencement of development, a method statement for soil handling and storage, including landscaping plans showing how and where the material will be deposited, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall only be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure the development promotes sustainable management of the soil within the site and ensure the scheme does not have a detrimental impact on the openness, character and appearance of the Green Belt, and to accord with Policies OL2 and BE38 of the

## Hillingdon Local Plan Part 2

### **10 NONSC Carbon Dioxide emission reduction**

No development shall take place until a detailed energy assessment has been submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall demonstrate how the relevant phase will reduce regulated CO2 emissions and include details and plans of any renewable energy technologies required to meet the emissions reduction.

#### REASON

To ensure the development contributes a reduction in regulated CO2 emissions in accordance with London Plan (July 2011) Policy 5.2.

### **11 NONSC Use**

The development hereby approved shall be used strictly in accordance with the terms of the application, plans and supporting details and in conjunction with operation of the site by Holland and Holland as a shooting ground.

REASON: To protect the Green Belt and ensure the building is used in association with the shooting school and not as a separate planning unit, and to accord with Policy OL1 of the Hillingdon Local Plan Part 2 Saved UDP Policies (November 2012).

## **INFORMATIVES**

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 7.16	(2011) Green Belt
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings

### 3

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

On the 7th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

#### 4            11            **Building to Approved Drawing**

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

#### 5            115            **Control of Environmental Nuisance from Construction Work**

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

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British

Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odors and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

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

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

## **6 13 Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

## **7 133 Tree(s) Protected by a Tree Preservation Order**

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Planning & Community Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

### **3. CONSIDERATIONS**

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

The application relates to the Holland and Holland Shooting Grounds off the highway of Ducks Hill Road. The buildings at the site are situated approximately 350 metres from the public highway at the end of the private access driveway into the site. The main structures at the shooting grounds are the larger lodge building and the smaller corporate facility building, which is the subject of this application.

The existing corporate facility building is a single storey wooden structure with two gable end, pitched roof sections and a mansard style crown roof towards the rear of the building, which was an extension added over 10 years ago. Contained within the building is an entrance room at the front of the building which provides access to the main toilets and a galley style kitchen area. A larger second dining room is situated to the rear of the

building, which is also accessible from the kitchen. The corporate facility building has a rectangular shape with an internal floor area of 222 square metres.

The site has a car park with 40 spaces located off the main drive at the site, with further parking available to the rear and side of the existing corporate facility.

The application site is located within the Green Belt as identified in the policies of the Hillingdon Local Plan Part 2 and is surrounded by open countryside.

### 3.2 Proposed Scheme

The application seeks planning permission for the demolition of the existing single storey corporate facility building and an extension to the existing single storey detached reception building at ground floor level to form function rooms and catering facilities to serve the growing market in corporate functions. A basement extension is also proposed partly beneath the existing building to provide an indoor rifle range.

The ground floor extension will increase the total floor area of the existing building to 959 sq.m and the basement will add a further 503 sq.m.

The extension will comprise of two function rooms, kitchen, meeting room, office, lecture room and associated toilet accommodation within the ground floor element, and a rifle range and secure store within the basement.

The proposed corporate facility would be serviced by the existing car parking areas, which are situated off the main driveway of the site and adjacent the proposed new building.

### 3.3 Relevant Planning History

16568/APP/2000/965 Holland & Holland Shooting School Ducks Hill Road Northwood  
ERECTION OF EXTENSION TO SINGLE STOREY PAVILION

**Decision:** 12-07-2000 Approved

16568/APP/2012/1423 Holland And Holland Shooting Ground Ducks Hill Road Ruislip  
Single storey building for use as a corporate facility involving demolition of existing building

**Decision:** 11-12-2012 Approved

16568/M/88/1864 Holland & Holland Shooting School Ducks Hill Road Northwood  
Use of agricultural land as an extension to shooting school grounds.

**Decision:** 08-02-1989 Approved

16568/R/89/2338 Holland & Holland Shooting School Ducks Hill Road Northwood  
Retention of renovation works to existing building (former pavilion)

**Decision:** 22-03-1990 Approved

16568/S/90/0127 Holland & Holland Shooting School Ducks Hill Road Northwood

Renewal of temporary permission for continued use of six acre field for shooting grounds  
(Ref:16568M /88/1864)

**Decision:** 19-06-1990 ALT

16568/T/91/0759 Holland & Holland Shooting School Ducks Hill Road Northwood  
Continued use of 6 acre field for shooting grounds

**Decision:** 04-03-1992 ALT

16568/W/92/1924 Holland & Holland Shooting School Ducks Hill Road Northwood  
Erection of single-storey extensions to infill a verandah and form an entrance lobby and alterations

**Decision:** 21-01-1993 Approved

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

Planning permission was approved under application reference 16568/APP/2012/1423 for the erection of a single storey building for use as a corporate facility involving demolition of existing building. This scheme was not implemented on the site however approved a new building with an internal floor area of 637 square metres, a 2.37 fold increase in the floor area beyond the existing.

Planning permission was approved under application reference 16568/APP/2000/965 for the erection of an extension to the corporate facility. The extension has been added to the building and is the large dining room area to the rear of the building, which is viewed from the outside as the crown roof section of the property. This extension added approximately 100% to the footprint of the original pavilion building.

The Lodge building at the site was erected following the approval of planning permission under application reference 16568/E/80/0613 on 9th July 1980.

#### **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

Part 2 Policies:

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services

	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 7.16	(2011) Green Belt
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings

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

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

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

## **6. Consultations**

### **External Consultees**

Site Notice: Erected 16th April 2014. Expired 14th May 2014.

Given the remote nature of the site, no neighbouring occupiers were notified of the development.

However, site notices were erected on the public highway to provide notice of the development. No consultation responses have been received from any neighbouring occupier.

Ward Councillors: They have both expressed their support of the application.

#### GLA

##### The proposal

Erection of a single storey ground floor extension to the existing lodge and the construction of a new basement level.

##### Strategic issues

Green Belt is the most relevant strategic issue for the scheme.

##### Recommendation

That Hillingdon Council be advised that the application complies with the London Plan, for the reasons set out in paragraph 22 of this report and does not need to be referred back to the Mayor. Please forward a copy of any decision notice and section 106 agreement.

##### Context

1. On 12 August 2014 the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 22 September 2014 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2. The application is referable under Category 3D of the Schedule to the Order 2008: "Development on land allocated as Green Belt or Metropolitan Open Land in the development of plan..; and which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building."

3. In this instance the Council does not need to refer the application back to the Mayor, but requests that you forward a copy of any decision notice and section 106 agreement.

4. The Mayor of London's statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

##### Site description

5. The application site is the Holland and Holland Shooting Grounds accessed off Ducks Hill Road. The site is within the Green Belt and covers an area of 40 hectares which comprises open space and facilities for outdoor shooting practice, including clay pigeon shooting and target practice rifle ranges. The site also contains two single storey buildings; a substantial lodge building and a smaller corporate facility building. The buildings are surrounded by an expanse of tarmac.

6. The existing buildings have a floor area of 508 sq.m. The buildings are located centrally within the site, approximately 350 metres from the public highway at the end of the private access driveway into the site, surrounded by mature trees which limit views into this part of the Green Belt.

##### Details of the proposal

7. The proposal seeks to demolish the smaller corporate facility building and extend the main lodge. This would allow for the upgrading of the current facilities on the site to meet the business demand for the corporate entertainment arm of the business and facilitate its future growth.



8. The above ground extensions would comprise a single storey, similar to the buildings which currently stand on site and would be contained within the currently tarmacked area around the existing buildings. The proposal also includes a large basement extension to house a new indoor shooting facility. This basement would not have any external visual manifestations. Taken together, the extensions would comprise 966 sq.m of additional floorspace.

#### Case history

9. There has been no pre-application advice given on this site.

#### Strategic planning issues and relevant policies and guidance

10. The relevant issues and corresponding policies are as follows:

- Green Belt/MOL London Plan
- Transport London Plan; the Mayor's Transport Strategy

11. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the November 2012 'Hillingdon Local Plan: Part 1 - Strategic Policies', the 'saved' policies within the September 2007 Unitary Development Plan and the 2011 London Plan.

12. The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The Draft Further Alterations to the London Plan (January 2014)

#### Green Belt

13. Hillingdon Council's November 2012 'Local Plan - Strategic Policies' designates the entire site as Green Belt. The National Planning Policy Framework (NPPF) sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; with the essential characteristics of Green Belts being their openness and their permanence. Paragraph 80 of the NPPF sets out the five purposes of Green Belt as follows:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

14. The NPPF states that the construction of new buildings in the Green Belt is inappropriate development. However, paragraph 89 does outline exceptions to this which include; the provision of appropriate facilities for outdoor sport or outdoor recreation so long as it preserves the openness of the Green Belt, and, the alteration of a building, providing that it does not result in disproportionate additional floorspace over and above the size of the original building.

15. The applicant in their Planning Statement has outlined how the business has changed and developed in recent years and the need for improvement of the facilities to keep up with others in this market with more modern facilities. The applicant has also highlighted that the business currently employs 12 full time and up to 30 part time staff, which would increase to 17 staff if the proposal were approved, and that the business contributes significantly to the wider local economy (taxis, restaurants, bars etc.). Without the proposed enhancement of facilities at the site, the business would risk being permanently lost owing to growing competition in other centres, meaning the loss of jobs and the loss of an acceptable Green Belt use.

16. While the use of the site as a shooting ground represents a recreational activity supported in the Green Belt, the proposed extensions would total 966 sq.m, which would be a 744 sq.m

increase from the existing floorspace. However, given the majority of this floorspace (approximately 520sq.m) is at basement level and would not impact on the openness of the Green Belt, the proposal does not represent inappropriate development. The above ground extensions are not significant additions to the existing form. They have been designed to minimise their extent and sited on land which is currently tarmacked. The location and position of the buildings would be set within the existing landscape to prevent any significant impact on the openness of this part of the Green Belt.

17. The proposed development would allow the maintenance of an acceptable Green Belt use and provide for growth of the business. The proposal would not harm the openness of the Green Belt and the proposal does not raise a strategic issue.

#### Transport

18. Transport for London (TfL) has not raised any strategic issues in relation to this case. However, the borough should be advised that they have made the following recommendations in relation to this proposal:

- A minimum of one additional disabled parking bay should be provided by reallocating existing bays
- At least once coach bay (for use by a 15m coach) should be provided on the site
- 10% of the total car parking spaces should be provided as electric vehicle charging points
- Cycle parking facilities should be provided for workers and visitors.

#### Local planning authority's position

19. The local planning authority's position is not known at this stage.

#### Legal considerations

20. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. For the reasons set out in this report and summarised in paragraph

22. The application does not raise any strategic issues and does not need to be referred back to the Mayor.

#### Financial considerations

21. There are no financial considerations at this stage.

#### Conclusion

22. London Plan policies on Green Belt are relevant to this application. In general, the application complies with these policies, for the following reasons:

- The proposal would support an outdoor recreational activity as defined in the NPPF and would not harm the openness of the Green Belt.

23. The Mayor does not need to be consulted again on this application, but please forward a copy of any decision notice and S106 agreement.

#### **Internal Consultees**

EPU

No objection to the planning application.

Please note the highlighted comments below as informative

(1) INF 20 Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution

Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odors and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

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

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

#### TREES AND LANDSCAPE

##### LANDSCAPE CONTEXT:

The site is occupied by a shooting ground with ancillary buildings at the end of a long driveway, off Ducks Hill Road. Situated within the Green Belt, the site is characterised by a manicured landscape of close-mown lawns and ornamental planting associated with the main visitor facilities, set within the context of rural farmland with hedges and areas of woodland.

The landscape setting of the site is described in Hillingdon's Landscape Character Assessment. The key characteristics are identified and the landscape and visual sensitivities are evaluated as part of Landscape Character Area D1 'Harefield Wooded Undulating Farmland'.

Trees on the site are not protected by Tree Preservation Order or Conservation Area designation.

##### PROPOSAL:

The proposal is to demolish a single-storey timber building and build a single-storey ground-floor extension to the lodge and construct a basement.

##### LANDSCAPE CONSIDERATIONS:

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

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

- No trees or landscape features of merit will be affected by the demolition of the timber building to the south of the existing brick-built reception building (on a north-south axis).
- The extended brick building will strike south across an existing service road which will be re-aligned to skirt around the new building.
- The linear basement (underground shooting range) will be constructed using a 'cut and cover' technique. The basement will be accessed from the new building from which it will extend into the

site heading west across existing open mown grassland.

- No landscape details have been submitted at this stage. However, Wells drawing No. B-256-4, indicates the main tree belts associated with the site and confirms that a landscape scheme will be prepared to enhance the setting of the building.
- Landscape details will also be required for the 'green roof' construction above the basement.
- Significant volumes of excavated soil and sub-soil will be inevitable. It is not clear whether the intention is to remove all arisings from the site?
- If any material is to be re-used / accommodated on the site, a method statement for soil handling and storage will be required together with landscape plans identifying how and where the material will be deposited.
- Details of the site compound and soil storage areas should be submitted by way of a method statement to ensure that there is no encroachment on the root protection areas of nearby trees.
- 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 considerations and conditions COM6, COM7, COM8, COM9 (parts 1,2,3,4,5,6), COM10.

#### HIGHWAYS

No objection was raised to the informaton submitted.

#### FLOOD AND WATER MANAGEMENT

The information submitted within the Hydrological report is useful detail in determining the impact of the proposed development on groundwater issues and provides sufficient information to demonstrate that groundwater can be managed within the site sufficiently and that surface water will be managed on the site.

Therefore the following conditon is requested:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.

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

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable

Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

## **7. MAIN PLANNING ISSUES**

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

Policy EM2 of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012) states that any proposals for development in Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

Policy OL1 of the Hillingdon Local Plan Part 2 defines the types of development considered acceptable within the Green Belt. These are predominantly open land uses including agriculture, horticulture, forestry, nature conservation, open air recreational activities and cemeteries. It states that planning permission will not be granted for new buildings or changes of use of existing land or buildings which do not fall within these uses.

Policy OL2 of the Hillingdon Local Plan Part 2 states that, where development proposals are acceptable within the Green Belt, in accordance with Policy OL1, the Local Planning Authority will seek comprehensive landscaping improvements to enhance the visual amenity of the Green Belt.

London Plan policy 7.16 reaffirms that the strongest protection should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

The NPPF reiterates that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It states that:

'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. A Local Authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- i) buildings for agriculture and forestry.
- ii) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries.
- iii) the extension or alteration of a building provided that it does not result in disproportionate additions and above the size of the original dwelling.
- iv) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.'

The NPPF also states that a presumption in favour of sustainable economic development is a golden thread running through all planning determinations, with the three dimensions to sustainable economic development being considered as the economic, environmental and social aspects of any planning proposal.

The key considerations in determining this application are; any harm to the green belt which may arise from the proposal, the economic benefit to the Borough of the expansion of this business, and if the economic benefits from the proposal are considered as very special circumstance for an increase in the size of the building being proposed.

The application site is in use as a shooting ground, which is considered to be an outdoor

sport and open air recreational activity. Therefore, the use of the site is considered an acceptable use in the Green Belt.

The applicant has provided statistical data which clearly demonstrates that the business mix of the shooting club has evolved over the years, with the majority of their business now coming from corporate shooting days. They have also stated that without the corporate hospitality business, the Holland & Holland Shooting Club would struggle to continue to operate.

Outlined within the additional information are the economic benefits provided by the club within the Borough, with 12 full time staff and 30 part time staff at the site. The proposed development would also provide an addition 3 full time positions and 1 part time position. Further to this, at the applicant's best estimates, the benefit to the local economy would be in excess of £400,000, with Holland & Holland bringing 10,000 or more clients into the surrounding area.

It is important to balance the impact of the proposal on the Green Belt against the benefits of the scheme, in light of the thrust of the Planning for Growth Ministerial Statement, which states, amongst other things, that there is a pressing need to ensure that the planning system does everything it can to help secure a swift return to economic growth. It goes on to say that the Government's top priority is to promote sustainable economic growth and jobs, and that in determining planning applications appropriate weight should be given to the need to support economic recovery. These are matters should be considered in the overall planning balance for this case.

The applicant has applied to develop the new building and rifle range in order to bring Holland & Holland's corporate offering in line with surrounding shooting clubs, namely EJ Churchill, West London and Royal Berkshire, which offer modern facilities such as meeting rooms, fine dining and wi-fi internet connection.

The evidence provided demonstrates that corporate days are now weighed towards the back end of the week, with a reduction in the spread across the week which was seen prior to the recession. The existing building is unsuitable for use by multiple shooting groups and the capacity of the building requires the applicant to hire a marquee on up to 20 occasions a year, in order to meet the capacity requirements of some clients.

The proposed development would result in a substantial increase in the external footprint of the building. However, an increase of this size has been justified in the supporting evidence, by clearly establishing the need for a dining area to accommodate at least 120 guests (this can be made smaller for the more typical medium and multiple smaller events), a meeting room, lecture theatre and enlarged kitchen all of which are considered to be reasonably required in order for the continued successful operation of the business.

In terms of the rifle range, over the last 20 years, there has been a huge increase in the interest in rifle shooting in the UK. Holland and Holland currently have a single lane, 100 yard outdoor rifle range, however the use of this is weather dependant and the facility is shared with the Factory testing of rifles. This makes it unavailable for a large proportion of time during the week for lessons and corporate events. An indoor rifle range would be a useful facility for the club and will be the only one of its type in the UK at present, giving them a future proof facility.

While the use of the site as a shooting ground represents a recreational activity supported in the Green Belt, the proposed extensions would total 966 sq.m, which would be a 744

sq.m

increase from the existing floorspace. Whilst the increase in the size of the building is considered large, this needs to be taken in context of the site, which consists of 100 plus acres of land and that the majority of this floorspace (approximately 503sq.m) is at basement level. The building itself would be set over 360 metres back from the highway of Ducks Hill Road and is well screened by tree lines to south and east, both of which ensure that the proposed building would not be visible from the public domain. Furthermore, the design of the building has been considered to keep the building to the same height as the existing, ensuring it would not be a prominent addition to the Green Belt when viewed from within the Shooting Club's private grounds.

The applicant takes seriously the maintenance of their land and have embarked on a programme of conservation and improvement over the last 84 years, including creating wildlife ponds, a tree planting programme to improve the feed and shelter available to birds and animals and the creation of wild flower areas. Therefore, they have designed the low level building to best fit in with the rural nature of the site, which is a key characteristic of the shooting club. Furthermore, the materials to be used will be conditioned to ensure the building best blends into the Green Belt surroundings, with natural materials used where possible, and landscaping improvements to further screen the building will also be sought by condition.

The fact the applicant has such a long track record of managing over 100 acres of Green Belt land weighs in favour of allowing a proposal which in part helps secure the continued management of the land for recreational purposes (re appropriate Green Belt use). Overall, it is not considered that the proposal would have a detrimental impact on the openness of the Green Belt, the proposal does not represent inappropriate development.

In conclusion, the NPPF requires the economic, social and environmental factors to be considered in the determination of any application. Given the required need for a well established business to expand in order to continue to operate, the economic benefits, when linked with the continued management over 100 acres of land for recreational purposes, are considered to provide very special circumstances for the proposed increase in the size of the building. Furthermore, the height and bulk of the building, when taken in context with the size of the site, is considered not to cause unacceptable harm to the surrounding Green Belt. Therefore, the proposal is considered acceptable in principle and in accordance with Policies OL1 and OL2 of the adopted UDP (Saved Policies September 2007), Policy 7.16 of the London Plan (July 2011) and the NPPF.

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

Not applicable to this application.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

The application site is sufficiently located from any airport to ensure the development would cause no harm in terms of airport safeguarding.

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

The impact on the Green Belt is discussed under the Principle of the Development section of this report.

The NPPF requires the economic, social and environmental factors to be considered in the determination of any application. Given the required need for a well established business to expand in order to continue to operate, the economic benefits are considered

to provide very special circumstances for the proposed increase in the size of the building. Furthermore, the height and bulk of the building, when taken in context with the size of the site, is considered not to cause unacceptable harm to the surrounding Green Belt. Therefore, the proposal is considered acceptable in principle and in accordance with Policies OL1 and OL2 of the adopted UDP (Saved Policies September 2007), Policy 7.16 of the London Plan (July 2011) and the NPPF.

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

The existing building is located within the Green Belt, with the surrounding area characterised by open countryside. The replacement building proposed at the site has been design to have a low pitched roof which keeps the building to the same height as the existing. This is currently well screened and not visible from the public domain. Therefore, subject to landscaping and materials conditions, the proposal is considered to have an acceptable impact on the character of the surrounding area, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan Part 2.

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

The proposed corporate facility is located over 500 metres from the nearest neighbouring building. Therefore, the single storey building and basement is considered to have an acceptable impact on the residential amenity of any neighbouring occupier in terms of loss of light, loss of outlook, sense of dominance or loss of privacy. Therefore, the development is considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan Part 2.

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

Not applicable to this application.

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

The application site has a sizeable car park located off the main driveway to the east of the buildings at the site, with further parking available behind the existing corporate facility. The parking areas provide 40 spaces and 1 disabled space within the site. The Council's Highways Officer considers that the proposed parking would be sufficient to service the proposed enlarged corporate facility and the existing parking requirements for the site. Therefore, the application is considered to comply with Policy AM14 of the Hillingdon Local Plan Part 2.

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

The development is located within an enclosed site within the Green Belt, which would not be visible from the public domain

#### **7.12 Disabled access**

The plans submitted have made provisions for disabled access and are considered acceptable.

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

Not applicable to this application.

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

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The existing building is set within an area of tarmac car park which wraps around the building. Some ornamental shrubs and one or two small trees (to the west of the building) will be lost due to the development. However, no trees of merit, or other significant landscape features will be affected by the proposed footprint of the building. Therefore, subject to conditions relating to landscaping plans at the site, no objection is raised in this matter.

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



The waste collection and disposal methods at the site would not be altered from the existing arrangements. Therefore, no objection is raised on waste collection grounds.

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

The applicant has stated that the building would meet Building Regulation Part L, but provides no details of the renewable energy technology or sustainability measures to be included at the site. However, as this is for the development of a new building it is envisaged that these could be included into the scheme by condition. Therefore, subject to a condition requiring an energy efficient report showing how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of 10% of the sites energy needs through on site renewable energy generation, no objection is raised in this matter.

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

The application site is outside of Flood Zones 2 and 3, however as the scheme proposes a basement a Hydrological and Geotechnical report was submitted with the application. The scheme has been reviewed by the Councils Flood and Water Management Officer, and is considered to provide sufficient information to demonstrate that groundwater can be managed within the site sufficiently and that surface water will be managed on site.

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

The site is set sufficiently far from neighbours to ensure residential amenity would not be affected.

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

None received.

#### **7.20 Planning obligations**

Not applicable to this application.

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

Not applicable to this application.

#### **7.22 Other Issues**

No other issues for comment.

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

#### General

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

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

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

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None received.

### **10. CONCLUSION**

The NPPF requires the economic, social and environmental factors to be considered in the determination of any application. Given the required need for a well established business to expand in order to continue to operate, the economic benefits, set alongside the applicant's long track record of successfully managing over 100 acres of Green Belt and this management of 100 acres will be on-going, this weighs in favour of allowing a proposal which in part helps secure the continued management of the land for recreational purposes (a use appropriate for Green Belt use).

The information and documents submitted are considered to provide very special circumstances for the proposed increase in the size of the building and business. Furthermore, the height and bulk of the building, when taken in context with the size of the site, is considered not to cause unacceptable harm to the surrounding Green Belt. Therefore, the proposal is considered acceptable in principle and in accordance with

Policies OL1 and OL2 of the adopted UDP (Saved Policies September 2007), Policy 7.16 of the London Plan (July 2011) and the NPPF.

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

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

Hillingdon Local Plan Part 2.

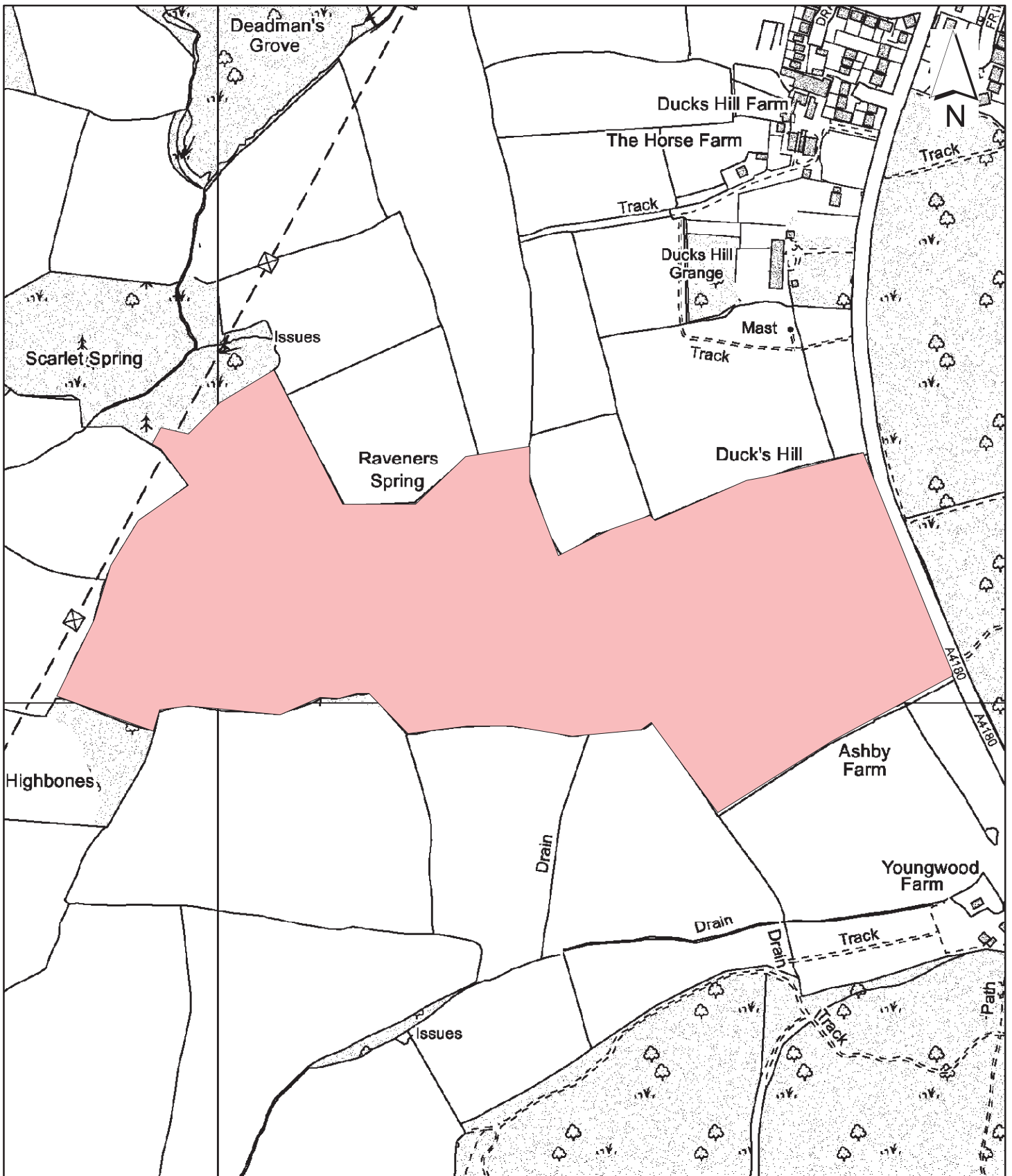
The London Plan (July 2011).



Supplementary Planning Document 'Accessible Hillingdon'.

National Planning Policy Framework.

**Contact Officer:** Charlotte Bath

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p><b>Holland &amp; Holland Shooting School</b>  <b>Ducks Hill Road</b>  <b>Northwood</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b>  Residents Services  Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW  Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>16568/APP/2013/3588</b></p>	<p>Scale</p> <p><b>1:5,500</b></p>	
	<p>Planning Committee</p> <p><b>Major Page 62</b></p>	<p>Date</p> <p><b>October 2014</b></p>	
		 <b>HILLINGDON</b> LONDON	

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

**Address** SAINSBURY'S SUPERSTORE LONG DRIVE RUISLIP

**Development:** Erection of a temporary replacement supermarket (Class A1) and associated temporary customer access, car parking and plant, refurbishment of an existing petrol filling station and provision of permanent vehicular access, permanent service egress and permanent re-location of an electricity sub-station in connection with planning permission granted on 22/4/13, ref. 33667/APP/2012/3214 for the re-development of the wider site for a new retail superstore and ancillary commercial units

**LBH Ref Nos:** 33667/APP/2014/2824

**Drawing Nos:** 10034 01 AP 0110 001  
10034 01 AP 0120 002  
Arboricultural Impact Assessment (inc. Arboricultural Method Statement), Rev. A, July 2014  
Tree Survey Schedule  
1143-01  
1143-02  
10034 01 AP 0010 001 Rev. P02  
10034 01 AP 0010 002 Rev. P02  
10034 01 AP 0010 003  
10034 01 AP 0010 004  
10034 01 AP 0020 001 Rev. P01  
10034 01 AP 0020 002 Rev. P01  
10034 01 AP 0020 003  
10034 01 AP 0030 001 Rev. P01  
10034 01 AP 0100 001 Rev. P01  
7021/ SEC EX1 Rev. P1  
Transport Statement, August 2014  
Agent's covering letter dated 8/8/14  
Energy Strategy, Issue 2 - 31st July 2014  
Agent's email dated 14/10/14  
1143-03  
Flood Risk Assessment, dated December 2012  
Design & Access Statement, July 2014

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

**Date Application Valid:** 15/08/2014

### 1. SUMMARY

The proposal is for a temporary Sainsbury's supermarket, with associated temporary customer access, car parking and plant on part of the existing surface car park to allow continuity of trade and service for customers whilst a permanent new store, granted permission on 22/4/13 (App. No. 33667/APP/2012/3214 refers) is built. The proposal also includes the refurbishment of the existing petrol filling station and provision of permanent vehicular access, permanent service egress and permanent re-location of an electricity sub-station which were also included and approved as part of the proposals for the re-development of the wider site.

There is no objection to the provision of a temporary store to allow Sainsbury's to continue trading on this site, whilst their new store is constructed. Although the temporary store is not as well located in terms of connectivity with the South Ruislip local centre as the existing store, it does represent a reasonable compromise in terms of accessibility, given the construction constraints on site.

There are no residential properties nearby that would be affected by the location of the temporary store or its servicing and delivery arrangements. The level of customer parking, its layout and the temporary access arrangements are also acceptable on highway safety grounds.

Conditions are recommended to ensure the scheme makes an appropriate contribution towards energy efficiency, adequate disabled parking spaces are provided and is acceptable in terms of flood risk. Replacement trees would also be secured by condition to compensate for the additional trees lost.

The refurbishment work to the petrol filling station and other permanent alterations to the access arrangements have already been approved as part of App. No. 33667/APP/2012/3214. It will be important to ensure that the design and construction details of the highway works, together with their detailed phasing are acceptable, which would be controlled through a S106/S278 Agreement.

The works are not Mayoral or Council CIL liable.

The application is recommended for approval.

## **2. RECOMMENDATION**

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

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

**1. Highways: A s278/s38 Agreement will need to be entered into to secure the highway works and their phasing within the construction process.**

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

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

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 13th November 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:**

**'The applicant has failed to ensure that the necessary highway works would be undertaken in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies AM2 and AM7 of the Hillingdon Local Plan: Part**

**Two - Saved UDP Policies (November 2012).'**

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

**F) That if the application is approved, the following conditions be attached:-**

**1 COM3 Time Limit**

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

**REASON**

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

**2 NONSC Written notice and removal of Temporary Store**

The applicant shall give the Local Planning Authority prior written notice of no less than 21 days of the intended first use of the temporary retail store hereby permitted. The temporary retail store shall be removed within a period of no more than 11 calendar months from the date of being brought into first use unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To accord with the terms of the application and to ensure that temporary store is removed in a timely manner to ensure adequate access, servicing and parking arrangements are in place to serve the re-developed site, in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**3 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 10034 01 AP 0110 001, 10034 01 AP 0120 002, 10034 01 AP 0010 001 Rev. P02, 10034 01 AP 0010 002 Rev. P02, 10034 01 AP 0010 003, 10034 01 AP 0010 004, 10034 01 AP 0020 001 Rev. P01, 10034 01 AP 0020 002 Rev. P01, 10034 01 AP 0020 003, 10034 01 AP 0030 001 Rev. P01 and 10034 01 AP 0100 001 Rev. P01 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).

**4 NONSC Replacement Tree Planting Scheme**

Prior to the commencement of works on site, a scheme of replacement tree planting, based upon Drw. No. 1143-03 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

**REASON**

To ensure that appropriate tree replacement planting is carried out, in accordance with Policy BE38 of the of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012).

**5 COM22 Operating Hours**

The premises shall not be open for customers outside the following hours:-

0700 to 2300, Mondays - Fridays  
0600 to 2200, Saturdays  
1000 to 1600, Sundays, Public or Bank Holidays.

**REASON**

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

**6 NONSC Cycle Parking**

Prior to the commencement of works on site, details of the secure and covered provision to be made for the storage of 18 cycles shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be provided on site before the temporary store is brought into use and shall thereafter be retained for so long as the temporary store remains on site.

**REASON**

To ensure that adequate provision is made for bicycles, in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two -Saved UDP Policies (November 2012).

**7 NONSC Disabled Parking**

Notwithstanding the detail shown on Drawing No. 13031 01 AP 0010 001 Rev. P02, a revised car parking layout shall be submitted to and approved by the Local Planning Authority showing a minimum of 10% of the parking spaces being designated for blue badge holders and 5% being designated for brown badge holders. The bays should be marked in accordance with BS 8300:2009.

The development should be implemented in accordance with the revised details and the spaces should thereafter be retained for so long as the temporary store remains in existence.

**REASON**

To ensure that suitable provision is made in accordance with Policy AM15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Accessible Hillingdon SPD, May 2013.

**8 COM17 Control of site noise rating level**

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

**REASON**

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

**9 NONSC Flood Risk**

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the



flood risk information provided in the covering letter Ref. SAIL 2054-01 dated 8th August by Turley and the following mitigation measures detailed:

- i) Finished floor levels are set at a minimum of 35.953 m which is 300mm above the 1 in 100 year plus climate change flood level.
- ii) The void space beneath the building to be kept clear during the lifetime of the temporary structure.

#### REASON

To minimise the impact of flooding on the proposed development and future occupants and the impact of the proposed development on the surrounding area in accordance with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

#### **10 NONSC Contamination**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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 off site receptors in accordance with policy OE11

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

#### **11 NONSC Energy Statement**

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development (to 2013 building regulations), and the detailed measures to reduce CO2 emissions by 35% from this baseline, unless otherwise agreed by the Local Planning Authority. The assessment shall provide detailed specifications of the measures and technology that will be used to reach the 35% target or any other target agreed by the Local Planning Authority. The assessment shall include the impacts of each energy efficiency measure and/or form(s) of technology on the baseline emissions. The assessment shall include plans including elevations where necessary showing the inclusion of the relevant technology to reduce the CO2 emissions.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO2 reductions are being met.

The development must proceed in accordance with the approved scheme.

#### **REASON**

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (July 2011).

### **INFORMATIVES**

#### **1 152 Compulsory Informative (1)**

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

#### **2 153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.15	(2011) Town Centres
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 4.12	(2011) Improving opportunities for all
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 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(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 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

### **3 13 Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

### **4 16 Property Rights/Rights of Light**

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

### **5 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

## **6 125 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).

## **7**

You are advised to contact the electricity operator in terms of re-siting the electricity sub-station on site.

## **8**

The Applicant is advised that part of the application site falls within land that may potentially be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by the promotion of a hybrid Bill deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk)."

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The 0.82 hectare application site forms part of a larger 2.26 hectare site in use as a Sainsbury's supermarket, located on the southern corner of the traffic lighted junction of Long Drive and Victoria Road within South Ruislip town centre. The application site is located to the rear of the existing superstore which fronts Long Drive and provides part of the store's service yard, surface level customer car park and associated petrol filling station.

The raised embankment of the Central Underground and Chiltern Main line railways forms the south western boundary of the site with the South Ruislip Station on the northern side of Long Drive, to the north east on the opposite side of Victoria Road is a new three storey building comprising the South Ruislip library on the ground floor, with an adult education centre and flats above, a vacant plot which has planning permission for flatted re-development and a youth centre. To the east of the site is an unmade access leading to an electricity sub-station beyond which is a storage warehouse and the Victoria Retail

Park.

The supermarket was constructed in 1987 and now appears somewhat dated due to the heavy brick walls, large expanses of clay-tiled pitched roofs and style of fenestration. The majority of the building is single storey, although it increases in height towards the corner of Long Drive and along the length of Victoria Road. Planning permission has been granted for the re-development and enlargement of the supermarket, of which this proposed temporary store would form part of the works.

The existing supermarket has a net sales area of 3,553 sqm with ancillary servicing and storage areas giving a gross external area of 6,260 sqm. The main customer entrance is on the south eastern elevation, facing the customer car park. A secondary access is located on the south west elevation, connecting via a walkway to Long Drive. The customer car park currently provides 336 spaces, including 20 disabled and 15 parent/child spaces with vehicular access taken from a mini roundabout on Victoria Road at the eastern end of the site. The access wraps around the filling station to gain entry to the car park. The goods yard to the rear of the supermarket building is accessed separately from Victoria Road. The supermarket currently opens between 0700 and 2300 hours Monday to Friday, 0600 and 2200 hours on Saturday and 1000 to 1600 hours on Sunday.

Most of the larger supermarket site forms part of the South Ruislip Local Centre, with only the eastern end of the car park and petrol filling station being excluded, with the existing store itself forming part of the centre's core area. Long Drive and Victoria Road are local distributor roads and the site has a Public Transport Accessibility Level of 2 to 3 on a scale of 1 to 6 where 1 represents the lowest level of public transport availability. The western part of the site is covered by Tree Preservation Order 193 and the eastern end of the site is located within Flood Zone 2 and forms part of a Critical Drainage Area. The site is also on the edge of an Air Quality Management Area.

### **3.2 Proposed Scheme**

The proposal is for a temporary Sainsbury's supermarket with a GIA of 1,640 sqm (1,035sqm net sales area (excluding checkouts)) with associated temporary customer access, car parking and plant to ensure local shopping provision is maintained and trade disruption is minimised whilst the existing store is demolished and the permanent new store is built; refurbishment of an existing petrol filling station and provision of permanent vehicular access; permanent service egress and permanent re-location of an electricity sub-station in connection with planning permission granted on 22/4/13, ref. 33667/APP/2012/3214 for the re-development of the wider site for a new retail superstore and smaller commercial units.

The temporary store would be single storey in height, with a flat roof that includes a small louvred plant deck area at roof top level on the south-east corner of the building. The main bulk of the temporary store would be approximately 57.2m x 28.5m, with the building supported on posts with an overall height of 5.2m high (8.1m to the top of the louvred screens to the roof top plant area). It would be sited at the eastern end of the site, adjacent to the existing petrol filling station and the building would have a modular framed construction with rigid infill panels, including white cladding panels and glazed curtain walling. The modular units would be prefabricated off-site, transported to and assembled on site and be capable of being re-furbished for re-use elsewhere. The temporary store would be on site for approximately 48 weeks (11 months).

The main customer entrance would be provided on the western side of the building, with

pedestrian access provided from Victoria Road. A total of 100 car parking spaces, including 6 disabled spaces and 4 parent and child spaces would be provided within the existing surface car park to the west of the temporary store with service deliveries taking place on the eastern side of the building. Cycle storage would also be provided adjacent to the entrance.

The proposed works to the petrol filling station involving the construction of a new 14.85m x 9.54m and 5.2m high flat roofed sales kiosk on the eastern side of the sales forecourt (increasing existing sales area by 34sqm from 107sqm to 141sqm) and increasing the number of pumps from 4 to 9 (18 filling points) under a new 5.15m high canopy was approved as part of the previous permission for the permanent store (App. No. 33667/APP/2012/3214 refers). The only difference in terms of the petrol filling station works with this application from that of the approved scheme is that the number of pumps would only increase to 6, and potentially only part of the canopy above would be erected to allow for the construction and servicing of the temporary store. This initial phase would be followed by a second stage when the remaining three pumps and the residual part of the canopy nearest to the temporary store would be installed once the temporary store is dismantled.

Access works included within this application involve a new tanker exit on the western side of the petrol filling station which would be used for exiting delivery vehicles serving the temporary store, temporary entrance/exit to the temporary customer car park and upgrading of permanent access to enable these works to take place ahead of the construction of the new permanent store to prevent disruption to the finished permanent store operations. Delivery and service vehicles to the temporary store will then be able to share this improved access with PFS tankers delivering fuel.

The submitted Design & Access Statement identifies the following development phases in conjunction with the overall re-development of the wider site:-

Phase 1 (circa 15 weeks) - refurbishment of the PFS and new tanker exit being completed/constructed, when PFS would be closed;

Phase 2 (circa 8 weeks) - temporary store erected adjacent to the refurbished PFS, utilising the tanker egress for servicing, during which period the existing amount of car parking would be reduced and the existing store and service yard would close. Customer access would be to the south side of the temporary store;

Phase 3 (circa 3 weeks) - the temporary store would now be open and the existing store would be demolished, during which time the existing car park would be further reduced. The electrical sub-station would be moved and customer access would be to the south of the temporary store;

Phase 4 (circa 34 weeks) - construction of the new store would then commence. Once constructed to store level, the basement level below could become available for customer parking. The construction of the ramp would block customer access so access could be temporarily redirected through either the existing service yard's junction or the proposed car park exit only junction.

Phase 5 (circa 11 weeks) - Once the service yard is functional and the new store fitted out, the temporary store would be removed and the car park re-surfaced. The proposed deck would be constructed in phases, with customers being diverted around and below deck construction; and

Phase 6 (circa 6 weeks) - Once the new store is fully operational, the Council car park would be re-furnished to LPAs requirements.

The application is supported by the following documents:-

#### Design & Access Statement:

##### Design and Access Statement:

This provides an introduction to the proposal, describes the site and its physical and planning context. The assessment then considers urban scale, land use, site constraints and opportunities before discussing the design concept, development phasing and manufacturing, assembly and disassembly techniques. The impact of the building is then assessed and the proposed petrol filling station refurbishment works described. The statement then considers various aspects of the development, namely sustainability, including the re-use of the building and its plant, security and access.

##### Transport Statement:

This provides an introduction to the study, describes the site and its accessibility. The development proposals are described and relevant national, regional and local planning policy is reviewed. The statement advises that given the permission for the permanent store, the only transport impacts that require consideration as part of this application are the suitability of the new site access junction on Victoria Drive and the adequacy of the car parking provision.

The report advises that as the proposed temporary supermarket is considerably smaller than the existing supermarket (with a net sales area (exc. checkouts) of 1,035 sq m as compared to 3,252 sq m of the existing supermarket), there would be less traffic and car parking demand as the more limited retail offer would result in many customers choosing to undertake their main shop elsewhere and only use the temporary supermarket as a top-up.

The statement assesses trip generation to the temporary store by taking the results of the traffic accumulation data surveyed in 2012 as part of the previous application for the new permanent store and factoring this down by 68% to take account of the reduced floor space.

The study concludes that although the 100 space provision for the temporary store exceeds London Plan policy, it is at broadly the same ratio that car parking is currently provided at the existing supermarket and the proposed 18 cycle parking spaces will also exceed the requirements of the London Plan. The new junction on Victoria Road has been modelled and it is predicted to operate within capacity and the assessment of the likely demand for car parking at the temporary supermarket suggests that the car park has sufficient capacity to accommodate the maximum demand. The statement concludes that the proposed development is acceptable in traffic and transport terms.

##### Energy Strategy:

This provides an introduction to the study and describes the sustainable design and construction principles, together with the energy efficiency measures that would be employed on the scheme. The report then models the building emissions and describes the assumptions that have been made. The report concludes that the temporary store will meet the criteria of the 2010 Building Regulations even though not strictly necessary for a temporary building.

##### Arboricultural Impact Assessment:

This describes the site, the development proposals and working practices to be employed



on site and the tree removal and tree works that would be required to accommodate the temporary store. A detailed methodology is provided for the various stages and elements of the development, including tree protection, work within and outside root protection areas, landscaping works and long term tree retention.

Flood Risk Assessment:

This was prepared in connection with the permanent store and provides the background to the study, describes the site and the previous permanent development proposals. It sets out the national, regional and local planning policies in relation to flood risks along with sources of flooding. Assessments of the existing and proposed surface water drainage and flood mitigation measures are provided and conclusions and recommendations are made.

Agent's covering letter dated 6/8/14:

This provides the background and describes the proposals, assesses relevant planning policy and up-dates the flood risk assessment.

### **3.3 Relevant Planning History**

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

Planning permission for the demolition of the existing store and erection of a new larger retail superstore, creation of ancillary commercial units (Use Class A1, A2, A3, and D1), refurbishment of existing petrol station, creation of new service yard and decked car park, alterations to existing public car park with associated landscaping and public realm works was granted on 22/4/13 (App. No. 33667/APP/2012/3214 refers). Although the proposal did not include a temporary store, the application did advise that Sainsbury's were considering their options in terms of store strategy during the construction phase, including the option of providing a temporary store on site.

The site also lies adjacent to the proposed route of HS2 which in this location, follows the route of the adjoining railway lines. Currently, it is proposed to tunnel this section of line and it is not anticipated that this site would be directly affected by construction work.

## **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.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- 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.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.15 (2011) Town Centres
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector
- LPP 4.12 (2011) Improving opportunities for all
- 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 5.11 (2011) Green roofs and development site environs
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.15 (2011) Water use and supplies
- LPP 5.21 (2011) Contaminated land
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (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 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.21 (2011) Trees and woodland

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd October 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

590 neighbouring properties have been consulted on this application, the application was advertised in the local paper on 17/9/14 and a site notice was displayed on site on 2 responses have been received, 1 objecting and 1 in support of the proposals.

Objection comments:-

(i) I live opposite the delivery gate and I can not see from the plans what is going to happen to the gate which is currently in use 24 hours a day, 7 days a week. Gate makes so much noise all day and night long that I can not leave my windows open due to the noise disruption. A larger store will mean more deliveries and more noise. If gate can not be moved from opposite my flat then electric gates should be fitted.

Support comments:-

(ii) I live close by and I support these plans.

ENVIRONMENT AGENCY:

There is no need to consult the EA on this scheme as you should be using our standing advice.

LONDON UNDERGROUND LTD:

London Underground Infrastructure Protection has no comment to make on this planning application.

NETWORK RAIL:

As the proposal is adjacent to the Network Rail boundary we would very strongly recommend that the developer action the following.

(1) RAMS

Network Rail requests that the developer submit a risk assessment and method statement (RAMS) for the proposal to Network Rail Asset Protection, once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken within 10m of the operational railway. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. The developer should contact Network Rail Asset Protection prior to works commencing at [AssetProtectionLNWSouth@networkrail.co.uk](mailto:AssetProtectionLNWSouth@networkrail.co.uk) to discuss the proposal and RAMS requirements in more detail.

(2) Fencing

In view of the nature of the development, i.e. commercial, the developer should provide (at their

own expense) and thereafter maintain a substantial, trespass proof steel palisade fence along the railway boundary to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land or air-space. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Any existing Network Rail fencing at the site has been erected to take account of the risk posed at the time the fencing was erected and not to take into account any presumed future use of the site, where increased numbers of people may be using the proposal area. Therefore, any proposed commercial development imports a risk of trespass onto the operational railway, which we would remind the council, is a criminal offence (s23, s55 British Transport Commission Act 1949). As the applicant has chosen to develop a proposal next to the operational railway they are requested to provide a suitable trespass proof fence to mitigate any risks they will import. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund boundary works and enhancements necessitated by third party commercial development.

Network Rail's Asset Protection Engineer will need to review the fencing to ensure that no works to the foundations undermine or destabilise Network Rail land, or encroach onto Network Rail land.

### (3) Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by a third party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

### (4) Scaffolding

Any scaffold which is to be constructed within 10 metres of the Network Rail / railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffold / access for working at height within the footprint of their property boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, should they topple over in the direction of the railway then there must be at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved and that scaffolding does not:

- Fall into the path of on-coming trains
- Fall onto and damage critical and safety related lineside equipment
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

The applicant is requested to submit details of proposed scaffolding works to the Network Rail Asset Protection Engineer for review and approval.

(5) Vibro-Impact

If vibro-impact equipment is to be used we would request a condition is added to the planning consent as follows:

Before any vibro-impact works are undertaken on the site, a risk assessment and method statement shall be completed and the results submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail.

Reason - to prevent any piling works and vibration from de-stabilising or impacting the railway.

(6) Drainage

All surface water is to be directed away from the railway.

Soakaways, as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment or de-stabilisation of land through water saturation.

Full details of the drainage plans are to be submitted for approval to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the approval of the Network Rail Asset Protection Engineer.

We would request that a condition is included in the planning consent as follows:

Condition:

"Prior to the commencement of the development details of the disposal of both surface water and foul water drainage directed away from the railway shall be submitted to, and approved in writing by the Local Planning Authority and Network Rail."

Reason: To protect the adjacent railway from the risk of flooding and pollution.

No infiltration of surface water drainage into the ground is permitted other than where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

If the developer and the LPA insists on a sustainable drainage and flooding system then the issue and responsibility of flooding and water saturation should not be passed onto Network Rail and our land. The NPPF states that, "103. When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere," We recognise that councils are looking to proposals that are sustainable, however, we would remind the council in regards to this proposal in relation to the flooding, drainage, surface and foul water management risk that it should

not increase the risk of flooding, water saturation, pollution and drainage issues 'elsewhere', i.e. on to Network Rail land.

#### (7) Excavation

Network Rail will need to review all excavation works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway.

We would request a condition is included in the planning consent as follows:

Condition:

"Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority and Network Rail."

Reason: To protect the adjacent railway.

The NPPF states:

120. To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

#### (8) 2m Gap

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and our boundary fencing.

- To allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership and without encroachment onto Network Rail land and air-space. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949).
- To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains.
- To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.
- To ensure that Network Rail can maintain and renew its boundary treatment, fencing, walls.
- That the proposal will not be impacted by overhead electrified lines. Induced voltage can affect structures or individuals up to 20m from the overhead line. AC lines have overhead cables, DC lines are third rail.
- There are no Party Wall issues for which the applicant would be liable for all costs.
- To ensure that the applicant does not construct their proposal so that any foundations (for walls, buildings etc) do not end up encroaching onto Network Rail land. Any foundations that encroach onto Network Rail land could undermine, de-stabilise or other impact upon the operational railway land, including embankments, cuttings etc. Under Building Regulations the depth and width of foundations will be dependant upon the size of the structure, therefore foundations may impact upon Network Rail land by undermining or de-stabilising soil or boundary treatments.

The NPPF at Section 17, bullet 4 states:

"Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings"

We believe this comment supports our position on the location of buildings close to the railway boundary.

Officer's response:

Network Rail comments were forwarded to the agent and they respond as follows:-

(1) RAMS - The temporary proposal lies approximately 9m from operational land and approximately 30m from operational railway. The applicant will undertake works in accordance with established good practice in liaison with Network Rail Asset Protection.

(2) Fencing - The shared boundary between the existing store car park and railway is unaffected by the temporary store proposals and will be retained.

(3) Encroachment - The applicant will ensure that the proposal does not affect safety, operation or integrity of operational railway, Network Rail land and infrastructure or undermine or damage or adversely affect any railway land and structure.

(4) Scaffolding - No scaffolding will be needed for the temporary store in light of its prefabricated nature.

(5) Vibro-Impact - No vibro-impact equipment will be used. The temporary store will stand on the existing store car park.

(6) Drainage - Proposal will connect to existing drainage. No further action required. Require details of excavation.

(7) Excavation - No excavation proposed - temporary store is prefabricated.

(8) 2m Gap - Proposal is located in excess of 2m from Network Rail boundary fencing.

Therefore, it is not considered that the recommended conditions are necessary.

HS2 LTD:

The site is partially located within sub-surface safeguarding limits and although the line of route of HS2 is within a tunnel at this point, land could potentially be required for construction.

Accordingly whilst HS2 Ltd has no objections to the proposed temporary development it is advised that the following informative is attached to the decision notice in the event that you are minded to grant planning consent:

"Informative:

The Applicant is advised that part of the application site falls within land that may potentially be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by the promotion of a hybrid Bill deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk)."

**Internal Consultees**

URBAN DESIGN/ CONSERVATION OFFICER:



No objections to this proposal, but suggest that it would be preferable for the structure to be clad in light grey panels as opposed to white.

#### HIGHWAY ENGINEER:

The car park for the temporary store will provide 100 spaces. The level of car parking and the layout are considered to be acceptable. Of the 100 spaces, 6 will be designated for disabled use and 4 for Parent & Child use. In addition, 10 spaces will incorporate electric vehicle charging points. 4 car parking spaces should be designated for brown badge holders.

18 cycle parking spaces will be provided for the temporary store, which should be covered and secured.

The phasing details are not fully acceptable, as there is little detail regarding impacts on the access and parking during the construction phase of the permanent store. Further details with plans will be required clearly showing the impact construction phase(s) will have on the access and parking for the temporary store.

The existing service access for retail store should be closed and the footway reinstated. Design of the proposed accesses along Victoria Road is not satisfactory in terms of width, turning radius, pedestrian refuge/crossing, and vehicles entering and exiting. However detailed design matters can be dealt with as part of S106 and S278 agreements.

Subject to the above issues being covered by way of suitable planning conditions and/or legal agreement (as appropriate); there is no objection on the proposals from the highways viewpoint.

#### TREE AND LANDSCAPE OFFICER:

##### Landscape Character/ Context:

##### Site description:

- The site is occupied by the car park and petrol station situated to the rear of the Sainsbury superstore. The existing surface level car park extends behind the store to the south-east, with vehicular access off Victoria Road. The petrol station is situated at the far end of the car park, adjacent to the Victoria Road entrance.
- The southern boundary is defined by the dense wooded edge of the railway embankment (Chiltern Railway and Central Line).
- The Victoria Road (north-east) boundary features an attractive line of London Plane trees, some of which are backed by Hornbeam and under-planted with hedging, which partly screen the car park and form a significant landscape feature in the local streetscape.

##### Landscape Planning designations:

- Tree Preservation Order No. 193 protects selected trees around the superstore on the Long Drive frontage and the Victoria Road boundary.
- The protected trees are not affected by this application.

##### Landscape constraints/ opportunities:

- The dominant line of Plane trees on Victoria Road is not protected by TPO or Conservation Area designation. However, the trees constitute a significant feature in the landscape and should be retained if at all possible.
- A previous application (33667/APP/2012/3214) was granted permission to redevelop the superstore. The removal of specific selected trees formed a part of the approved proposal.

##### Proposal:

The proposal is to erect a temporary replacement supermarket (Class A1) and associated

temporary customer access, car parking and plant, refurbishment of an existing petrol filling station and provision of permanent vehicular access, permanent service egress and permanent re-location of an electricity sub-station in connection with planning permission granted on 22/4/13, ref. 33667/APP/2012/3214 for the re-development of the wider site for a new retail superstore and ancillary commercial units.

#### Landscape Considerations:

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

- A Tree Survey by Arthur Amos, dated July 2014 assesses the condition and value of 71No. trees and hedges on the site. This has been compared to the survey in September 2012 (also by Arthur Amos).
- In the intervening period all of the trees have retained their classification with the exception of T49, a sycamore, which has improved from a 'C' to a 'B' grade and T55, an ash, which has declined to a 'U' (previously a 'C').
- The approved masterplan (2012/3214) for the new superstore necessitated selected tree loss to facilitate the development.
- Tree removal included T1-11 and T13-17 at the eastern end of the site, near the garage. Further west (towards the existing superstore) T25 and T28-30 were to be removed to facilitate the development.
- Within this area, T12, a street tree will be retained, unaffected by the development. Two of the trees identified for removal, T10 and T25, are 'U' grade tree - whose removal is justified due to their poor quality and short useful life expectancy.
- The previously approved Arboricultural Impact Assessment (AIA) - including tree removal strategy - has been compared with the current tree removal schedule required to facilitate the temporary structure.
- According to Arthur Amos's AIA, dated July 2014, the trees approved for removal as part of the superstore proposal will be removed to accommodate the temporary store.
- In addition, it is proposed to remove a further 4No. trees from the Victoria Road frontage to accommodate the temporary store and access associated parking arrangements.
- The Trees to be removed schedule (AIA, Table 1) lists 2No. 'B' grade planes (T20 and T33) and 2No. 'C' grade planes (T23 and T24).
- The effect of this will be detrimental to the character and appearance of this significant landscape feature (the dominant line of roadside trees) for the sake of a temporary structure.
- No mitigation or landscape enhancement has been proposed - and none would be of value unless it becomes a permanent benefit which would survive the main development following on from the temporary enabling work.
- The impact of the tree loss associated with the approved development was not insignificant. In my view the temporary structure and the associated external spaces should be arranged around the previously approved tree removal strategy to ensure that no additional trees are removed for short term gain.
- 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:

The temporary site arrangement should be designed around the previously (long term) tree removal/ retention strategy.

#### Further comments:-

With regard to the amended drawing, ref. 1143-03, Replacement tree planting proposals plan, the offer to provide 6No. *Platanus x hispanica* @ 18-20cm girth is very welcome albeit one, at least, of

the proposed locations may be overshadowed by the canopy of the existing trees.

I also note that once the 'temporary arrangement' is superseded by the final layout, there will be a further opportunity for replacement planting to re-establish the line of boundary trees - under the terms of the landscape condition 10, attached to the planning consent for the redevelopment of the main store.

It is considered that this is an acceptable compromise.

#### ACCESS OFFICER:

The proposal is for a temporary, demountable store whilst the main supermarket is being built. The site is understood to be nearby to bus stops and South Ruislip rail and underground stations.

Of the 100 car parking spaces, 6 will be allocated for accessible parking. Ramps would provide suitable access to the store. A fully accessible WC would also be provided.

The following provision should be secured by way of a suitable planning condition:

1. A minimum of 10% of parking should be accessible to older and disabled people. The bays should be marked in accordance with BS 8300:2009, and should be made available to both Blue Badge holders and Brown Badge holders.

Conclusion: acceptable, subject to a suitable planning condition that secures the above provision.

#### Officer's comment

Although the officer states that 10% of the parking should be provided for brown and blue badge holders' design guidance states that 10% of the spaces should be available for blue badge holders with a further 5% should be available for brown badge holders. There appears to be no reason to relax standards in this case.

#### WATER AND FLOOD MANAGEMENT OFFICER:

The FRA dates back from 2012 and does not mention the temporary store so makes no assessment of it or how flood risk has been considered in the temporary design. Information on the interpretation of the FRA is only held on the covering letter which is not available on the external website for the EA to review. However in summary the finished floor level (ffl) is raised above the appropriate flood level, and underneath will be left voided to allow water underneath. Although it is not clear of the depth of the modular structure beneath the ffl and therefore the potential impact on flood storage, this should be made clear to demonstrate that there will be the void space assumed. If that is made clear then my following recommendations would apply.

This modular structure minimises the impact on flooding from the proposed development and is acceptable for a temporary structure. However appropriate conditions would have to be placed on any permission to ensure that the voids are maintained appropriately.

#### Condition

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the flood risk information provided in the covering letter Ref. SAIL 2054-01 dated 8th August by Turley and the following mitigation measures detailed:

i) Finished floor levels are set at a minimum of 35.953 m which is 300mm above the 1 in 100 year

plus climate change flood level.

ii) The void space beneath the building to be kept clear during the lifetime of the temporary structure.

#### Reason

To minimise the impact of flooding on the proposed development and future occupants and the impact of the proposed development on the surrounding area in accordance with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

#### ENVIRONMENTAL PROTECTION OFFICER (LAND CONTAMINATION):

Regarding the temporary store application, could you please ensure the standard contaminated land condition is included in any permission given. I think there were references to hydrocarbon contamination in the car parking area next to the petrol station. I'm assuming there is no soft landscaping so am leaving this condition out. They can submit any site investigation reports they have to date for the supermarket redevelopment and clarify the hydrocarbon contamination issue and provide a watching brief to get the pre-commencement part of the condition discharged.

#### Contaminated Land Condition

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion

of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

#### Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other

off site receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

SUSTAINABILITY OFFICER:

A condition is required to ensure that the scheme makes its 'best endeavours' to reduce carbon emissions.

## **7. MAIN PLANNING ISSUES**

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

The NPPF (March 2012), the London Plan (July 2012) and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) place great emphasis on ensuring that town centres provide the are the main focus for commercial and retail development. Although the majority of the proposed store would be sited outside the eastern boundary of the South Ruislip local centre, this scheme is for a temporary store to allow Sainsbury's to continue trading from the site whilst the new permanent store within the core area of the town centre is being built. Given the construction constraints on site, the proposed siting of the temporary store is considered to be acceptable. As such, there are no in principle objections to the proposal.

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

Not applicable to this development.

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

The application site is not located within an Archaeological Priority Area or has any other archaeological designation. The previous application for the new permanent store (App. No. 33667/APP/2012/3214 refers) was supported by an Archaeological Desk-based Assessment which advised that there are no recorded archaeological remains from any period within the area and that the initial development of the supermarket and associated petrol filling station would have disturbed any remains in the unlikely event that they were present in these areas. The assessment concluded by stating that the potential for the presence of any archaeological remains appears very low. Although the temporary store would mainly be sited within the car park where the development of the existing supermarket would have resulted in less disturbance to the ground, given that remains are unlikely on this site, the potential for disturbance of any archaeology remains very low due to the minimal disturbance resulting from the temporary store's footings.

The application site is not located within the vicinity of a listed building, nor sited within or close to the boundary of a conservation area or an area of special local character.

As such, it is considered that the proposals would not harm any known heritage assets.

### **7.04 Airport safeguarding**

No airport safeguarding objections have been raised.

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

The site is not located within the Green Belt or sited close to its boundary. As such, no Green Belt issues are raised by this application.

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

The proposed single storey temporary store would be of an appropriate scale and be sufficiently set back from the Victoria Road frontage so that it would not appear unduly dominant and allow for the retention of boundary planting in this area. Furthermore, the north western corner of the building would be predominantly glazed to present active frontages facing Victoria Road and the customer car park. The Council's Urban Design/Conservation Officer raises no objections to the proposal but did suggest that light grey panels may be preferable to white panels. This suggestion was put to the applicant but

they advise that this is a prefabricated temporary store that is being re-used from another site. As the store would be temporary, no objection is raised to the white panels.

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively.

The nearest residential properties to the proposed temporary store are the upper floor flats in the recently constructed three storey block which houses South Ruislip library sited to the north west of the application site on the opposite side of Victoria Road. As the nearest part of the temporary store would be sited over 220m from these properties, these units would not be materially affected by the proposals in terms of overshadowing, undue dominance or loss of privacy. Planning permission has been granted for flatted development immediately to the north of the application site on the opposite side of the road on 8/3/12 (App. No. 67080/APP/2010/1420 refers), but the store would be sited over 60m from the front elevation of this block so that these units would not be unduly affected by the single storey store. Also, although the site has been cleared and boarded up for a number of months, buildings works have yet to commence in earnest so that the possibility exists that there will not be any residents opposite during the lifetime of the temporary store.

Noise issues are considered below.

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

Not applicable to this development.

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

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

A Transport Statement has been submitted with the application. This advises that although the retail offer at the temporary supermarket will be sufficient to allow customers to undertake a basic weekly shop, it will be greatly reduced compared to the existing supermarket. As a result, many customers are likely to choose to undertake their main shop elsewhere and only use the temporary supermarket to top-up. As a result, the temporary supermarket would attract much less traffic than the existing supermarket and hence the demand for car parking would also be much reduced.

It goes on to advise that the proposed 100 space car park for the temporary supermarket equates to a ratio of 1 space per 16.4 sqm which although above the recommended 1 space per 20-30 sqm range in the London Plan (July 2011), would be almost identical to the 1 space per 16.9 sqm parking ratio at the existing supermarket. The Council's Highway Engineer raises no objections to the proposed level of car parking for the temporary store or its layout.

Of the 100 spaces, 6 will be designated for disabled use and 4 for parent & child use. In addition, 10 spaces will incorporate electric vehicle charging points. The Council's Highway Engineer does not raise objection to this provision, although advises that 4 car parking spaces should be designated for brown badge holders. This has been conditioned.

Servicing of the supermarket will involve service and delivery vehicles entering the site via the existing up-graded mini-roundabout on Victoria Drive, manoeuvre on the forecourt area between the petrol filling station and temporary supermarket to access the service area of the eastern side of the supermarket and exit via the tanker exit, a separate egress granted permission as part of the proposals for the permanent supermarket and refurbished petrol filling station. The Highway Engineer raises no objection to this arrangement.

The proposed petrol filling station, with the exception of 3 fewer pumps initially being provided to allow greater access by delivery vehicles, is the same scheme as the permitted replacement petrol filling station. As such, the operation of the petrol filling station does not give rise to any additional transport impacts that have not already been considered and have been found to be acceptable.

The Highway Engineer does consider that the phasing details have not been fully worked up and are not therefore currently acceptable. In particular, there is little detail regarding impacts on the access and parking during the construction phase of the permanent store and that further details including plans will be required that clearly show the impact of the construction phase(s) on the access and parking for the temporary store. This would be dealt with by the S106/ S278 agreements.

The Highway Engineer further advises that the existing service access for the existing supermarket will need to be closed and the footway reinstated. The design of the proposed accesses along Victoria Road is also not satisfactory in terms of width, turning radius, pedestrian refuge/crossing and vehicles entering and exiting. However, detailed design matters can be dealt with as part of S106/ S278 agreements.

The Highway Engineer concludes that subject to the above issues being covered by way of suitable planning conditions and/or legal agreement (as appropriate), there is no objection to the proposals from a highway viewpoint and the scheme is considered to comply with Policies AM2, AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

- Security

A secure by design condition is recommended.

#### **7.12 Disabled access**

The proposal includes an access ramp to the store's entrance and a separate access ramp at the front of the store for staff. A fully accessible WC is also provided. The submitted plans include 6 disabled spaces on the southern side of the temporary car park. The Access Officer is only concerned about the parking provision, advising that 10% of the spaces should be provided for blue and brown badge holders. However, the Council's Accessible Hillingdon SPD advises that 10% of parking should be for blue badge holders with a further 5% designated for brown badge holders. It is considered that in this instance, there are no grounds to deviate from adopted guidance. A condition is recommended seeking revised parking details.

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

Not applicable to this development.

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

##### Trees and Landscaping

Saved policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

The Council's Tree/Landscaping Officer initially advised that the boundary trees and vegetation along this part of Victoria Road, whilst not protected by a TPO, does constitute a landscape feature of merit and should be retained as far as possible. The proposed temporary store would involve additional tree loss along this frontage over and above that approved to accommodate the permanent scheme and that this proposal should be re-considered to minimise further tree loss.

The applicant's tree consultant advises that this issue has been discussed with the design team but the current site layout does appear to be the optimum solution given the competing needs of locating a temporary store, a workable access solution and retaining as many trees as possible. They therefore suggest a strategy of replacement tree planting to mitigate for tree loss, which have been indicated on Drw. No. 1143-03 and advise that Sainsburys would be willing to accept a condition regarding replacement tree planting attached to a consent for the temporary store, either in the location shown or otherwise in agreement with London Borough of Hillingdon.

Also, the tree consultant advises that while the access / egress arrangement is required for the temporary store, this arrangement is itself temporary. Further replacement planting opportunities will be available when this "gap" is closed, any such planting being covered via condition 10 of permission 2012/3214 for the main store redevelopment.

On this basis, the Council's Tree Officer advises that the compromise is acceptable.

##### Ecology

The proposed temporary store and refurbishment works to the petrol filling station would not impact on the ecological value of the site.

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

Sainsbury's would be responsible for their own waste management with a licensed waste carrier. On this basis, no objections are raised to the scheme.

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

An energy statement has been submitted with the application which advises that the scheme would satisfy the 2010 Building Regulations. The Council's Sustainability Officer advises that the scheme should aim to satisfy the 40% carbon reduction requirements in the London Plan (July 2011) but given that this is a temporary building, there is scope to be flexible. A condition has been attached.

The temporary store would use a modular frame construction that would allow flexibility and the building to be used elsewhere.

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

The majority of the site, including the temporary store is located within Flood Zone 2, and it also forms part of a Critical Drainage Area. The application is supported by the Flood Risk Assessment submitted as part of the permanent which has been up-dated by the



agent's covering letter.

The Council's Water and Flood Management Officer advises that subject to confirmation concerning the void space below the store, the scheme is acceptable, subject to condition. This has been attached.

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

##### Noise

On the previous application, the Council's Environmental Health Officer advised that a condition was required to ensure that noise levels at the nearest residential properties are kept 5dB below background levels. The condition is recommended to safeguard the residential properties from the temporary store and refurbished petrol filling station.

##### Air Quality

Although the application site lies adjacent to an Air Quality Management Area, the temporary store, being served by 100 car parking spaces represents a significant reduction on the current number of customer car parking spaces on site so that it is unlikely that the proposal would have any adverse impact upon air quality.

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

As regards the comment received regarding the noise from the delivery gate, this relates to deliveries to the existing store and the service area immediately to the rear of the store which fronts Victoria Road. The temporary store would be serviced from its eastern side, involving deliveries being made further along Victoria Road to the east, away from the existing residential occupiers opposite. Servicing and delivery arrangements with the new permanent store should also result in an improvement with servicing and delivery vehicles accessing the site from the mini-roundabout and using a ramp to gain access to the service yard at the rear of the new store at deck level which would be sited further into the site.

The comment in support is noted.

#### **7.20 Planning obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

A S106 Agreement would be needed to secure the following:-

1. Highways: A s278/s38 Agreement will need to be entered into to secure the highway works and their phasing within the construction process.

The proposal is not Mayoral or Council CIL liable.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

There are no other planning issues raised by this application.

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

#### General

Members must determine planning applications having due regard to the provisions of the

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

## 10. CONCLUSION

This scheme mainly seeks permission to provide a small temporary store on site whilst the existing store is demolished and its larger replacement is being constructed.

The store would allow Sainburys to maintain a presence within the local centre whilst construction works are on-going, reducing the disruption for surrounding residents. The scheme is also acceptable on highway grounds, subject to the details of the highway works and their phasing being finalised.

There are no residential properties nearby that would be affected by the location of the temporary store or its servicing and delivery arrangements and the level of customer parking, its layout and the temporary access arrangements are also acceptable on highway safety grounds.

The scheme has been conditioned to ensure it makes an appropriate contribution towards energy efficiency. Conditions are also recommended to ensure that adequate disabled parking spaces are provided and the scheme is acceptable in terms of flood risk. Replacement trees will also be secured by condition to compensate for the additional trees lost.

The refurbishment work to the petrol filling station and other permanent alterations to the access arrangements have already been approved as part of App. No. 33667/APP/2012/3214.

The works are not Mayoral or Council CIL liable.

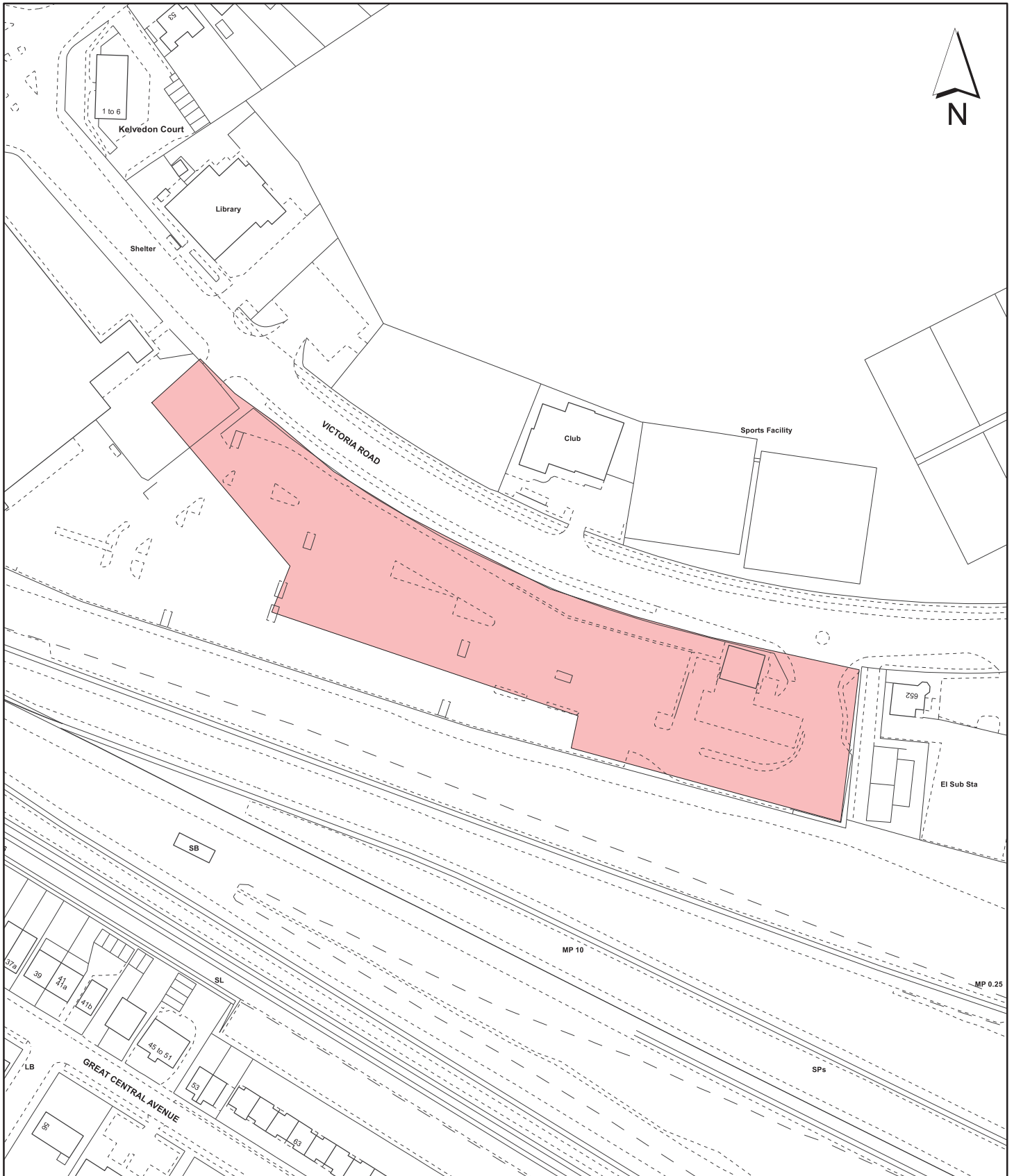
The application is recommended accordingly.

## 11. Reference Documents

National Planning Policy Framework (March 2012)  
Planning Practice Guidance (March 2014)  
London Plan (July 2011)  
Hillingdon Local Plan (November 2012)  
HDAS: 'Accessible Hillingdon'  
Consultation responses

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Sainsbury's Superstore  
 Long Drive  
 Ruislip**

Planning Application Ref:  
**33667/APP/2014/2824**

Planning Committee  
**Major Page 94**

Scale  
**1:1,500**

Date  
**October 2014**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111



**HILLINGDON**  
 LONDON

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

<b>Address</b>	CHEQUERS SQUARE UXBRIDGE		
<b>Development:</b>	The consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level.		
<b>LBH Ref Nos:</b>	35214/APP/2014/2232		
<b>Drawing Nos:</b>	32 G A Existing Drainage La 3906-D1-001A 3906-D1-002A 3906-X-100A 3906-X-101A 3906-X-102A 3906-X-103A 3906-X-106A The Pavilions Uxbridge - Planning Application Cove The Pavilions Uxbridge - Planning Statement DLG - 3906_131209 Design and Access Statement EL - Drainage statement rev c Entran - E1119 - Uxbridge Air Quality V2 Entran - Pavillions TS 07052014 Entran - Pavillions Travel Plan Entran - Swept Path Analysis SK02 Entran - Swept Path Analysis SK04 Pavilions Drainage 1-2 Pavilions Drainage 2-2 SR - R1-Rev C-16.04.14-New Retail Unit The Pavilio SR - TN1-4.4.14-New Retail Unit The Pavilions Uxbr Sol - 0414ST01_Energy Statement_FINAL May 2014 Stace - 131212 Pavillions BREEAM Split Stace - 140117 The Pavillions Unit Pre-summary rep TBA - 012_Planning Statement Plant 140414_MM 3906-D1-100E 3906-D1-101E 3906-D1-108F 3906-D1-109F 3906-D1-111A 3906-D1-103F 3906-D1-107E 3906-D1-110C 3906-D1-102E 3906-D1-106G		
<b>Date Plans Received:</b>	24/06/2014	<b>Date(s) of Amendment(s):</b>	07/10/2014
<b>Date Application Valid:</b>	07/07/2014		24/06/2014
			03/10/2014
			08/10/2014

## **1. SUMMARY**

The proposed development is for the consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level. The proposed development seeks to create a 4,651sqm retail unit to accommodate a major national retailer. The unit would be provided over two levels and include a basement servicing area.

It is considered that the proposed development would conform with the requirements of the Hillingdon Local Plan (2012) and the London Plan (2011) subject to conditions.

The application is therefore recommended for approval.

## **2. RECOMMENDATION**

**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) Car Park - £200,000 towards reviewing and improving signage, reviewing and improving lighting, provision of CCTV where it doesn't exist and provision of improved car park management system (pay on foot).**

**ii) Secure enhanced access/additional lift provision to car park without access to Pavillions - to ensure access is not disrupted between shops and car park through introduction of store (e.g. phase 3 in the D&A) - timescale for application and provision to be negotiated.**

**iii) Secure application and implementation for entrance design (including provision of new canopy for this entrance and consistent external treatment of entrances to the shopping centre (e.g. phase 2 in the D&A) - timescale for application and provision to be negotiated.**

**iv) Public Realm Improvements - £20,000 to ensure that hard landscaping outside entrance points can be updated and made consistent to mitigate loss of legibility resulting from application.**

**v) Link Walkways - Opening Times, Kept Clear etc.**

**vi) Travel Plan plus £20,000 Travel Plan Bond**

**vii) Construction Training (£2500 per £1m build cost plus a coordinator fee of £9600. Can provide an in kind scheme if they wish.**

**viii) Employment Training/Agreement**

**ix) Project Management & Monitoring Fee = 5% of total cash contributions**

**x) Off-site sustainability contribution of £50,000 to a carbon fund**

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

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

**D)If the Legal Agreements have not been finalised by 30th November 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, works to improve the car park as a direct result of the development, measures to adequately mitigate the harm of the development on the legibility of the Town Centre, appropriate mitigate carbon dioxide emission 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 Policies AM2, AM7 and R17 of the adopted Local Plan, London Plan Policy 2.15, the National Planning Policy Framework, the National Planning Practice Guidance 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 3906-D1-0100 Rev E, 3906-D1-0101 Rev E, 3906-D1-0102 Rev E, 3906-D1-0103 Rev F, 3906-D1-0106 Rev G, 3906-D1-0107 Rev E, 3906-D1-0108 Rev F, 3906-D1-0109 Rev F, 3906-D1-0110 Rev C, 3906-D1-0111 Rev A and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**3 COM5 General compliance with supporting documentation**

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

Design and Access Statement  
Planning Statement  
Drainage Statement  
Air Quality Assessment  
Transport Assessment  
Travel Plan  
Energy and Sustainability Appraisal

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

#### REASON

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

#### **4 COM7 Materials (Submission)**

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

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

#### REASON

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

#### **5 COM17 Control of site noise rating level**

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

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

#### **6 OM7 Construction Site Management Plan**

A detailed Construction Site Management Plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The development will then commence in accordance with the details in the agreed Construction Site Management Plan.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to ensure that the Construction Works do not have any adverse impacts on the vitality, viability or overall health of the Town Centre in accordance with Policy 3.15 of the London Plan (2011), the National Planning Policy Framework and the National Planning Practice Guidance.



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

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

**REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

**8 SUS6 Green Travel Plan**

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3

**9 NONSC Accessibility 1**

Prior to the occupation of the retail unit hereby approved, the lift serving the customer area shall be installed and operational, in accordance with the approved drawings. The lifts shall be permanently retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

**REASON:** To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved

UDP Policies (November 2012).

## **10 NONSC Accessibility 2**

Notwithstanding what is shown on the approved drawings, prior to the occupation of the retail unit hereby approved, a scheme and details for the inclusion of automatic doors to the two main entrances to the premises, shall be submitted to and approved in writing by the Local Planning Authority. The doors approved in compliance with this condition shall be provided prior to the occupation of the premises and shall be permanently retained thereafter.

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

## **INFORMATIVES**

### **1 115 Control of Environmental Nuisance from Construction Work**

There is a possibility there may be some contaminating substances present in the ground at depth. We have no information on the ground conditions. We would advise persons working on site to take basic precautions in relation to any contamination they may find. Please contact the Environmental Protection Unit on 01895 277018 if you require any advice.

#### **Reason**

You are advised this development is on a former garage (large) based on Ordnance Survey data. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete. The suitability of building materials and building techniques may also need to be considered under the Building Regulations.

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

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

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

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

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

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

means that would minimise disturbance to adjoining premises.

## **2 152 Compulsory Informative (1)**

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

## **3 153 Compulsory Informative (2)**

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.15	(2011) Town Centres
LPP 5.3	(2011) Sustainable design and construction
LPP 6.13	(2011) Parking
LPP 7.6	(2011) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF7	NPPF - Requiring good design

## **4 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon

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

### **3. CONSIDERATIONS**

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

The Pavilions Shopping Centre is located on the High Street, within the heart of the Uxbridge town centre. The centre is bounded by the High Street to the east, Oxford Street to the north and west and the Windsor Street to the south.

The centre primarily trades from ground floor accommodation. Most retail units are serviced from the basement level service yard which extends almost entirely beneath the centre. Vehicular access for delivery vehicles is primarily from Grainge's Yard to the south, with egress via an internal one way system to Cross Street to the North. In addition to delivery and unloading bays, the basement level provides car parking for the retail and market traders and additional shop storage.

Four residential tower blocks and one office block are located over the shopping centre, with access either from the High Street or internally from the malls. Two multi-storey car parks are accessed from the north and west elevations. Primary public access to the centre is via the pedestrian entrances from the High Street. The main entrance leads into Market Square, via Market Mall, with a second mall entrance leading to Chequers Square via Chequers Walk. Pantile Walk and Mercer Walk link the two Squares. Additional pedestrian access into the centre is also achieved directly from the car parks into Market Square and Chequers Square.

The application site is located within the primary shopping frontage of Uxbridge Town Centre. The application site is also located within an Archaeological Priority area. The High Street itself is located within the Old Uxbridge/Windsor Street conservation area which runs along the front elevation of the Pavilions shopping centre.

The site sits within Flood Zone 1, the lowest level of flood risk, has a high PTAL score of 6 and is within a Developed Area as designated by the Hillingdon Local Plan (November 2012).

#### **3.2 Proposed Scheme**

The proposed development is for the consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level. The proposed development seeks to create a 4,651sqm retail unit to accommodate a major national retailer. The unit would be provided over two levels and include a basement servicing area. A new centre entrance/store facade are proposed and have been designed as part of a wider approach to refurbishing the centre. The supporting Design and Access Statement states that the final design will be subject to a separate planning application, however the elevation submitted 3906-D1-106 Rev G is to be considered as part of the current application. The applicant states that three phases are proposed, with the current application representing Phase 1.

The ground floor area will include 2,164sqm of retail floorspace within an irregular rectangular footprint. The existing shopping centre entrance at Chequers Square will be reconfigured, with access to the centre via the new unit. As a result the existing Chequers Walk route will be converted to retail use, an area of approximately 424sqm. The first floor area will include approximately 1,781sqm retail floorspace, utilising the existing first floor storage space of the current units and creating a new mezzanine floor above the existing Chequers Walk to create a large single space for retail use. The first floor footprint will be slightly reduced, however it would generally mirror the ground floor layout creating an additional 628sqm above Chequers Walk. The existing roof will be raised to accommodate the insertion of the new floor, with some additional new plant provided at roof level. A new roof will be constructed over the first floor with a new external wall constructed adjacent to the existing plant well.

The existing store has 235sqm at basement level for storage and servicing use. It is proposed to convert existing open service yard area to extend the stores basement level by 471sqm to create a total basement area of 706sqm. The basement will include delivery and off-loading facilities designed to accommodate large goods vehicles. Access and egress to the service yard will be as per the current arrangement via Grainge's Yard and Cross Street with no change to the current one-way service circulation.

### **3.3 Relevant Planning History**

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

The application site has an extensive planning history dating back to the 1960's. However the majority of these applications relate to minor alterations, such as signage, and so are not relevant to the current proposal.

The Pavilions' operational planning permission (6045/3892) was granted in 1967 and allowed the development of:

"Traffic free shopping precinct, two multi storey car parks, a petrol filling station, car showroom, offices, restaurant, licenced premises, a public market and two public conveniences and residential accommodation in the form of 144 flats and 11 maisonettes".

The centre refurbishment was granted planning permission pursuant to 35214/84/1425, which allowed for:

"Refurbishment and alterations to existing shopping precinct at Uxbridge Shopping Centre, High Street, Uxbridge".

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

No additional policies.

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services

	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.15	(2011) Town Centres
LPP 5.3	(2011) Sustainable design and construction
LPP 6.13	(2011) Parking
LPP 7.6	(2011) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF7	NPPF - Requiring good design

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

- 5.1** Advertisement Expiry Date:- **13th August 2014**
- 5.2** Site Notice Expiry Date:- Not applicable

5th August 2014

## 6. Consultations

### External Consultees

Circa 390 local residents and owner/occupiers were consulted on the development on the 10/07/14. The application was also advertised as a major development and numerous site notices were posted around and within the development site. By the end of the consultation process 3 comments and/or letters of objection were received. These can be summarised as:

- Increase in parking demands
- Affect on Armstrong house residents/noise
- Length and timing of building works

#### Case Officer's Comments:

Concerns raised regarding parking and detrimental impact on neighbours during construction works are covered within the body of this report.

One comment in support of the proposal was submitted:

I fully support this planning application. This will regenerate business in the Mall and hopefully draw in new stores which are desperately needed for other stores within the Mall and Uxbridge town centre to survive.

The Greater London Archaeological Advisory Service (GLAAS)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The application site lies in an area of recognised archaeological significance in relation to the potential for prehistoric archaeological deposits and the medieval to 16th century settlement of Uxbridge centred on the High Street. However, construction of the existing shopping centre and its basements are likely to have had a significant impact on buried deposits and in this instance I do not feel that the archaeological resource would be compromised by this proposal.

No further assessment or conditions are therefore necessary.

### Internal Consultees

#### ACCESS OFFICER:

This planning submission represents the first phase of a master plan to reconfigure and modernise the existing Pavilions shopping centre. The proposal is to form large form retail unit which would also serve as a thoroughfare for the other units on the ground floor.

The new retail unit would provide a structural opening for a number of customer and back of house lifts, however, the onus to install the actual lifts would lie with the tenant.

No concerns are raised in terms of accessibility and inclusive design, however, a suitable planning condition should be attached to any grant of planning permission to ensure that the lifts serving the customer areas are installed before the building is occupied. An additional condition to secure the provision of automatic doors should also be attached to any approval.

Conclusion: Acceptable, subject to Conditions

**ENVIRONMENTAL PROTECTION UNIT:**

The application and noise report has considered the BS4142 assessment. I have no objections subject to the following conditions:

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

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

From a noise & dust point of view - the site would be under pressure from the shop units to work outside of trading hours yet there are residents above who would rather they stick to the permitted hours. A suitable construction site management plan would outline when and how they would plan on addressing all the issues that would sprout from the works.

In terms of the air quality assessment. I don't disagree with their view that the impacts from the development would be negligible. I have no specific comments with regard to air quality. If possible, vehicle movements associated with the construction works should avoid going through residential area and streets.

I understand that there may be some digging out for the escalators. There used to be a former garage (quite large) on this site, and the current development should have addressed any contamination issues, and I suspect most of the contaminated material would have been removed when they dug out the basement. But as a precaution, the following contamination informative is advised on Health and Safety grounds.

**Contamination Informative**

There is a possibility there may be some contaminating substances present in the ground at depth. We have no information on the ground conditions. We would advise persons working on site to take basic precautions in relation to any contamination they may find. Please contact the Environmental Protection Unit on 01895 277018 if you require any advice.

**Reason**

You are advised this development is on a former garage (large) based on Ordnance Survey data. The advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site once works are complete. The suitability of building materials and building techniques may also need to be considered under the Building Regulations.

**FLOOD AND WATER MANAGEMENT OFFICER**

The proposals will retain the same drainage system and there is proposed to be no increase in hard surfacing draining to this area, therefore there are no objections to the proposal. However all opportunities in redeveloped facilities should look to use best practice and reduce water usage and rainwater harvesting or use considered where possible and therefore the following condition would be requested.

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall incorporate the use of methods to minimise the use of potable water through water collection, reuse and



recycling and will:

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

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### CONSERVATION AND URBAN DESIGN

Whilst there are no objections in principle to this proposal in design or conservation terms, there are a number of concerns: most of the local environmental improvements/ benefits are included in phases 2 and 3 of the works as described in the supporting documents. These, however, are not included in this application. As a stand alone application, there are few obvious community benefits. The Design and Access Statement does not recognise that the site abuts a Conservation Area or is within a APA, although the Planning Statement notes the former. With regard to the latter, GLAAS will need to be notified as there are some excavations at basement level to accommodate escalator pits. The approach to the design of the shopfront is a concern, as this appears to be a standard design. Ideally, the framing for the shopfront should take account of some of the existing design details of the facade, the curved window elements at high level are a noticeable and consistent element, as is the use of light coloured concrete. The design of the proposed canopy is lacking in detail, whilst we would expect this to be modern, it should include glazing and lighting, few details have been submitted. Getting this design right is particularly important, as it may be the model for the larger canopies proposed for phases 2 and 3. The size and positioning of these have been identified as potential issues in the pre-application discussions. Colours and finishes for the shop front should, ideally, be provided at this stage. The glazing of the existing small shopfront adjacent to the new entrance should be simply subdivided into smaller panes, to reflect the scale of the other shopfronts. It should be noted that given the location of the frontage, we would not accept internally illuminated box fascia signs and the large internal hanging sign would need to have a very low level of illumination in order to be acceptable and consistent with similar signage in the conservation area. We would need to see further information on the high level screening for the plant, as this will be visible from street level, particularly over the KFC unit. The frontage of this unit will also need to be changed once the supporting structure for the existing glazed canopy is removed. There are still concerns over the legibility of the existing shopping centre and its linkage with the High Street should this public entrance be converted to a shop unit.

#### Case Officer's Comments:

GLAAS have been consulted on the proposals and raised no objection concluding that they 'do not feel that the archaeological resource would be compromised by this proposal.' Concerns raised regarding the proposed design of the shopfront are noted. A condition is recommended that requires details of materials, design and luminosity levels of the scheme to be submitted to and approved in writing by the LPA. Additional details regarding the proposed plant have been provided to the Conservation and Urban Design Officer for comment.

#### HIGHWAYS OFFICER:

The proposals seek to combine 15 existing commercial units within the Pavilions shopping centre to create a single retail unit within the site. The works will include the reconfiguration of the basement that will result in the loss of 9 car parking spaces and construction of new mezzanine floor and associated works at roof level.

When considering the proposals, it is noted that a Technical Note (TN) has been submitted in support of the development. This has demonstrated that there will be an increase in customer parking demand of approximately 110 vehicles within adjacent public car parks (Cedars and Grainges). Nevertheless, from reviewing the existing available parking capacity, it is noted that both car parks can accommodate the increased demand, as a result of the development.

In addition, the TN informs that there are currently 192 marked parking spaces in the basement, of which only 158 are available for practical use. Of this provision, 36 are permanently leased to the Local Authority Market, and another 10 are permanently leased to Armstrong World Industries, leaving 112 spaces available for general use.

Of the 112 spaces available, 89 have potential to be offered for rent/lease. Of these 89, 25 are currently available for rent/lease, and 64 are currently occupied. However, as part of the development, the number of generally available parking spaces for rental will be reduced to 80. Some of these 16 spaces could be taken up by the future occupier's staff if the demand exists.

Notwithstanding the above, it is noted that the site is located within a town centre, adjacent to Uxbridge rail and bus stations. In addition, the PTAL index of the surrounding area is classified as 6a, which indicates that the site has excellent accessibility to public transport facilities. As a result, it is considered that the reduction in car parking within the site is acceptable in this instance. However, in order to promote sustainable means of travel, a Travel Plan should be provided as part of a suitably worded planning condition/S106 agreement.

Finally, in order to retain a satisfactory means of access and serving arrangements within the site, the existing circulation within the basement area is required to be maintained.

#### SUSTAINABILITY OFFICER:

I have no objections to the proposed development.

However, the energy assessment acknowledges that the development will not achieve the 40% reduction required by London Plan Policy 5.2. The assessment shows a shortfall of 39tonnes of CO2 per year. All opportunities to improve outdated and older building stock must be taken and I appreciate that the applicant has presented a scheme that pushes the savings as much as possible within the constraints of type of development. Nonetheless, the development is not meeting the reduction targets set out in 5.2. This is partly justified by suggesting that the final design of the development cannot be achieved yet due to the type of development disposal contract. This is not acceptable. The final designs of the development should be guided by principles established at this stage. As this is not done, and there is an acknowledged shortfall against Policy 5.2, the development is not policy compliant in its current state.

Accordingly, the Council is minded to consider Policy 5.2E which suggests that if carbon savings cannot be secured on site, then offsite provisions should be sought. To that end the Council has established criteria for determining offsite provisions based on the most up to date approach to allowable solutions. This requires a payment commensurate with the shortfall.

The cost per carbon tonne is set against the mid range point for allowable solutions at £60 and is calculated over the timeframe for 'decarbonising' the national grid which is forecasted to be 30years by the Government. Therefore an offsite contribution of £70,200 would be expected for a development with a 39tonne shortfall (£60 x 30years x 39tonne).

In this instance, the Council accepts the complexities and restrictions placed on the development as it is not an entirely new build and therefore the normal flexibility of development cannot be afforded. The Council would therefore accept an offsite contribution of £50,000 to a carbon fund through a S106 agreement. This fund will be required to be spent on energy and carbon saving projects.

The contribution will allow the development to be compliant with Policy 5.2 appropriate to the scale and nature of the project.

#### WASTE STRATEGY:

Limited detail is provided, albeit it would appear that the proposed arrangement for refuse and recycling follows the current arrangements already in place.

This nature of development is best served by having waste stored and removed from the basement area in large containers with the necessary vehicular access. The applications follows these arrangements.

It is worth noting that the application refers to the centre management being responsible for waste collection and they will need to arrange this via a private contractor. Once again this mirrors the current arrangement.

#### BUILDING CONTROL:

Having reviewed the site drawing [drg No: 3906-101- Rev E] it appears that the means of escape has not been made any worse with the inclusion of this development, however it would be expected that a full Fire Strategy will be provided to demonstrate compliance with Approved Document B. This will take into consideration the new build in relation to the existing fire strategy for the shopping mall.

## **7. MAIN PLANNING ISSUES**

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

The proposed scheme is intended to introduce a large footprint national retailer within an existing retail centre.

The Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) includes policies that look to reinforce Uxbridge as the primary metropolitan town centre and commercial destination of Hillingdon, and to deliver new retail floorspace within the centre as appropriate to meet the expected increase in demand. Large format retailing is a defining characteristic of any shopping centre. The Pavilions currently provides several large format retailers, including Marks and Spencer, TK Maxx, Argos and Wilkinson. The introduction of a new major national retailer to The Pavilions is consistent with the role the centre plays in the retail hierarchy of the borough and an appropriate location for a major retailer within the town centre.

Policy E4 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) identifies Uxbridge as the borough's primary retail area, and recognises the need to ensure its future viability. Policy E5 'Town and Local Centres' states the redevelopment and refurbishment of existing sites is encouraged to meet demand for additional retail

floorspace required within the borough. The policy's implementation strategy states that:

"In addition to the expansion of town centre boundaries proposed in this plan, increases in comparison and convenience retail floor space will be achieved through the redevelopment of existing sites, refurbishment of existing retail units or the intensification of existing floorspace".

The Hillingdon Unitary Development Plan Saved Policies (September 2007) includes policies S6 and S11 which seek to safeguard the amenity of shopping areas.

The proposed unit's location and retail use satisfies Policy S11 and is an appropriate addition to the High Street as:

- The proposed large A1 retail unit would replace the existing A1 and A3 units fronting the High Street, ensuring limited disruption to the current mix of uses;
- The proposal does not result in a separation of Class A1 uses or a concentration of non-retail uses;
- The retail unit proposed is typical of a large shopping centre;
- The proposed introduction of a major national retailer to the unit reflects modern retailing trends and consumer demand;
- The proposal acts to maintain the commercial viability of the centre as a whole; and
- The proposal will facilitate a general uplift in the High Street amenity.

Given the location of the application site in a town centre, the principle of seeking to provide additional retail floorspace is considered to be acceptable and the proposal is deemed to accord with Policies E4 and E5 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) plus Policies S6 and S11 of the The Hillingdon Unitary Development Plan Saved Policies (September 2007).

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

The application relates to a retail proposal and therefore residential density is not pertinent to the consideration of this application.

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

GLAAS have considered the proposals with reference to information held in the Greater London Historic Environment Record and concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The application site lies in an area of recognised archaeological significance in relation to the potential for prehistoric archaeological deposits and the medieval to 16th century settlement of Uxbridge centred on the High Street. However, construction of the existing shopping centre and its basements are likely to have had a significant impact on buried deposits and in this instance they do not feel that the archaeological resource would be compromised by this proposal.

No further assessment or conditions are therefore necessary.

#### **7.04 Airport safeguarding**

Not applicable to this application

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

Not applicable to this application

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

The proposed introduction of a large footprint retailer in this town centre location is considered acceptable and in line with Policies S6 and S11 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) which identifies Uxbridge as the borough's primary retail area. The impact of the proposal on the character of the area is

therefore deemed appropriate. The impact of the scheme on the appearance of the area is considered under section 7.11 'Urban Design, Access and Security'.

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

The Council's Environmental Protection Unit have considered the proposals and recommended conditions to protect the amenity of the occupiers of the residential blocks above the shopping centre. Subject to appropriate conditions the proposal is deemed to have an acceptable impact on the amenity of adjacent residential properties.

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

The proposal is for alterations and amendments to the existing Pavilion Shopping Centre and accordingly the living conditions of future residential occupiers is not relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for future retail visitors.

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

The Technical Note (TN) submitted in support of the development indicates that there will be an increase in customer parking demand of approximately 110 vehicles within adjacent public car parks (Cedars and Grainges). However, from reviewing the existing available parking capacity, it is noted that both car parks can accommodate the increased demand, as a result of the development.

The proposed development will alter the servicing arrangement within the basement but will not introduce any changes to the existing one-way circulation arrangement. As a result of the proposed changes 9 car parking spaces will be lost, however the site is located within a town centre, adjacent to Uxbridge rail and bus stations. In addition, the PTAL index of the surrounding area is classified as 6a, which indicates that the site has excellent accessibility to public transport facilities. As a result, it is considered that the reduction in car parking within the site is acceptable in this instance.

The Council's Highways Team have considered the proposals in detail and raised no objection to the development.

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

Policy BE1 'Built Environment' states the Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy BE13 of the UDP states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE15 of the UDP indicating proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

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

The Council's Conservation and Urban Design team have reviewed the proposals and raised no objections in principle to this proposal in design or conservation terms.

A number of design concerns were raised which have been taken into consideration, however the new canopy proposed is a modern design and the double height shopfront increases the scale of the current entrance which will help to identify it as a major

entrance into the centre as well as into a large anchor unit. It is considered that the height and size corresponds to the large residential block adjacent. The proposed alterations also relate to the potential future phase 2 refurbishment of the High St elevation. Conditions are recommended that require details of materials, design and luminosity levels of the scheme to be submitted to and approved in writing by the LPA.

A new shopfront will be constructed internally facing onto Chequers Square. The design of both shopfronts including the colours of materials are subject to detailed design and coordination with the proposed future retailer. Tenant signage will be subject to separate advertisement consent.

#### **7.12 Disabled access**

This planning submission represents the first phase of a master plan to reconfigure and modernise the existing Pavilions shopping centre. The proposal is to form large form retail unit which would also serve as a thoroughfare for the other units on the ground floor.

The new retail unit would provide a structural opening for a number of customer and back of house lifts, however, the onus to install the actual lifts would lie with the tenant.

The Council's Access Officer has reviewed the scheme and raised no concerns or objections in terms of accessibility and inclusive design. However they have recommended that a suitable planning condition should be attached to any grant of planning permission to ensure that the lifts serving the customer areas are installed before the building is occupied. An additional condition to secure the provision of automatic doors is also recommended.

Therefore, subject to the attachment of appropriate conditions the proposal is deemed acceptable in terms of access.

#### **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**

The existing basement level waste disposal and recycling facilities have serviced the present 15 units on the site and are considered able to accommodate the proposed increase in floorspace and intensification of use. The vehicle access and egress servicing these facilities will remain essentially unaltered, and continue to be suitable for typical refuse collection vehicles. The Council's Waste Strategy team have reviewed the proposal and raised no objections.

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

The Council's Sustainability Officer has reviewed the proposal and raised no objections to the development. In this instance, the Council accepts the complexities and restrictions placed on the development as it is not an entirely new build and therefore the normal flexibility of development cannot be afforded. The Council would therefore accept an offsite contribution of £50,000 to a carbon fund through a S106 agreement. This fund will be required to be spent on energy and carbon saving projects.

The contribution will allow the development to be compliant with Policy 5.2 appropriate to the scale and nature of the project. This requirement has been included within the proposed S106.

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

The Council's Flood and Water Management Officer has reviewed the proposals and raised no objections subject to the attachment of an appropriate condition. The development will retain the same drainage system and there is proposed to be no increase in hard surfacing draining to this area. However all opportunities in redeveloped facilities should look to use best practice and reduce water useage and rainwater harvesting or use considered where possible. Therefore a condition requiring a scheme for the provision of sustainable water management to be submitted to, and approved in writing by the Local Planning Authority is recommended.

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

The Council's Environmental Protection Unit have considered the proposal in terms of air quality assessment and are of the opinion that the impact from the development would be negligible. They have therefore raised no specific comments with regard to air quality.

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

The matters raised in submissions have been either been dealt with by conditions attached to any approval, covered in the body of the report or are not material planning considerations.

#### **7.20 Planning obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

The S106 Heads of Terms sought are:

1. Car Park - £200,000 towards reviewing and improving signage, reviewing and improving lighting, provision of CCTV where it doesn't exist and provision of improved car park management system (pay on foot).
2. Secure enhanced access/additional lift provision to car park without access to Pavillions - to ensure access is not disrupted between shops and car park through introduction of store (e.g. phase 3 in the D&A) - timescale for application and provision to be negotiated.
3. Secure application and implementation for entrance design (including provision of new canopy for this entrance and consistent external treatment of entrances to the shopping centre (e.g. phase 2 in the D&A) - timescale for application and provision to be negotiated.
4. Public Ream Improvements - £20,000 to ensure that hard landscaping outside entrance points can be updated and made consistent to mitigate loss of legibility resulting from application.
5. Link Walkways - Opening Times, Kept Clear etc.
6. Travel Plan plus £20k Bond
7. Construction Training (£2500 per £1m build cost plus a coordinator fee of £9600. Can provide an in kind scheme if they wish.
8. Employment Training/Agreement
9. Project Management & Monitoring Fee = 5% of total cash contributions
10. Off-site sustainability contribution of £50,000 to a carbon fund

Subject to the payment of the above by the applicant, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

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

Not applicable to this application

#### **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**

None

**10. CONCLUSION**

The proposed development is for the consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level. The proposed development seeks to create a 4,651sqm retail unit to accommodate a major national retailer. The unit would be provided over two levels and include a basement servicing area.

It is considered that the proposed development would conform with the requirements of the Hillingdon Local Plan (2012) and the London Plan (2011) subject to conditions.

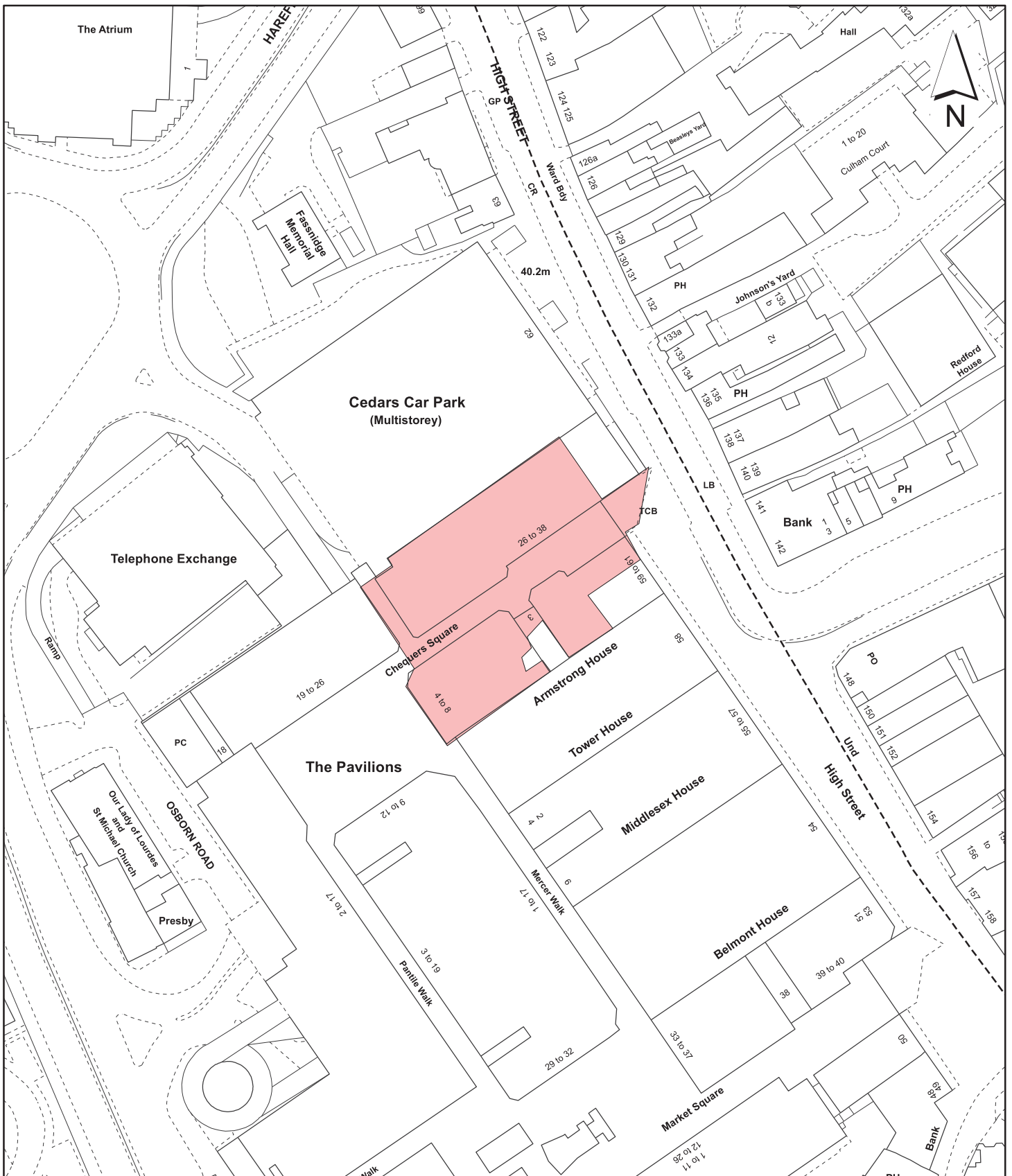
The application is therefore recommended for approval.



**11. Reference Documents**

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).  
National Planning Policy Framework.  
Hillingdon Design and Access Statement 'Residential Layouts'.  
Supplementary Planning Document 'Accessible Hillingdon'.  
Supplementary Planning Document Noise.  
Supplementary Planning Guidance Planning Obligations.  
Supplementary Planning Guidance Planning Obligations - Revised Chapter 4 Education Contributions.  
The London Plan 2011.  
GLA's Supplementary Planning Guidance - Housing.

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;"><b>Chequers Square Uxbridge</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p style="text-align: center;"><b>Residents Services Planning Section</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>	
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>35214/APP/2014/2232</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>	 <b>HILLINGDON</b> LONDON	
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Page 116</b></p>	<p>Date</p> <p style="text-align: center;"><b>October 2014</b></p>		

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

**Address** 10-14 SWAN ROAD WEST DRAYTON

**Development:** Erection of a building comprising 15 flats with associated parking, cycle storage, amenity areas and landscaping (Involving demolition of existing buildings).

**LBH Ref Nos:** 60960/APP/2014/2698

**Drawing Nos:** Energy and Sustainability Statement  
Tree Protection Plan  
14/3329/2 Proposed Floor Plans  
14/3329/3 Proposed Elevations  
14/3329/4 Street Scene/Site Section  
14/3329/5 Cycle Store  
14/3329/6 Existing Plans & Elevations Nos 10, 12 & 14  
Location Plan  
Planning, Design and Access Statement  
Transport Statement  
Arboricultural and Planning Integration Report Ref: GHA/DS/19960:14  
14/3329/1 Rev B Proposed Site Layout  
SK02 Rev B Swept Path Analysis

**Date Plans Received:** 30/07/2014                      **Date(s) of Amendment(s):** 30/07/2014  
**Date Application Valid:** 30/07/2014                      17/10/2014

### 1. SUMMARY

Planning permission is sought of the erection of a three storey block of flats comprising 15 two-bed units, associated parking, cycle storage, amenity areas and landscaping. The scheme involves the demolition of the three existing residential properties.

It is considered that the proposed scheme would not have a detrimental impact on the character of the surrounding area or on the residential amenity of future occupiers of the site or neighbouring properties.

The proposal complies with Policies AM7, AM14, BE13, BE19, BE23, BE24 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Residential Layouts HDAS. It is therefore recommended that the proposed scheme is recommended for approval.

### 2. RECOMMENDATION

**1. 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) 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. Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, so that subsequent changes in financial**

variables, in particular an improvement in sales values, trigger an additional financial contribution to be agreed by legal officers, in which the shortfall in contributions regarding affordable housing are wholly or partly reimbursed to the Council, up to a cap of a policy compliant scheme.

**2. Construction Training:** A contribution (or in-kind scheme delivered) is required to address training during the construction phase of the development. If the obligation is to be delivered as a financial contribution then the amount is to be based on the following formula: £2,500 for every £1m build cost + £9,600 = total contribution.

**3. Project Management and Monitoring Fee:** A contribution equal to 5% of the total cash contributions is required to ensure the adequate management and monitoring of the resulting agreement.

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

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

**D) If the Legal Agreement/s have not been finalised within 3 months, delegated authority be given to the Head of Planning, Sport and Green Spaces to refuse planning permission for the following reason:**

**"The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development in respect of affordable housing and construction training. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies'.**

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

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

**1 RES3 Time Limit**

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

**REASON**

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

**2 RES4 Accordance with Approved Plans**

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

Location Plan  
14/3329/1 Rev B Proposed Site Layout  
14/3329/2 Proposed Floor Plans  
14/3329/3 Proposed Elevations  
14/3329/4 Street Scene/Site Section  
14/3329/5 Cycle Store  
14/3329/6 Existing Plans & Elevations Nos 10, 12 & 14  
Tree Protection Plan  
SK02 Rev B Swept Path Analysis

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

#### REASON

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

### **3 RES7 Materials (Submission)**

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

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

#### REASON

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

### **4 RES8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A final method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

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

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

1.d Landscape planting, set at least 2.4m from the rear ground floor flats, of sufficient height and density to prevent overlooking.

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 2 parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

**6 RES10 Tree to be retained**

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

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first

planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

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

#### **7 RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

#### REASON

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

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

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

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

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

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

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part One - Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### **9 RES16 Code for Sustainable Homes**

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

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

#### REASON

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

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

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

#### REASON

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

#### **11 RES22 Parking Allocation**

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

#### REASON

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

#### **12 RES24 Secured by Design**

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

#### REASON



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

**13 NONSC Photovoltaic Panels**

No photovoltaic panels shall be installed unless full details of the siting and design of the proposed photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority. The panels shall be installed in accordance with the approved details and therefore permanently retained.

**REASON**

To ensure that the panels are not detrimental to the appearance of the building and street scene, in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**14 NONSC Non Standard Condition**

Prior to the commencement of development, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development (to 2013 building regulations), and the detailed measures to reduce CO2 emissions by 35% from this baseline. The assessment shall provide detailed specifications of the measures and technology that will be used to reach the 35% target. The assessment shall include the impacts of each energy efficiency measure and/or form(s) of technology on the baseline emissions. The assessment shall include plans including elevations where necessary showing the inclusion of the relevant technology to reduce the CO2 emissions.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO2 reductions are being met.

The development must proceed in accordance with the approved scheme.

**REASON**

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

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the

policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

### **3            115            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**4** 143 **Keeping Highways and Pavements free from mud etc**

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

**5** 147 **Damage to Verge - For Council Roads:**

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

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

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

**6**

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

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The application site is located on the northern side of Swan Road and comprises of a detached property (No 14) and two semi-detached properties (Nos 10 and 12). The site is bordered to the north-west by the rear gardens of 21-29 Ferrers Avenue, to the north-east by 1-11 Gainford Court and to the south-west by 16 Swan Road. West Drayton Baptist Church and 13-19 Swan Road are located on the opposite side of Swan Road.

**3.2 Proposed Scheme**

Planning permission is sought for the erection of a building comprising 15 two-bed flats with associated parking, cycle storage, amenity areas and landscaping. The three existing residential properties would be demolished. One of the existing vehicular crossovers would be retained and widened to allow access to the parking area at the rear, whilst the other two crossovers would be removed.

**3.3 Relevant Planning History**

60960/APP/2007/3074 10 - 14 Swan Road West Drayton

ERECTION OF A PART TWO STOREY PART THREE STOREY RESIDENTIAL BUILDING TO ACCOMMODATE 13 FLATS (INVOLVING DEMOLITION OF THREE EXISTING DWELLINGS) (OUTLINE APPLICATION).

**Decision:** 26-02-2008 Refused

**Appeal:** 10-09-2008 Dismissed

60960/APP/2008/674 10 - 14 Swan Road West Drayton

ERECTION OF A PART TWO STOREY, PART THREE STOREY RESIDENTIAL BUILDING TO ACCOMMODATE 13 FLATS (INVOLVING THE DEMOLITION OF EXISTING DWELLINGS) (OUTLINE APPLICATION).

**Decision:** 09-05-2008 Refused

60960/PRE/2005/110 10 -18 Swan Road West Drayton

T P PRE - CORRES: DEVELOPMENT OF SITE

**Decision:**

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

Planning permission for a block of 13 flats (ref: 60960/APP/2007/3074) was refused in March 2008, as it failed to provide a sufficient flood risk assessment and failed to secure provision for educational, open space/recreational or community facilities through planning obligations. The application was dismissed at appeal (Planning Inspectorate ref: APP/R5510/A/08/2069317) in September 2008. The Planning Inspector upheld the Council's decision to refuse the application in regards to the lack of planning obligations.

A second application (ref: 60960/APP/2008/674) for a block of flats comprising 13 two-bed units, was refused in May 2008, as it failed to provide any affordable housing or a viability assessment demonstrating that such a provision would not be viable on site. The scheme also failed to secure provision for educational, open space/recreational or community facilities through planning obligations.

#### **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.

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

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

BE20 Daylight and sunlight considerations.

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

BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 37 local owners/occupiers and a site notice was displayed. Seven responses have been received:

- i) disruption during building works
- ii) there are not enough facilities in the area to provide for current residents i.e. healthcare, nursery and school places
- iii) would add to existing traffic congestion/problems
- iv) insufficient parking
- v) the family homes should be retained
- vi) overdevelopment of the site
- vii) visual impact
- viii) already many blocks of flats in the area
- ix) impact on the character of the street
- x) increased waste disposal
- xi) the current proposal is for more flats and has a higher roof than the previous application
- xii) loss of light/privacy to neighbouring properties
- xiii) permeable paving will not prevent flooding
- xiv) noise and disturbance from future occupiers
- xv) safety of children playing in the front amenity space
- xvi) impact on the nearby Conservation Area
- xvii) anti-social behaviour from neighbouring block of flats
- xviii) who will occupy the proposed flats?

## Internal Consultees

Floodwater Management Officer:

The opportunities presented by development should be taken to reduce flood risk to the surrounding area by controlling surface water on site, particularly as this site is partly shown within an area with potential for surface water flooding according to the Environment Agency Flood Map. Therefore the following condition is requested.

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

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

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

## REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part One - Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Highways:

Further to reviewing the above, can you request that the proposed disabled parking space at the front of the site is relocated to the rear adjacent to the main car parking area, in order to reduce the risk of vehicle conflicts. In addition, can you request swept paths to be provided of a large car entering and exiting parking spaces 10 and 11, while manoeuvring in order to exist the site in a forward gear. All swept paths are required to provide a 300mm margin of error.

Officer comments:

The applicant has provided a swept path analysis.

Highways:

As discussed, I am not happy with the excessive reversing required associated with parking spaces 10 and 11. As a result, and notwithstanding the previous parking layout, can you request that these spaces are relocated (next to spaces 9 and 12?). In addition, I will not accept the proposed disabled parking space in the front of the site due to the risk of vehicle conflicts. Therefore, this space is required to be relocated to the rear of the site as previously requested.

Officer comments:

The applicant has provided a revised parking layouts and a swept path analysis which demonstrate acceptable arrangements and address the Highways Engineer's concerns with the original plans.

Trees/Landscape Officer:

Site description:

The site is occupied by three bungalows (one detached, two semi-detached) situated within a residential area on the edge of West Drayton Town Centre. The dwellings are set in established gardens featuring a number of trees.

Landscape Planning designations:

There are no TPO or Conservation Area designations affecting the site.

Landscape constraints/opportunities:

Any development proposal should seek to retain significant vegetation, particularly good quality trees with a useful life expectancy.

PROPOSAL:

The proposal is to demolish the existing houses and erect a new building comprising 15 flats with associated parking, cycle storage, amenity areas and landscape.

LANDSCAPE CONSIDERATIONS:

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

- The Tree Survey by GHA Trees assesses the quality and condition of 13No. individual, or groups, of trees which are on the site and off-site - but close enough to influence it.
- The survey concludes that most of the trees are 'C' grade trees with limited wider landscape value or potential.
- T5, a Spruce, is graded 'B' whose condition and quality merits retention. The only other 'B' grade tree is the off-site Sycamore (T8) in the northern corner of the site, in a rear garden behind Ferrers Avenue.
- The accompanying Tree Protection Plan confirms that these two trees will be retained within the site layout and protected prior to any demolition or building work on site. In addition to this, G12 (two Cypresses) and G6 and G7 (off-site Cypresses, Mountain Ash and Field Maple) will be retained and protected throughout the site development.
- The report confirms (6.8) that the proposed cycle store in the northern corner of the site (within the root protection area of the off-site Sycamore) will be a light weight timber structure whose installation will not damage the tree.
- The removal of the remaining 'C' grade trees is acceptable, subject to new/replacement tree planting as part of a comprehensive landscape scheme.
- Tree Protection Measures and a Preliminary Method Statement are set out in section 8 of the report.

- No trees or other landscape features of merit will be affected by the proposal.
- It is also noted that there will be on site supervision by a retained arboriculturalist at key stages of work on site.
- 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.

#### Amendments to Site Layout

- Highways requested the parking layout to be amended; spaces 10 and 11 will be located next to space 12 and space 15 will be re-located from the front garden to the rear garden, adjacent to space 14.
- No plan has been submitted and no assessment made by GHA trees. However, it appears possible that the addition of three spaces next to spaces 12-14, may be fitted in without breaching the root protection areas of T5 and T7.
- The removal of car space 15 from the front garden will create space for further soft landscape enhancement along the site frontage - albeit that part of the rear garden/amenity space will be lost to hard surfacing and parked cars.
- There is no objection to this arrangement; subject to a Final Method Statement by the GHA Trees to confirm what measures will be taken to safeguard the retained trees.

#### RECOMMENDATIONS:

No objection, subject to the above observations and COM8 (part 1), RES9 (parts 1, 2, 4, 5, and 6) and RES10.

## **7. MAIN PLANNING ISSUES**

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

The principle of the demolition of the existing buildings and a replacement block of flats has been established by the previous planning applications (refs: 60960/APP/2007/3074 & 60960/APP/2008/674). There is no objection in principle to the proposed development provided the scheme complies with the relevant policies set out in the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

### **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 application site is located 150m north of the West Drayton Green Conservation Area. As such, the proposed scheme would not impact on the Conservation Area.

### **7.04 Airport safeguarding**

Not applicable to this application.

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

Not applicable to this application.

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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require developments to harmonise with the existing street scene or other features in the area and ensure that oversized and badly located additions are avoided.

Paragraph 3.3 of the Council's HDAS: Residential Layouts refers to the redevelopment of large plots and infill sites currently used for individual dwellings into flats, and states that the redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including houses which have been converted into flats or other forms of housing.



In relation to the application site, the two blocks of flats next to the site (Gainford Court and Denton Court) replaced five residential dwellings (Nos. 2, 4, 6, 6a and 8 Swan Road). The proposed development would increase this to a total of 8 residential units redeveloped for flats and would represent the redevelopment of approximately 13% of the houses on Swan Road.

However, whilst the proposed development would exceed the guideline threshold for redevelopment of houses into flats, the determining factor in these cases is whether the development would have an inappropriate cumulative impact on the character and amenity of the street scene.

At present, the three-storey Gainford Court to the east and the two-storey dwelling (16 Swan Road) to the west, dominate this section of the street scene due to the low ridge heights of the existing dwellings on the application site (10-14 Swan Road). As a result of this, the dwellings to be demolished provide an uncomfortable transition between the neighbouring properties.

The proposed block of flats would be three-storeys high and will have a pitched roof, with accommodation provided within the roof space. This would be similar to the roof form of the neighbouring block of flats. The proposed block would also incorporate a two-storey wing adjacent to the neighbouring two-storey dwelling (16 Swan Road). It is considered that the drop down in height from three-storey to two-storey of the roof ridge of the proposed building would create a more comfortable and appropriate transition between the two-storey dwellings to the south west and the three-storey blocks of flats to the north east, which would be beneficial to the character and appearance of the street scene.

The design and materials of the development would be in keeping with the neighbouring blocks of flats. The block would be set slightly in front of the building line of the neighbouring properties which would be acceptable. The visual impact of the proposed building on the street scene would be reduced through the use of soft landscaping and the locating of the car park at the rear of the site.

It is considered that the proposed development would be an acceptable form of development in the street scene and would not have a detrimental impact on the character and appearance of the area.

The proposal is therefore considered to comply with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the HDAS: Residential Layouts.

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

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires the design of new developments to protect the privacy of neighbouring dwellings. Paragraph 4.12 of the HDAS 'Residential Layouts' requires a 21m distance separation between habitable rooms to ensure no loss of privacy would occur.

The proposal would comply with the 21m separation distance between the building and the properties located on the opposite side of Swan Road, and with the properties located at the rear of the application site. The rooflights on the side elevations would be high level rooflights, whilst the side windows would be obscure glazed; this would ensure there is no loss of privacy to the neighbouring properties.

It is considered that the proposal would not cause harm to the privacy of neighbouring

residents and there would not be excessive levels of overlooking. The scheme therefore complies with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Paragraph 4.12 of the HDAS 'Residential Layouts'.

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

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new developments to "provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is useable in terms of its shape and siting." The HDAS 'Residential Layouts' SPD states that 25sq.m of external amenity space should be provided for two-bed flats. The proposed scheme should therefore provide a minimum of 375sq.m of external amenity space.

50sq.m of private amenity space would be provided through the use of patios and balconies whilst 294sq.m of communal amenity space would be provided. This would result in a total of 344sq.m of external amenity space. It is important to note that there are two easily accessible public open spaces within the area; The Green located 320m away, and The Closes located 650m away, which has a formal children's play area and sports pitches.

On balance it is considered that, although the amount of proposed on site external amenity space is slightly below the recommended standard, set out in the HDAS 'Residential Layouts' SPD, the proposed space would be usable in terms of its shape and siting and would provide adequate amenity space for future occupiers.

Internal Space Standards:

Policy 3.5 of the London Plan (July 2011) requires dwellings to provide an acceptable amount of internal floor space; the standard floor space for a two-bed three person dwelling is 61sq.m and 70sq.m for a two-bed four person dwelling. The proposed flats would exceed the recommended internal floor space standards set out in the London Plan and so would provide occupiers with an acceptable amount of internal floor space.

Daylight/Sunlight/Privacy & Overlooking:

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and HDAS: 'Residential Layouts' seek to ensure that new developments maintain and allow adequate levels of daylight and sunlight to penetrate into and between them. Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect privacy. Furthermore these policies state that planning permission will not be granted for new developments which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

The bulk of the building is considered to be acceptable and would not exceed the 45 degree principle. This would ensure that adequate levels of daylight/sunlight are provided to the proposed units. In regards to privacy and overlooking of the proposed residential units, the building has been designed so as to prevent direct overlooking between the individual units.

It is therefore considered that the proposed scheme would provide an acceptable level of residential amenity to future occupiers, and so complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and HDAS: 'Residential Layouts'.

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

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

There are currently three vehicle crossovers located in front of 10-14 Swan Road. Two of these crossovers will be removed whilst the remaining vehicular crossover would be widened. This crossover would be used to provide vehicular access to the parking area at the rear of the site. It is considered that the proposal would not detrimentally impact on highway and pedestrian safety and would not significantly impact on highways capacity.

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The proposed scheme would provide 15 parking spaces, one of which would be a disabled parking space; the scheme would comply with the Council's Car Parking Standards which requires the provision of one parking space per residential dwelling.

An electric charging point and a cycle store for 16 cycles would be provided in the rear parking area. Details of the cycle store can be provided by way of an appropriate condition on any consent granted.

The Council's Highways Engineer considers the proposal to be acceptable in regards to the proposed parking layout and raises no objection to the highways impact of the scheme.

The proposed scheme complies with Policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Urban Design:

See Section 7.07 of this report.

Access:

See Section 7.10 of this report.

Security:

The proposal would need to comply with the principles of Secure by Design. This can be dealt with by way of a Secure by Design condition on any consent granted.

#### **7.12 Disabled access**

A wheelchair unit would be provided on the ground floor and the remaining units would incorporate Lifetime Homes Standards. A disabled parking space would also be provided. The proposed scheme is considered to be acceptable in terms of accessibility.

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

Affordable Housing

London Plan Policies 3.11 and 3.12 require developments to provide 35% affordable housing on-site, taking into account individual circumstances including development viability. The previous application (ref: 60960/APP/2008/674) was refused due to the failure to provide any affordable housing or a viability assessment demonstrating that such a provision would not be viable on site.

The current application includes the provision of a financial viability appraisal to

demonstrate the feasibility of providing 35% on-site affordable housing. The outcome of this report was that it is not feasible for the development to provide any affordable housing units on the site.

The financial viability appraisal has been reviewed and it is recommended that the proposal can be supported from a financial appraisal perspective subject to the provision of a review mechanism, in which subsequent changes in financial variables, in particular an improvement in sales values, trigger an additional financial contribution to be agreed by legal officers, in which the shortfall in contributions regarding affordable housing are wholly or partly reimbursed to the Council, up to a cap of a policy compliant scheme.

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

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to retain and utilise topographical and landscape features of merit and provide new planting and landscaping when appropriate.

Existing trees along the site boundaries would be retained. A number of trees within the site would be removed to facilitate the development. Additional tree planting would be provided along the site boundaries, including at the front of the site, as well as within the communal amenity space. Additional landscaping would also be provided through the use of hedge planting.

The Council's Trees/Landscape Officer raises no objection to the proposed scheme subject to suitable landscape conditions on any consent granted.

The proposal therefore complies with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Four 1,100l bins would be provided underneath the covered access to the car park at the rear of the site. The waste facilities are considered to be acceptable. Further details of the bin store can be provided by way of an appropriate condition on any consent granted.

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

The applicant has submitted an Energy and Sustainability Statement as part of this application.

The proposal seeks to provide a 29.5% reduction in carbon dioxide emissions. This falls short of the London Plan standards, however having reviewed the assessment in detail, there appears to be no reason that the development could not achieve the necessary standards. In this case it is considered a grampian condition could secure that the final development was policy compliant.

Policy 5.3 of the London Plan 2011 requires the highest standards of sustainable design and construction to be achieved. To ensure the development complies with this policy a condition will be added for the development to be built to Code for Sustainable Homes Level 4.

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

Although the application site is not located within a flood zone, according to the Environment Agency Flood Map, an area with potential for surface water flooding is located at the rear of the site.

The original planning application (ref: 60960/APP/2007/3074) was refused due to the failure to provide a sufficient flood risk assessment. A surface water drainage assessment

was included as part of a second planning application (ref: 60960/APP/2008/674). The surface water drainage assessment was considered to be acceptable at the time and was not a reason for refusal.

The surface water drainage assessment has been submitted as part of the current application (as an appendix to the Planning, Design and Access Statement). The Council's Floodwater Management Officer has assessed the application and considers that subject to the implementation of sustainable drainage measures to control surface water on site, the proposal would reduce the flood risk to the surrounding area. Details of sustainable urban drainage can be provided by way of a condition on any consent granted.

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

Not applicable to this application.

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

Seven responses were received, raising a number of points.

Point i) relates to disruption during building works which is dealt with under separate legislation.

Point ii) raises concerns over the lack of existing facilities for current residents. Improvements to facilities would be covered under the Council's Community Infrastructure Levy (CIL).

Points iii), iv), v), vi), vii), viii), ix), x), xi), xii), xiii), xvi) and xvii) have been dealt with elsewhere in this report.

Point xv) raises concerns over safety of children playing in the front amenity space. Suitable boundary treatments would be provided at the front of the site.

In regards to point xvii), anti-social behaviour is dealt with under separate legislation.

Point xviii) asks who will occupy the proposed flats. The proposed development is for market housing.

#### **7.20 Planning obligations**

The proposed scheme would provide 15 new residential units and so would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2 of the Mayoral CIL which requires a flat rate fee of £35 per square metre for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

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

Not applicable to this application.

#### **7.22 Other Issues**

None

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

General

Members must determine planning applications having due regard to the provisions of the

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to this application.

## 10. CONCLUSION

Planning permission is sought of the erection of three storey block of flats comprising 15 two-bed units, associated parking, cycle storage, amenity areas and landscaping. The scheme involves the demolition of the three existing residential properties.

It is considered that the proposed scheme would not have a detrimental impact on the character of the surrounding area or on the residential amenity of future occupiers of the site or neighbouring properties.

The proposal complies with Policies AM7, AM14, BE13, BE19, BE23, BE24 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Residential Layouts HDAS. It is therefore recommended that the proposed scheme is recommended for approval.

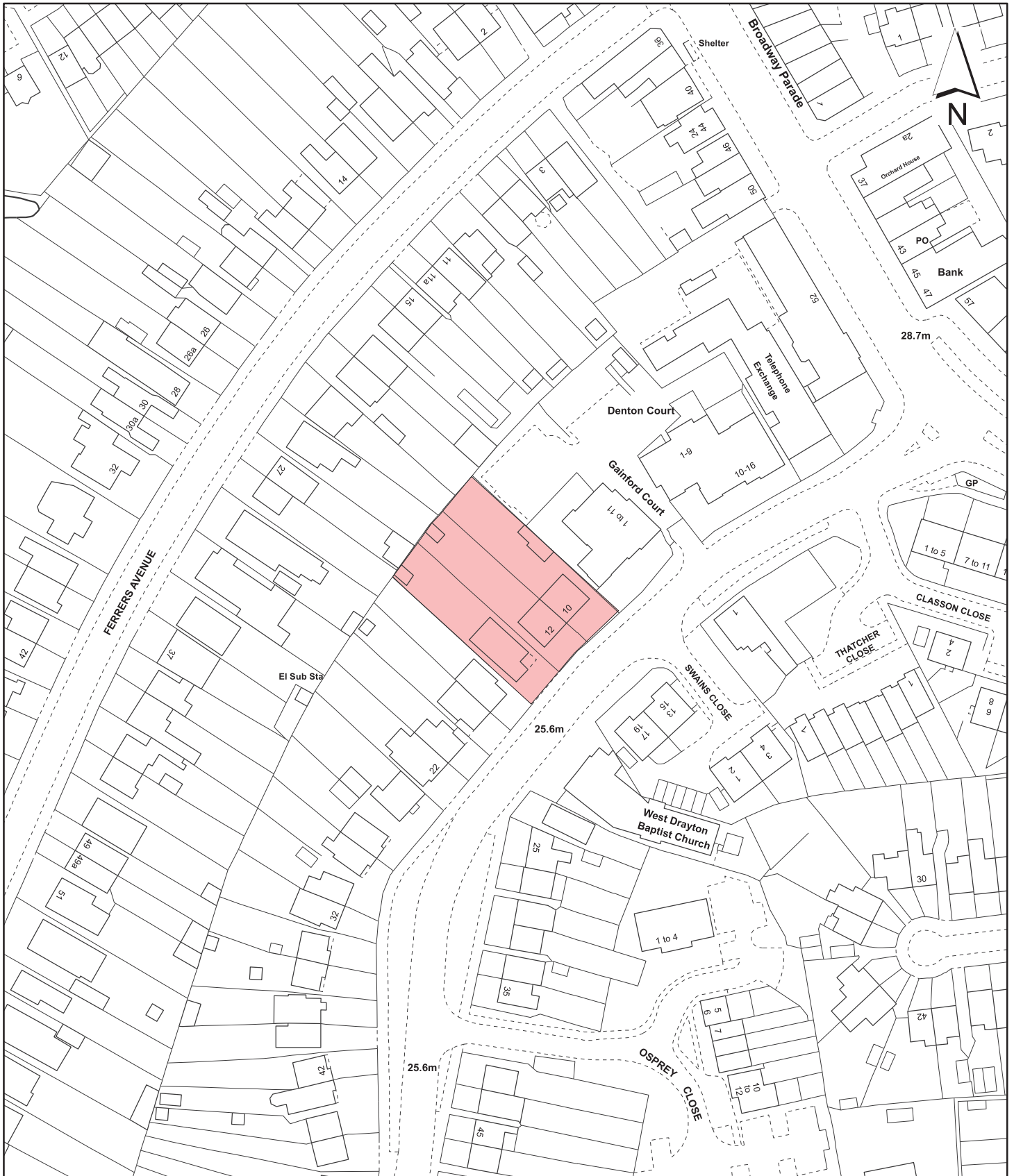
## 11. Reference Documents



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

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

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;"><b>10-14 Swan Road West Drayton</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services Planning Section</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>60960/APP/2014/2698</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Page 138</b></p>	<p>Date</p> <p style="text-align: center;"><b>October 2014</b></p>	
			



# Plans for Major Applications Planning Committee

29th October 2014



HILLINGDON  
LONDON



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

**Address** LAND ADJACENT TO SIPSON ROAD IN HOLLOWAY LANE  
HARMONDSWORTH

**Development:** Use of land as a solar farm, involving site restoration, including importation of 65,000 cubic metres of inert waste, landscaping and planting; the laying out of 576 solar arrays in 34 rows, with associated ancillary structures, (including transformers, substation, inverters, CCTV masts, boundary fencing and maintenance track) and connections to the electricity grid.

**LBH Ref Nos:** 46223/APP/2014/1867

**Date Plans Received:** 30/05/2014

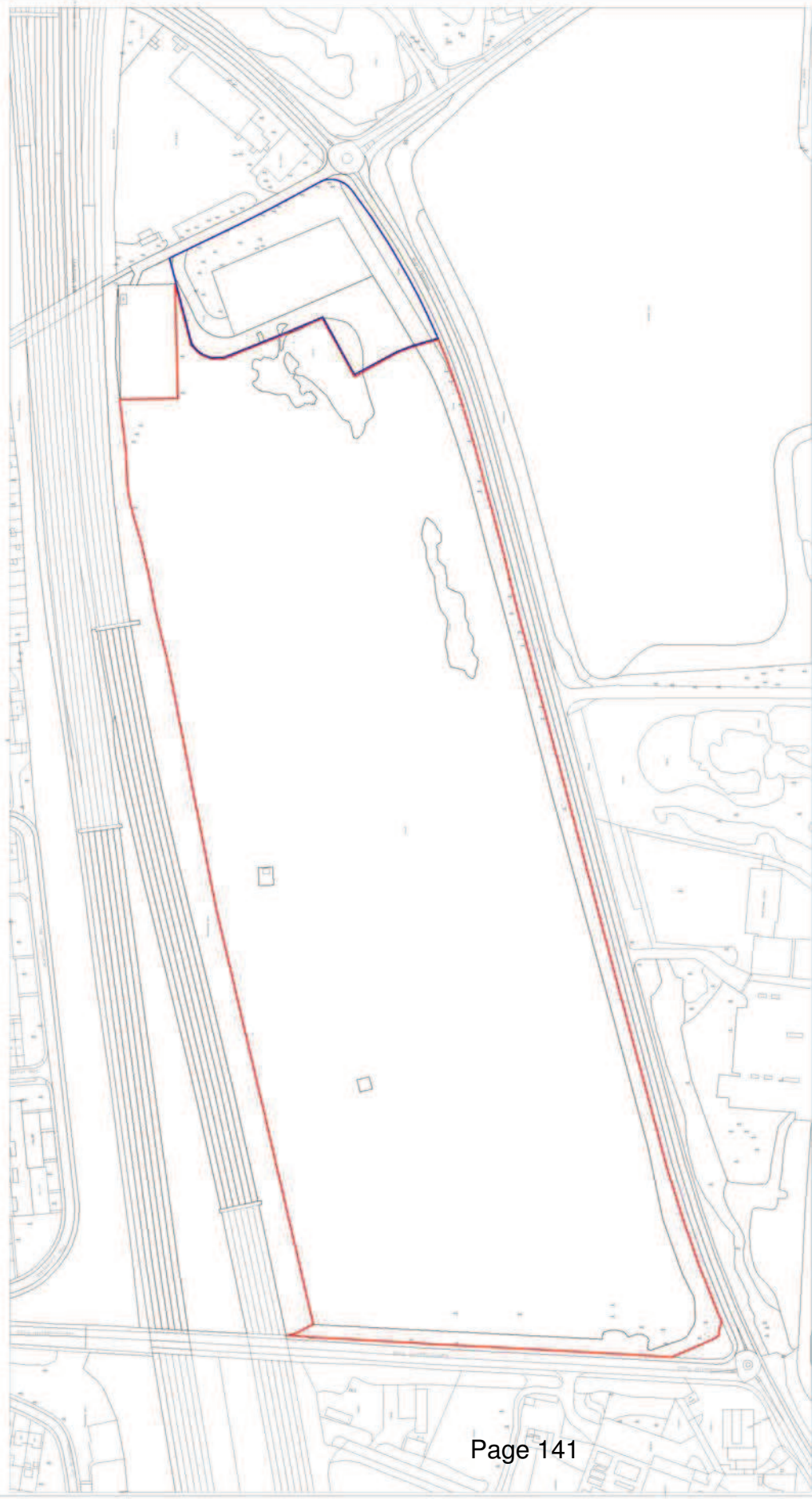
**Date(s) of Amendment(s):**

**Date Application Valid:** 02/06/2014

**Notes**  
 The Contractor is to check and verify all building, site, drainage, flood, and sewer levels at connection points before work starts.  
 This drawing must be read with and checked against all other standard specifications and any structural or other specialist drawings provided.  
 The Contractor is to comply in all respects with the current Building Regulations, whether or not specifically stated on these drawings.  
 This drawing is not intended to show details of ground related upon to support the structure. Any details of ground related to the structure to be investigated by the Contractor and suitable methods of foundation must be provided.  
 Partnership LLP

REV	DATE	BY	DESCRIPTION

Site	Land at Spoon Road Hempton Huntington
Client	Coastan Ltd
Drawing Title	Existing Site Plan
Drawn by	JH
Checked by	NJD
Purpose of Issue	PLANNING
Date	May 2014
Scale	1:250 (BA1)
Drawing Number	JTS_7832_100



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DO NOT SCALE FROM THIS DRAWING A3

- KEY**
-  Site Boundary
  -  1a Photoview Location
  -  P1 Plate Location

REVISION	DATE	ISSUED FOR	BY

CLIENT  
The JTS Partnership L.L.F.

PROJECT  
Proposed Solar Array Electricity Generating Facility

DRAWING TITLE  
Photoview and Plate Location Plan

DRG NO.	SCALE	DATE
ST13869-001	1:10000 @ A3	05/03/14
DRAWN BY	CHECKED BY	APPROVED BY
MAB		

wardell armstrong

your earth our world

STOCK ON TRUCK (HEAD OFFICE)  
TEL 0945 111 777

LEDFI  
TEL 0192 252 043

RECREATION UPON TIME  
TEL 0127 540 069

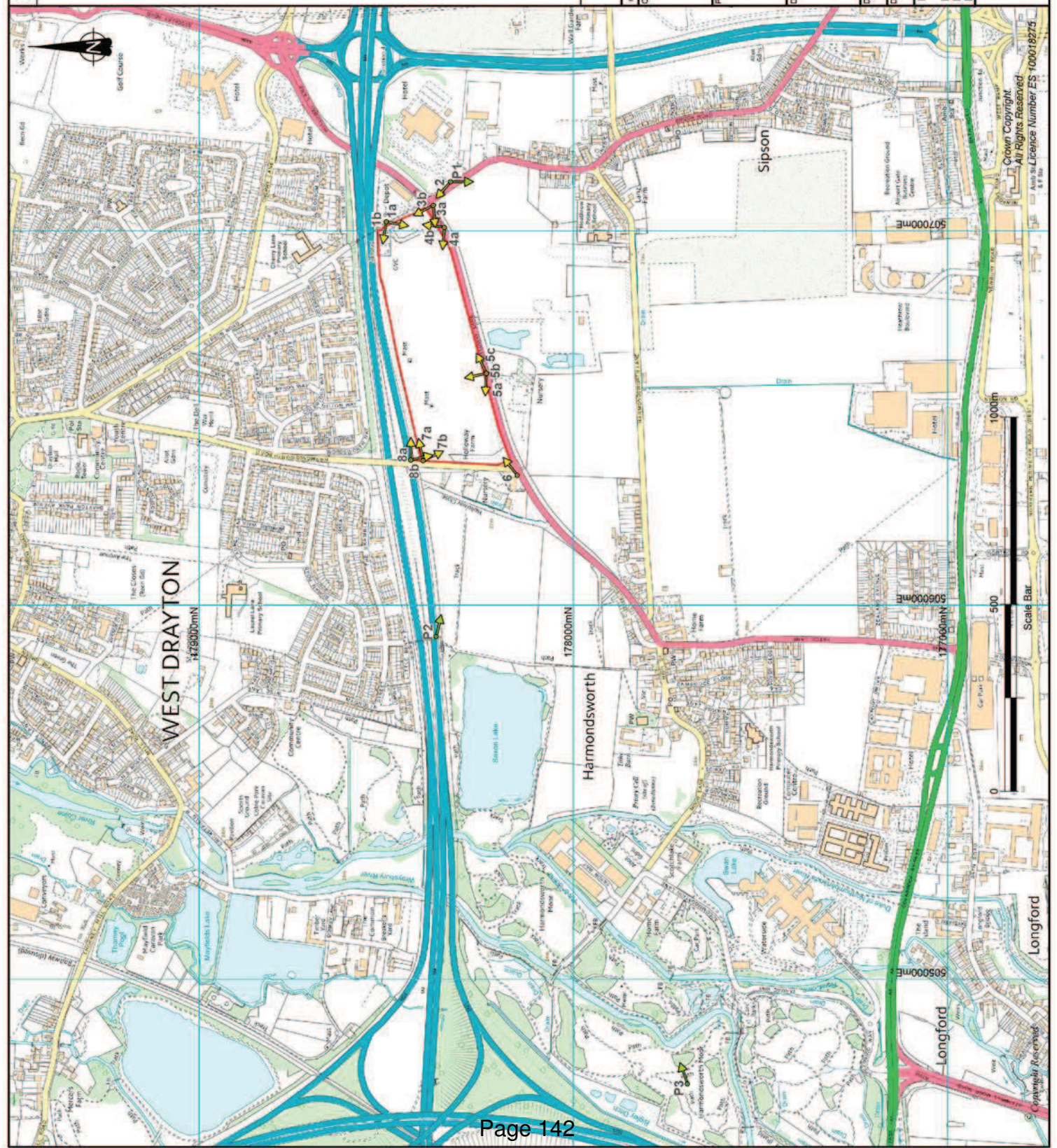
LONDON  
TEL 020 7267 2672

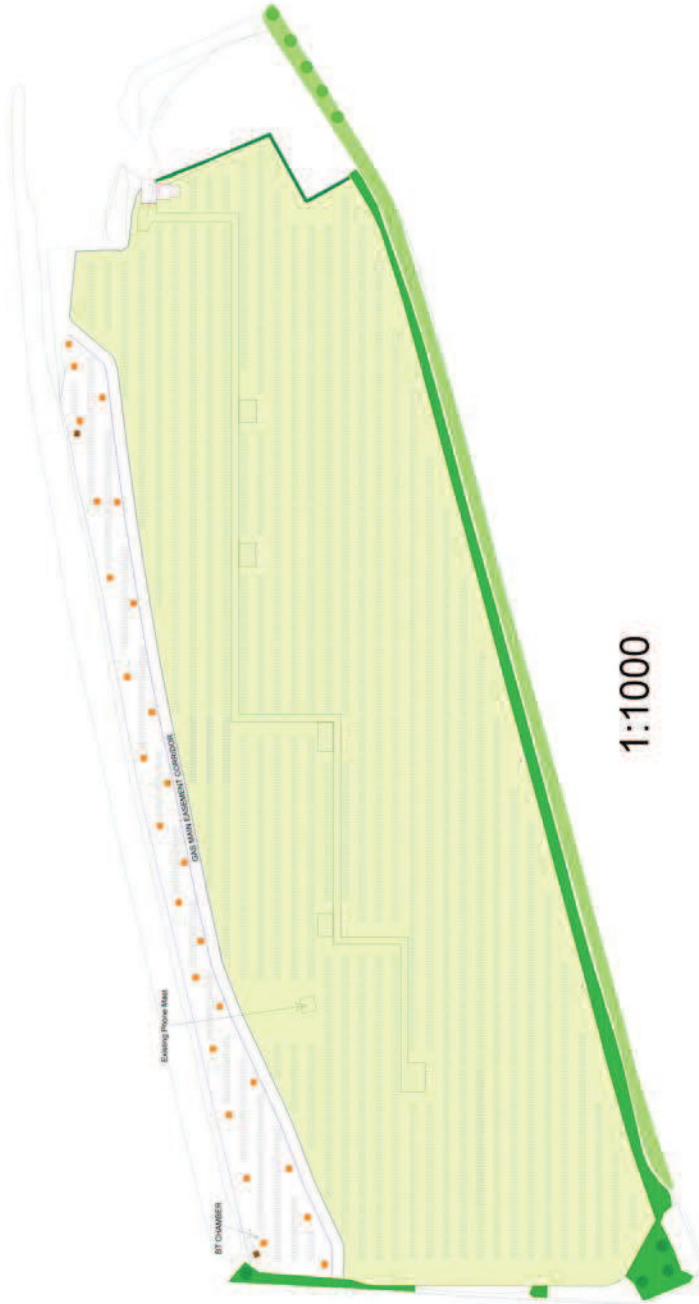
CARDIFF  
TEL 0300 202 9191

SHEFFIELD  
TEL 0145 265 644

EDINBURGH  
TEL 0131 555 3311

LIVERPOOL  
TEL 0151 494 5431





1:1000

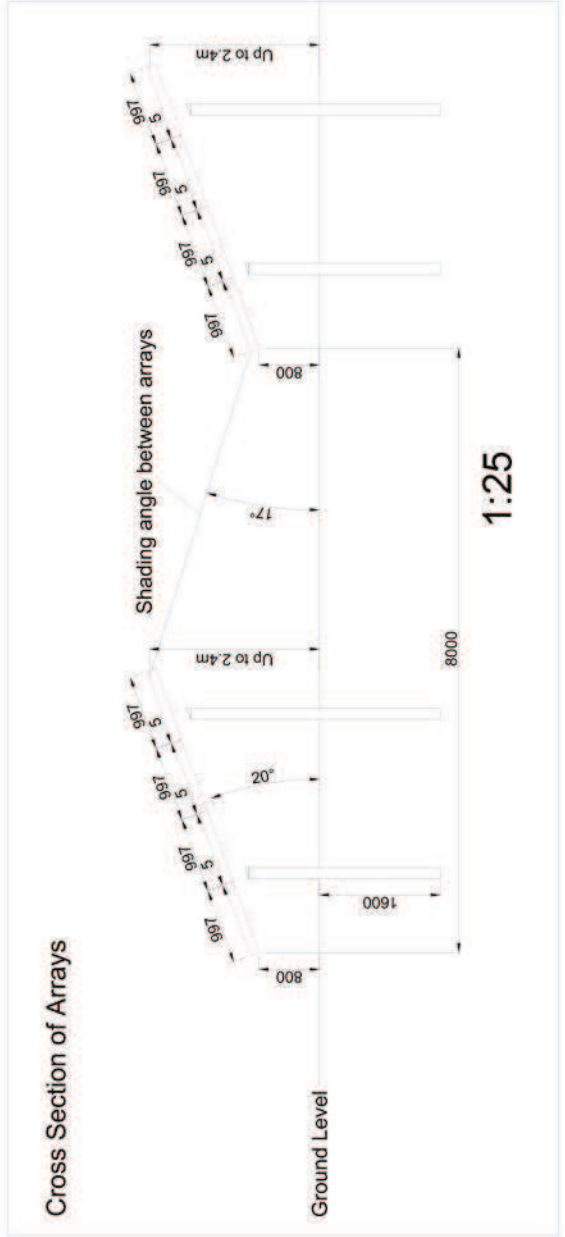


**Design Key**

	Table of Modules
	Inverter & Transformer Stations
	CCTV
	Fence
	Access Gates
	DNO Access Cables
	DNO Sub Station
	Maintenance Track

**Planting Key**

	Existing retained individual trees
	Existing retained native shrubs and trees
	Proposed native trees
	Proposed new native shrubs
	Proposed existing shrubs enhanced
	Proposed native hedge
	Proposed wildflower meadow
	Proposed wildflower plug planting
	Compositing and log pile



1:25

**COSTAIN**  
 Costain House  
 View Road Business Park  
 Malvern Road  
 SS14 4JH  
 Telephone: 01282 842444  
 www.costain.com

Sipson Solar Farm  
 Electricity Generating Facility  
 General Arrangement

Sheet No: SIP - 006  
 Drawing No: A0  
 Scale: As Shown

REV	DATE	DESCRIPTION

**THE JTS PARTNERSHIP**  
 Chartered Valuation Surveyors • Town Planning Consultants  
 100, Abchurch Lane, London EC4N 3DF  
 Tel: 02077 22222 Fax: 02077 22248  
 Email: [enquiries@jtspartnership.co.uk](mailto:enquiries@jtspartnership.co.uk)  
 Website: [www.jtspartnership.co.uk](http://www.jtspartnership.co.uk)

Site: Land at Spison Road, Haringey, Harington

Client: Costain Ltd

Drawing Title: Block Plan

Drawn by: JH  
 Checked by: NJO  
 Purpose of Issue: PLANNING

Date: May 2014  
 Scale: NTS  
 @A1

Drawing Number: **JTS\_7832\_101**

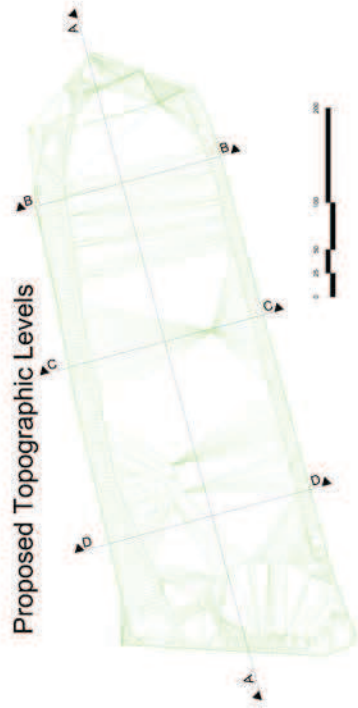
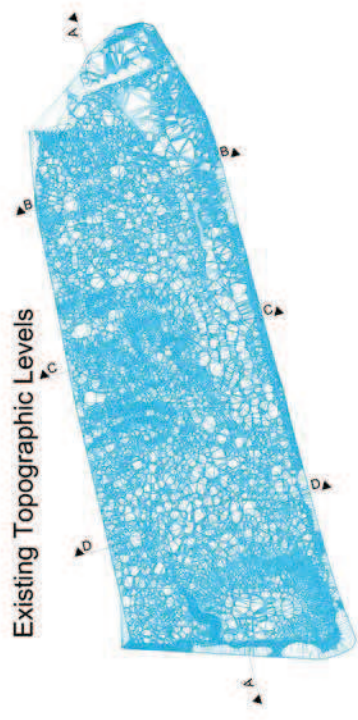


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FOR EXISTING & PROPOSED PLANS SEE DRAWING: SIP - 004.



1:2000

A-A



B-B



C-C



D-D



1:1000

Existing Topographic Level  
Proposed Topographic Level



**COSTAIN**

COSTAIN HOUSE  
Vernal Business Park  
Barnwood  
SLS 4UB  
Telephone: 01202 552444  
www.costain.com

**COSTAIN**  
CONSTRUCTION SERVICES

Sison Solar Farm  
Electricity Generating Facility

Existing & Proposed Sections

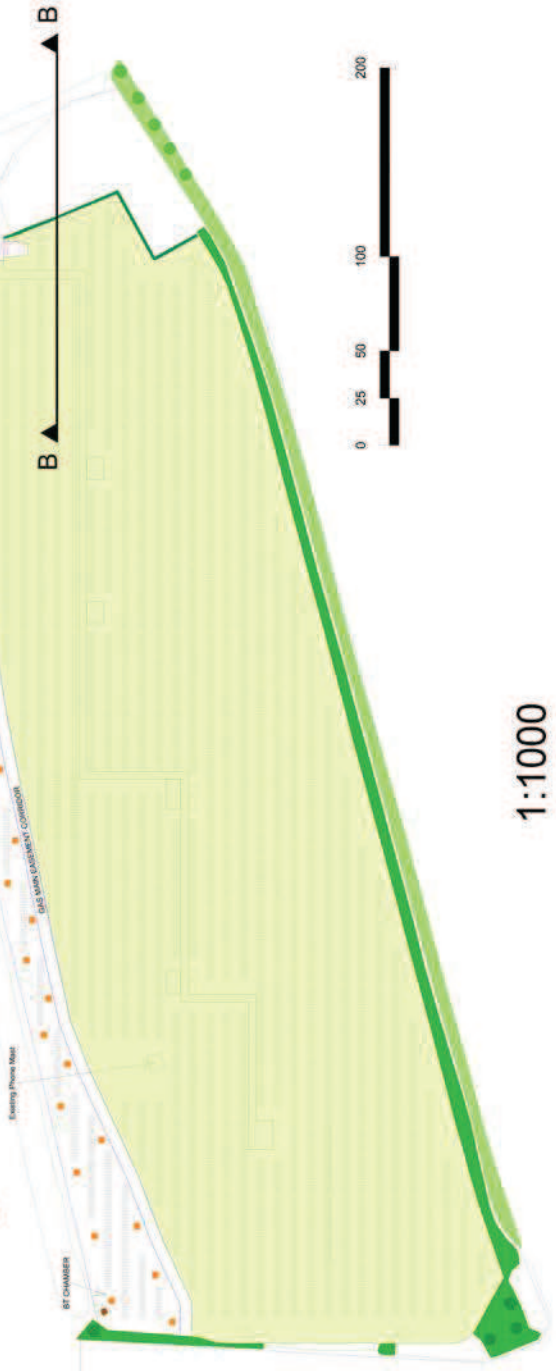
SIP - 005

A0

As Shown

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# Site Layout



1:1000

### Design Key

	Table of Modules
	Inverter & Transformer Stations
	CCTV
	Fence
	Access Gates
	DNO Access Gates
	DNO Sub Station
	Maintenance track

### Planting Key

	Existing retained individual trees
	Existing retained native shrubs and trees
	Proposed native trees
	Proposed new native shrubs
	Proposed native shrubs enhanced
	Proposed native hedges
	Proposed wildflower meadow
	Proposed wildflower plug planting
	Compositing and log pile

**COSTAIN**  
 Costain House  
 Viewward Business Park  
 Malpas Road  
 S21 4JH  
 Telephone: 01238 842444  
 www.costain.com

Sipson Solar Farm  
 Electricity Generating Facility

East Section

SJP - 003

As Shown



1:100





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Design Key	
	Table of Modules
	Inverter & Transformer Stations
	CCTV
	Fence
	Access Gates
	DNO Access Gates
	DNO Sub Station
	Maintenance track

Planting Key	
	Existing retained individual trees
	Existing retained native shrubs and trees
	Proposed native trees
	Proposed new native shrubs
	Proposed native shrubs enhanced
	Proposed native hedgges
	Proposed wildflower meadow
	Proposed wildflower plug planting
	Compositing and log pile

**COSTAIN**  
 Costain House  
 Viewfield Business Park  
 Marlborough  
 Wiltshire  
 SN8 4JH  
 Telephone: 01292 842444  
 www.costain.com

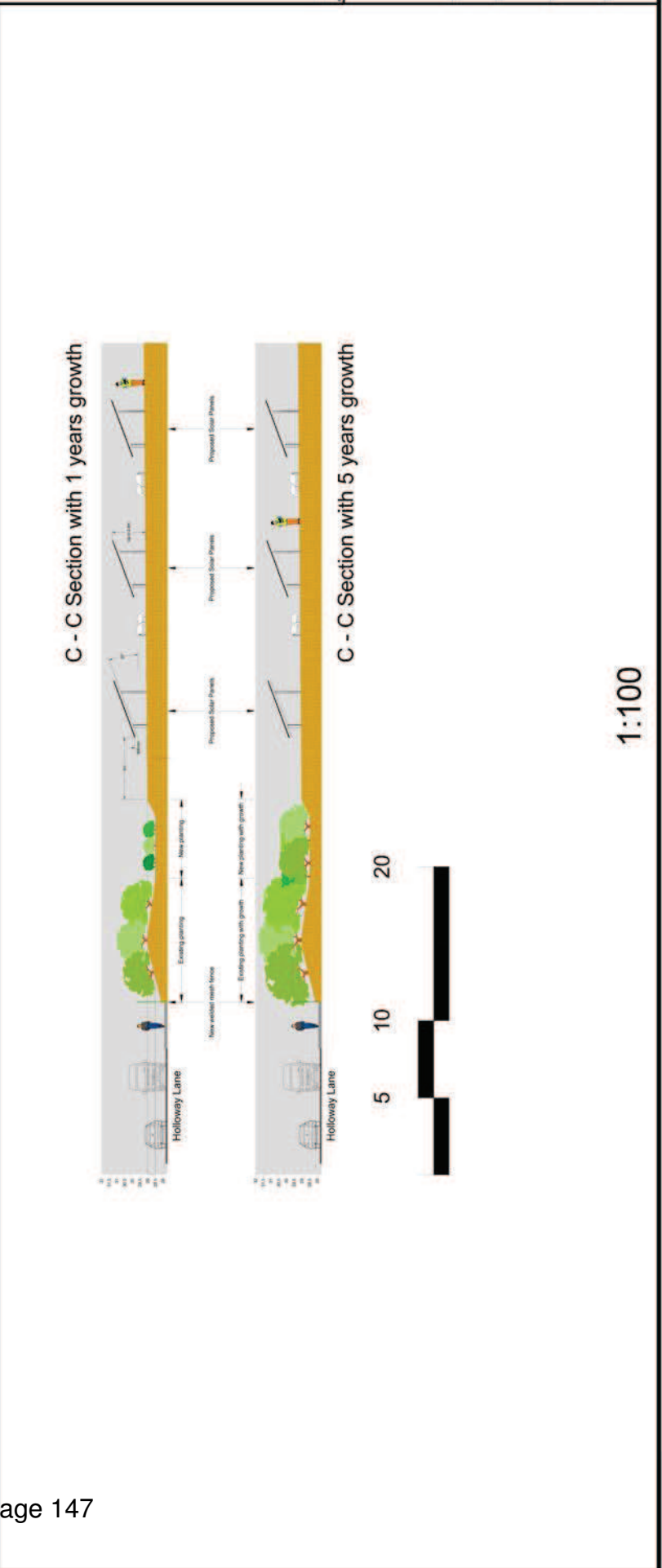
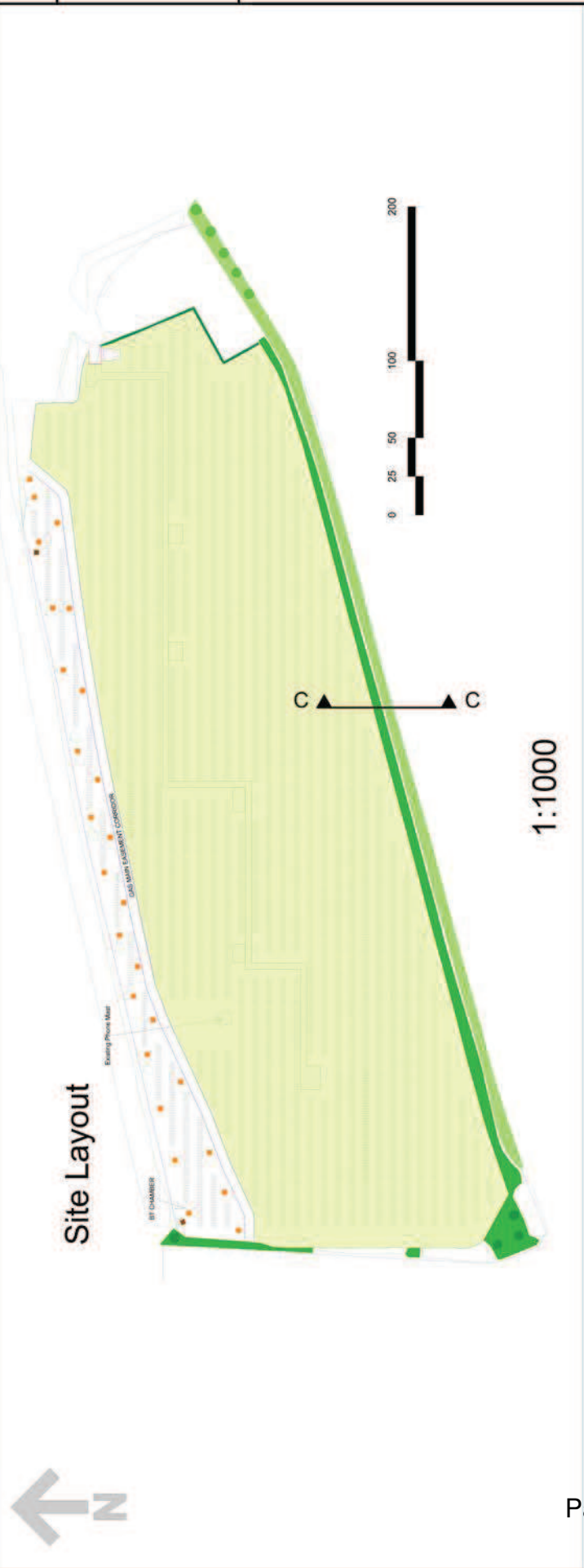
**Sipson Solar Farm Electricity Generating Facility**  
 South Section

Scale: 1:1000

**COSTAIN**  
 Costain House  
 Viewfield Business Park  
 Marlborough  
 Wiltshire  
 SN8 4JH  
 Telephone: 01292 842444  
 www.costain.com

**Sipson Solar Farm Electricity Generating Facility**  
 South Section

Scale: 1:100



# Site Layout



1:1000

### Design Key

	Table of Modules
	Inverter & Transformer Stations
	CCTV
	Fence
	Access Gates
	DNO Access Gates
	DNO Sub Station
	Maintenance track

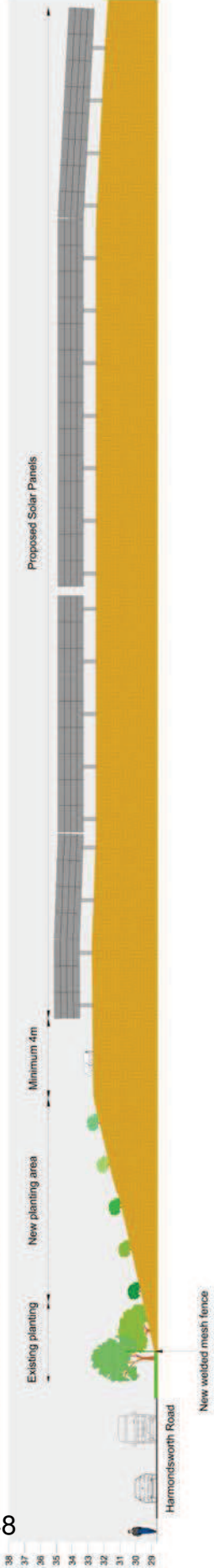
### Planting Key

	Existing retained individual trees
	Existing retained native shrubs and trees
	Proposed native trees
	Proposed new native shrubs
	Proposed existing shrubs enhanced
	Proposed native hedge
	Proposed wildflower meadow
	Proposed wildflower plug planting
	Compositing and and log pile

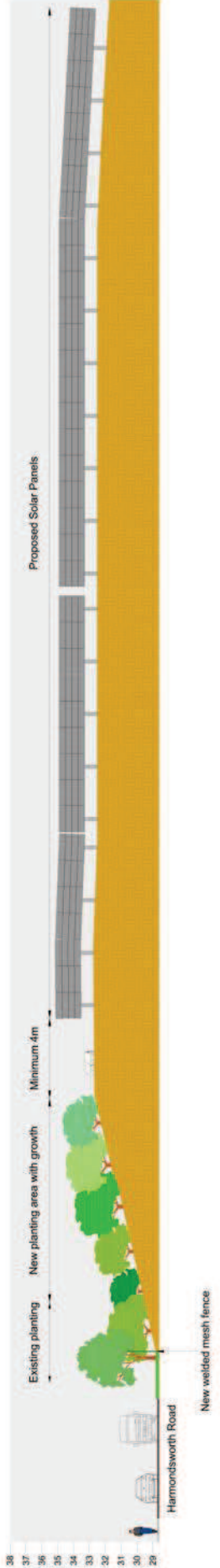
**COSTAIN**  
 Costain House  
 Viewward Business Park  
 Malvern Road  
 S19 4JH  
 Telephone: 01292 842444  
 www.costain.com

Sipson Solar Farm  
 Electricity Generating Facility  
 West Section  
 SIP - 001  
 A0  
 As Shown

A - A Section with 1 years growth



A - A Section with 5 years growth



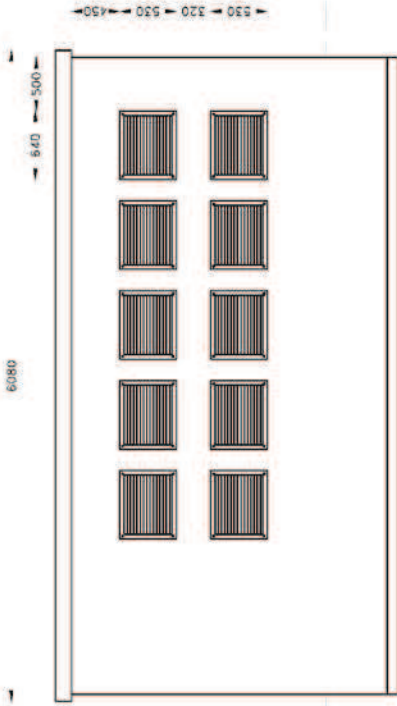
1:100

# Inverter

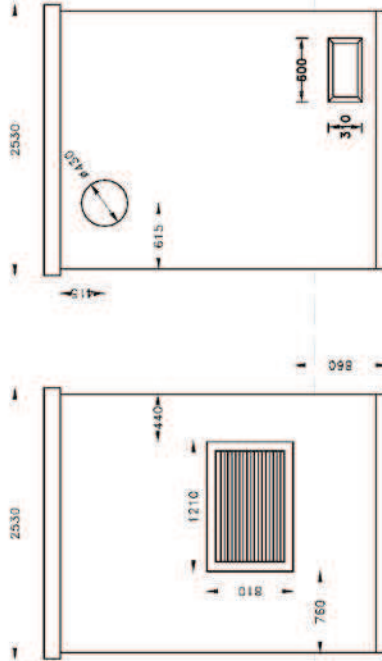
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**Notes:**

Colour: Cabinet walls are light grey (RAL 7047). Cabinet grilles, doors and cover are dark grey (RAL 7016)

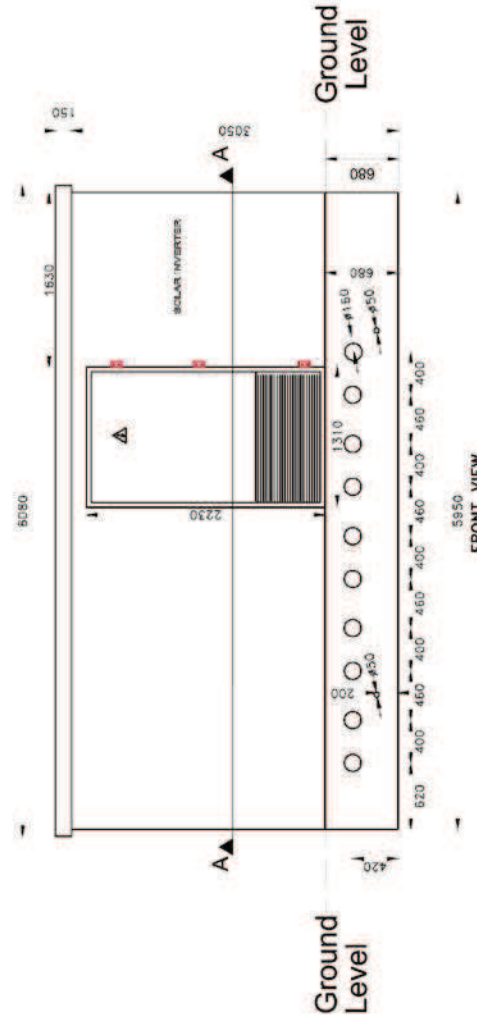


**BACK VIEW**

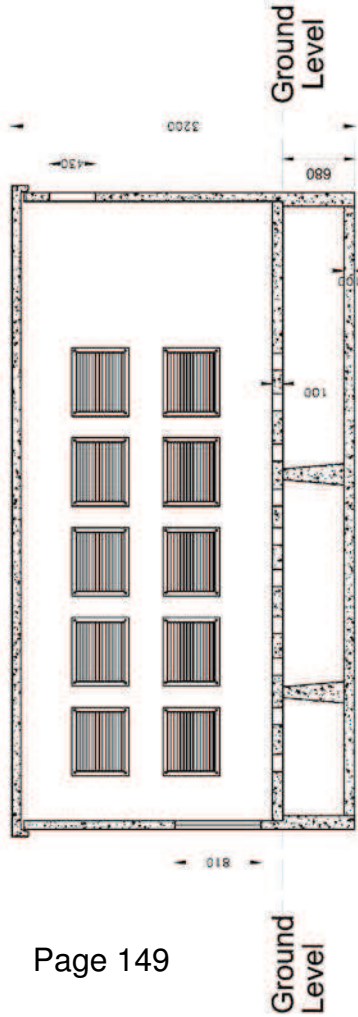


**LEFT SIDE VIEW**

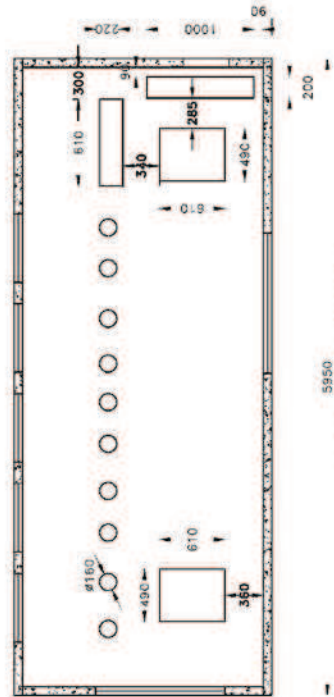
**RIGHT SIDE VIEW**



**FRONT VIEW**



**SECTION OF FRONT VIEW**



**A-A SECTION OF PLAN VIEW**

**COSTAIN**  
 Costain House  
 Viewall Business Park  
 Malpas Road  
 SLF 4 9B  
 Telephone: 01628 822444  
 www.costain.com

Sipson Solar Farm  
 Electricity Generating Facility

Inverter Plan / Elevations

SIP - 008

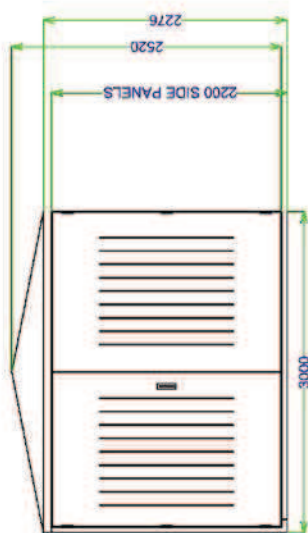
A3

1:50

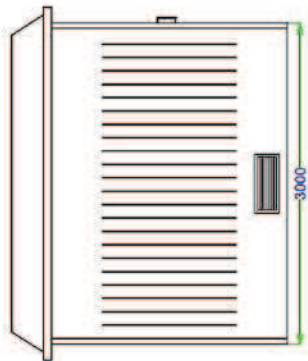
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# Substation

Front



Side



Notes:

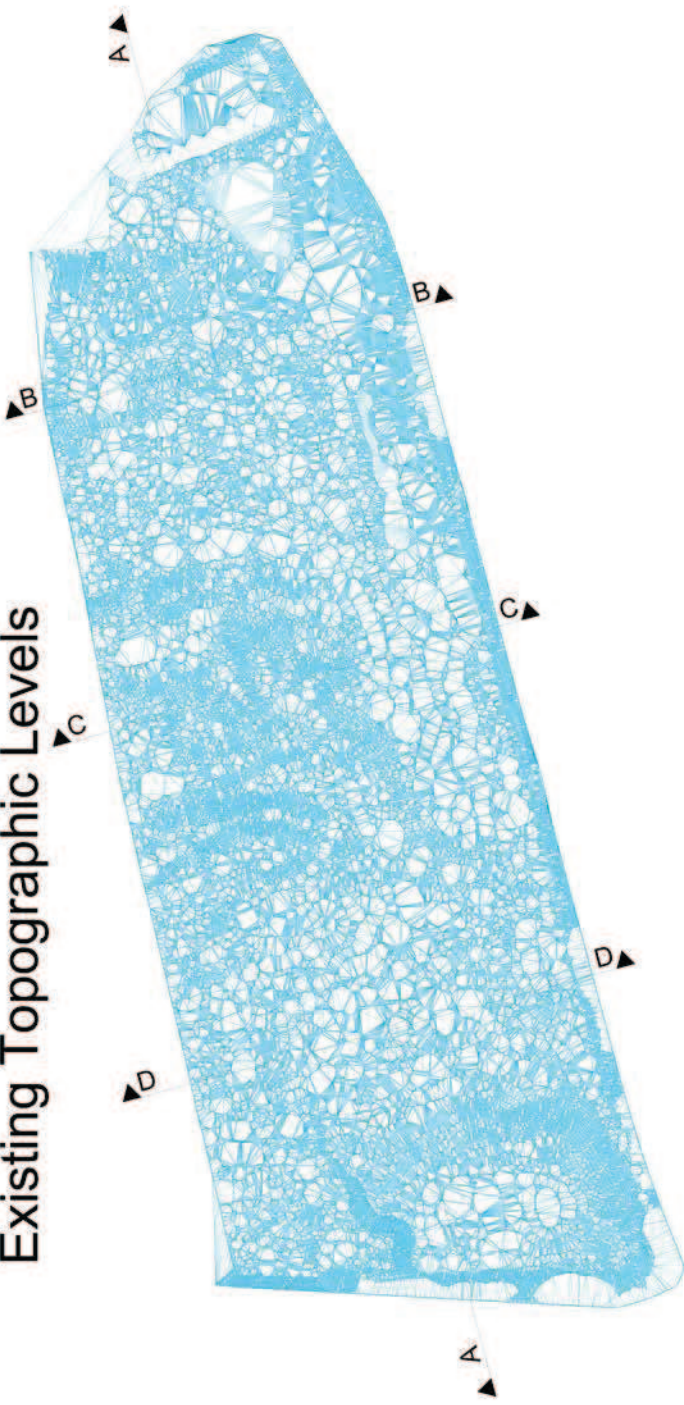
Colour and Finish: Neutral Olive Green or Grey Green with textured finish (colour to be agreed with planners)

**COSTAIN**  
Coston House  
Vineyard Business Park  
Malden Road  
S.L.F. 4.0B  
Telephone: 01628 822444  
www.costain.com

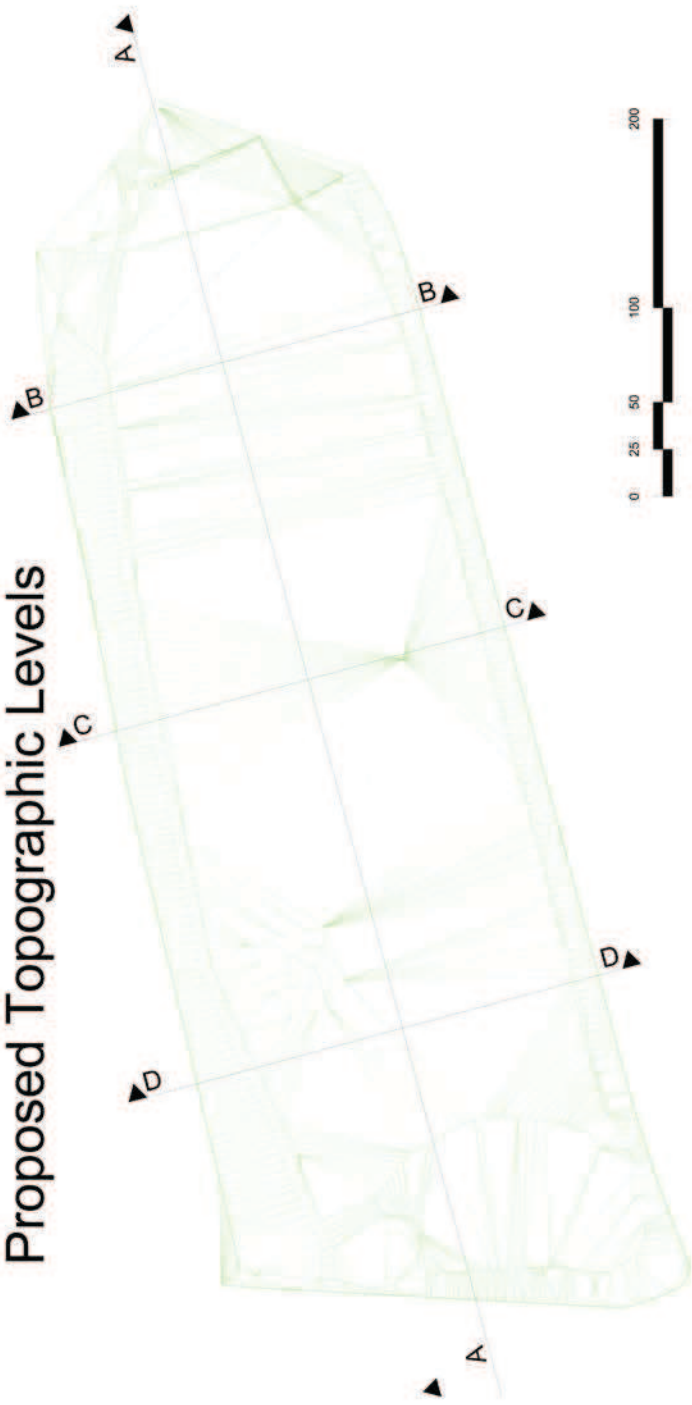
Sipson Solar Farm  
Electricity Generating Facility  
Substation Plan / Elevations



# Existing Topographic Levels



# Proposed Topographic Levels



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FOR EXISTING & PROPOSED SECTIONS SEE DRAWING: SIP - 005.

**COSTAIN**

COSTAIN HOUSE  
Vernal Business Park  
Barnwood  
Bristol  
BS4 4UB  
Telephone: 01252 852444  
www.costain.com

**Sison Solar Farm  
Electricity Generating Facility**

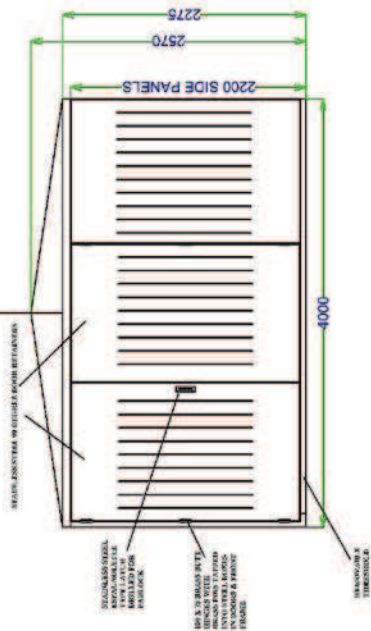
Topographic Levels - Plan

SIP - 004 A0  
1:1000

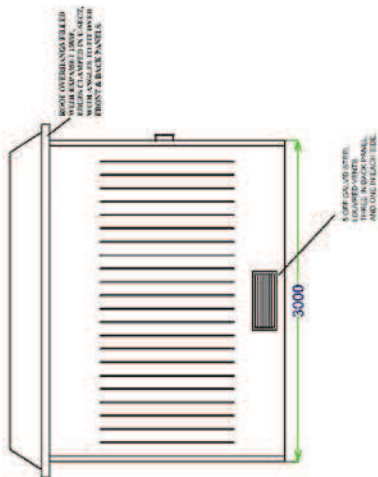
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# Transformer

Front



Side



Top



Notes:

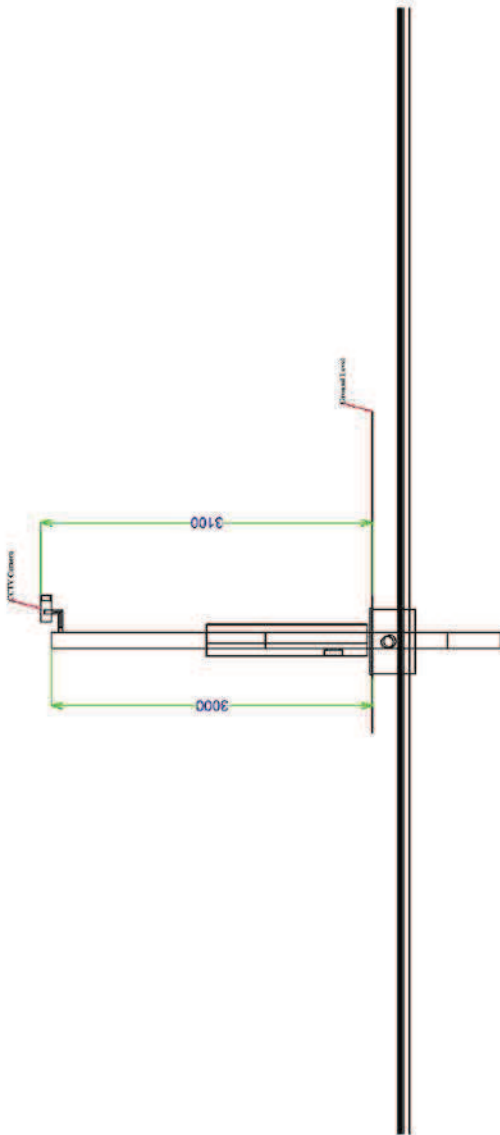
Colour and Finish: Neutral Olive Green or Grey Green with textured finish (colour to be agreed with planners)

COSTAIN  
 Costain House  
 Vernal Business Park  
 Mallow Road  
 S.L.F. 8.2B  
 Telephone: 01628 822444  
 www.costain.com

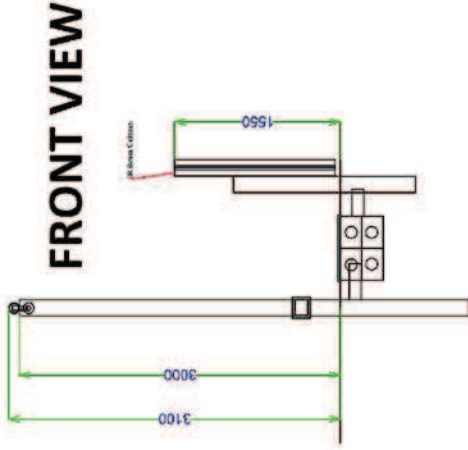
Sipson Solar Farm  
 Electricity Generating Facility  
 Transformer Plan / Elevations

SIP - 007  
 A3  
 1:50

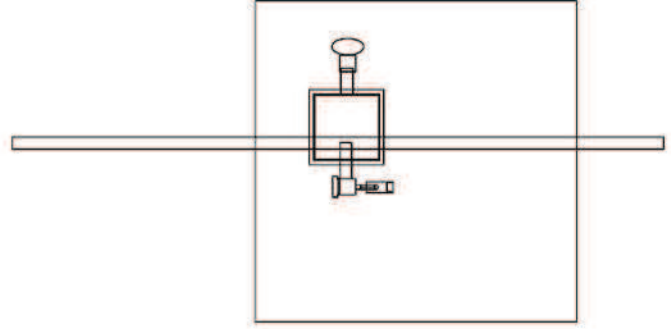
# CCTV Camera



**SIDE VIEW**



**FRONT VIEW**



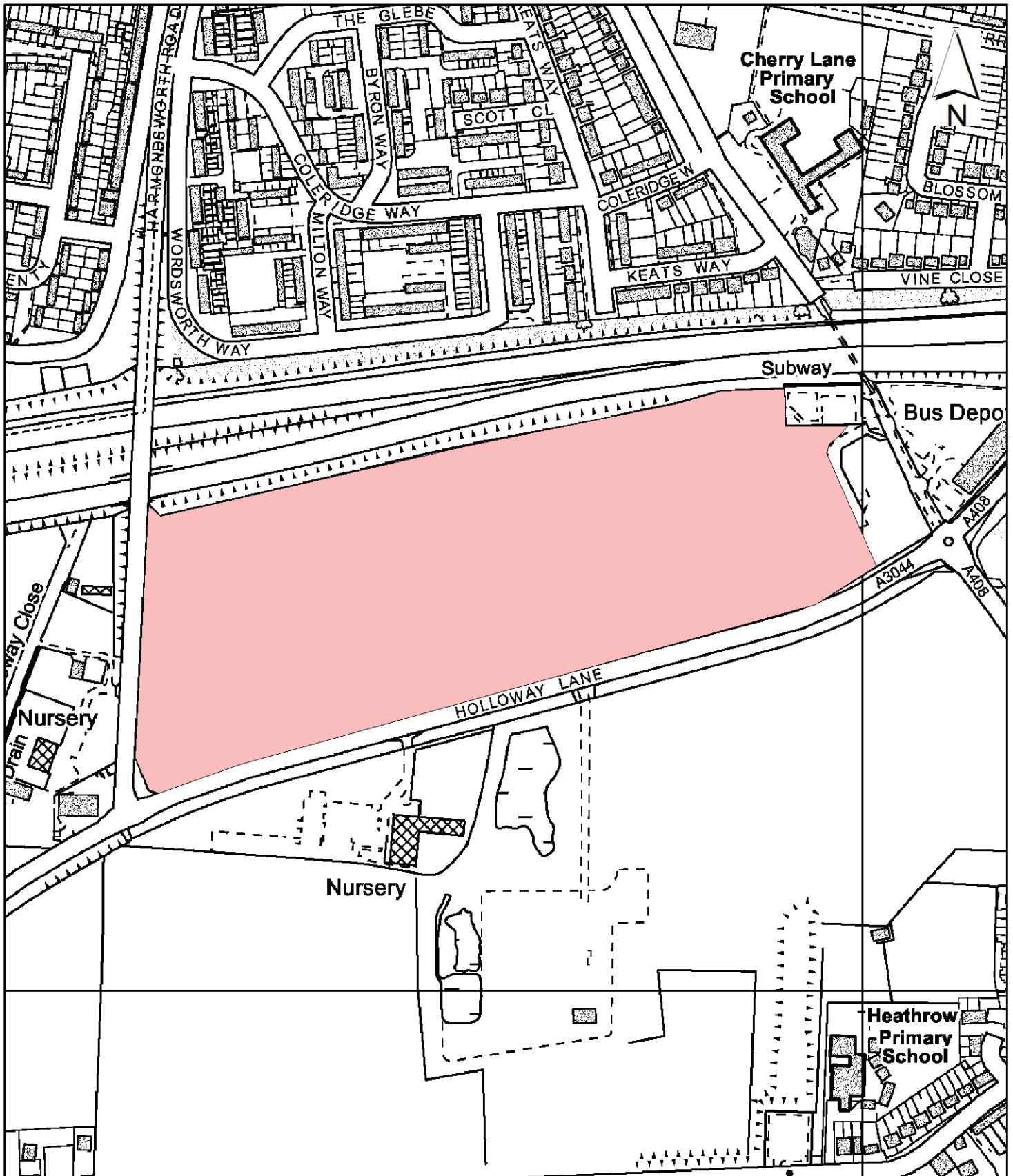
**TOP VIEW**

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**COSTAIN**  
 Costain House  
 Vernal Business Park  
 Macclesfield  
 SK10 4JH  
 Telephone: 01628 822444  
 www.costain.com

**COSTAIN**

Project Name: Sison Solar Farm Electricity Generating Facility  
 Drawing Title: CCTV Plan / Elevations  
 Scale: SIP - 010  
 Sheet: A3  
 1:50



**Notes**

 Site boundary

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Site Address

**Land Adjacent To Sipson Road In  
Holloway Lane  
Harmondsworth**

Planning Application Ref:

**46223/APP/2014/1867**

Planning Committee

**Major Page 154**

Scale

**1:4,500**

Date

**October 2014**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON



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

**Address** HOLLAND & HOLLAND SHOOTING SCHOOL DUCKS HILL ROAD  
NORTHWOOD

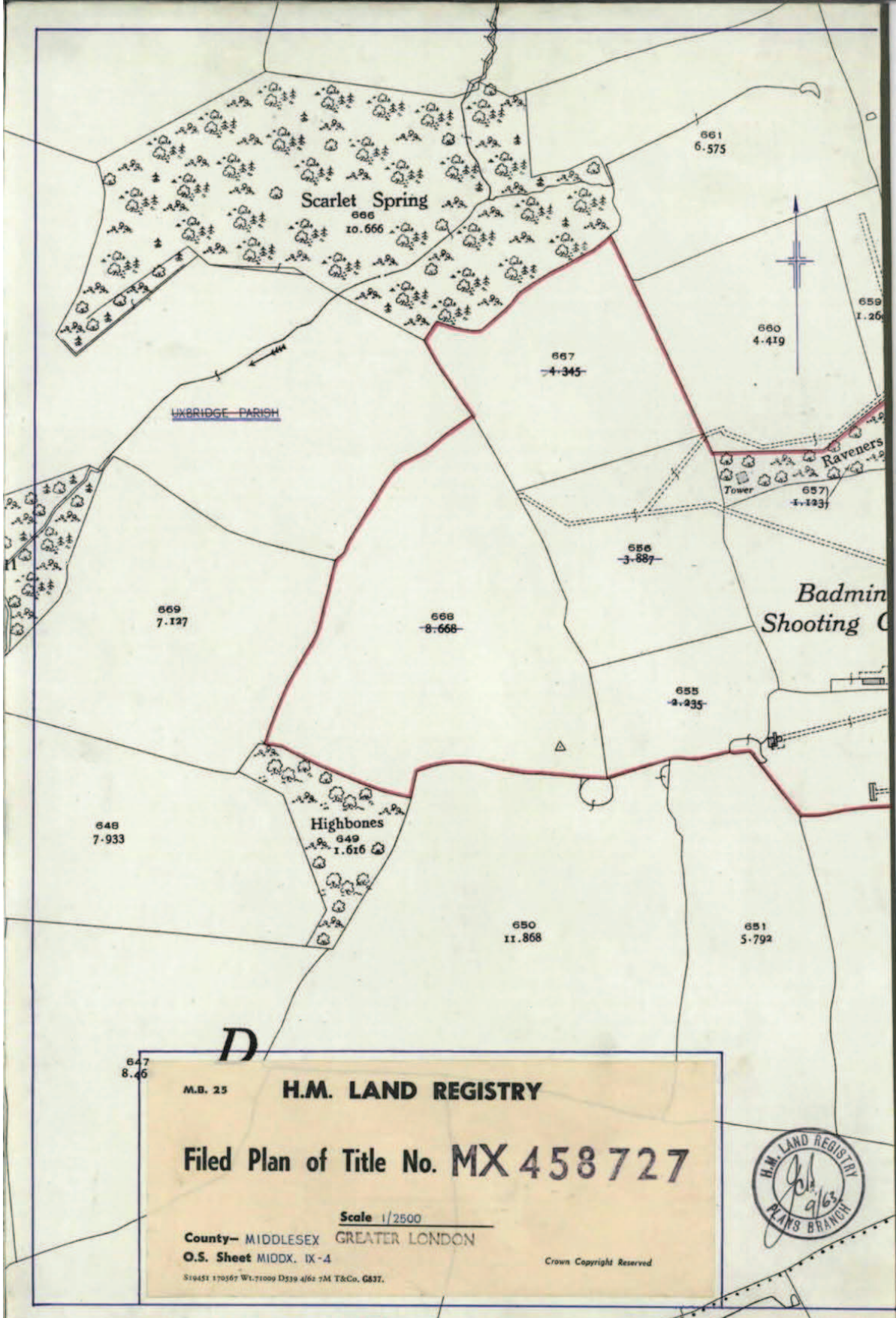
**Development:** SINGLE STOREY GROUND FLOOR EXTENSION TO THE LODGE AND  
CONSTRUCTION OF BASEMENT

**LBH Ref Nos:** 16568/APP/2013/3588

**Date Plans Received:** 03/12/2013

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

**Date Application Valid:** 16/06/2014



This is a copy of the title plan on 30 MAY 2012 at 17:40:24. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

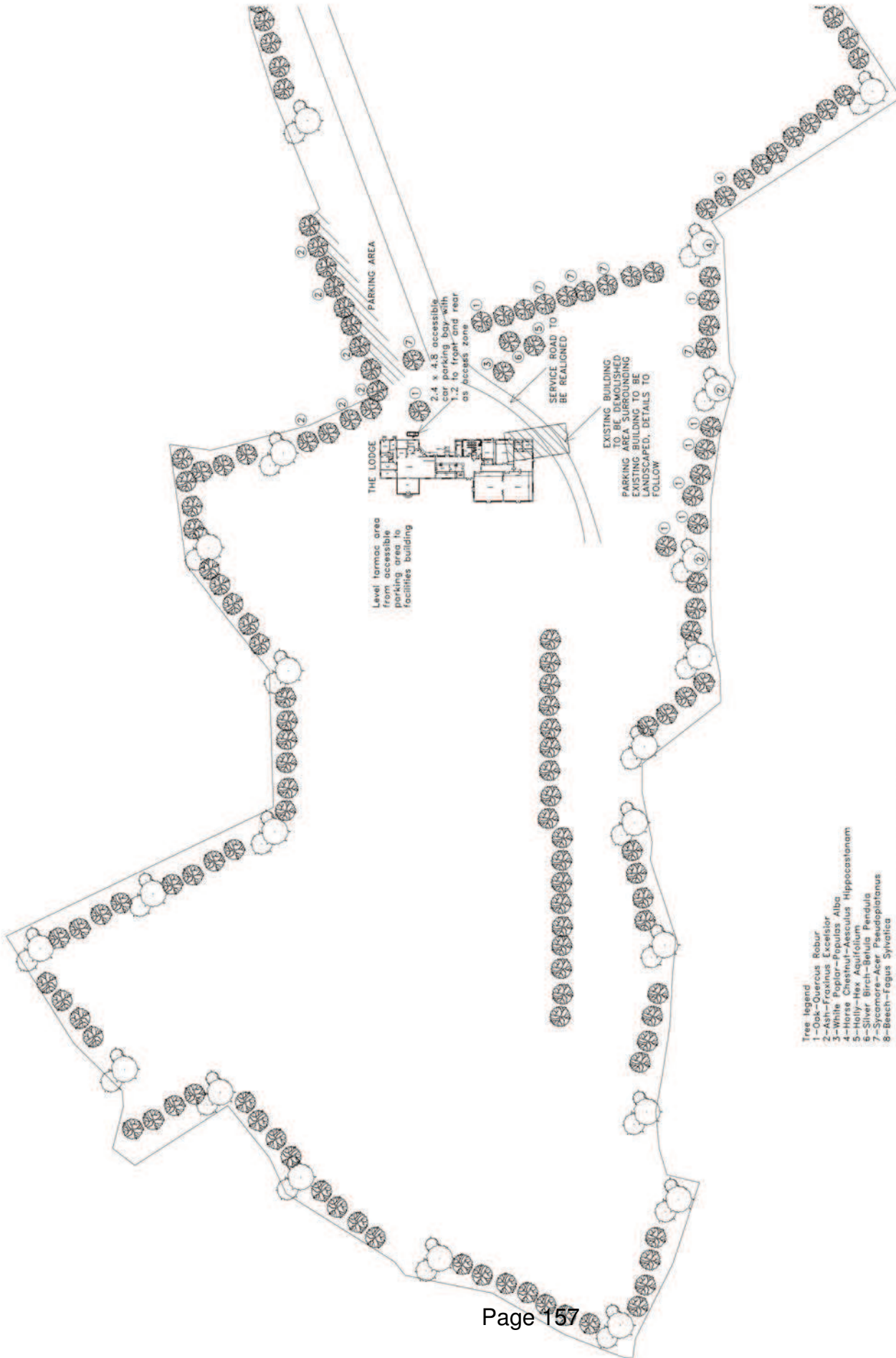
This copy is not an 'Official Copy' of the title plan. An official copy of the title plan is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

The Land Registry endeavours to maintain high quality and scale accuracy of title plan images. The quality and accuracy of any print will depend on your printer, your computer and its print settings. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 7 - Title Plans.

This title is dealt with by Land Registry, Wales Office.

**NOTE**  
While all due care and attention has been taken in the preparation of this drawing it is advised that all dimensions are verified on Site by the Contractor prior to commencement of Work.

**NOTE**



- Tree legend**
- 1-Oak-Quercus Robur
  - 2-Ash-Fraxinus Excelsior
  - 3-White Poplar-Populus Alba
  - 4-Horse Chestnut-Aesculus Hippocastanum
  - 5-Box-Quercus Ilex
  - 6-Silver Birch-Betula Pendula
  - 7-Sycamore-Acer Pseudoplatanus
  - 8-Beech-Fagus Sylvatica

The remainder are a mixture of Blackthorn native trees and shrubs



Wells College  
The Old Rectory  
145, High Street  
Bristol, BS1 3TA  
Tel: 0117 325 1111  
www.wellsarchitectural.co.uk

**Client** Holland and Holland

**Project** Extension to reception building at Holland & Holland Shooting Ground Ducks Hill Road, Northwood, HA6 2ST

**Drawing title** Block plan 1

<b>Date</b>	20/05/13	<b>Scale</b>	1 : 1000 @ A2
<b>Drawn By</b>	PW	<b>Checked By</b>	NL
<b>Project No.</b>	B-256	<b>Drawing No.</b>	B-256-4
<b>Rev.</b>			

NOTE: All dimensions are shown in millimeters unless otherwise stated. All dimensions are shown to the centerline of the element unless otherwise stated.

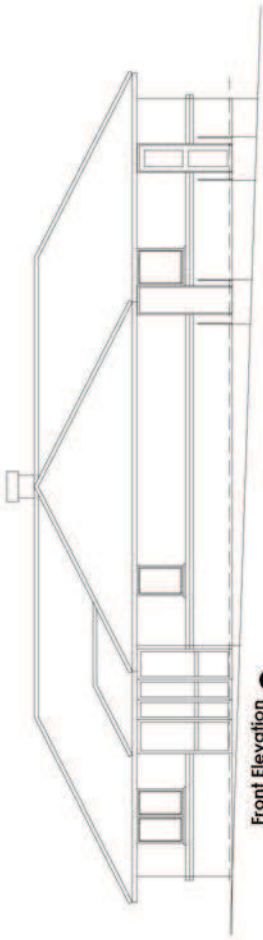
	
Client	Holland and Holland
Project	Proposed building at Holland & Holland, Building 10, Holland & Holland, Shipping Quay, Dock and Basin, Rotterdam, 1015 ZP
Date	07/04/15
Scale	1:100 @ A1
Drawn by	P.J.W.
Checked by	S.W.
Project No.	B-256
Drawn on	B-256-15



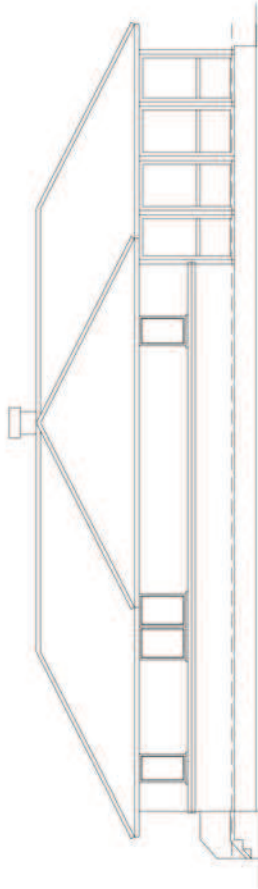
NOTE

While all due care and attention has been taken that all dimensions are verified on site by the Contractor prior to commencement of Work.

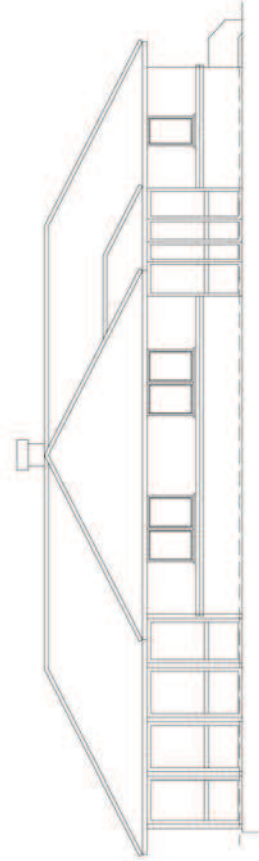
NOTE



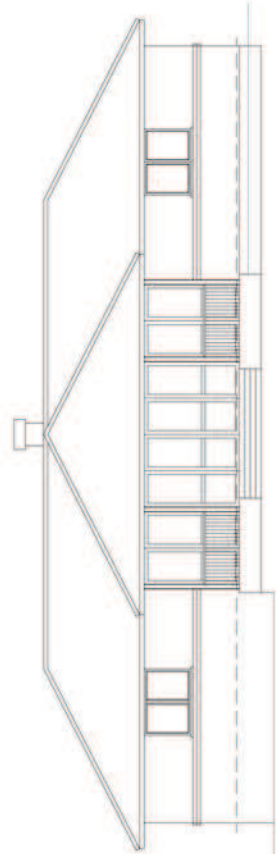
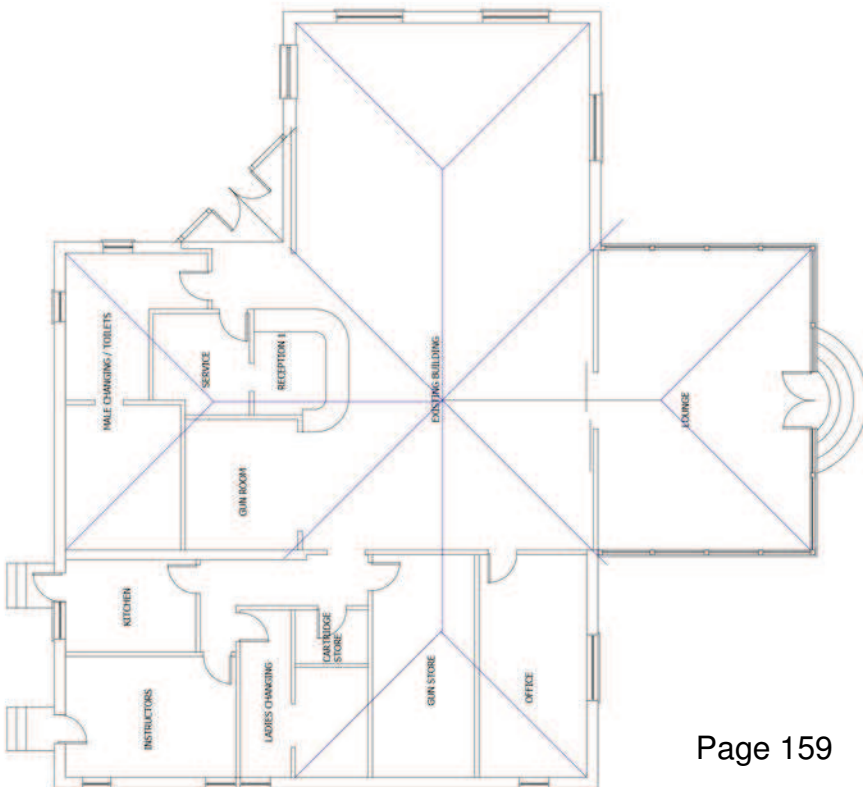
Front Elevation  
1:100



Side Elevation  
1:100



Side Elevation  
1:100



Rear Elevation  
1:100

Client: Holland and Holland

**WELLS**  
Architectural

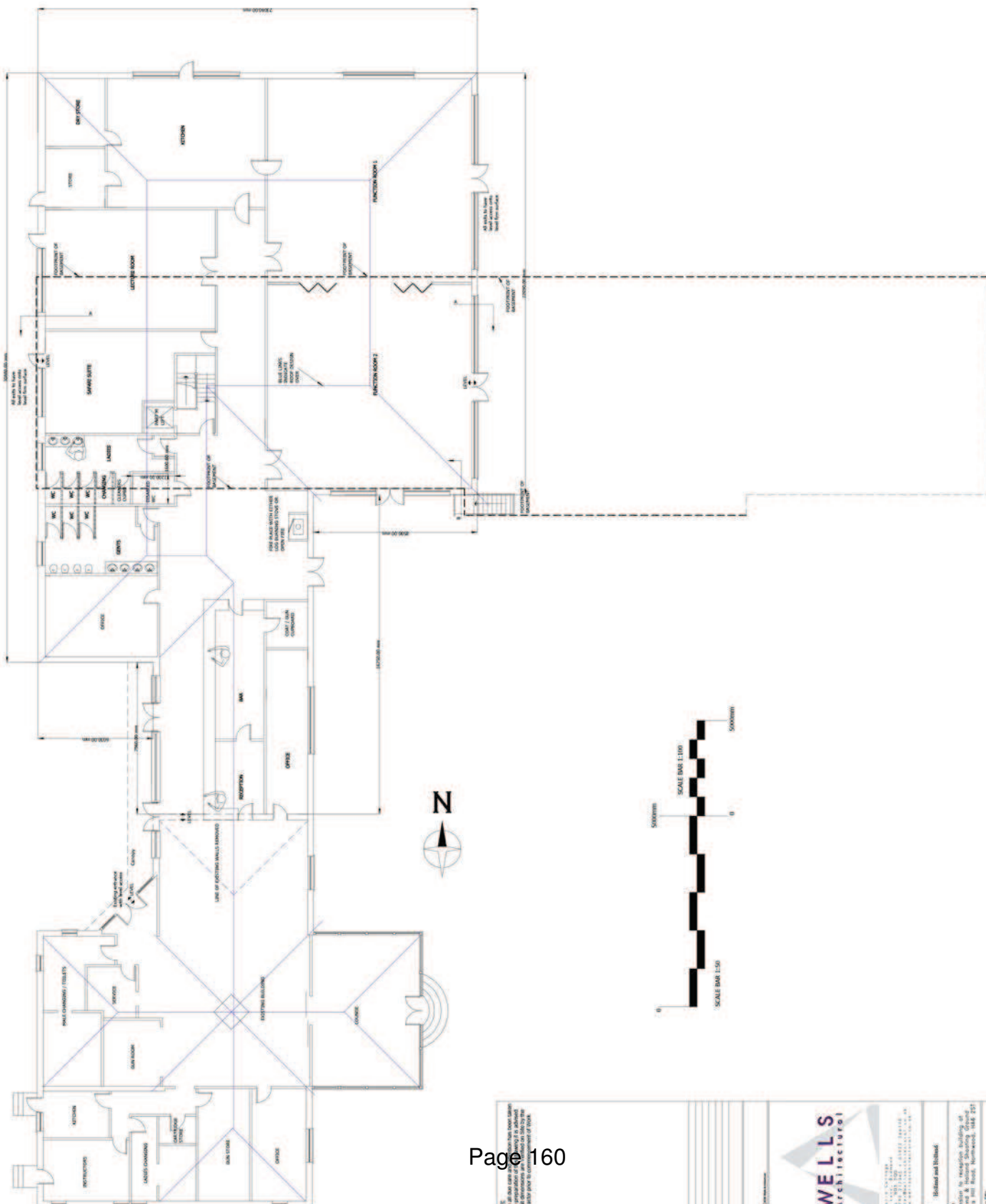
Wells Architects  
Wells Lane, Bideford  
Devon PL6 1JG  
Tel: 01392 264110  
Fax: 01392 264111  
www.wellsarchitects.co.uk

Client: Holland and Holland

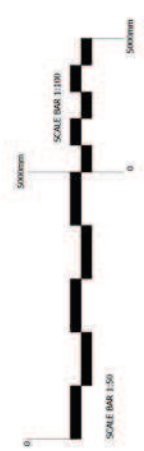
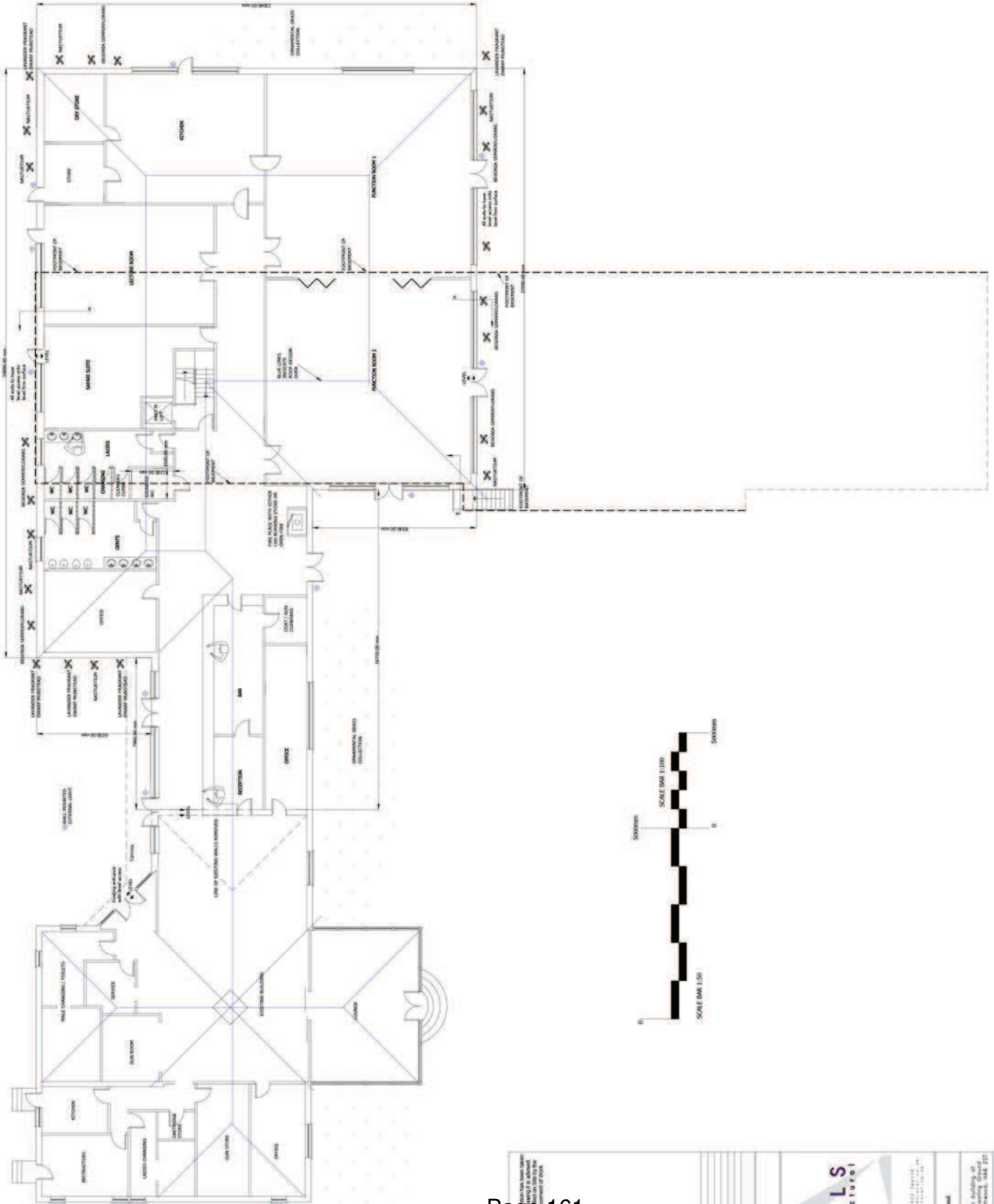
Project: Extension to reception building at Holland & Holland Shooting Ground, Ducks Hill Road, Northwood, HA6 2ST

Drawing Title: Existing building

Date:	07/04/13	Scale:	1:100 @ A2
Drawn By:	PW	Checked By:	NL
Project No.:	B-256	Drawing No.:	B-256-1
Rev.:			



<p>Project: [Project Name]</p> <p>Date: 07/26/13</p> <p>Drawn by: P.J.W.</p> <p>Project No.: B-226</p>	<p>Scale: 1:100 @ A1</p> <p>Checked by: SW</p> <p>Drawn by: [Name]</p> <p>Project No.: [Number]</p>
<p>Client: [Client Name]</p> <p>Proposed building: [Building Name]</p>	



NOTE: All work shown on this drawing is to be carried out in accordance with the specifications of the relevant standards and codes of practice. The client is responsible for ensuring that the work is carried out in accordance with the relevant standards and codes of practice.

**WELLS**  
Architectural

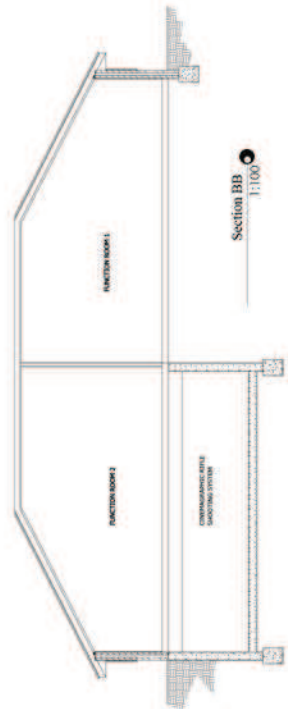
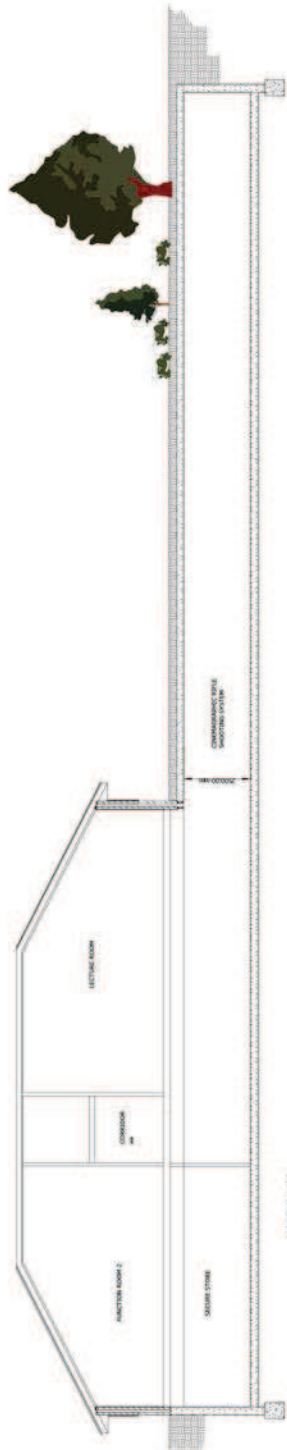
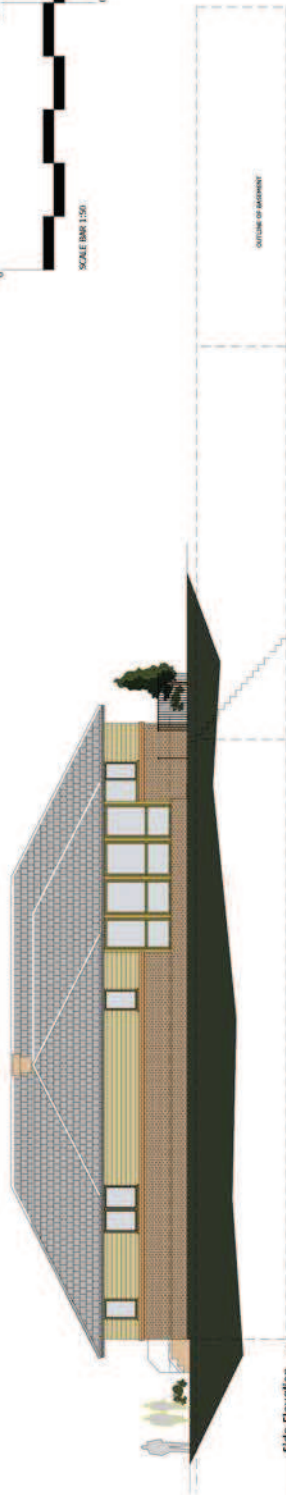
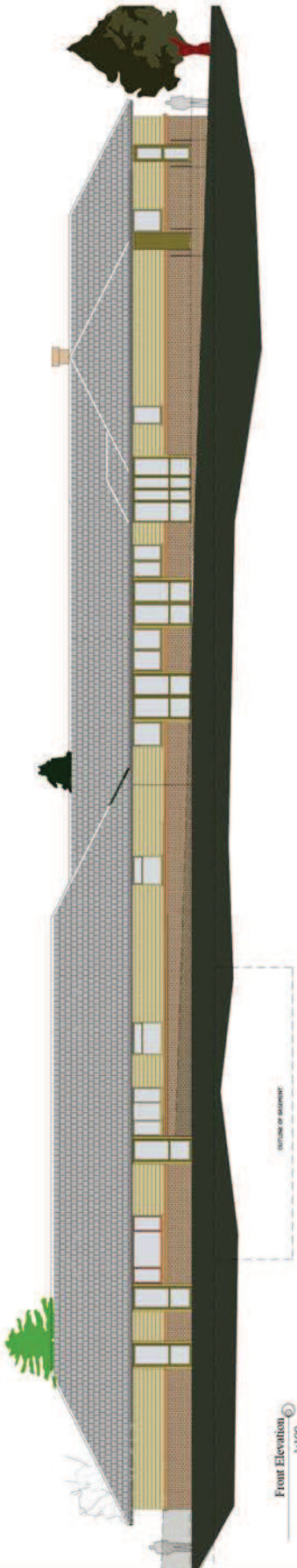
Client: **Walsall and Bilston**

Project: **Proposed building**

Date: **27/04/13** Scale: **1:100 @ A1**

Drawn by: **P.J.W.** Checked by: **SW**

Sheet No: **B-236** Drawing No: **B-236-1**



NOTE: All elevations are shown from the exterior of the building. All elevations are shown as if the building were fully finished and ready for use.

**WELLS**  
Architectural

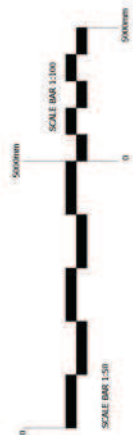
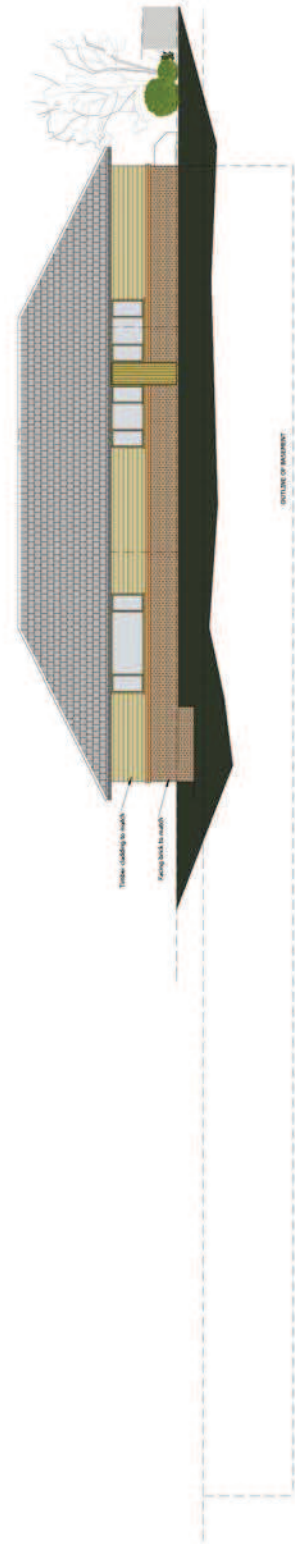
Project: **Wells Building**  
 Location: **Wells Building, 1000 Wells Road, Northwood, NSW 2111**

Client: **Wells Building**

Proposed Elevations

Date: **07/04/15** Scale: **1:100 @ A1**  
 Drawn by: **PJW** Checked by: **SW**  
 Project No.: **B-258** Drawing No.: **B-258-5**



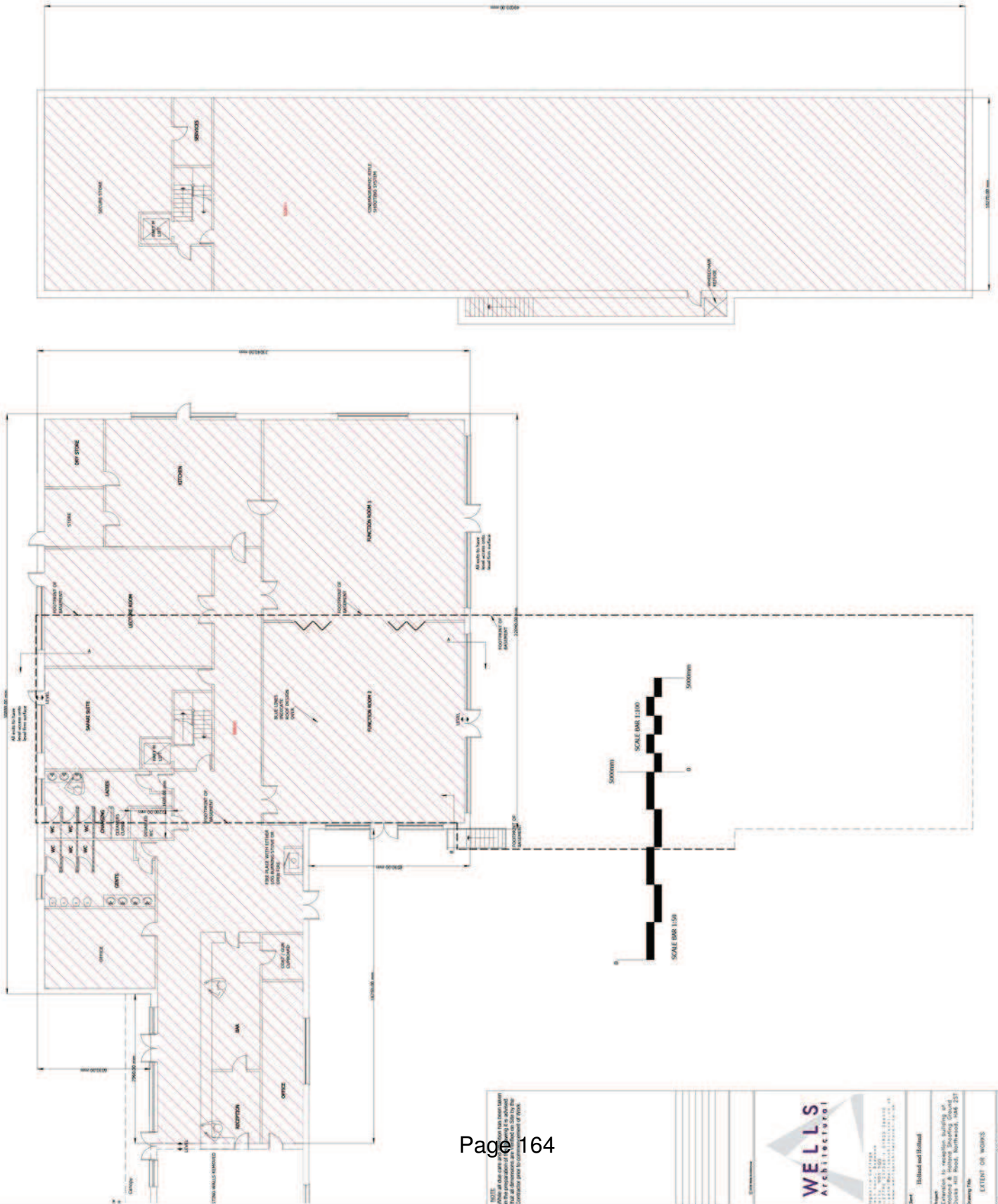


NOTE: All work shown herein is preliminary and subject to change without notice. The information is provided as a guide only. The client is responsible for verifying the accuracy of the information.

**WELLS**  
Architectural

Project: Rehabilitation of the building at 11111 111th Street, Richmond, BC V6V 1P1  
Client: 11111 111th Street  
11111 111th Street, Richmond, BC V6V 1P1  
11111 111th Street, Richmond, BC V6V 1P1

Proposed Elevations	Date: 07/24/15	Scale: 1:100 @ A1
Drawn By: P-JW	Checked By: SW	Project No.: 11-258-3
Sheet No.: B-258-3		



**WELLS**  
ARCHITECTURAL

Client: **Richard and Jillian**

Project: **Residential Building at  
Horseshoe & Second, Smarting Ground  
District and South, Northbrook, Lake 201**

Sheet No: **B-256**

Date: **07/24/15**

Scale: **1:100 @ A1**

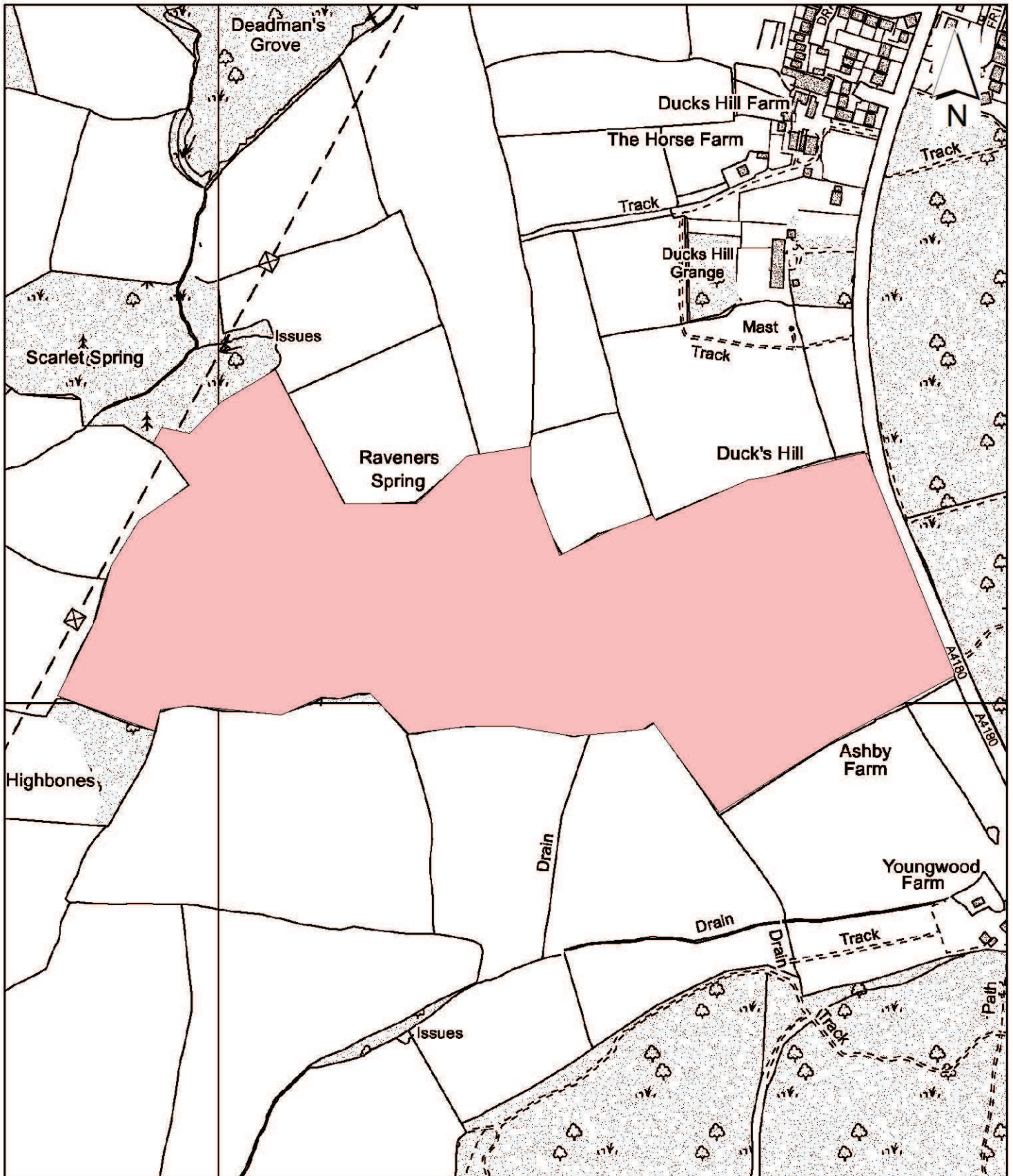
Drawn by: **PJW**

Checked by: **SW**

Project No: **B-256-B**

Sheet No: **B-256-B**

EXHIBIT OR NOTES



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Holland & Holland Shooting School  
Ducks Hill Road  
Northwood**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**16568/APP/2013/3588**

Scale

**1:5,500**

Planning Committee

**Major Page 165**

Date

**October 2014**



**HILLINGDON**  
LONDON

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

**Address** SAINSBURY'S SUPERSTORE LONG DRIVE RUISLIP

**Development:** Erection of a temporary replacement supermarket (Class A1) and associated temporary customer access, car parking and plant, refurbishment of an existing petrol filling station and provision of permanent vehicular access, permanent service egress and permanent re-location of an electricity sub-station in connection with planning permission granted on 22/4/13, ref. 33667/APP/2012/3214 for the re-development of the wider site for a new retail superstore and ancillary commercial units

**LBH Ref Nos:** 33667/APP/2014/2824

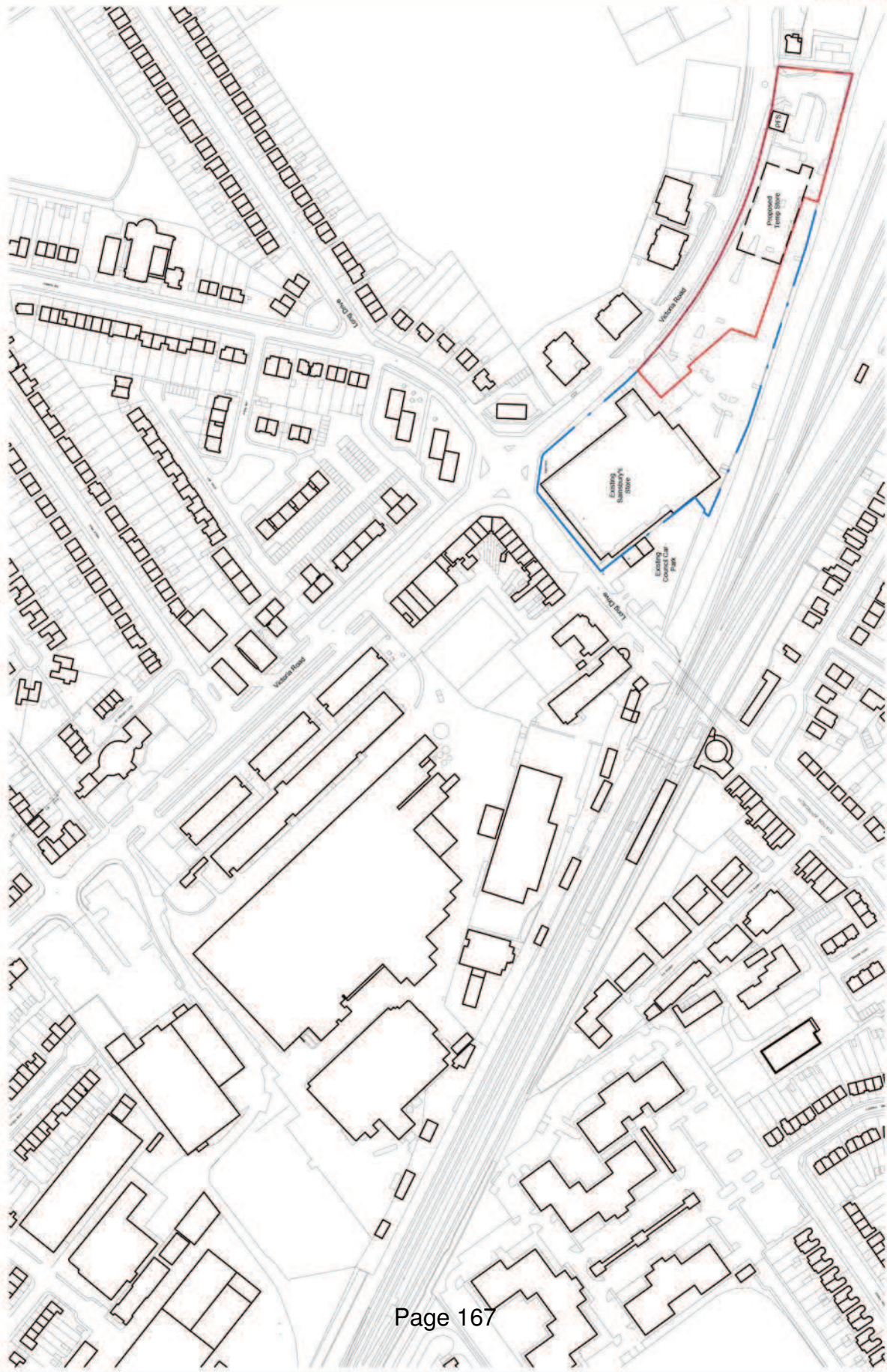
**Date Plans Received:** 08/08/2014                      **Date(s) of Amendment(s):**

**Date Application Valid:** 15/08/2014

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Application Site Boundary

Extent of Land owned by Sainsbury's



27	13/07/14	Final Assessment
28	18/07/14	Drawings Final Approval
29	19/07/14	Final Approval
30	20/07/14	Final Approval

### PLANNING

UNIT ARCHITECTS LIMITED  
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

SOUTH RUISLIP, TEMP STORE

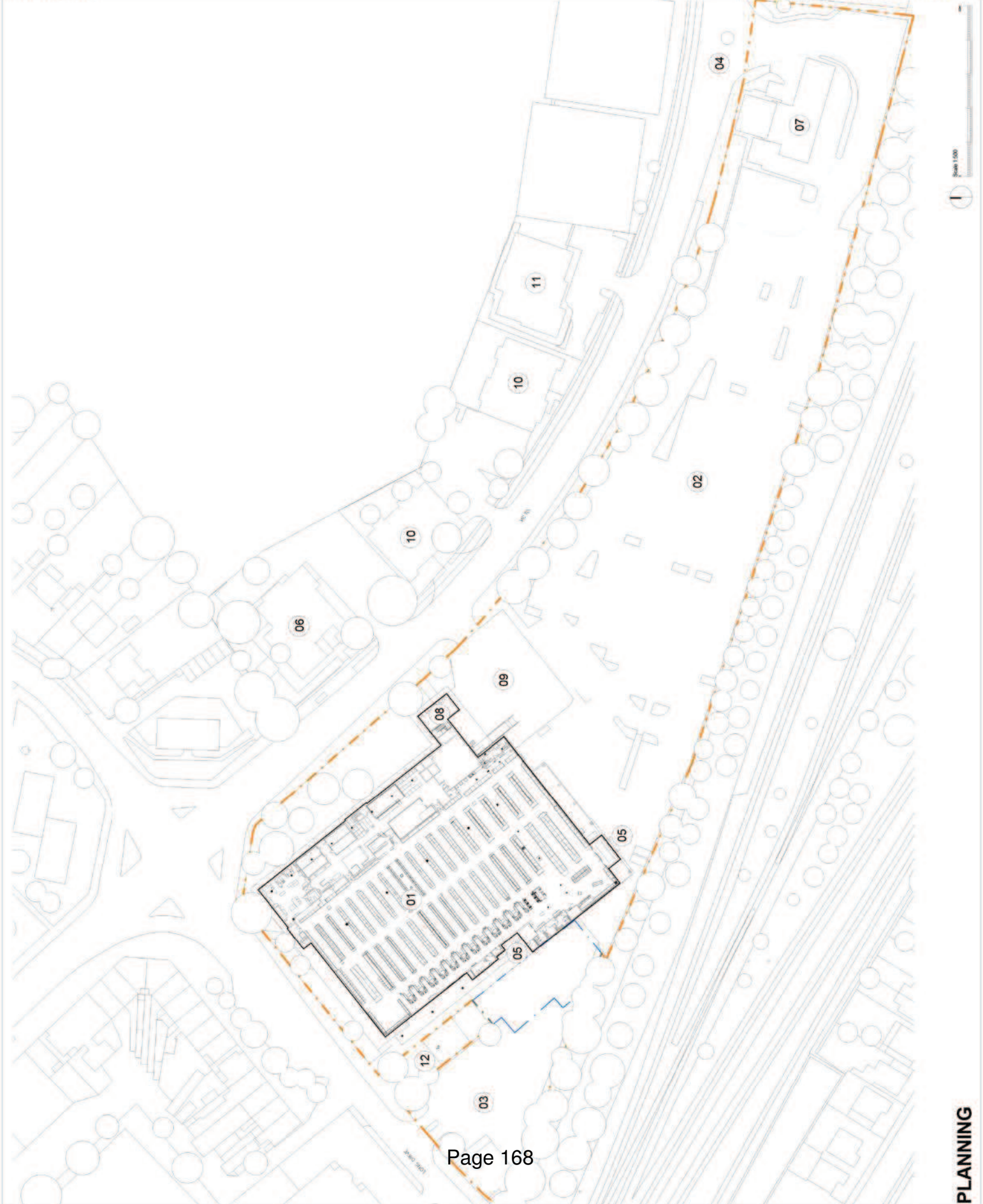
### SITE LOCATION PLAN

Project Name	South Ruislip, Temp Store
Project Ref	PC 13031003 / 13031001 PLANNING
Project No	13031 01 AP 0100 001
Project Code	P01



1. The information contained herein is for reference only and does not constitute an offer of any financial product. It is intended to provide a general overview of the information contained herein and is not intended to be used as a basis for any investment decision. The information contained herein is for reference only and does not constitute an offer of any financial product. It is intended to provide a general overview of the information contained herein and is not intended to be used as a basis for any investment decision.

- 01 Existing Sainsbury's Superstore
- 02 Existing Customer Car Park
- 03 Council Car Park
- 04 Site Access & Egress
- 05 Store Entrance
- 06 South Ruislip Library
- 07 Existing PFS
- 08 Existing Electrical Sub Station
- 09 Existing Service Yard
- 10 Proposed Residential Development
- 11 South Ruislip Young People's Centre
- 12 Bonnet's Electrical Wholesalers



STAGE C

UNIT ARCHITECTS LLP  
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

VICTORIA RD. SOUTH RUISLIP, HILLINGDON

EXISTING GROUND FLOOR

10034 01 AP 0110 001

Scale 1:500

PLANNING

Sainsbury's

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- 1 Site of Existing and Proposed Sainsbury's Store
- 2 Temporary Sainsbury's Store
- 3 Refurbished Petrol Station
- 4 Temporary Customer Car Park
- 5 Temporary Customer Access and Egress (Proposed)
- 6 Council Car Park
- 7 Site Access & Egress retained but upgraded
- 8 Colleague Facilities
- 9 South Ruislip Library
- 10 South Ruislip Young People's Centre
- 11 Proposed Residential Development
- 12 Bonnell's Electrical Wholesalers
- 13 Roof Plant Area
- 14 Relocated Electrical Sub Station
- 15 Temp Store Servicing Exit Only (not for PFS customer)
- 16 Ramp Construction Zone
- 17 Extent of Proposed Deck for New Store
- 18 Cycle Rack

Note: Landscaping and tree removal shown indicatively. Refer to Arthur Amos drawings

NO.	DATE	DESCRIPTION
001	15/07/14	Issue for Planning
002	16/07/14	Revised to reflect Pre-Planning feedback
003	20/08/14	Revised to reflect Pre-Planning feedback
004	15/09/14	Revised to reflect Pre-Planning feedback
005	15/09/14	Revised to reflect Pre-Planning feedback

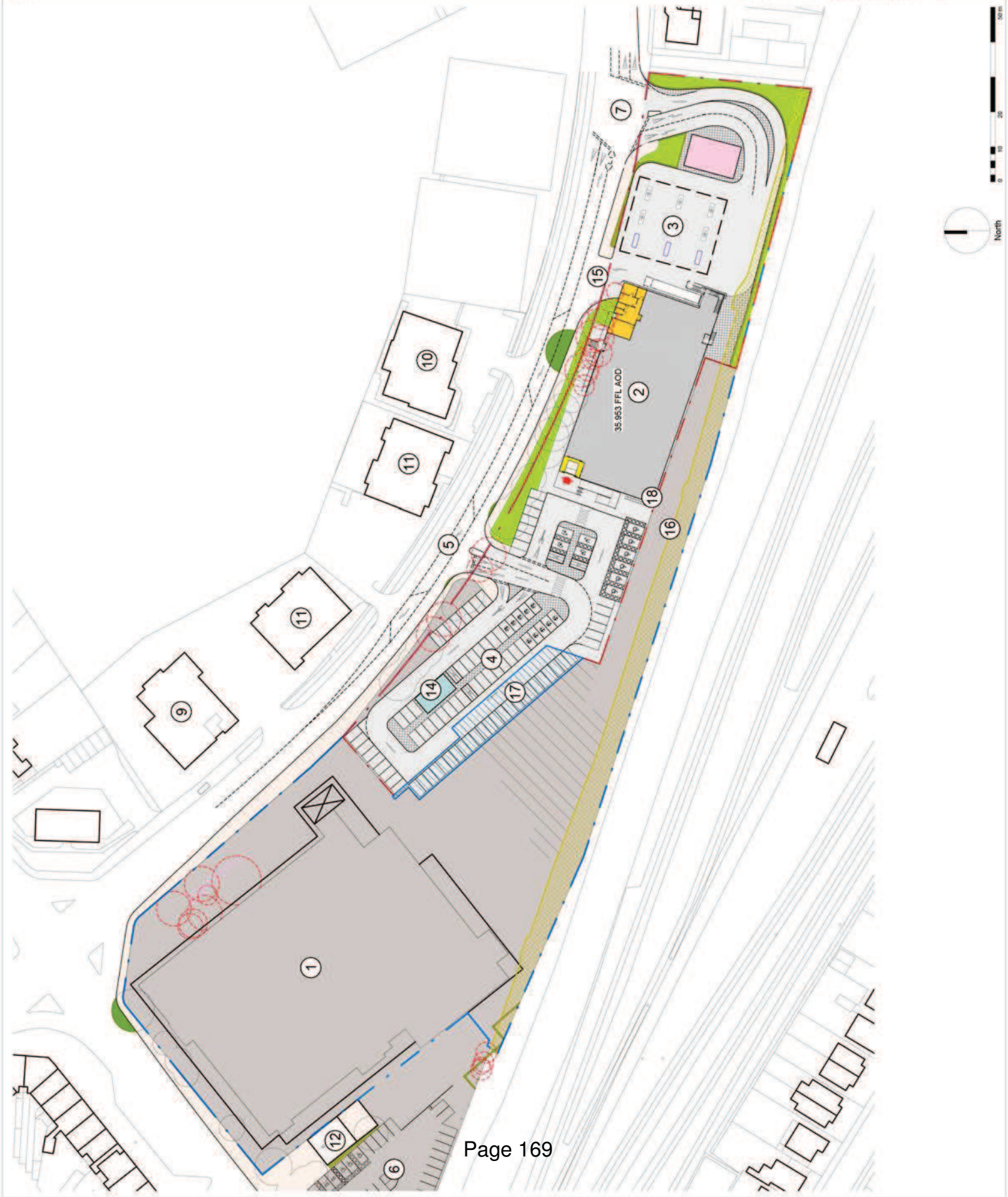
**PLANNING**

**UNIT ARCHITECTS LIMITED**  
 1100000003 / 1100000001  
 1100000000 / 1100000000  
 1100000000 / 1100000000

**SOUTH RUISLIP, TEMP STORE**

**PROPOSED GROUND FLOOR**

Project Name	1100000003 / 1100000001	PLANNING
Client	13031	01 AP 0010 001
Sheet		P02



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 33 HOLBORN, LONDON, EC1N 2HT, ENGLAND, T. 0207 695 6000  
 13031 01 AP 0010 002

- 1 Site of Existing and Proposed Sainsbury's Store
- 2 Temporary Sainsbury's Store
- 3 Refurbished Petrol Station
- 4 Temporary Customer Car Park
- 5 Temporary Customer Access and Egress
- 6 Council Car Park
- 7 Site Access & Egress retained but upgraded
- 8 Colleague Facilities
- 9 South Ruislip Library
- 10 South Ruislip Young People's Centre
- 11 Proposed Residential Development
- 12 Bonnell's Electrical Wholesalers
- 13 Roof Plant Area
- 14 Relocated Electrical Sub Station
- 15 Temp Store Servicing Exit Only (not for PFS customer)
- 16 Ramp Construction Zone
- 17 Carpark Light

Note: Landscaping and tree removal shown indicatively. Refer to Arthur Amos drawings

NO.	DATE	DESCRIPTION
01	14/07/14	Issue for Approval
02	14/07/14	Revised to reflect Tree Planning Feedback
03	20/08/14	Revised to reflect Tree Planning Feedback
04	14/07/14	Issue for Approval
05	14/07/14	Issue for Approval

**PLANNING**

**UNIT ARCHITECTS LIMITED**  
 33 HOLBORN, LONDON, EC1N 2HT, ENGLAND, T. 0207 695 6000  
 www.unit-architects.co.uk

**SOUTH RUISLIP, TEMP STORE**

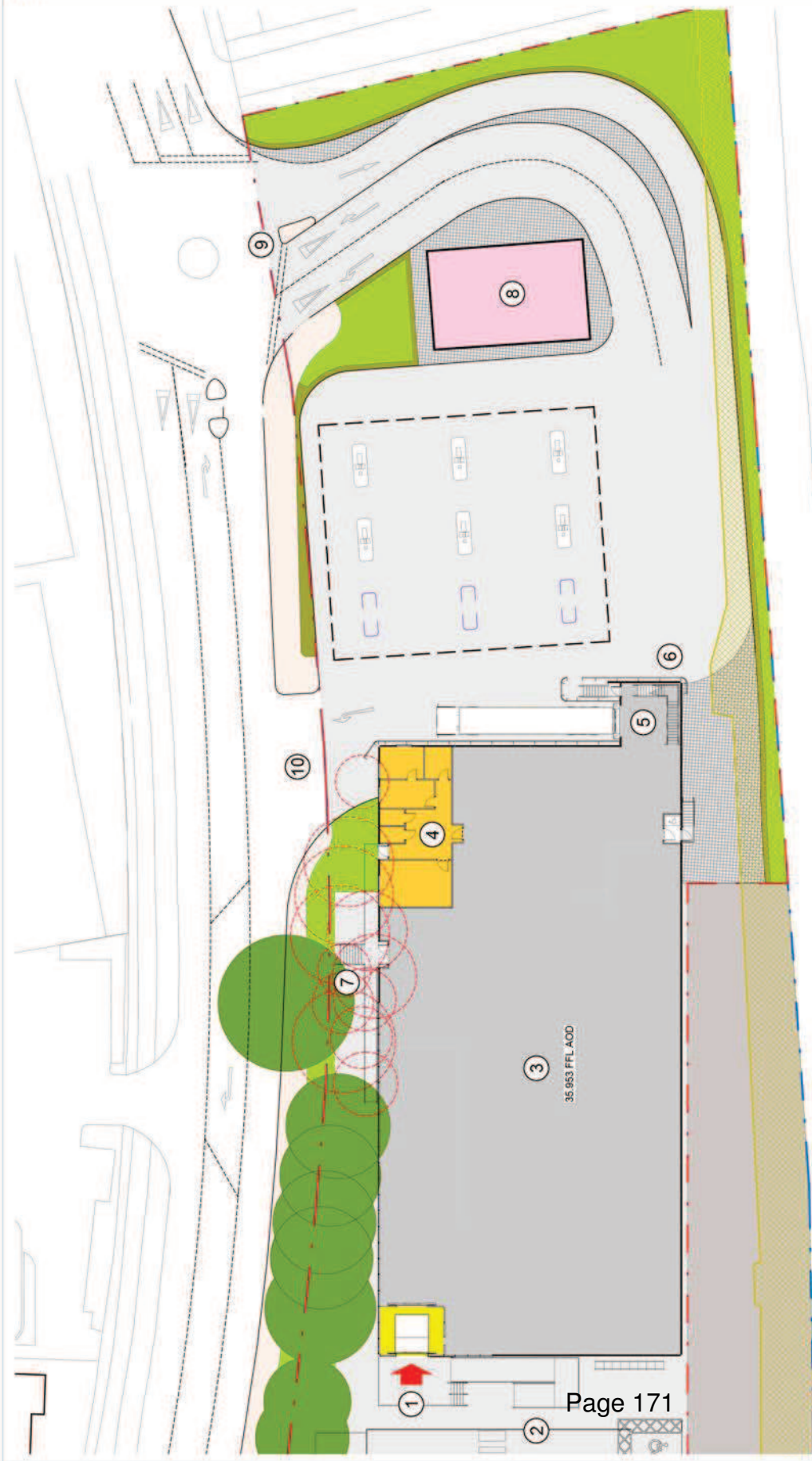
**PROPOSED ROOF PLAN**

Project Name	13031 01 AP 0010 002
Client	P02
Project No.	13031 01 AP 0010 002
Project Name	SOUTH RUISLIP, TEMP STORE
Project No.	13031 01 AP 0010 002
Project Name	SOUTH RUISLIP, TEMP STORE
Project No.	13031 01 AP 0010 002





- 1 Customer Entrance to Temporary Sainsbury's Store with 1:20 DDA Compliant Ramp
- 2 Temporary Customer Car Park
- 3 Temporary Sainsbury's Store
- 4 Colleague Facilities
- 5 Servicing
- 6 Plant Roof (above)
- 7 Means of Escape
- 8 Refurbished Petrol Filling Station and New Kosk
- 9 Site Access and Egress Retained but Upgraded.
- 10 Temp. Store Servicing Exit Only (not for PFS Customer)
- 11 Proposed Drainage Connection



Note: Landscaping and tree removal shown indicatively. Refer to Arthur Amos drawings

REV.	DATE	NOTES

PLANNING

UNIT ARCHITECTS LIMITED  
 130331 01 AP 0010 003

SOUTH RUISLIP, TEMP STORE

PROPOSED STORE AND PFS LAYOUT

NO.	DATE	DESCRIPTION
1	13/03/2014	PLANNING
2	13/03/2014	PLANNING
3	13/03/2014	PLANNING
4	13/03/2014	PLANNING
5	13/03/2014	PLANNING
6	13/03/2014	PLANNING
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98	13/03/2014	PLANNING
99	13/03/2014	PLANNING
100	13/03/2014	PLANNING



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- 1 Customer Entrance to Temporary Sainsbury's Store with 1.20 DDA Compliant Ramp
- 2 Temporary Customer Car Park
- 3 Temporary Sainsbury's Store
- 4 Colleague Facilities
- 5 Servicing
- 6 Plant Room with Parapet Screen
- 7 Means of Escape
- 8 Refurbished Petrol Filling Station and New Kiosk
- 9 Site Access and Egress Retained but Upgraded.
- 10 Temp Store Servicing Exit Only (not for PFS Customer)



Note: Landscaping and tree removal shown  
 indicatively. Refer to Arthur Amos drawings

REV	DATE	NOTES

**PLANNING**

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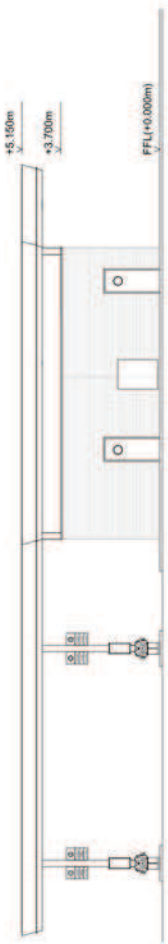
**SOUTH RUISLIP, TEMP STORE**

Project Name: SOUTH RUISLIP, TEMP STORE  
 Project No: 13031 01 AP 0010 004  
 Date: 13/03/2014  
 Author: PC  
 Checker: PC  
 Status: PLANNING

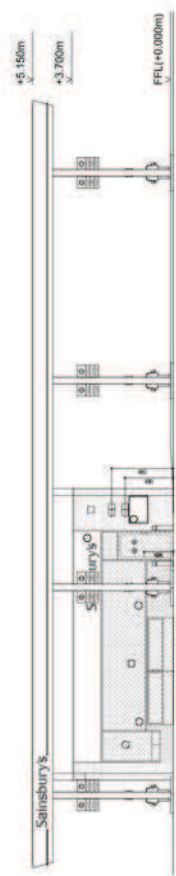
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5. The client has been advised that the architect is not responsible for any dimensions stated by the contractor or arising from the drawings and no reliance may be placed on such dimensions. The architect is not responsible for any dimensions stated by the contractor or arising from the drawings and no reliance may be placed on such dimensions. The architect is not responsible for any dimensions stated by the contractor or arising from the drawings and no reliance may be placed on such dimensions.

- 01 Petrol Filling Station Forecourt
- 02 Sales Kiosk
- 03 Tanker Station



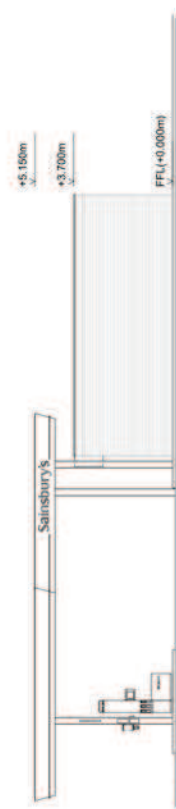
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Scale 1:100



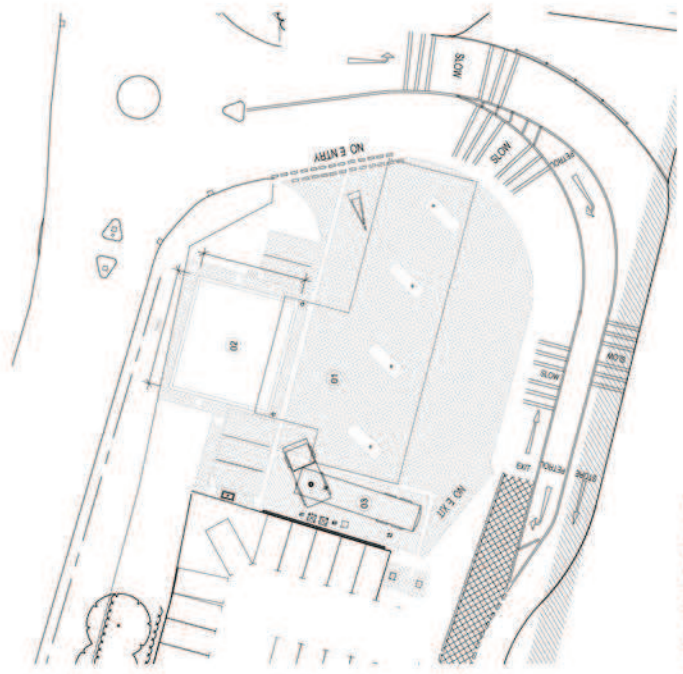
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Scale 1:100



03 Existing West Elevation  
Scale 1:100



04 Existing East Elevation  
Scale 1:100



05 Existing Petrol Filling Station Plan  
Scale 1:200

REF: 17.12.12 - 17.12.12 - 17.12.12  
DATE: 17.12.12  
NOTES: STAGE C  
UNIT ARCHITECTS LLP  
VICTORIA RD, SOUTH RUISLIP, HILLINGDON  
EXISTING PETROL FILLING STATION  
PROJECT: PC 17.250 & 1.100 @A1 PLANNING  
10034 01 AP 0120 002

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- ① Petrol Filling Station Forecourt
- ② Sales Kiosk
- ③ Site Access & Egress Retained
- ④ Temp Store Servicing Exit Only (Not for PFS Customer)



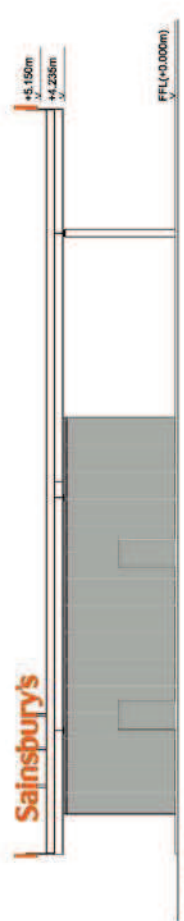
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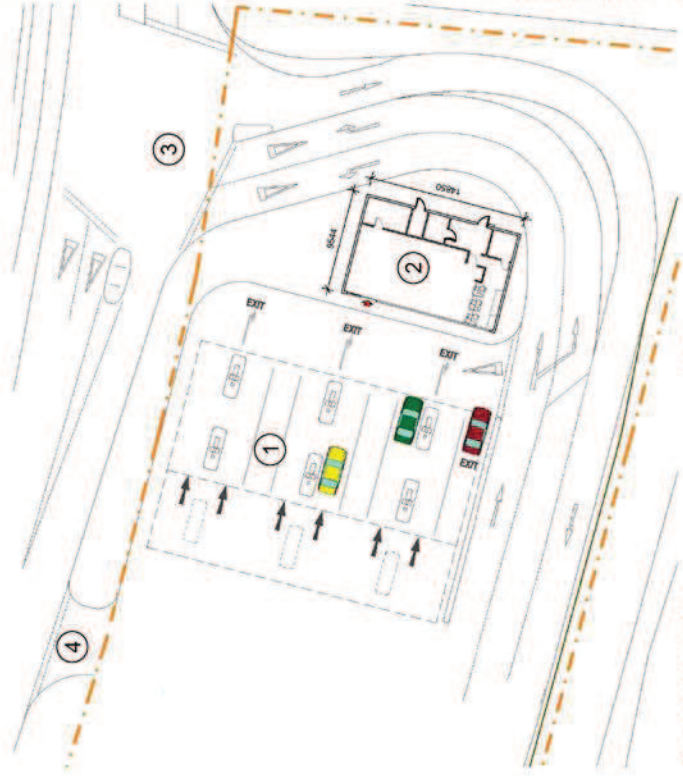
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03 Proposed West Elevation  
 Scale 1:100



04 Proposed East Elevation  
 Scale 1:100



05 Proposed Petrol Filling Station Plan  
 Scale 1:250

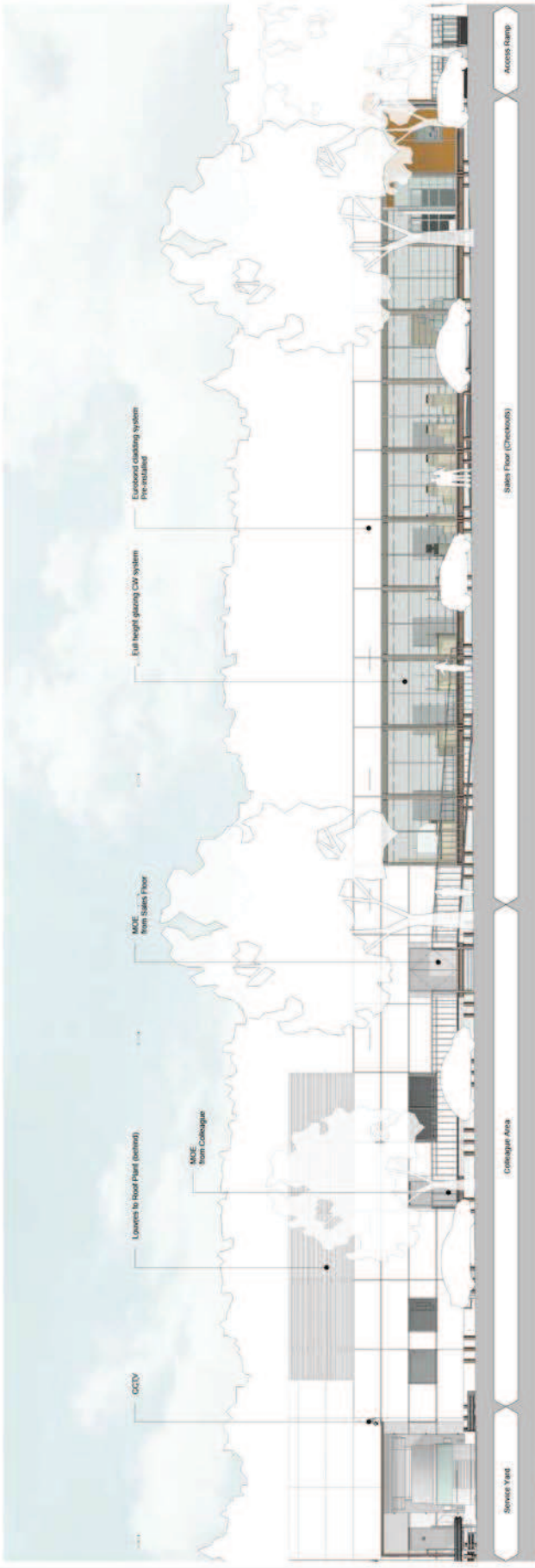
PLANNING  
 UNIT ARCHITECTS LIMITED  
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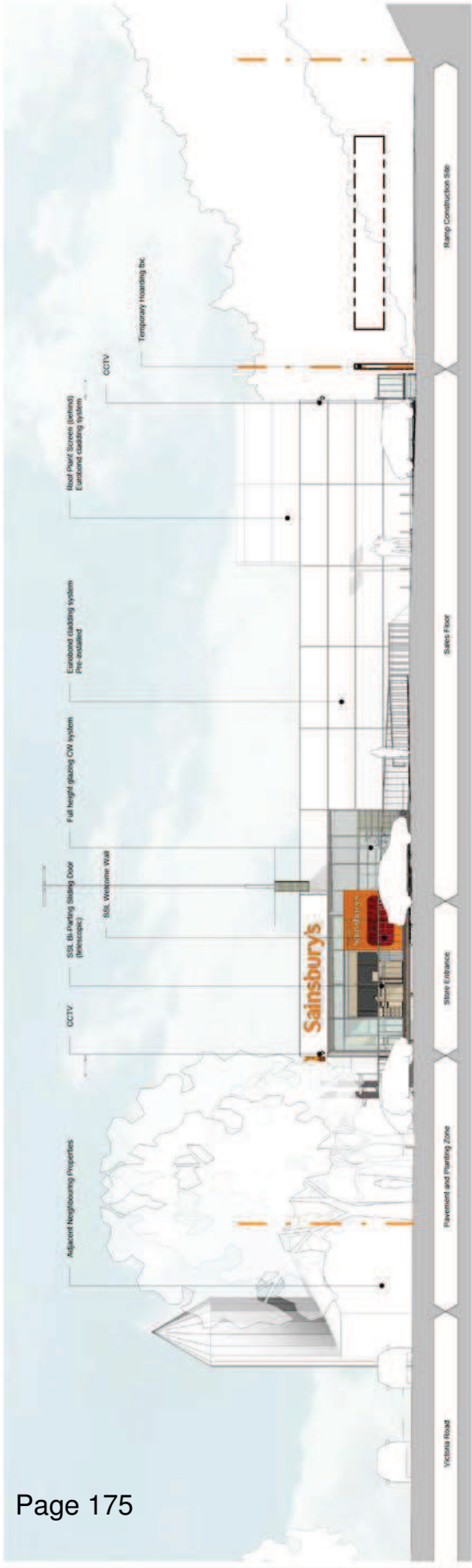
REV	DATE	BY	DESCRIPTION
1	10/12/14	UR	Issued for the Planning Process
2	10/12/14	UR	Revised
3	10/12/14	UR	Revised

**PLANNING**  
**UNIT ARCHITECTS LIMITED**  
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**SOUTH RUISLIP, TEMP STORE**  
 PROPOSED ELEVATION NORTH & WEST  
 Drawing No: 13031\_01\_AP\_0020\_001  
 Date: 10/12/14  
 Scale: 1:1000 @ A1  
 Project: PLANNING  
 Client: P01  
**Sainsbury's**  
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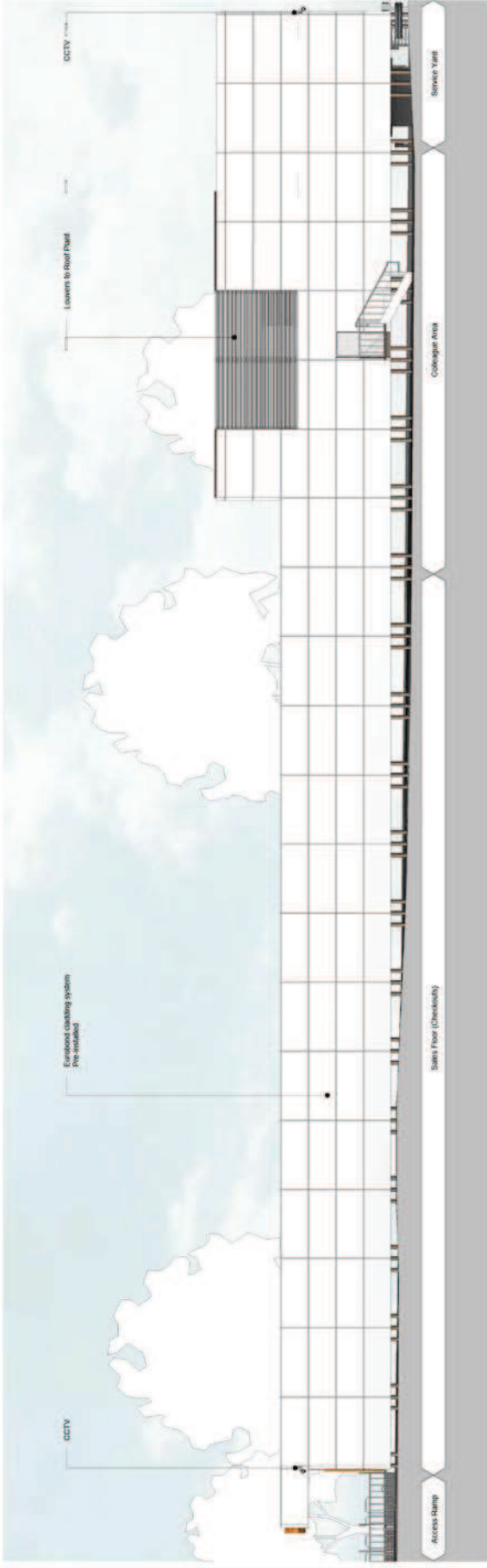


01 North Elevation

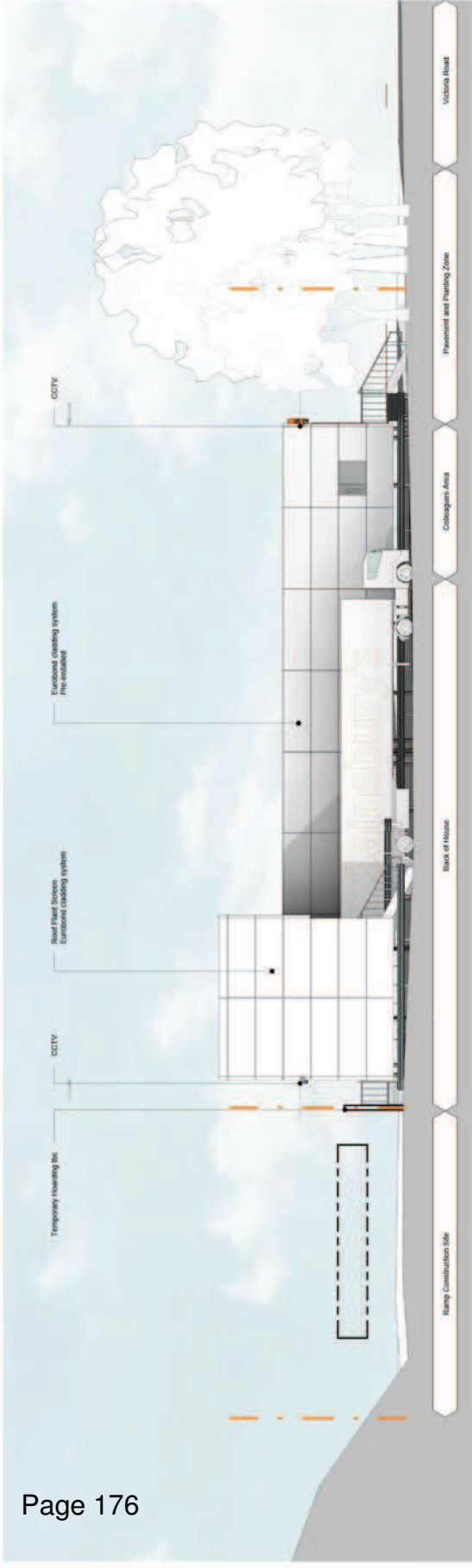


02 West Elevation

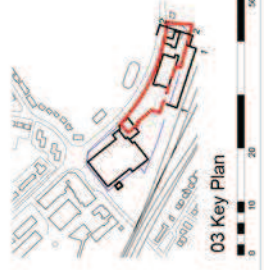
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01 South Elevation



02 East Elevation



Proposed by: **UNIT ARCHITECTS LIMITED**  
 1100000003 / 1100000001 | PLANNING  
 13031 01 AP 0020 002  
 P01  
 SOUTH RUISLIP, TEMP STORE  
 PROPOSED ELEVATION SOUTH & EAST  
 UNIT ARCHITECTS LIMITED  
 33 HOLBORN, LONDON, EC1N 2BT, ENGLAND, T. 0207 995 6000  
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27	13/12/14	Final Amendment
28	15/01/15	Revised to reflect the Planning Decision
29	15/01/15	Final Amendment
30		
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**PLANNING**

**UNIT ARCHITECTS LIMITED**  
 15, CHICHESTER ROAD, CHICHESTER, WEST SUSSEX, PO19 1QD  
 T: 01243 775750 E: info@unitarchitects.co.uk W: www.unitarchitects.co.uk

**SOUTH RUISLIP, TEMP STORE**

Planning Unit Number: **SECTIONS A-A & B-B**

Drawn by: **PC** | PC: 11.000@A3 | 11.000@A1 | PLANNING  
 Checked by: **PC**

Client: **13031 01 AP 0030 001**

Scale: **P01**

**Sainsbury's**  
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01 Section A-A



02 Section B-B

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**RELATED DOCUMENTS:** Refer to the drawings in conjunction with the appropriate Specification(s).

**CHECKING:** This drawing has been generated using a Computer Aided Drafting system. It is the responsibility of the drafter to ensure that the drawing is correct and that the information shown on it is accurate. The drafter is not responsible for any errors or omissions on this drawing.

Rev	Project name	CE	MP	Date
01	022413			

**LONGCROSS SECURITY LIMITED**  
 2 Kings Hill Avenue, Kings Hill  
 Eastleigh, Hampshire, SO50 9AA  
 Tel: 01703 448 360, Fax: 01703 448 361

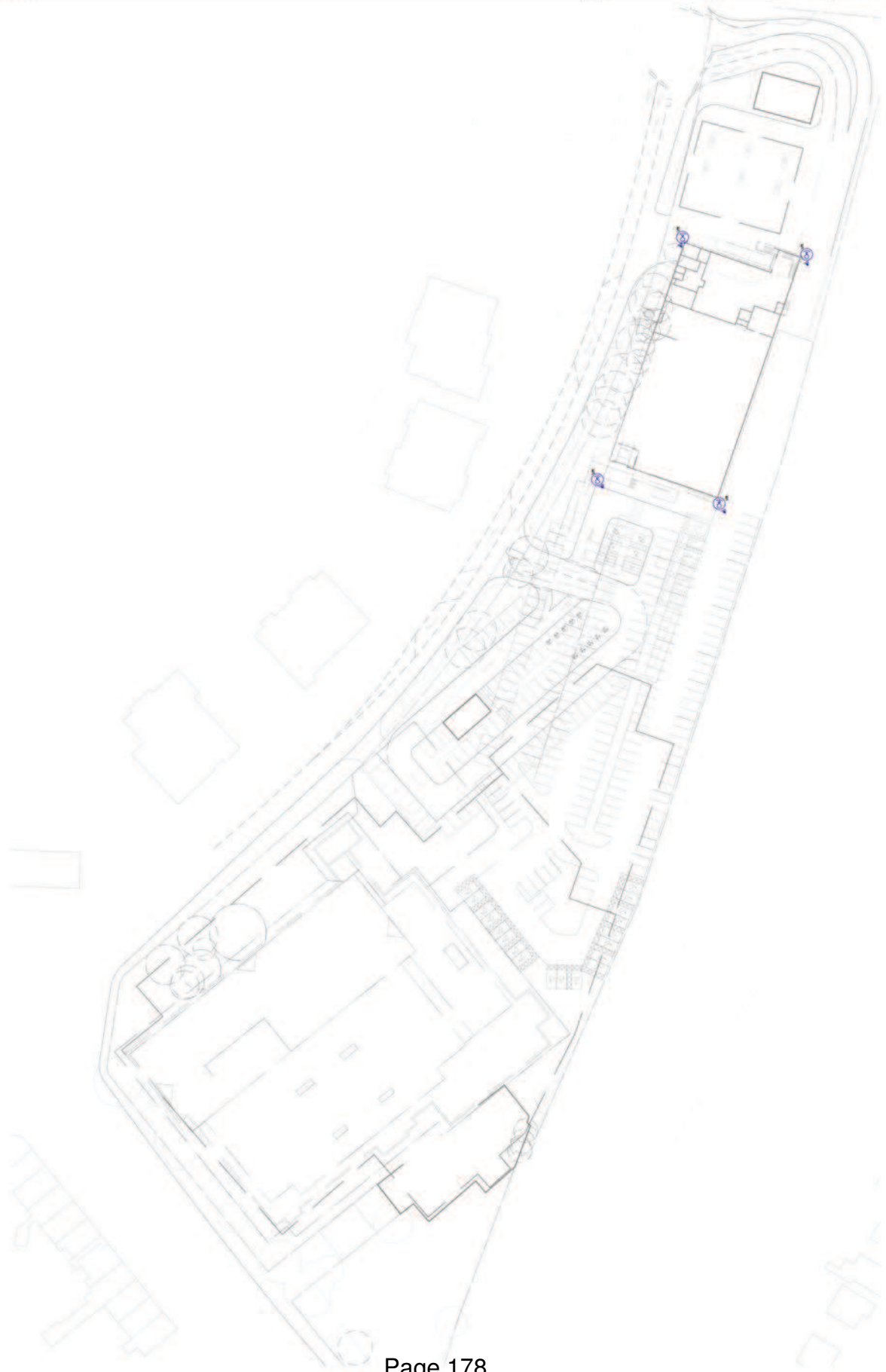
**Sainsbury's**

**Project:**  
 SAINSBURY'S  
 SOUTH RUISLIP  
 VICTORIA ROAD, HILLINGDON

**Title:**  
 ELECTRICAL SERVICES  
 TEMPORARY STORE  
 CCTV  
 LAYOUT

Drawn By:	CE	MP	Date:	22.08.13	Check:	MP
Drawing Status:	PRELIMINARY			Scale:	@ 1:500	
Drawing No:	7021/			SEC-EX1	P1	

**EGEITY**  
 EXTERNAL CCTV CAMERA POINTS & ZOOM IN  
 CLEARANCE 2000mm x 1000mm & 1.4m HOURED WITHIN  
 15 MINUTES (TYPICAL)



XREF DRAWING INFORMATION			
FILE NAME	DESCRIPTION	DATE	SCALE





### Legend

Tree survey notes from 'Compendium' submitted in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations' (referred to as 'AAA Tree Survey' drawing & associated tree survey schedule).

- Tree reference number: to be read in conjunction with Tree Survey Schedule
- Trees to be retained
- Trees to be removed with crown rolling / reduction
- Trees to be removed

- Tree Group: to be read in conjunction with Tree Survey Schedule
- Group trees to be retained
- Group trees to be removed

- Theoretical Tree Protection Area: calculated using formula in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations'
- Proposed locations for tree protective fencing in company with BS 5837:2012
- Detail tag refer to tree protection detail table/cut

- Existing site layout
- Proposed site layout

### Notes:

- All tree protection fencing to be in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations' and to be erected a minimum of 1.5m outside of the existing tree canopy.
- Any work to existing trees to be carried out by a qualified Arboriculturist. All works to comply with BS5837:2012. Recommendations for tree work.
- Once erected, all protective fencing should be maintained in accordance with BS 5837:2012 and should be replaced without delay by planting suitable.
- All weather notices should be placed on the tree canopy in accordance with BS 5837:2012. Notices should be placed on the canopy within fenced area.
- All trees close should be taken to avoid any equipment striking the trunk, branches or foliage. No machinery, petrol, machinery etc. to be stored within the fenced area.
- Any high visibility safety vests to be carried out within the close proximity of the existing trees to BS 5837:2012 Clause 8.6.
- All existing hard landscape surfaces which are to be removed should be removed in accordance with BS 5837:2012 Clause 8.6.
- All existing hard landscape surfaces which are to be removed should be removed in accordance with BS 5837:2012 Clause 8.6.

Dense woodland to railway embankment

Dense woodland to railway embankment

**FOR PLANNING**

**arthur amos associates**  
landscape architecture

urban design    regeneration    infrastructure  
planning    environmental assessment    ecology

Head Office: 100, High Street, London, EC1A 3DF  
100 High Street, London, EC1A 3DF    www.arthuramos.co.uk

**Sainsbury's**

Proposed Temporary Store  
Sainsbury's South Retail

1500 sq ft

**Tree Removal, Retention & Protection Plan**

Reference: 1143.02    Date: 15/06/2014  
Drawn by: CAV    Project No: DP    Issue: 01/07/2014

1500 sq ft

1500 sq ft

1500 sq ft





Dense woodland to Railway embankment

Dense woodland to Railway embankment

FOR PLANNING

**arthur amos associates**  
landscape architecture

urban design    regeneration    infrastructure  
planning    environmental assessment    ecology

Head Office: 12th Floor, 100, The Quadrant, London, W1A 1AA  
Tel: 020 7582 2200    Email: info@arthuramos.co.uk    www.arthuramos.co.uk

**Sainsbury's**

Proposed Temporary Store  
Sainsbury's South Kilspine

**Tree Survey Plan**

Project No: 1143-01    Scale: 1:500 @ A1  
Client: DB    Project No: DP    Date: 01/07/2014

Author: [Name]    Date: [Date]

100% COMPLIANT WITH THE TREE PROTECTION ACT 1997



**Theoretical Root Protection Area**  
calculated using formula in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction. Recommendations'



**Tree reference number & species**  
to be used in the Arboriculture Survey Schedule A.A.A. ref 1.42.1 (01/07/14). Arboriculture Survey Schedule A.A.A. ref 1.42.1 (01/07/14). Arboriculture Survey Schedule A.A.A. ref 1.42.1 (01/07/14).



**Trees to be removed (Cat B)**  
cannot realistically be retained as young trees in the context of the development (or for larger trees) 10 years.



**Trees / groups of trees of low quality and value (Cat C)**  
unlikely to remain with adequate condition to remain with new plantings to be established (or retained) for 40 years in the context of the development (or for larger trees) 10 years.

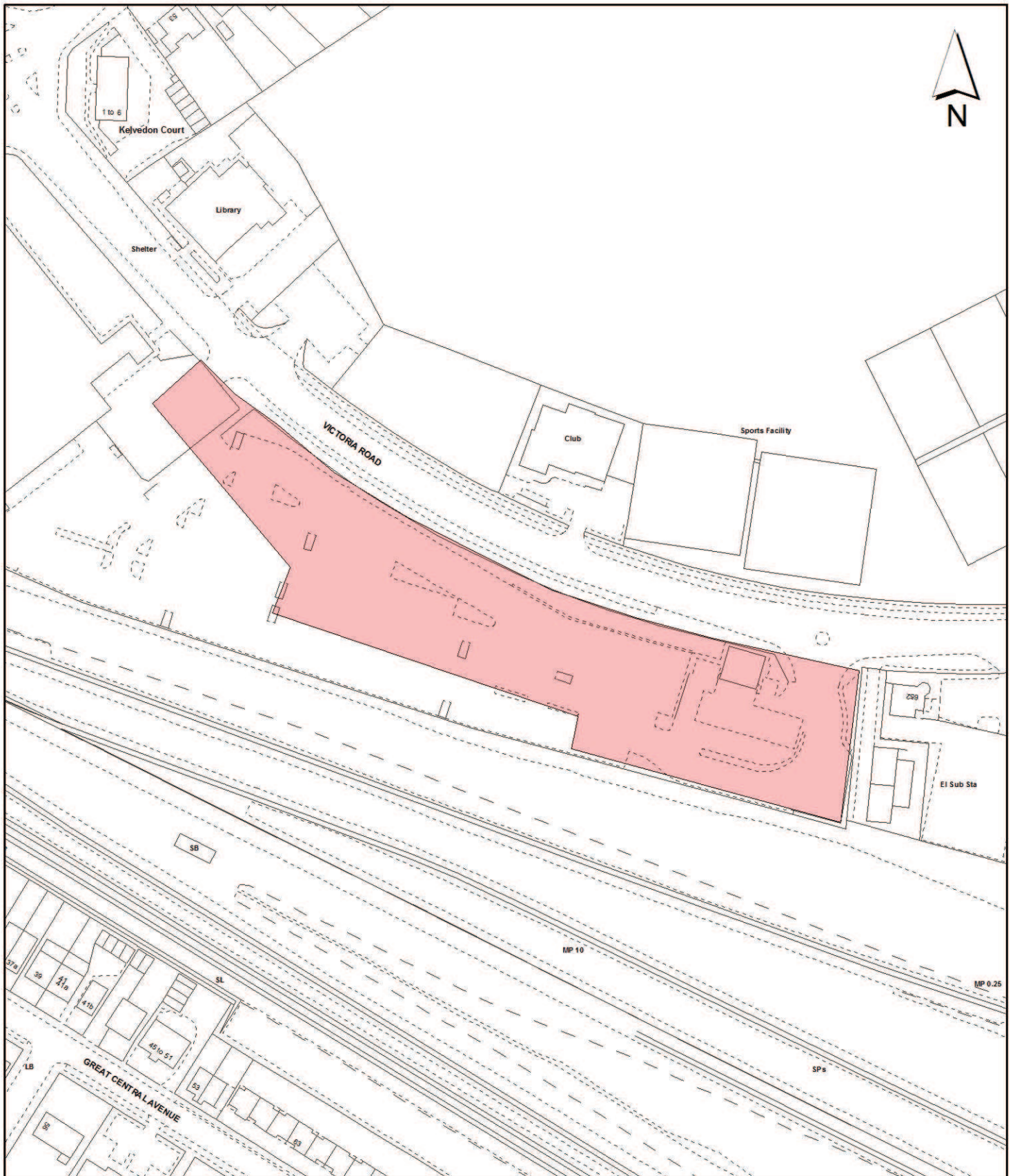


**Trees / groups of trees of moderate quality and value (Cat B)**  
likely to remain with adequate condition to remain with new plantings to be established (or retained) for 20 years in the context of the development (or for larger trees) 10 years.



**Legend**

- Trees / groups of trees of high quality and value (Cat A)**  
likely to remain with adequate condition to remain with new plantings to be established (or retained) for 40 years in the context of the development (or for larger trees) 10 years.
- Trees / groups of trees of moderate quality and value (Cat B)**  
likely to remain with adequate condition to remain with new plantings to be established (or retained) for 20 years in the context of the development (or for larger trees) 10 years.



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Sainsbury's Superstore  
Long Drive  
Ruislip**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**33667/APP/2014/2824**

Scale

**1:1,500**

Planning Committee

**Major** Page 181

Date

**October 2014**



**HILLINGDON**  
LONDON

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

**Address** CHEQUERS SQUARE UXBRIDGE

**Development:** The consolidation of 15 existing units within the Pavilions shopping centre to create a single, large format retail unit, including reconfiguration works at basement level, insertion of new mezzanine floor and associated works at roof level.

**LBH Ref Nos:** 35214/APP/2014/2232

**Date Plans Received:** 24/06/2014

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

07/10/2014

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

24/06/2014

03/10/2014

08/10/2014

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THESE PROPOSALS ARE SUBJECT TO FURTHER STRUCTURAL, ELECTRICAL AND MECHANICAL DESIGN, INCLUDING CONSIDERATION OF MEANS OF ESCAPE, FIRE FIGHTING PROVISIONS AND WHERE APPROPRIATE ASSESSMENT OF A FIRE STRATEGY.

EXISTING LANDLORDS & TENANT SERVICES FROM WITHIN AND ADJACENT TO THE NEW STORES WILL PASS THROUGH THE NEW STORE. THESE WILL BE IDENTIFIED AND RECORDED AS WORKS PROCEED.

THESE PROPOSALS HAVE BEEN CREATED FROM LIMITED AS-BUILT DATA AND SURVEY MEASUREMENTS AND ARE THEREFORE SUBJECT TO FURTHER SITE MEASUREMENTS AND APPROPRIATE SITE INVESTIGATIONS.

**NOTE: LAYOUT BASED ON CAD DRAWING (LR) 1001 & GLANVILLE SURVEY DRAWING 8130873-201 (06.11.2013)**



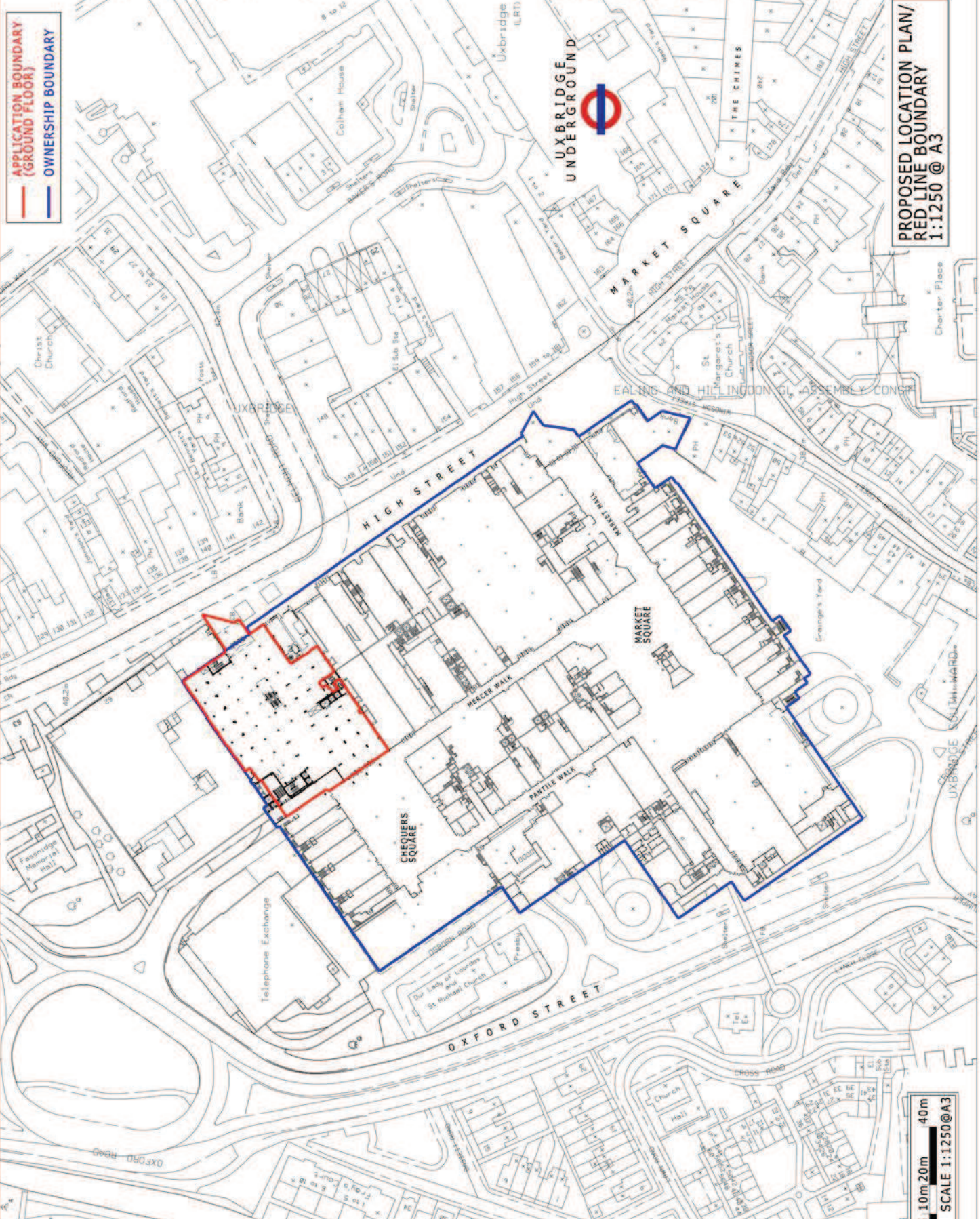
PLANNING SUBMISSION  
 DATE: 5/11/04/14  
 SHEET NO: 1  
 PROJECT: LASALLE IM THE PAVILIONS UXBRIDGE

DATE: 5/11/04/14  
 SHEET NO: 1  
 PROJECT: LASALLE IM THE PAVILIONS UXBRIDGE

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DATE: 5/11/04/14  
 SHEET NO: 1  
 PROJECT: LASALLE IM THE PAVILIONS UXBRIDGE

DLG Architects LLP  
 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



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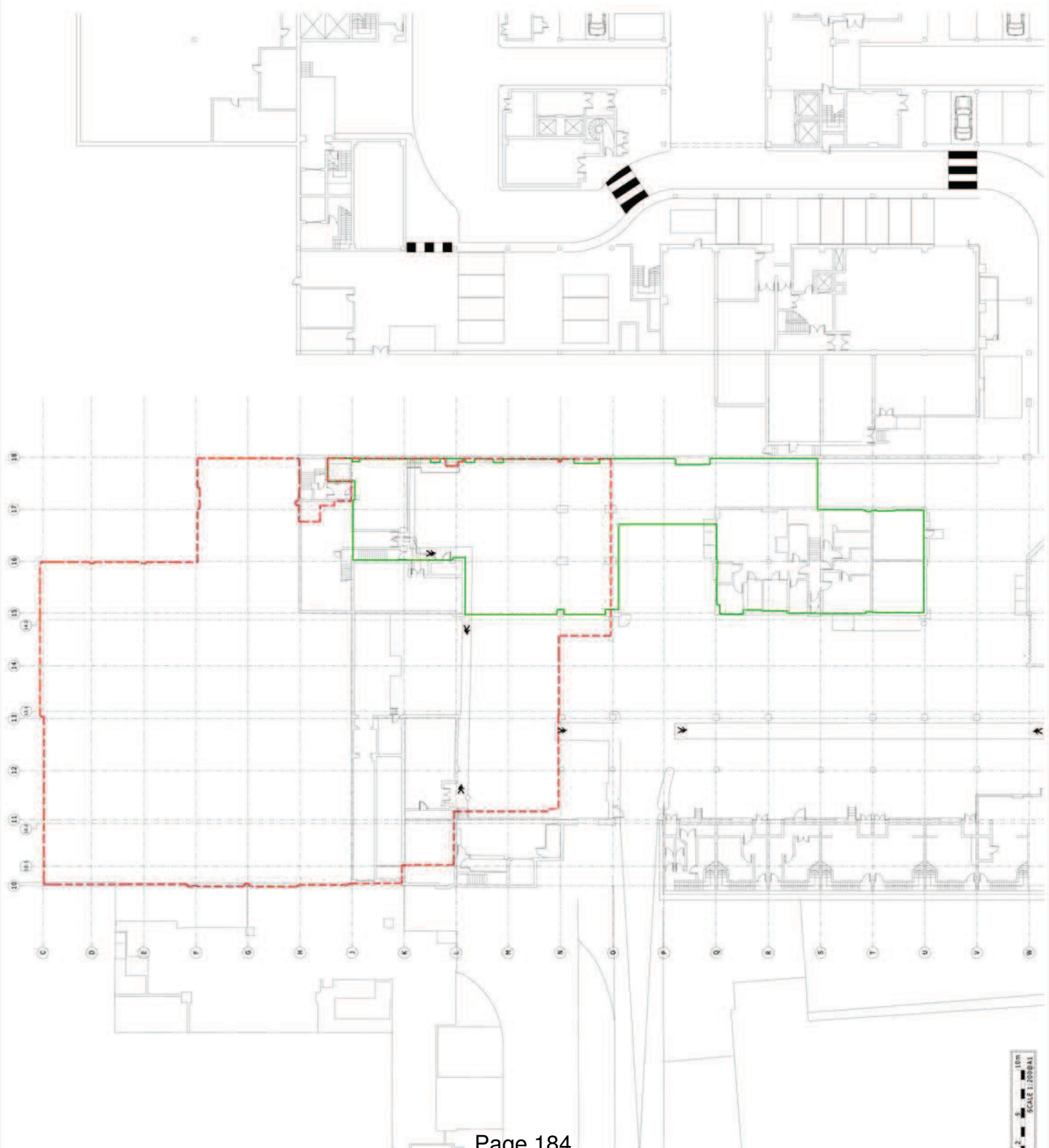
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EXTENT OF BASEMENT FOOTPRINT  
 EXTENT OF GROUND FLOOR FOOTPRINT

NOTE: LAYOUT BASED ON  
 2013 ASSESSMENT REPORT  
 DRAWING: 13-0873-100  
 (04/11/2013)



PLANNING PERMISSION REF: 13/01001/01  
 DATE: 13/01/2013

PLANNING PERMISSION REF: 13/01001/01  
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EXISTING BASEMENT PLAN





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- EXTENT OF GROUND FLOOR FOOTPRINT
- EXTENT OF BASEMENT FOOTPRINT

NOT TO SCALE  
 300' GROUND FLOOR PLAN  
 60' BASEMENT FLOOR PLAN  
 1:2000 SCALE  
 08.11.2013

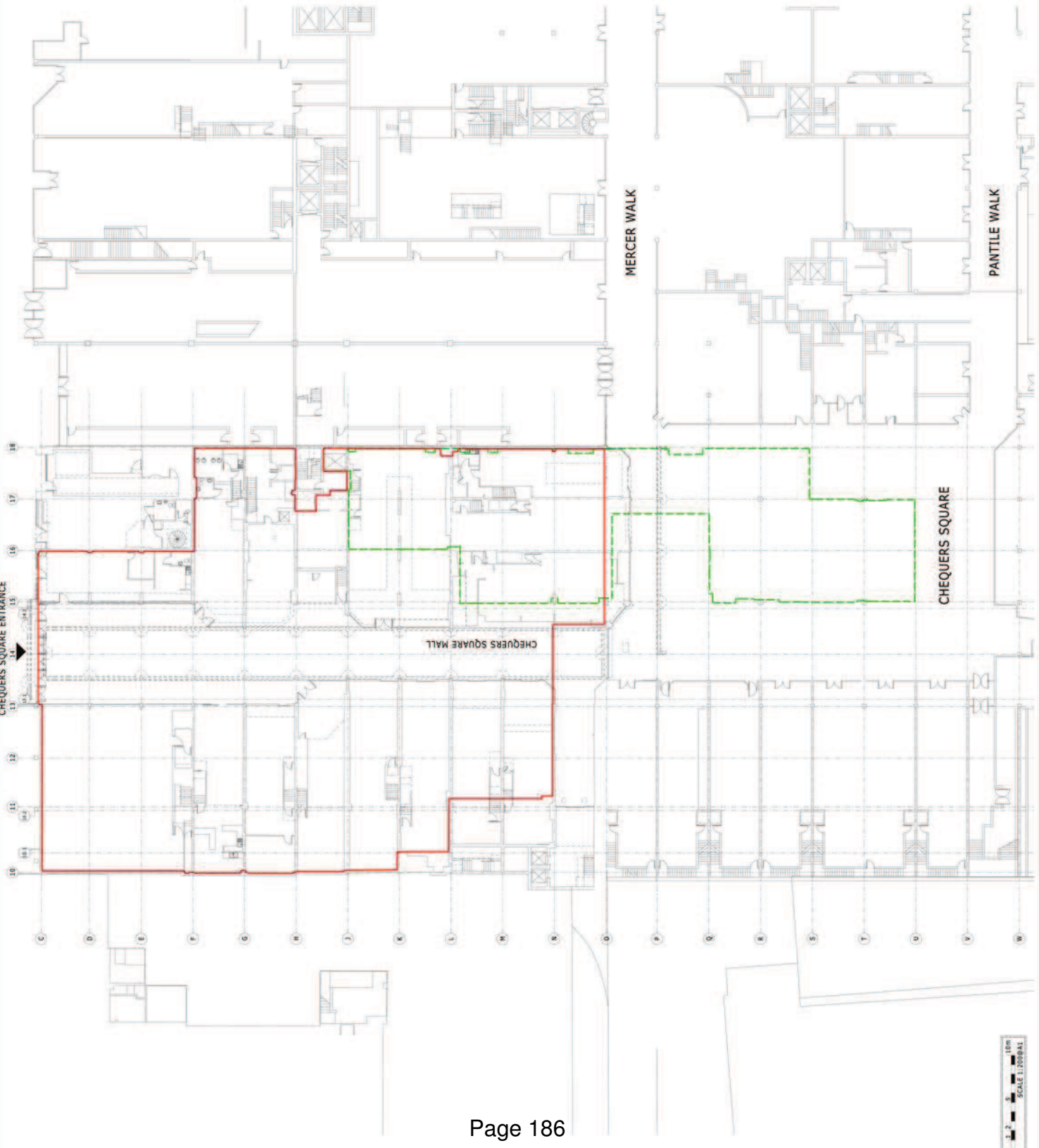
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 DATE: 08.11.2013  
 PROJECT: LASALLE IM THE PAVILIONS OXBIDGE

CLIENT: LASALLE IM THE PAVILIONS OXBIDGE

DATE: 08.11.2013  
 SCALE: 1:2000

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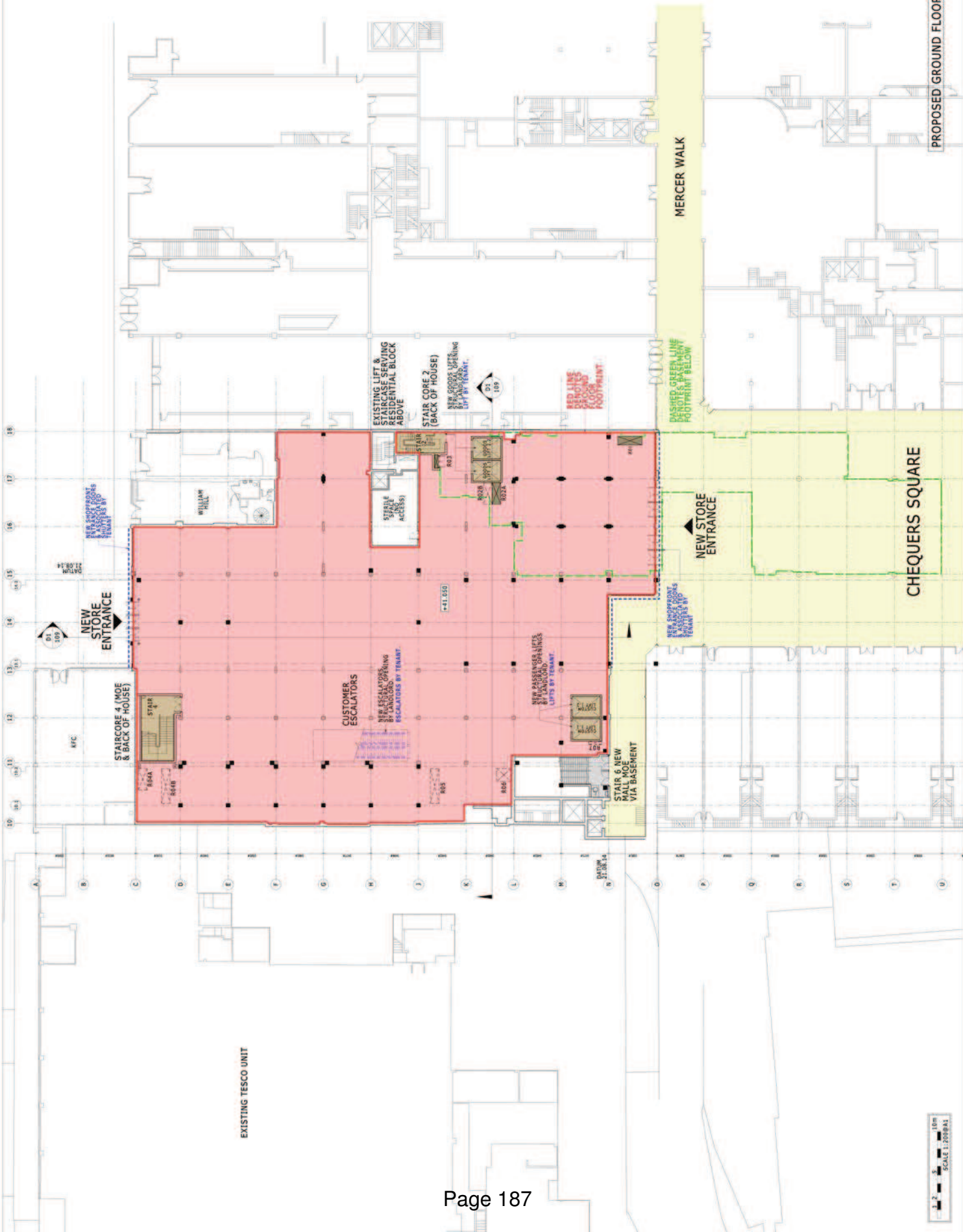


**NOTE: LAYOUT BASED ON  
EXISTING TESCO UNIT  
& GLAVIN'S SURVEY  
(06.11.2013)**

**NOTE: THIS DRAWING  
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OTHER SHOP DRAWINGS  
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RECORD PLANNING SUBMISSION: 04/11/14  
Stage 2 - TECHNICAL: 04/11/14  
Stage 2 - TECHNICAL: 04/11/14  
LONDON: 04/11/14  
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LONDON: 04/11/14  
LONDON: 04/11/14

PROJECT: THE DEVELOPMENT PROPOSED FOR THE FLOOR PLAN	SCALE: 1:200	DATE: 11/11/14
PLANNING		
REF: 3906	D1	101 E



PROPOSED GROUND FLOOR PLAN

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— EXTENT OF FIRST FLOOR FOOTPRINT  
 - - - EXTENT OF GROUND FLOOR FOOTPRINT

PROJECT: LASALLE IM  
 2ND DRAWING: 15.10.2017  
 DRAWING NO: 15.10.15.202  
 DATE: 15.10.2017

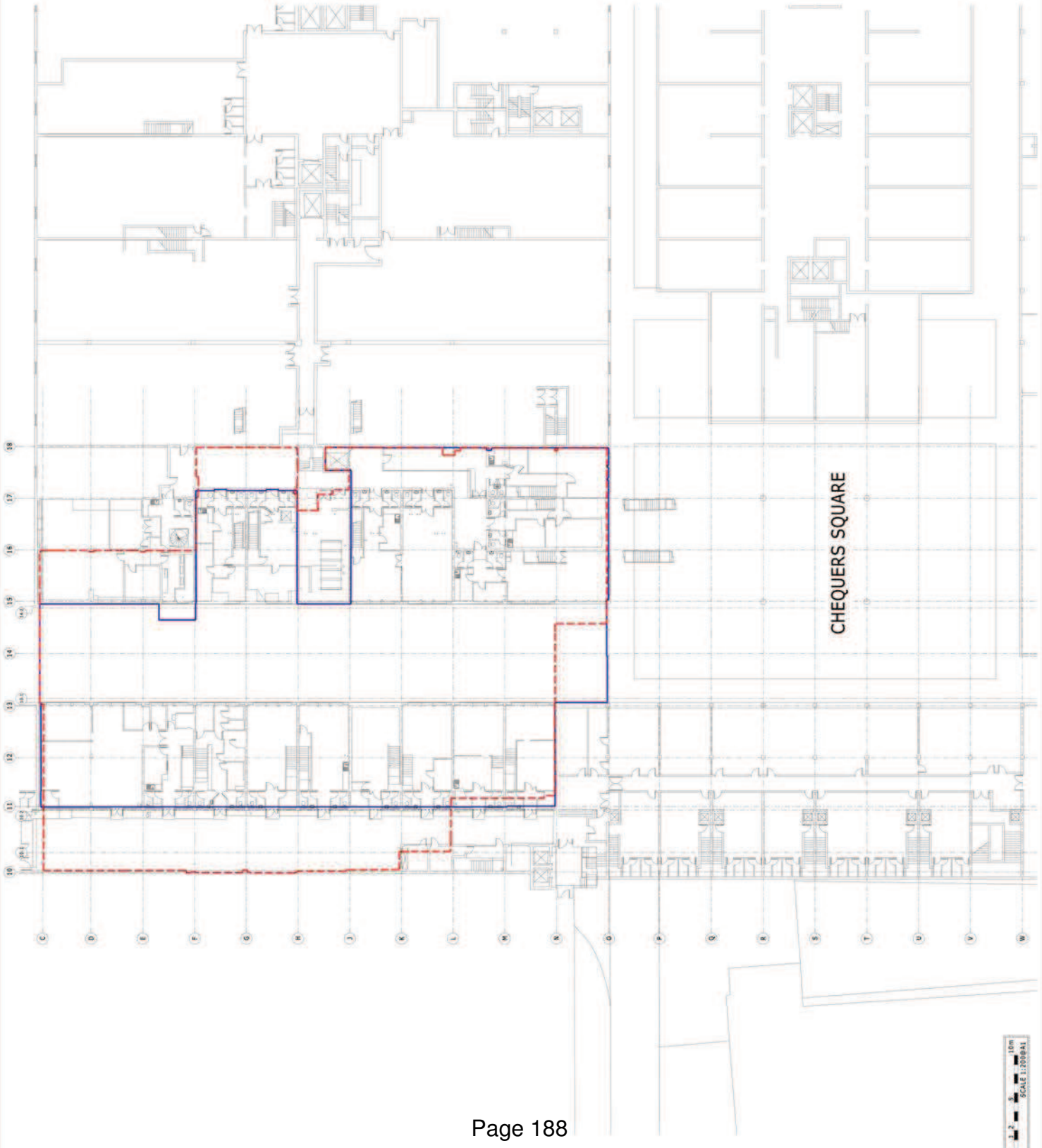
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 REFERENCE: 15/01004/1  
 PROJECT: LASALLE IM  
 THE PAVILLIONS  
 OXBRIDGE

PROJECT: REDEVELOPMENT  
 EXISTING FIRST FLOOR PLAN

PLANNING  
 REFERENCE: 15/01004/1

DATE: 15.10.2017  
 SCALE: 1:200

ARCHITECTS LLP  
 15.10.2017  
 15.10.2017



EXISTING FIRST FLOOR PLAN

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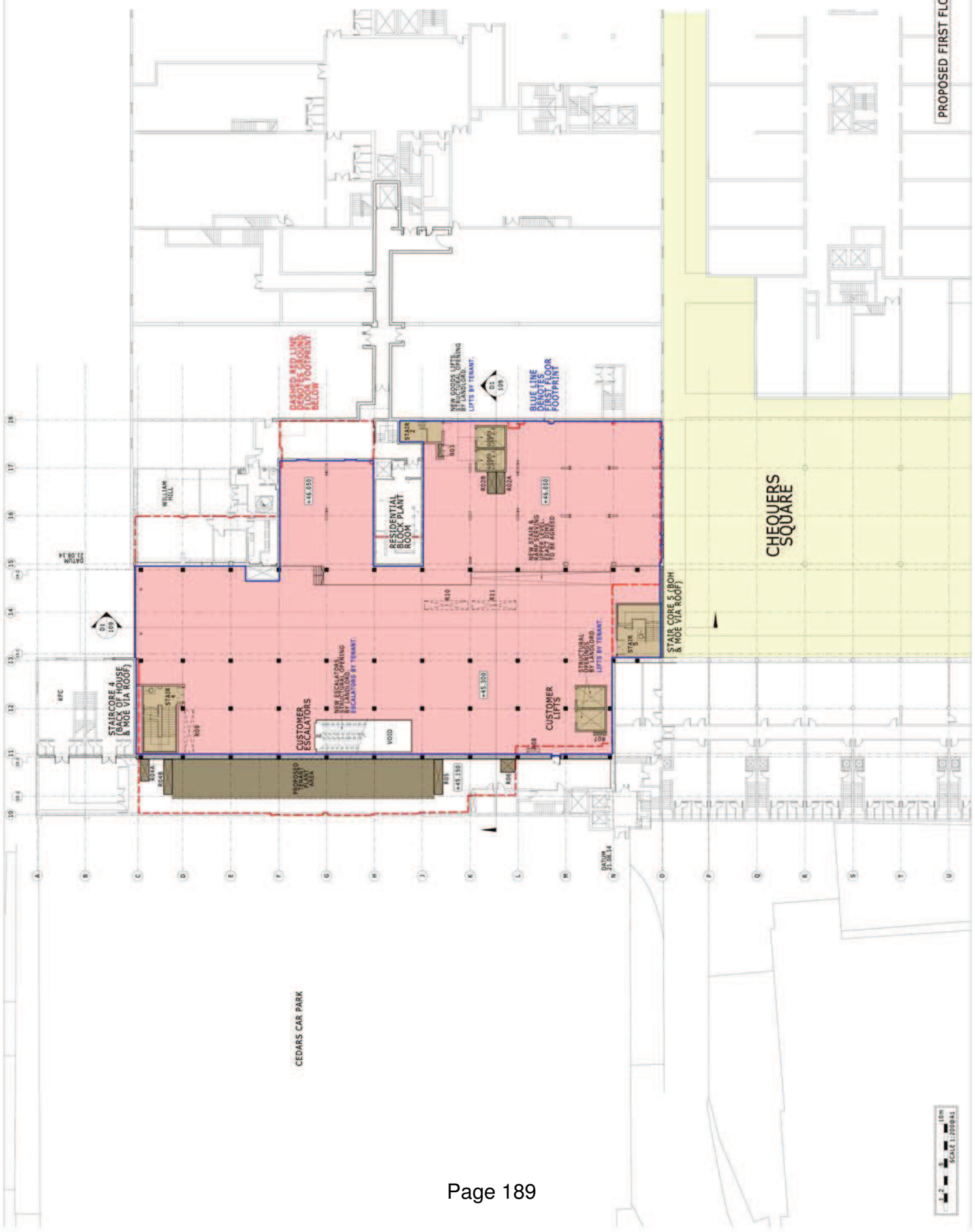
REVISED PLANNING SUBMISSION: 20/11/2014  
Stage 2 - Technical Drawing  
21/11/2014  
22/11/2014  
23/11/2014  
24/11/2014  
25/11/2014

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DLG architects  
14-15/11/2014 20:02:00  
14-15/11/2014 20:02:00  
14-15/11/2014 20:02:00



PROPOSED FIRST FLOOR PLAN



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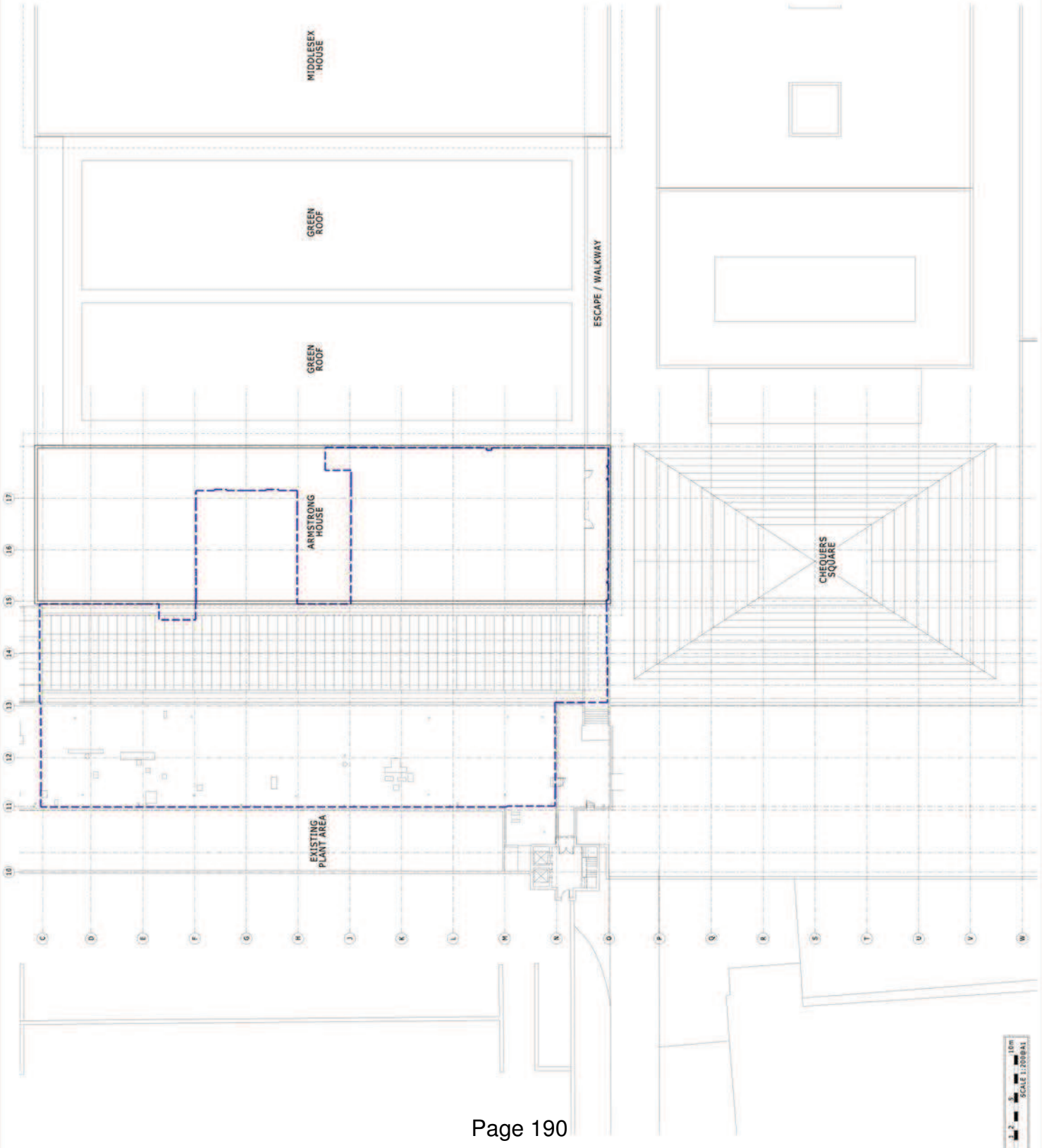
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----- EXTENT OF FIRST FLOOR FOOTPRINT

NOTE: LAYOUT BASED ON DRAWING 61/0075\_203 (06.11.2013)



ARCHITECTURAL CONSULTANT: MULLER & CO. ARCHITECTS  
 PROJECT: LASALLE IM THE PAVILIONS OXBRIDGE  
 DRAWING: DEVELOPMENT EXISTING ROOF PLAN  
 SCALE: 1:200  
 DATE: 10.11.2013



EXISTING ROOF PLAN



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NOTE: LAYOUT BASED ON GRANVILLE STREET (08.11.2013)

NOTE: THIS DRAWING SHOULD BE MADE IN CONJUNCTION WITH OTHER DRAWINGS

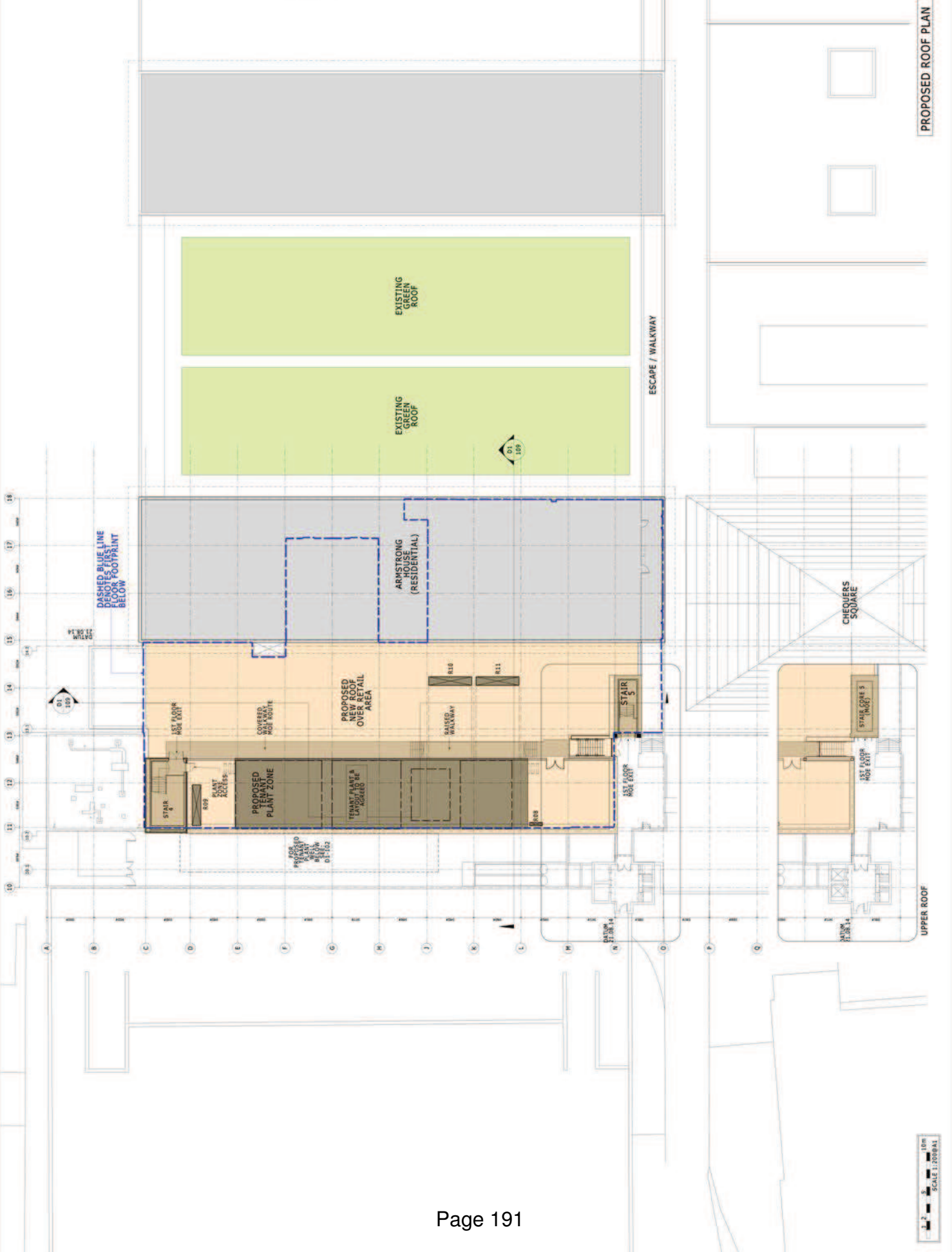
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 DRAWN: [Name]  
 CHECKED: [Name]  
 APPROVED: [Name]

PROJECT: [Name]  
 LOCATION: [Name]

DATE: 11/08/14  
 DRAWN: [Name]  
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 APPROVED: [Name]

DATE: 11/08/14  
 DRAWN: [Name]  
 CHECKED: [Name]  
 APPROVED: [Name]



PROPOSED ROOF PLAN



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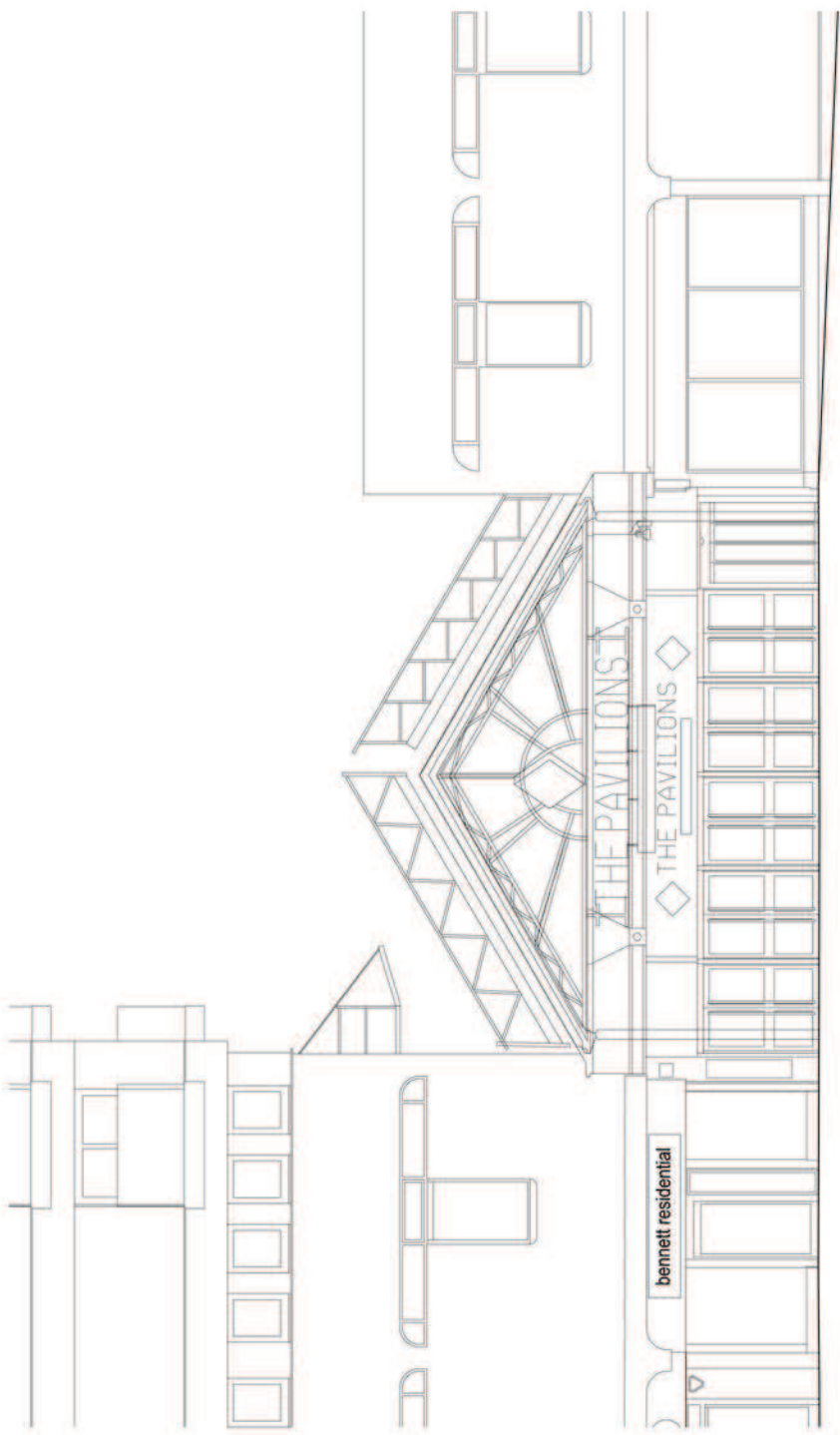
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THESE PROPOSALS HAVE BEEN CREATED FROM LIMITED AS-BUILT DATA AND SURVEY DRAWINGS AND ARE THEREFORE SUBJECT TO FURTHER SITE MEASUREMENTS AND APPROPRIATE SITE INVESTIGATIONS.



PLANNING SUBMISSION 8/11/04.14  
 JOB NUMBER DATE  
 LASALLE IM THE PAVILIONS UXBRIDGE

DATE SHEET NO. SCALE & SIZE  
 OCT-13 SL 1:100@A3

DATE SHEET NO. SCALE & SIZE  
 OCT-13 SL 1:100@A3

JOB NUMBER CODE DRAWING NUMBER REV  
 3906 X 106 A

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 dlgarchitects.com



EXISTING HIGH STREET ELEVATION



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THESE PROPOSALS ARE SUBJECT TO FURTHER STRUCTURAL AND BUILDING SERVICES INVESTIGATIONS AND RELATED STRUCTURAL AND THE DESIGN, INCLUDING COORDINATION OF ALL SERVICES AND THE DESIGN OF ALL SERVICES, WHICH APPROPRIATE ASSESSMENT OF A FIRE STRATEGY, EXISTING LANDINGS & TENANT SERVICES FROM UNITS ABOVE AND THE PROPOSED NEW SHOPFRONT AND STAIRS, THE NEW STORE, WHICH WILL BE IDENTIFIED AND RECORDED AS WORKS PROCEED.

THOSE PROPOSALS THAT HAVE OCCURRED FROM UNITS AS-BUILT DATA AND SURVEY DRAWINGS AND ARE THEREFORE SUBJECT TO FURTHER SITE INVESTIGATIONS AND APPROPRIATE SITE INVESTIGATIONS.

NOTE: THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OTHER 3506-D1 SERIES DRAWINGS

UPDATED FOR PLANNING SUBMISSION SL/08/10/14  
 PLANNING SUBMISSION SL/20/09/14  
 PLANT SCREEN ENCLOSURE ADDED  
 REVISED PLANNING SUBMISSION RAA/12/09/14  
 STAGE 2 - TENDER ISSUE AW/12/08/14  
 TENDER ISSUE SW/11/06/14  
 PLANNING SUBMISSION SL/11/04/14  
 STAGE B ISSUE SL/18/03/14  
 DATE SUBMITTED

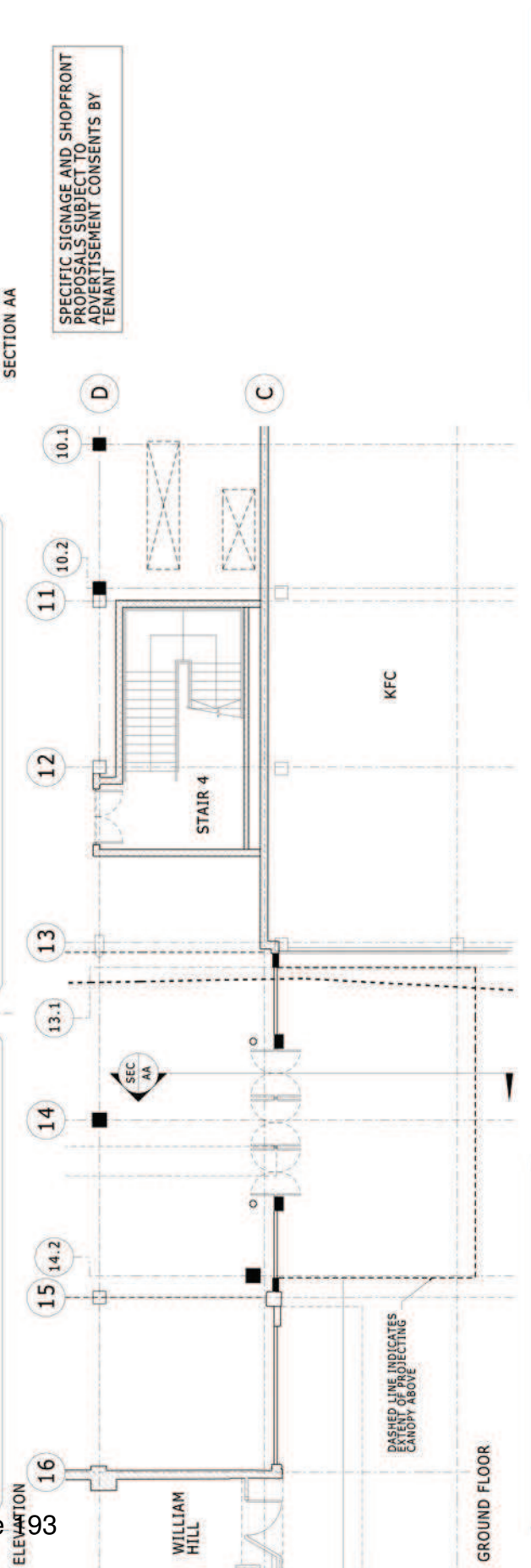
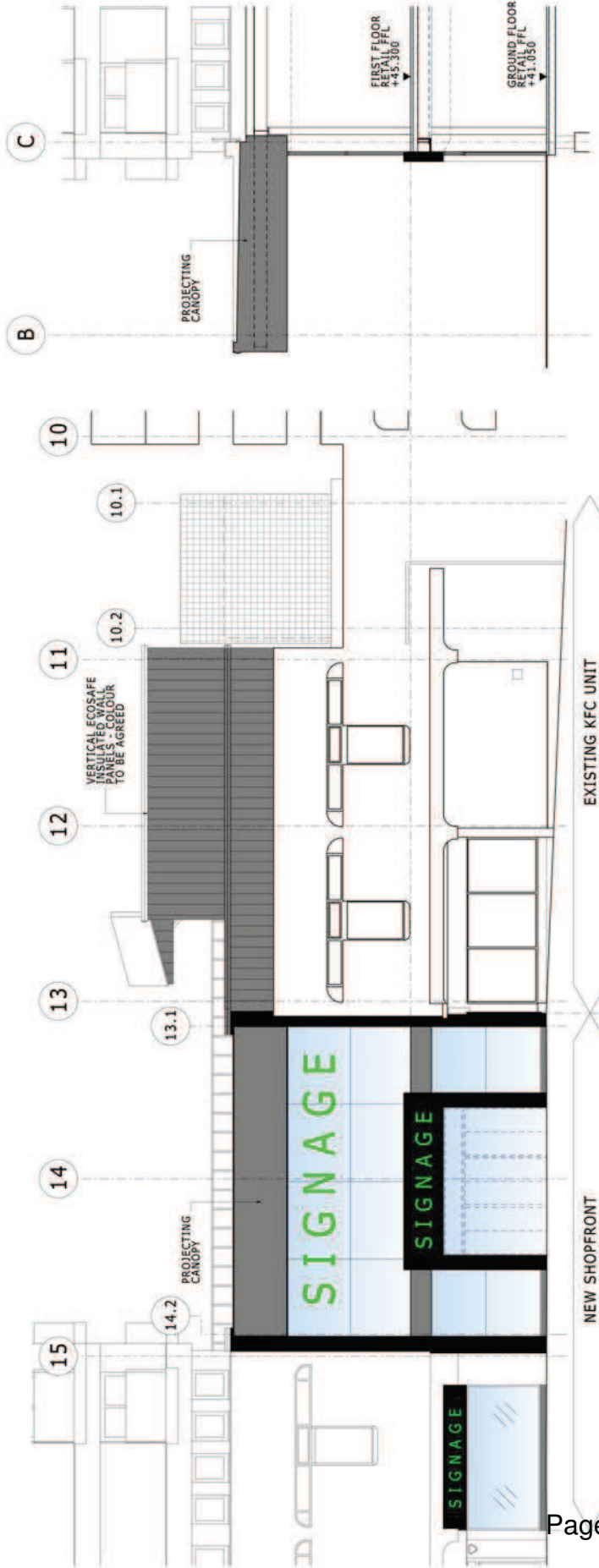
LASALLE IM THE PAVILIONS UXBRIDGE

MSU REDEVELOPMENT PROPOSED HIGH STREET ELEVATION

PLANNING

DATE OCT'13 SCALE BY SL 1:100@A2  
 JOB NUMBER 3906 CASE D1 PROJECT NUMBER 106 G

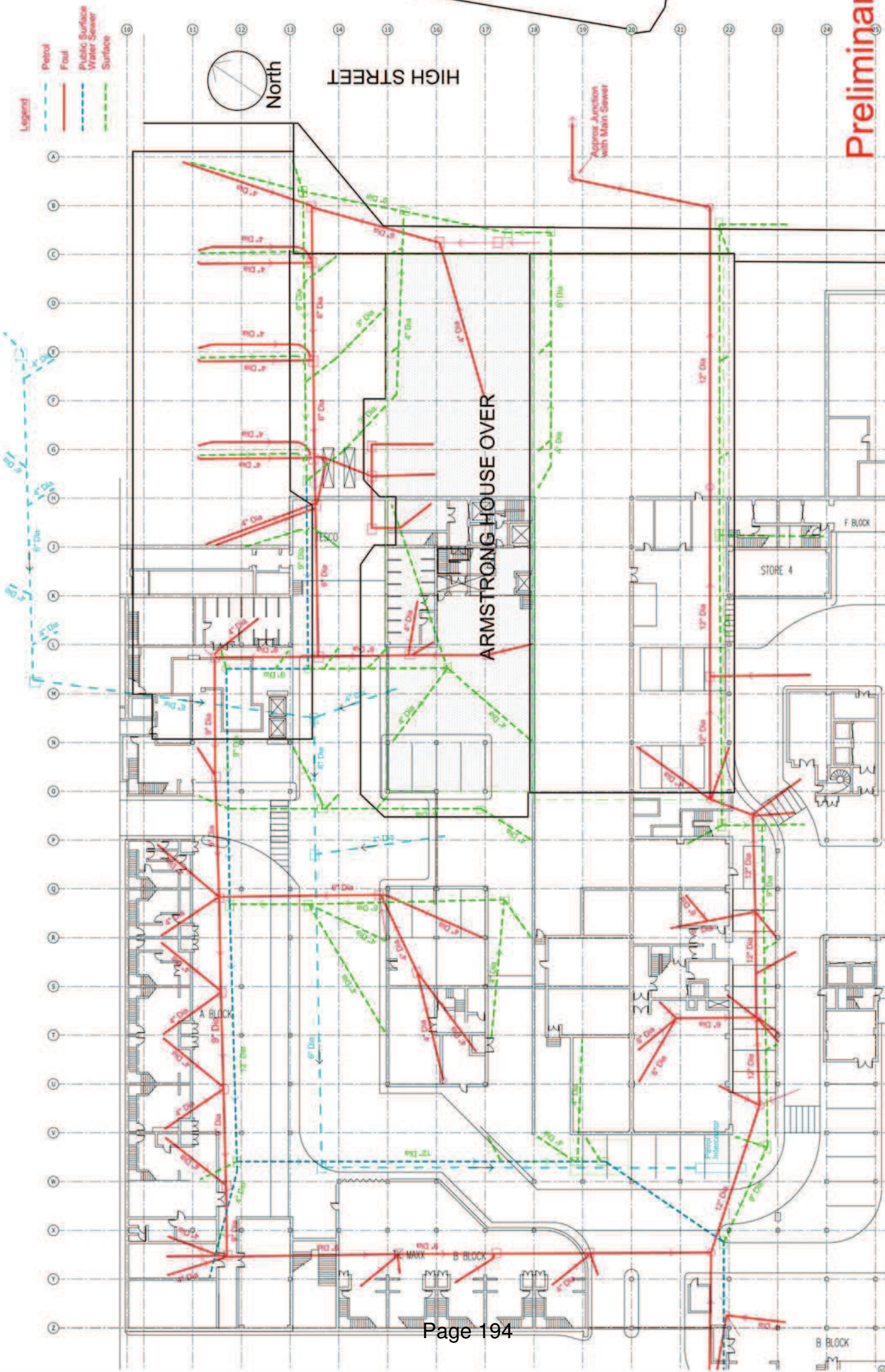
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SPECIFIC SIGNAGE AND SHOPFRONT PROPOSALS SUBJECT TO ADVERTISEMENT CONSENTS BY TENANT

PROPOSED HIGH STREET ELEVATION





HIGH STREET



Preliminary

	<p>Structural &amp; Civil Engineers</p> <ul style="list-style-type: none"> <li>Land &amp; Building Surveyors</li> <li>Project Managers</li> <li>CDM Co-ordinators</li> <li>Contract Administrators</li> <li>Geo Environmental Engineers</li> </ul>	<p>Drawn: KJB Date: Dec 13</p> <p>Checked: PP Date: Mar 14</p> <p>Approved: _____ Date: _____</p>	<p>The Pavilions Uxbridge</p>	<p>Scale: 1:200</p>	<p>Revision A: Public surface water sewer added and renumbered</p>	<p>14/04/2017</p>	<p>12704/32 A</p>
	<p>Evans+Langford Evans &amp; Langford LLP 1st Floor, 100 Abchurch Lane London EC4N 3DF Tel: +44 (0)20 7600 2000 www.evanslangford.co.uk</p>	<p>Existing Drainage - General Arrangement</p>	<p>12704/32 A</p>				



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**NOTE: ALL SOFFIT HEIGHTS & STRUCTURAL BEAMS ARE SUBJECT TO SITE SURVEY. DEPTH OF PROPOSED STRUCTURAL BEAMS TO BE CONFIRMED**

NOTE: THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS

PLANT SCREEN/CANOPY AMENDED 5/13/09-14  
 REVISED PLANNING SUBMISSION 8/16/10-14  
 STAGE 2 - TENDER ISSUE 10/12/08-14  
 CONCEPT ISSUE 5/11/06-14  
 STAIR CORE 1 PARAPET HEIGHT AMENDED 5/11/04-14  
 PLANNING SUBMISSION 5/11/04-14  
 STAGE B ISSUE 5/18/03-14  
 PRELIMINARY DESIGN 5/18/03-14

**LASALLE IM THE PAVILIONS UXBRIDGE**

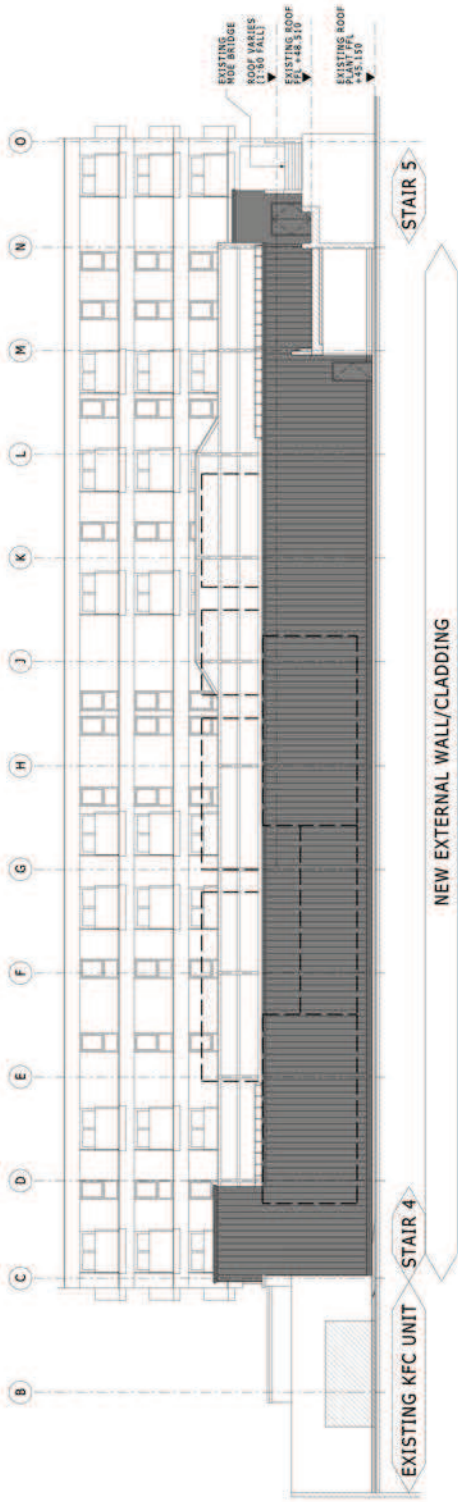
**MSU REDEVELOPMENT EXTERNAL PLANT AREA ELEVATION**

**PLANNING**  
 DATE NOV'13 SL 1:200@A2  
 DRAWING NO. 3906  
 DATE D1  
 PROJECT NUMBER 108  
 SIZE F

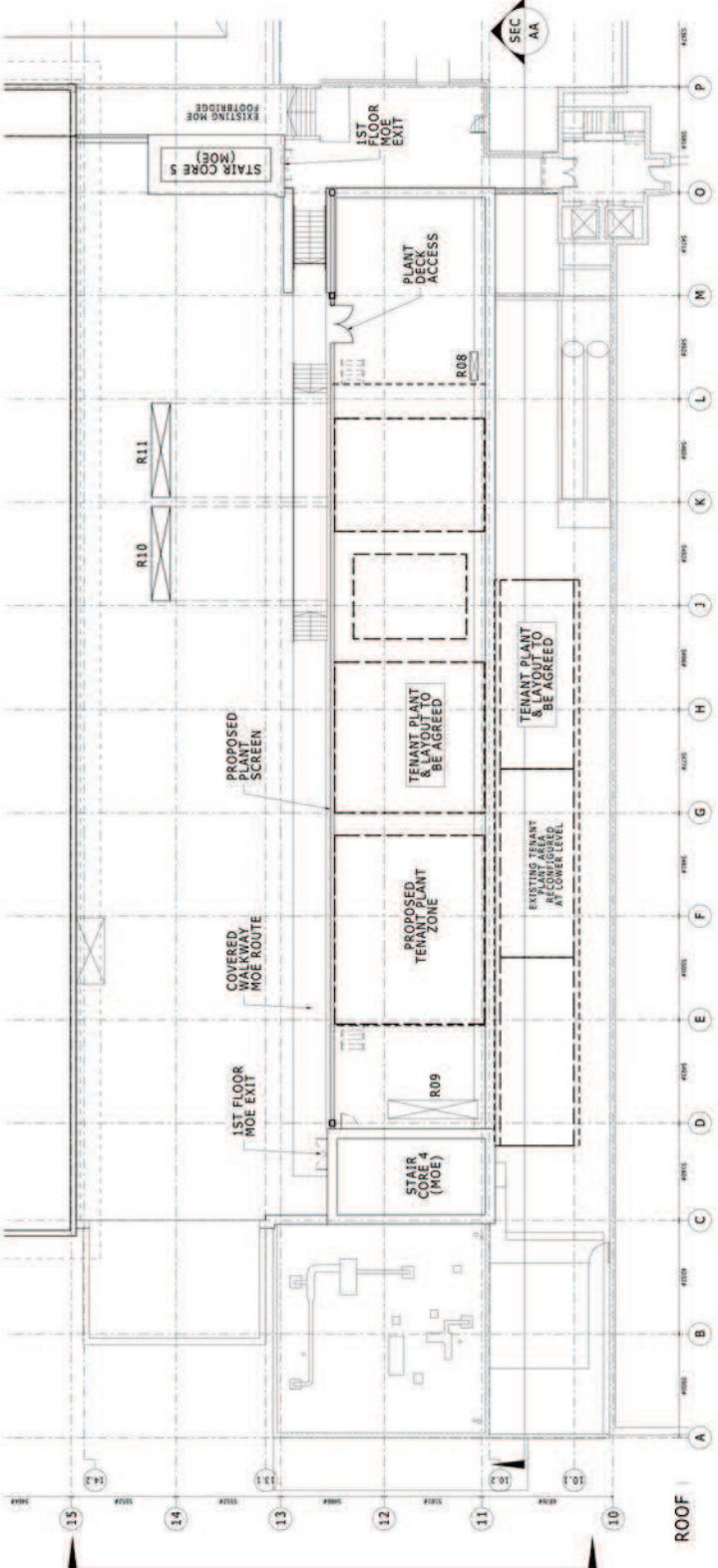
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**PLANT AREA ELEVATION**



SECTION AA



REFER TO DWG 3906-01-100 PLANT / HIGH STREET ELEVATION



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**NOTE: ALL SLOTTED HEIGHTS & SIZES ARE TO BE CHECKED ON SITE SURVEY. DEPTH OF PROPOSED STRUCTURAL BEAMS TO BE CONFIRMED.**

**NOTE: THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS.**

PLANNING SUBMISSION SU/07/10/14  
 PLANNING SUBMISSION SU/10/08/14  
 REVISED PLANNING SUBMISSION 844/18/08/14

**LASALLE IM THE PAVILIONS UXBRIDGE**

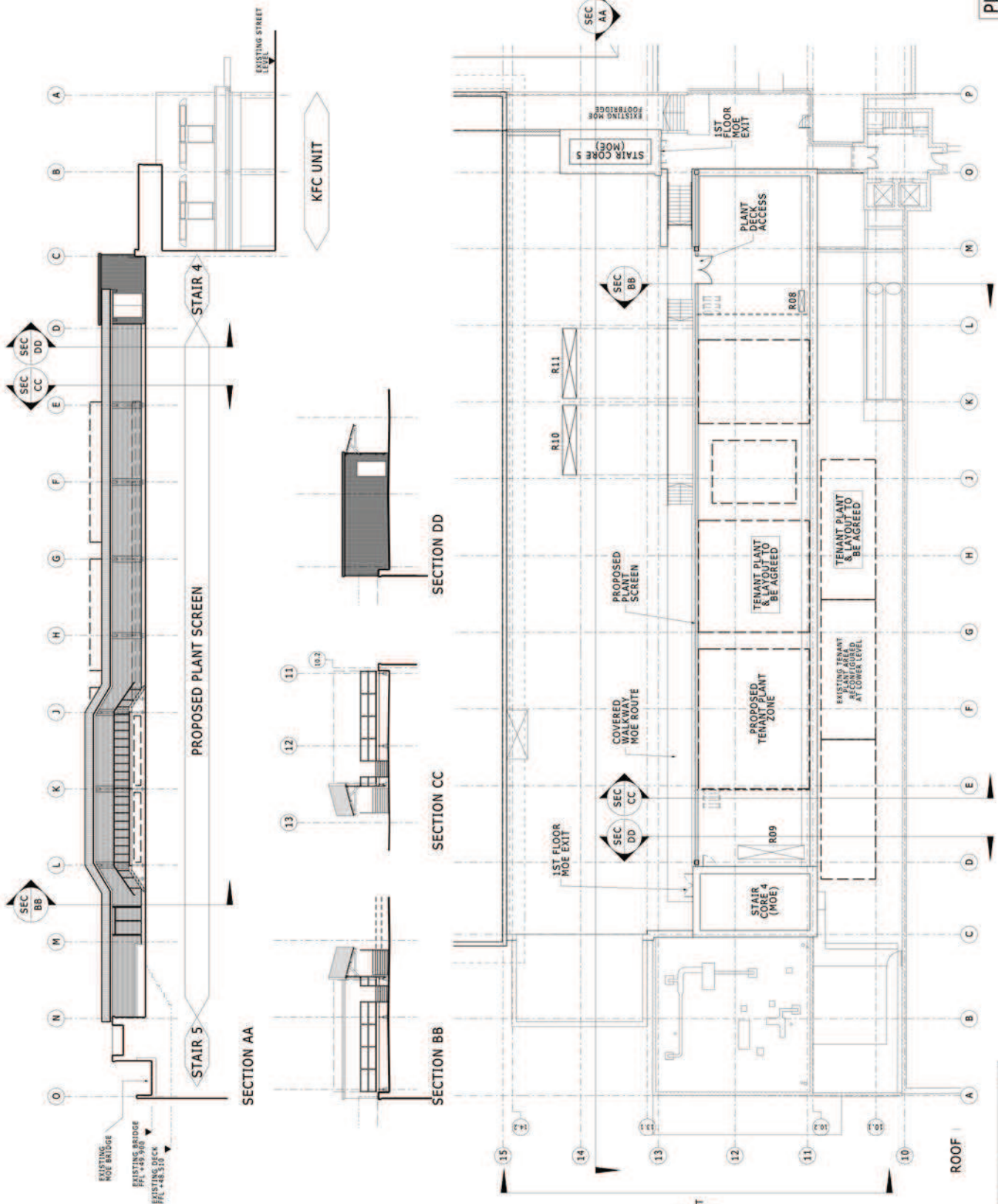
**MSU REDEVELOPMENT EXTERNAL PLANT AREA LOUVRE ELEVATIONS**

DATE	SEPT'14	RAA	SCALE & SIZE	1:200@A2
NO. NUMBER	3906	D1	REVISION NUMBER	110
DATE			BY	C

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**PLANT AREA ELEVATION**



REFER TO DWG 3906-D1-100 PLANT AREA ELEVATION

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NOTE: LAYOUT BASED ON CAD DRAWING LAY 1/001 DRAWING NO. 020013-201 (06.11.2013)

PROJECT DESCRIPTION  
 THE PAVILLIONS  
 OXBRIDGE

CLIENT  
 RSD DEVELOPMENT  
 PROPOSED BLOCK PLAN

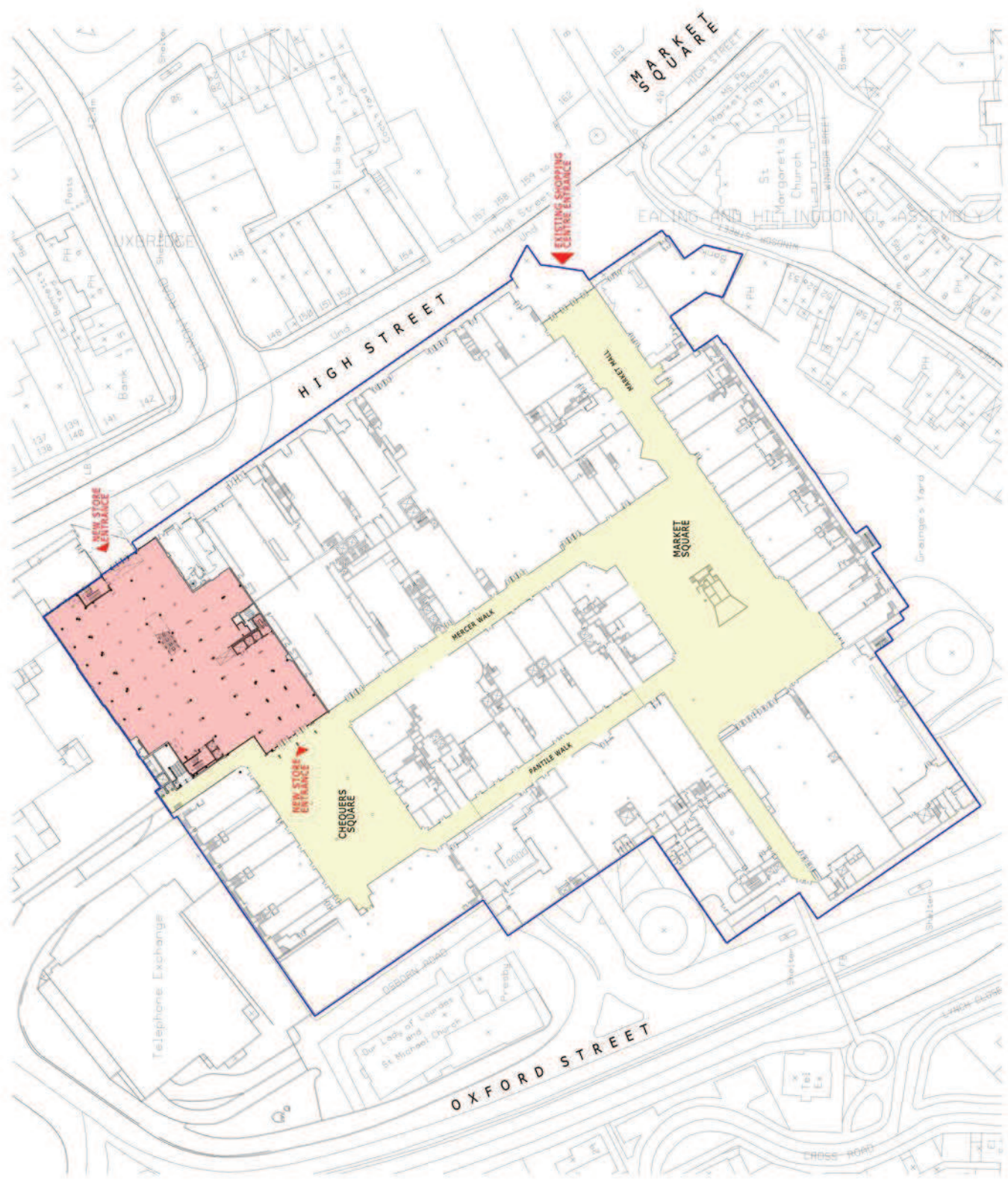
PLANNING  
 MAR 14 SL 1.5009A1  
 3908 DT 002 A

DATE  
 14.03.13 20:21:02  
 14.03.13 20:05:00

PROJECT LOCATION  
 OXBRIDGE



PROPOSED BLOCK PLAN



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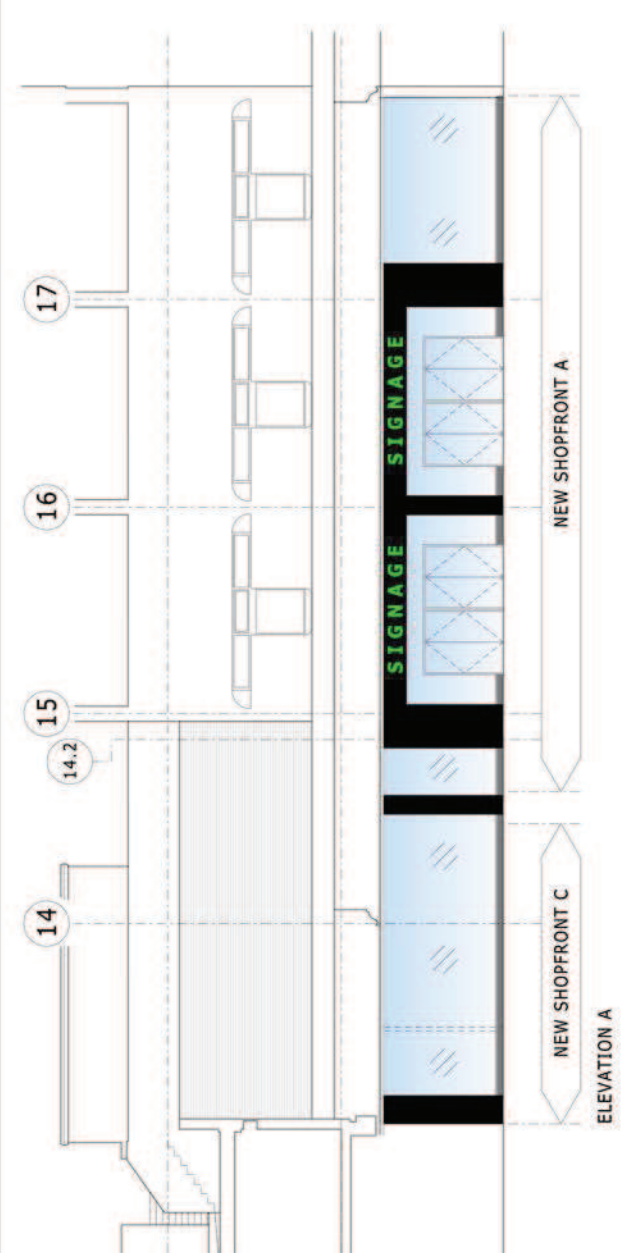
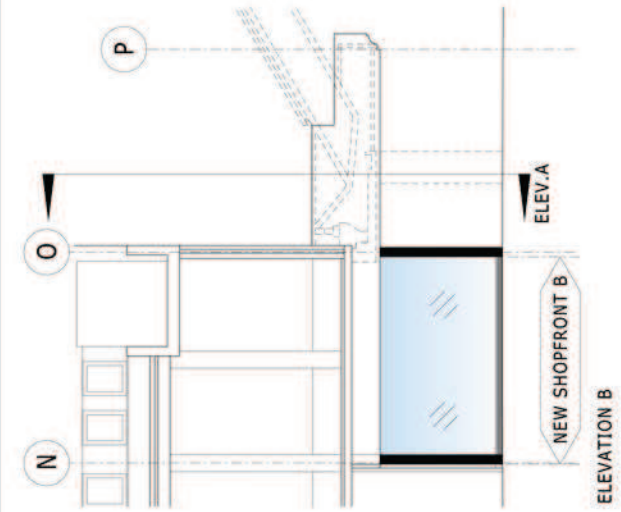
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EXISTING LANDINGS & TENANT SERVICES FROM UNITS ABOVE ARE TO BE MAINTAINED AND NOT TO BE IDENTIFIED AND RECORDED AS WORKS PROCEED.

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REVISED PLANNING SUBMISSION RAA/12.09.14  
 STAGE 2 - TENDER ISSUE AM/12.08.14  
 C TENDER ISSUE SU/11.06.14  
 B PLANNING SUBMISSION SU/11.04.14  
 A STAGE 0 ISSUE SU/10.03.14  
 DATE OF PREPARATION: 12/09/14

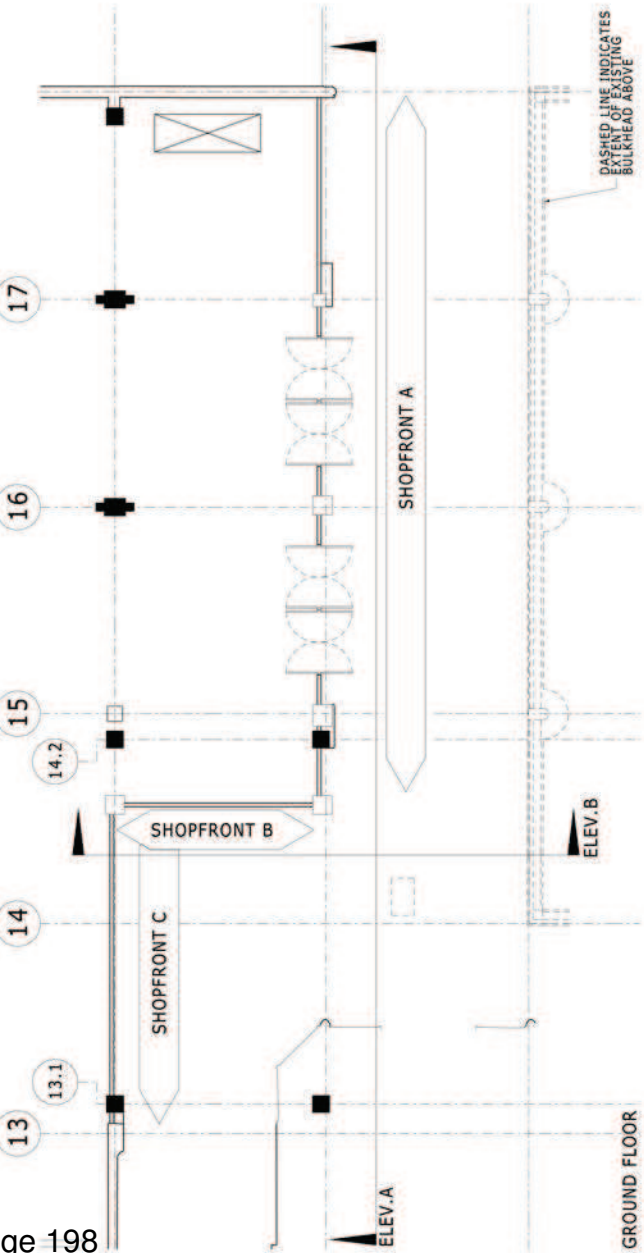
LASALLE IM  
 THE PAVILIONS  
 UXBRIDGE

MSU REDEVELOPMENT  
 PROPOSED MALL ELEVATION

STATUS: PLANNING  
 DATE: OCT'13  
 SCALE BY: SL  
 SCALE: 1:100@A2  
 NO. NUMBER: 3906  
 DATE: D1  
 PROJECT NUMBER: 107  
 SIZE: E

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THIS DRAWING IS FOR INFORMATION ONLY SHOPFRONT DESIGN SUBJECT TO LANDLORD TENANT & LOCAL AUTHORITY APPROVAL. TENANT TO SEPARATELY SUBMIT PLANNING & ADVERTISEMENT APPLICATIONS FOR THE SHOPFRONT AND ANY ASSOCIATED SIGNAGE.



PROPOSED INTERNAL MALL ELEVATION

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**NOTE: ALL SOFFIT HEIGHTS & SITE LEVELS ARE SUBJECT TO SITE SURVEY DATA. PROPOSED STRUCTURAL BEAMS TO BE CONFIRMED**

**NOTE: THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OTHER DRAWINGS IN THE 3000-D1 SERIES**

PLANT SCREENING/ADJ. AMENDED. 5/18/2014  
LIFT FIT AMENDED.

REVISED PLANNING SUBMISSION RAA/12.09.14

STAGE 2 - TENDER ISSUE AN/12.06.14

STAGE 2 - TENDER ISSUE SU/11.06.14

LEADER ISSUE - LOGGERS DOCK RETAINED & NEW STEPS ADDED. SU/11.04.14

PLANNING SUBMISSION 5/18/2014

STAGE B ISSUE 5/18/2014

DATE ISSUED

DATE: SEP 13  
SCALE: 1:200@A2

NO. NUMBER: 3906  
DATE: D1  
PROJECT NUMBER: 109  
FLOOR: F

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DRIVING THE  
MSU REDEVELOPMENT  
PROPOSED SECTIONS

PLANNING

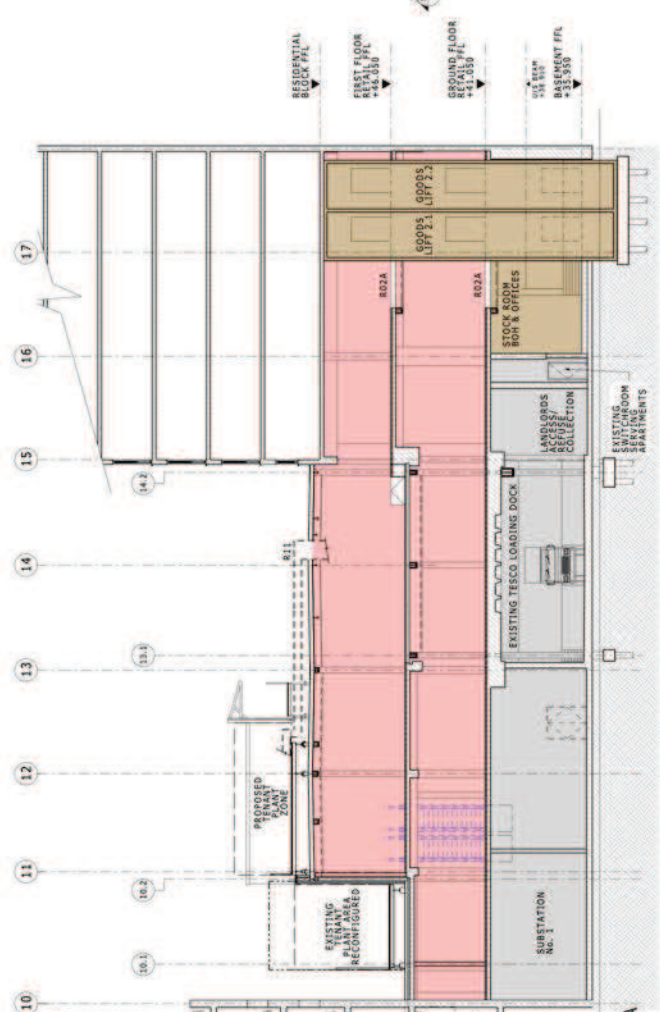
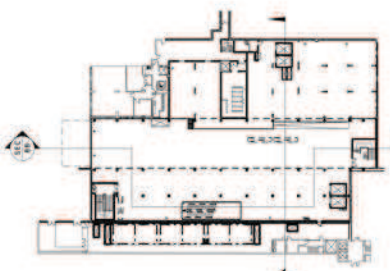
DRIVING THE  
MSU REDEVELOPMENT  
PROPOSED SECTIONS

DRIVING THE  
MSU REDEVELOPMENT  
PROPOSED SECTIONS

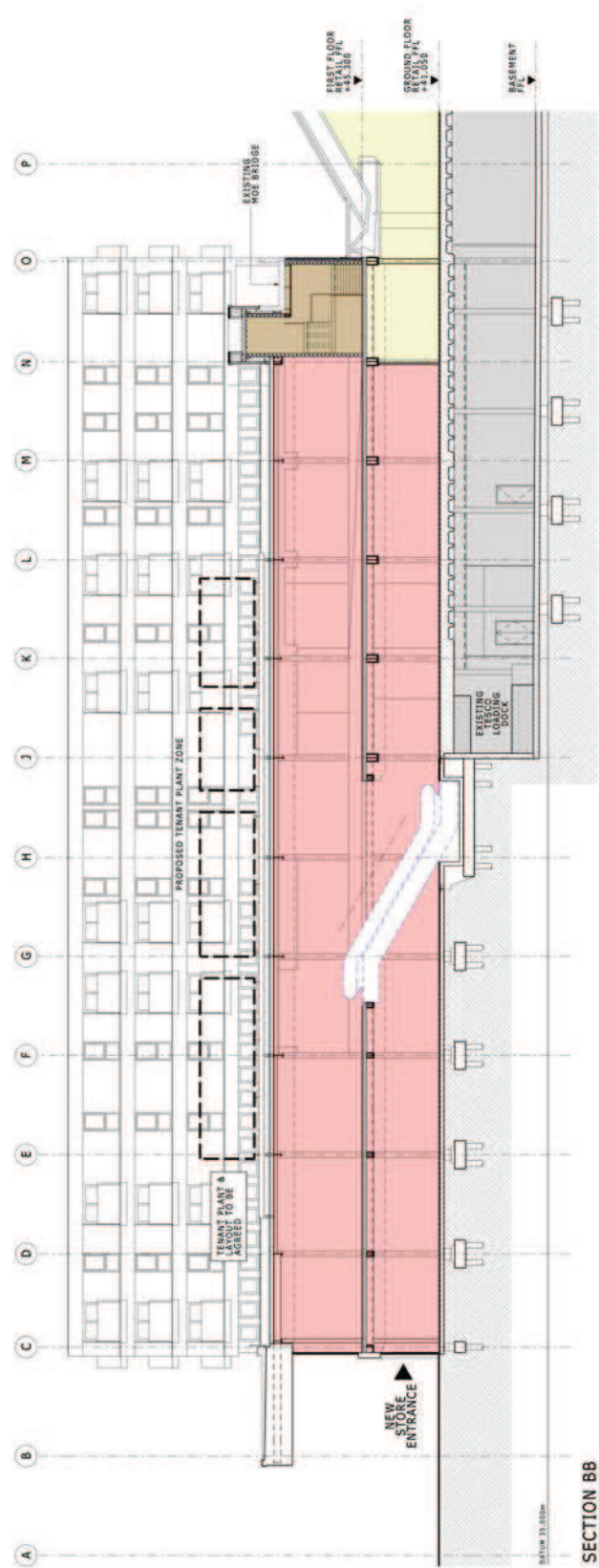
DRIVING THE  
MSU REDEVELOPMENT  
PROPOSED SECTIONS

DRIVING THE  
MSU REDEVELOPMENT  
PROPOSED SECTIONS

**SCHEMATIC PLANT ZONES & RISER LOCATIONS. REFER TO DRAWINGS FOR SCHEDULES OF WORK, MECHANICAL & ELECTRICAL EQUIPMENT, DUCTWORK ROUTES, & ASSOCIATED SCREENS ETC**



SECTION AA



SECTION BB



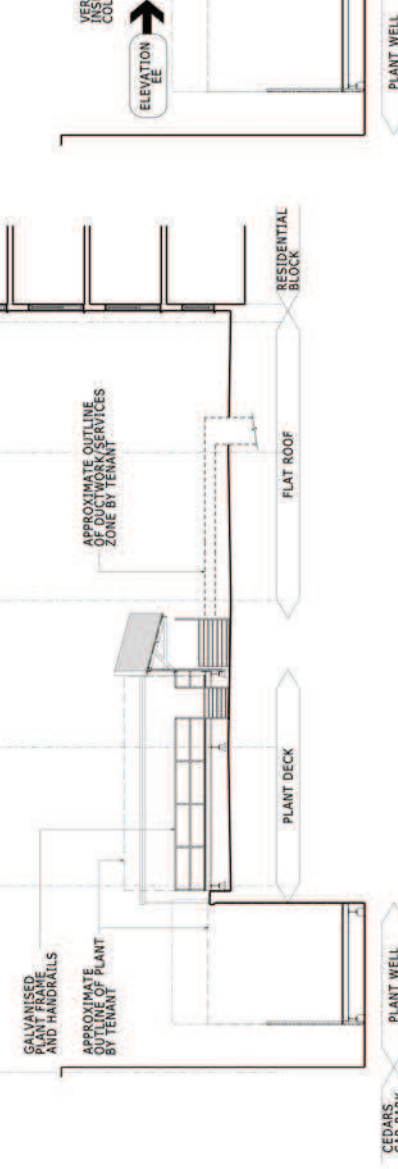
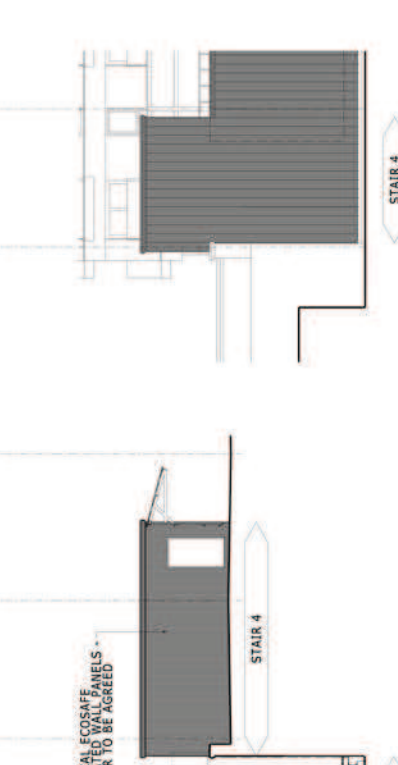
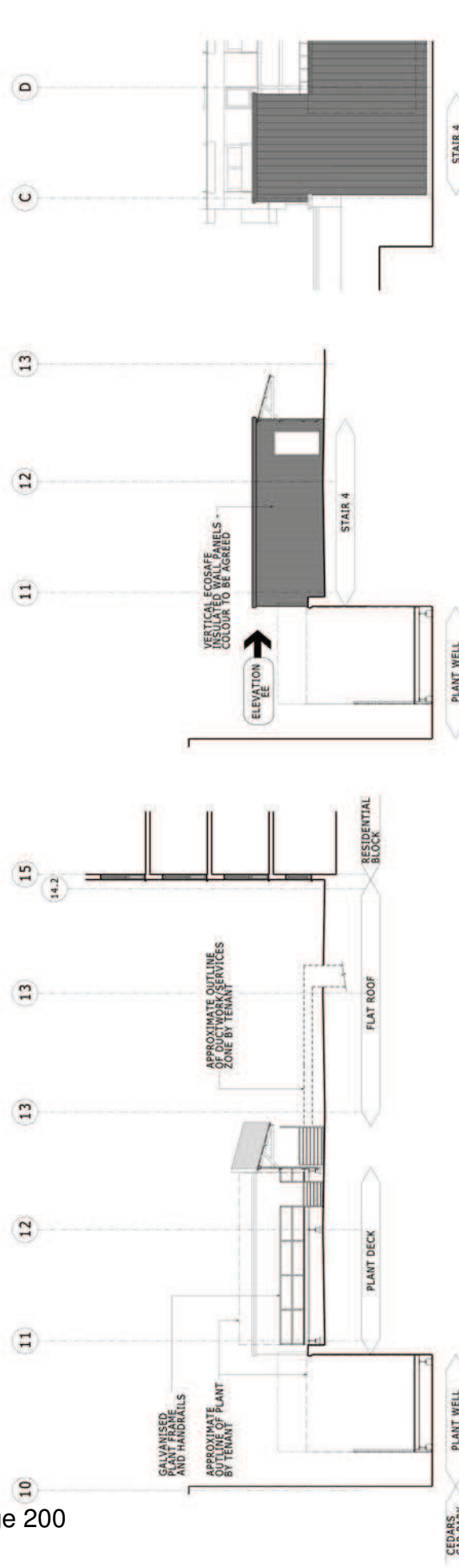
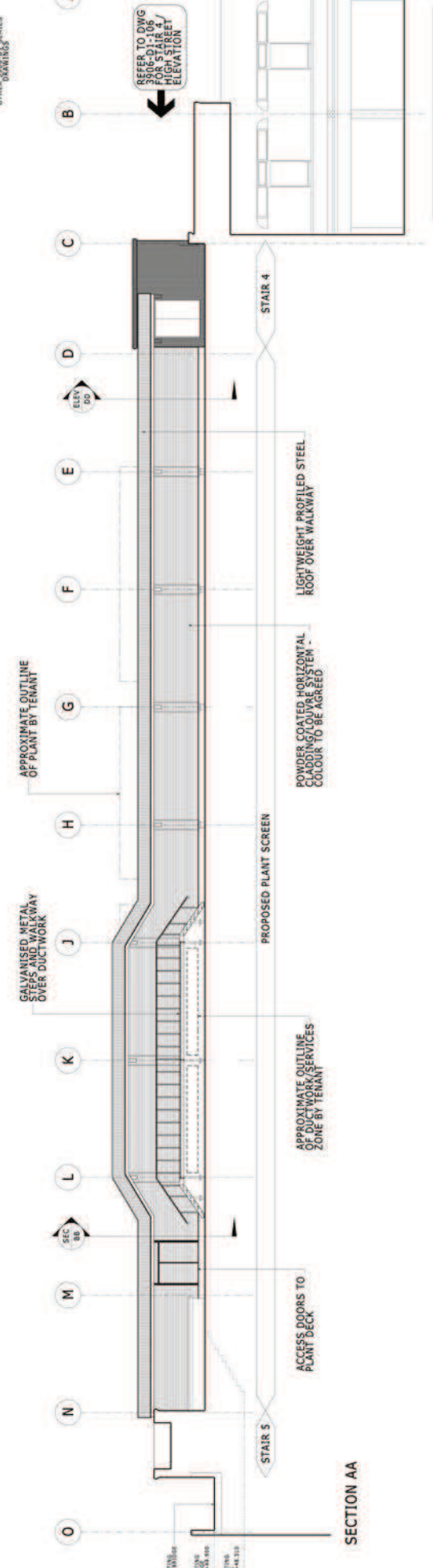
PROPOSED SECTIONS



THEY SHALL BE THE SOLE RESPONSIBILITY OF THE ARCHITECT.

NOTES: ALL HEIGHTS, WEIGHTS, & MATERIALS SHALL BE TO BE CONFIRMED BY THE ARCHITECT. ALL DIMENSIONS AND WEIGHTS SHALL BE TO BE CONFIRMED BY THE ARCHITECT. ALL DIMENSIONS AND WEIGHTS SHALL BE TO BE CONFIRMED BY THE ARCHITECT.

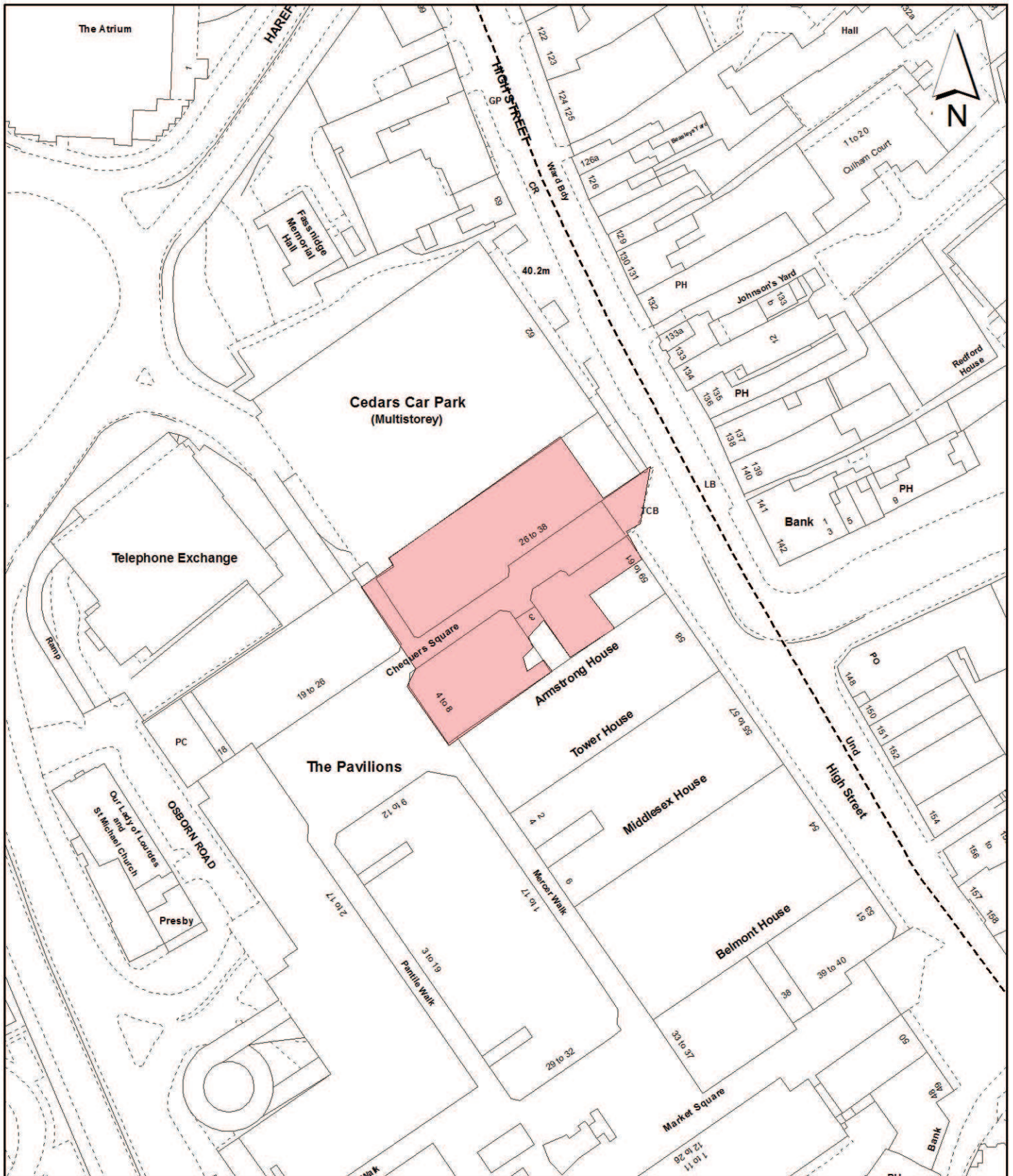
NOTE: THIS DRAWING IS A PRELIMINARY DESIGN AND SHALL BE SUBJECT TO CHANGE WITHOUT NOTICE. ALL DIMENSIONS AND WEIGHTS SHALL BE TO BE CONFIRMED BY THE ARCHITECT.



PROJ. NO. 18/07/18/18  
 CLIENT: THE PAVILLIONS  
 URBAN DEVELOPMENT  
 STAIR 4 PLANT SCREEN  
 ELEVATIONS  
 DATE: 11/09/2018  
 DRAWN BY: D1  
 CHECKED BY: D1  
 SCALE: 1:100



STAIR 4/PLANT SCREEN ELEVATIONS



**Notes**

 Site boundary

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Site Address

**Chequers Square  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:  
**35214/APP/2014/2232**

Scale  
**1:1,250**

Planning Committee  
**Major Page 201**

Date  
**October 2014**



**HILLINGDON**  
 LONDON

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

**Address** 10-14 SWAN ROAD WEST DRAYTON

**Development:** Erection of a building comprising 15 flats with associated parking, cycle storage, amenity areas and landscaping (Involving demolition of existing buildings).

**LBH Ref Nos:** 60960/APP/2014/2698

**Date Plans Received:** 30/07/2014

**Date(s) of Amendment(s):** 30/07/2014

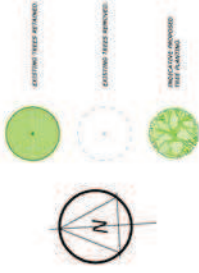
**Date Application Valid:** 30/07/2014

03/10/2014





KEY



**W J Macleod**  
ARCHITECT  
100 High Street, Northwood, Middlesex HA8 9TE  
Phone: 0203 250020

LAND AT 10-14 SWAN ROAD, WEST DRAYTON.

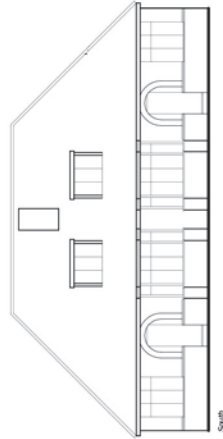
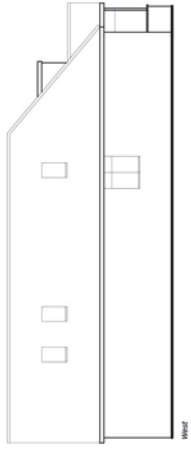
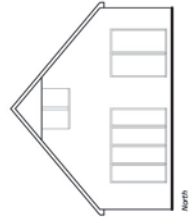
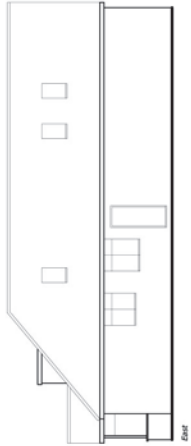
Project No.	14 / 3329 / 1	Rev.	A
Date	29 / 5 / 14	Drawn by	
Scale	1:200 @ A1	Drawn by	



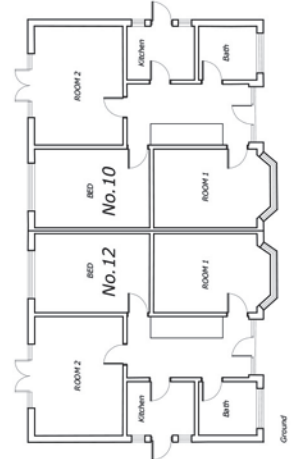
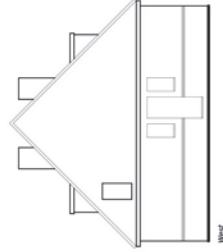
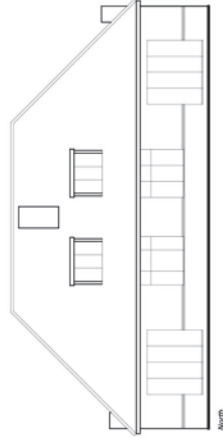
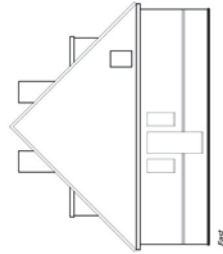
EXISTING PLANS No. 14



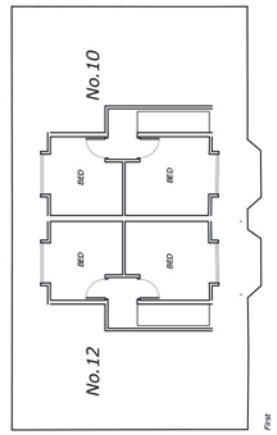
EXISTING ELEVATIONS No. 14



EXISTING ELEVATIONS No.'s 10 & 12



EXISTING PLANS No.'s 10 & 12



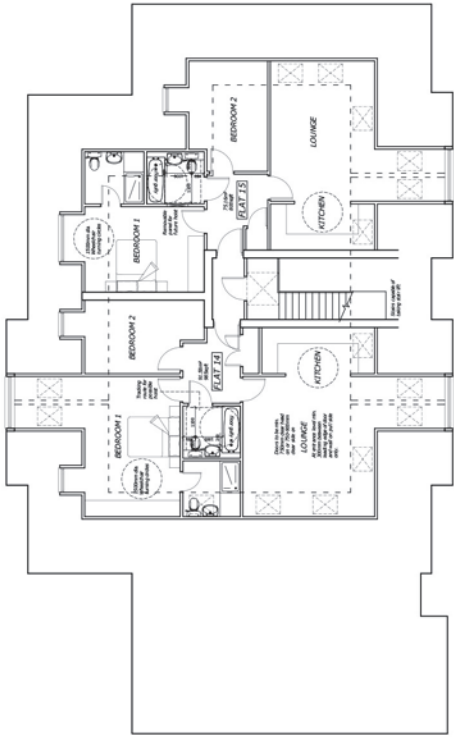
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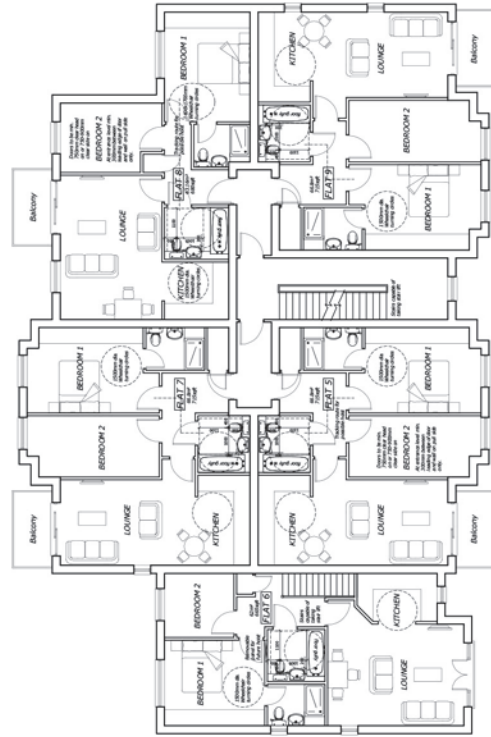
**W J Macleod**  
 ARCHITECT  
 170 High Street Northwood Melbourne VIC 3049  
 phone 9332 8400

Drawing Number	14 / 3329 / 6
Date	8 / 7 / 14
Scale	1:100@A1

LAND AT 10 -14 SWAN ROAD , WEST DRAYTON.



THIRD



FIRST

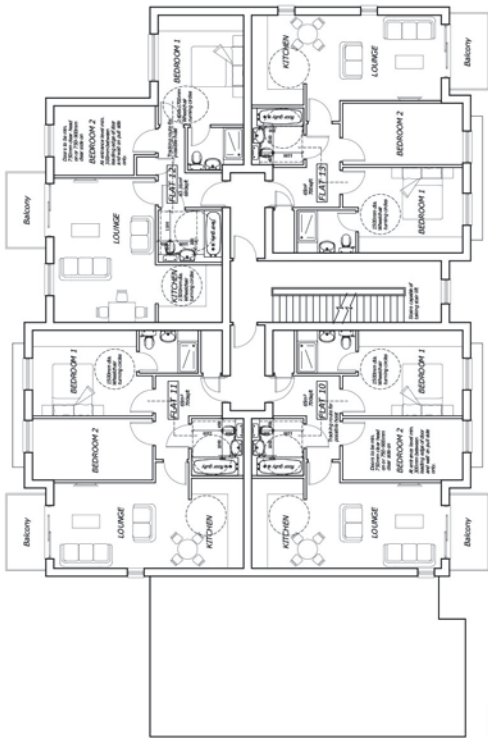
FLOOR PLANS



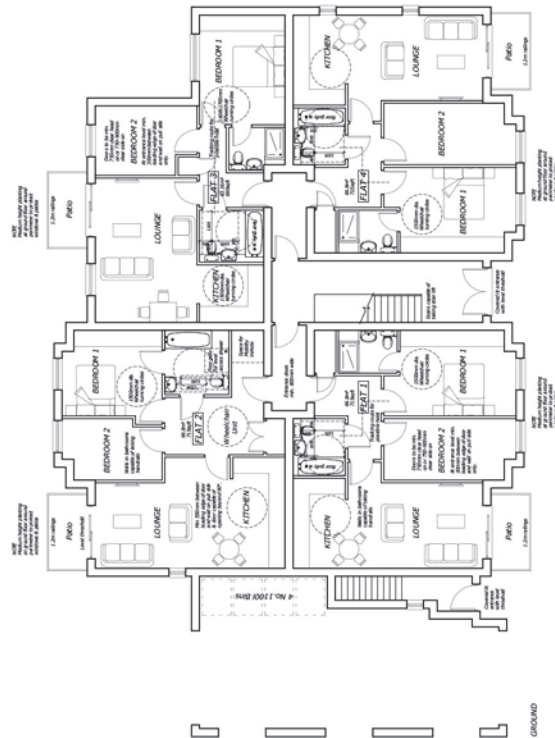
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Date	27 / 5 / 14
Scale	1:100@A1

**W J Macleod**  
 ARCHITECT  
 170 High Street, Northwood, Middlesex, HA8 9LH  
 phone: 0181 846600

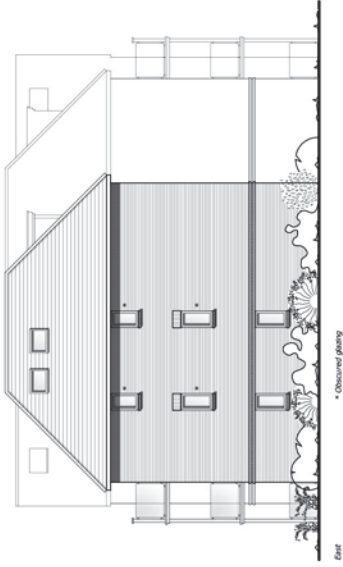
LAND AT 10 -14 SWAN ROAD, WEST DRAYTON.



SECOND



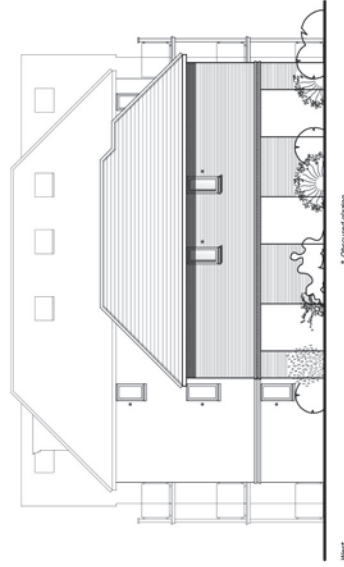
GROUND



East



South



West



North

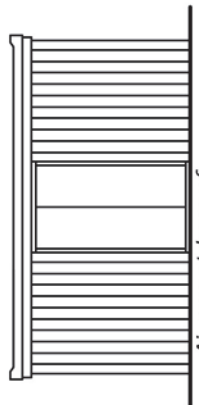
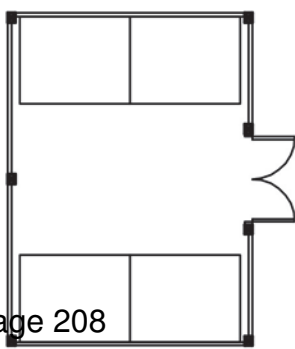
ELEVATIONS



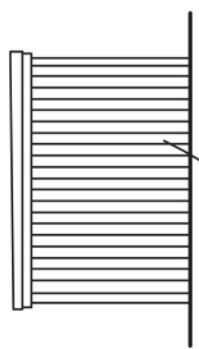
**LAND AT 10 -14 SWAN ROAD , WEST DRAYTON.**

**W J Macleod**  
 ARCHITECT  
 170 High Street, Northwood, Middlesex HA8 9LH,  
 phone 0181 848000

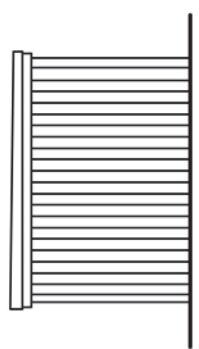
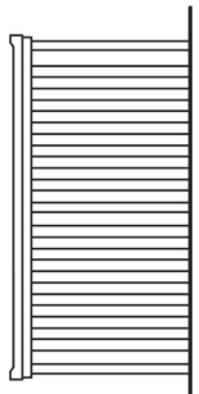
Drawing Number	14 / 3329 / 3
Date	27 / 5 / 14
Scale	1:100@A1



Air gap at base of door.



Timber boarding on timber rails



PLAN FOR 16 No. CYCLES

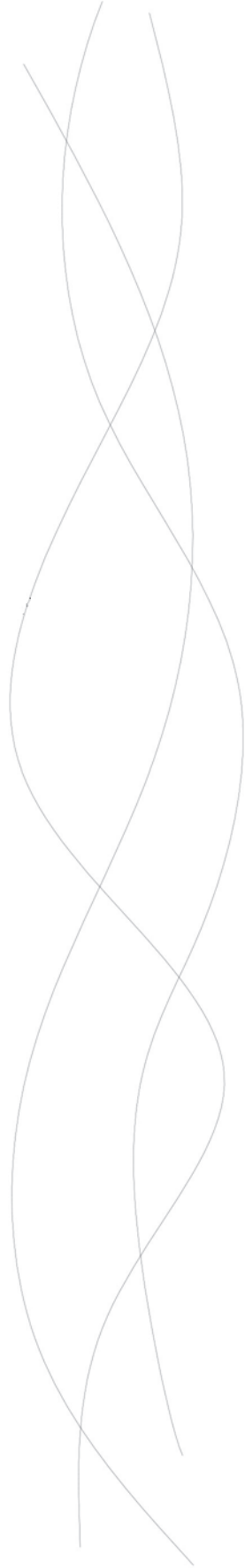
CYCLE STORE



LAND AT 10-14 SWAN ROAD,  
WEST DRAYTON.

**W J Macleod**  
ARCHITECT  
THE HIGH STREET, WEST DRAYTON, MIDDLESEX, U.K.  
PHONE: 0181 6011100

Project No.	14/3229/5
Date	29/5/14
Scale	1:100@A4




South

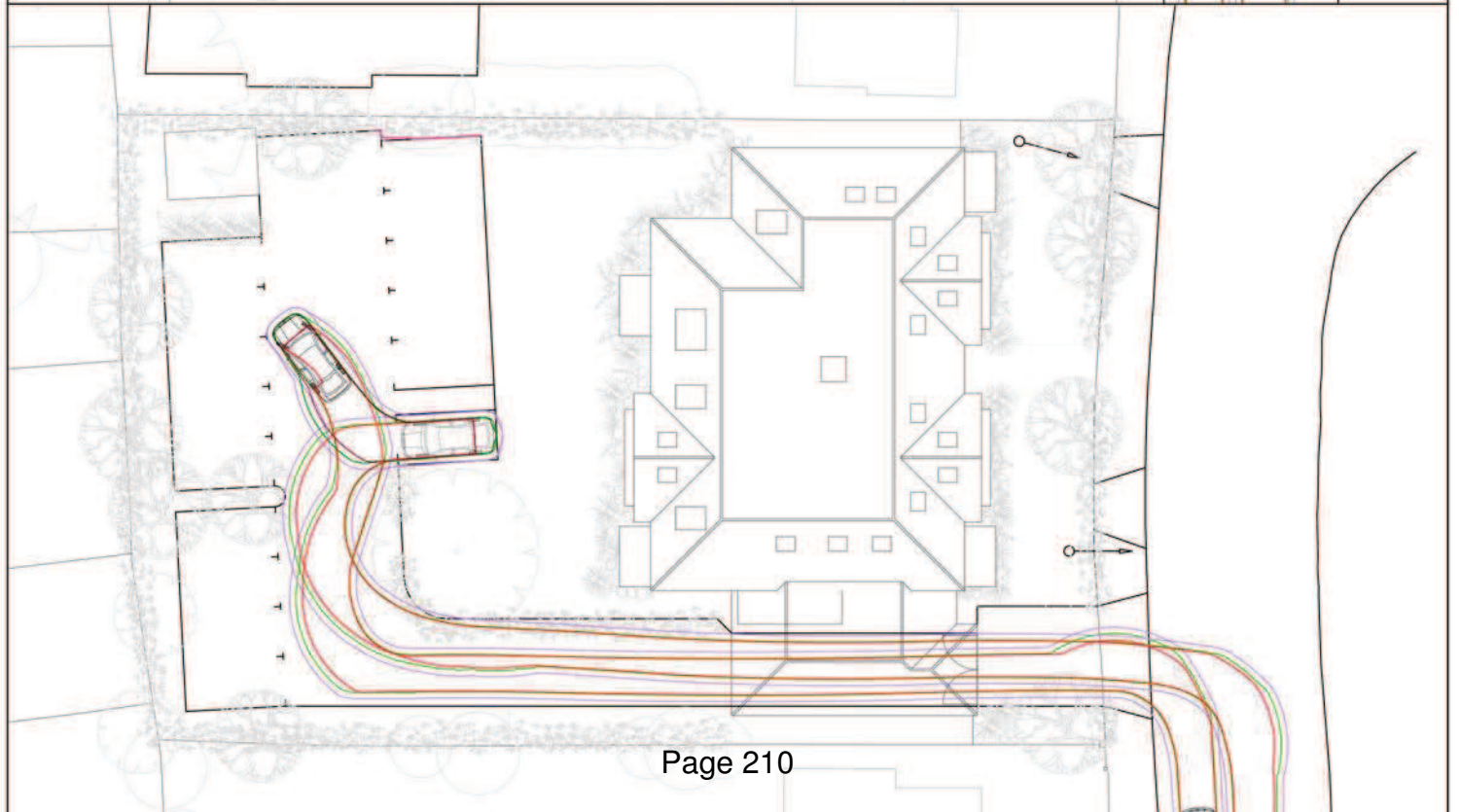
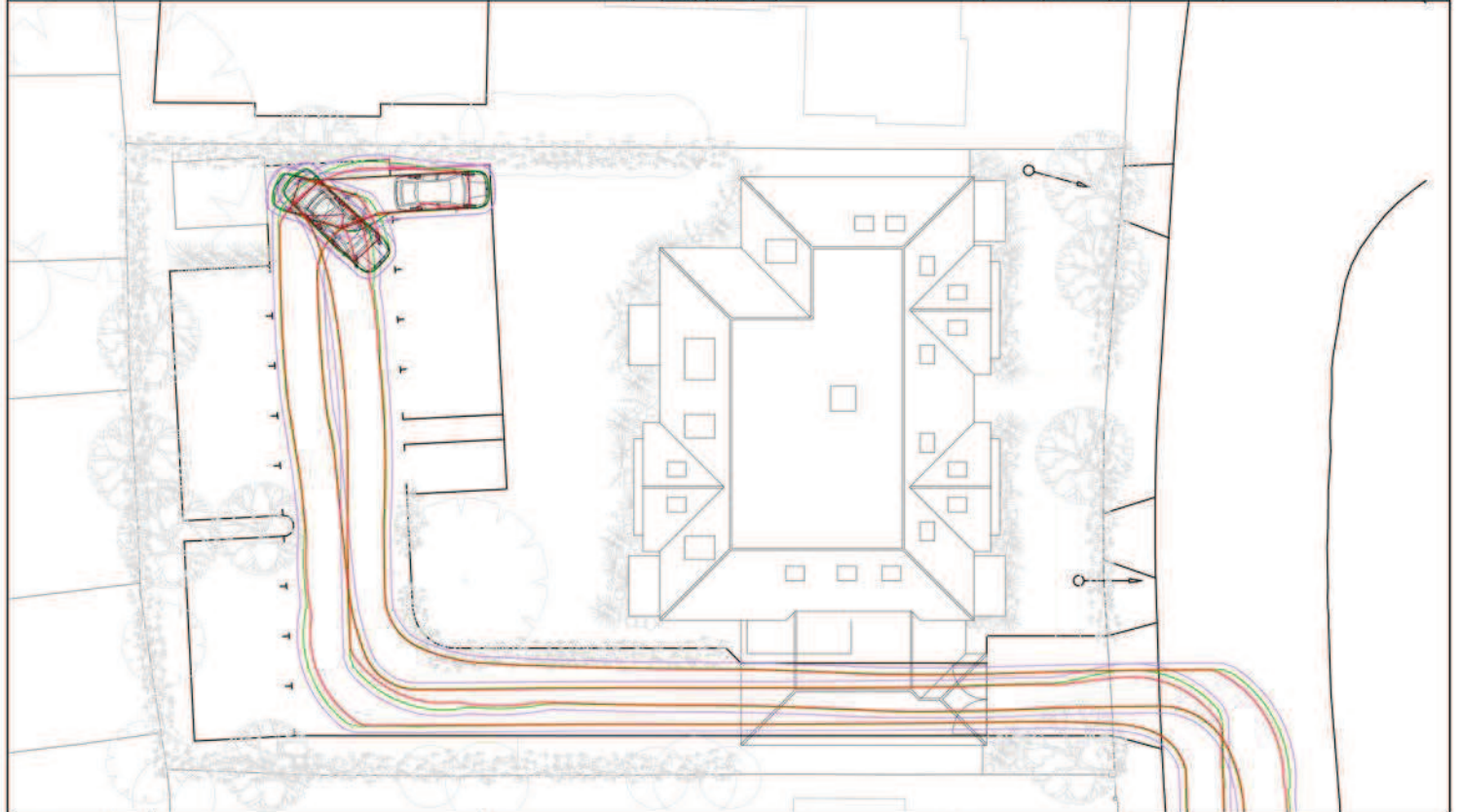
STREET SCENE / SITE SECTION

LAND AT 10-14 SWAN ROAD, WEST DRAYTON.

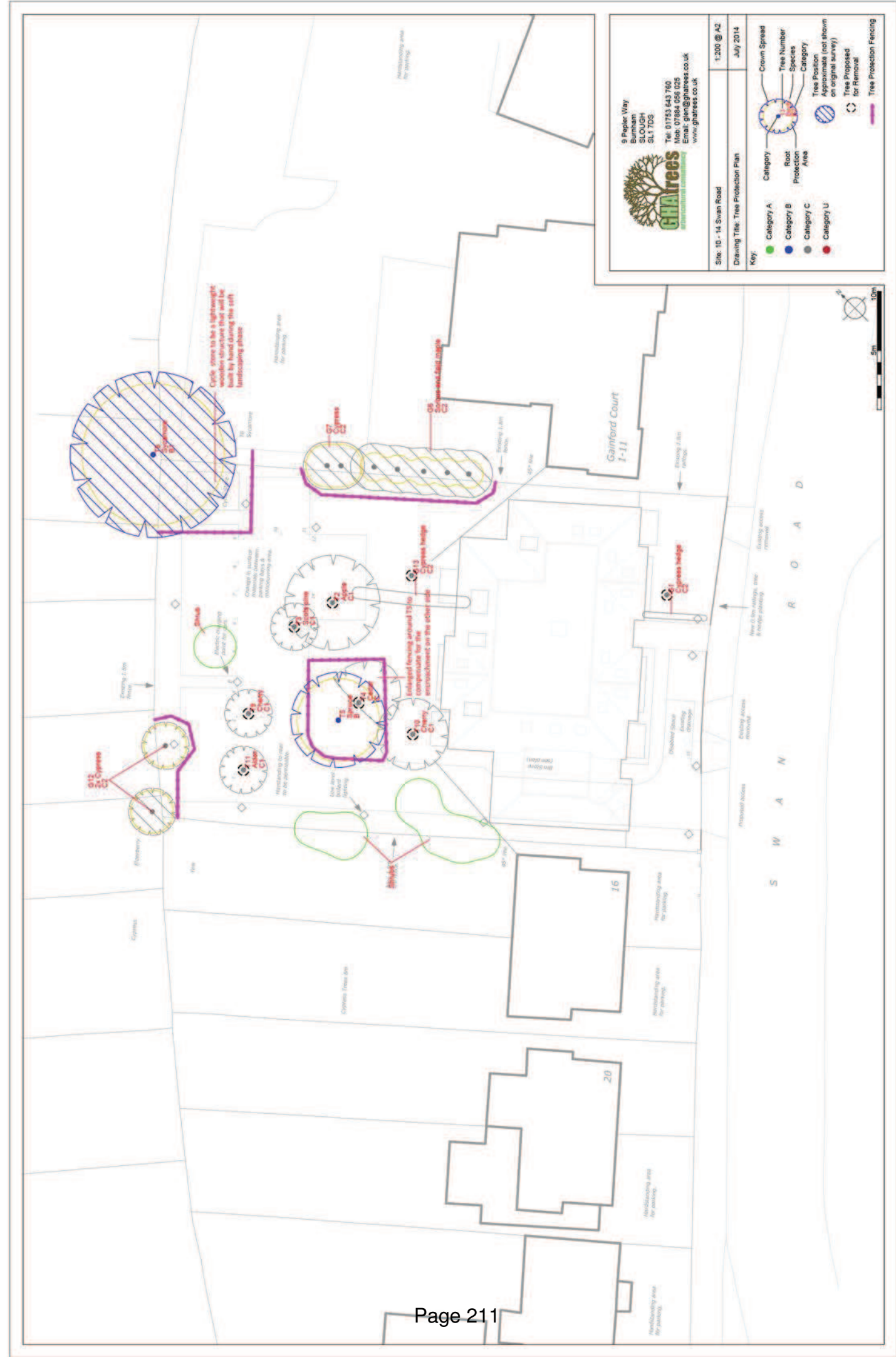
**W J Macleod**  
ARCHITECT  
700 High Street, Northwood, Middlesex HA8 9BL.  
Phone: 0181 254 0000

Contract No.	Project No.	Drawn By	Check By	Date
	14 / 3329 / 4			29 / 5 / 14
				Scale: 1:200 @ A1

A		01.10.14	MD NEW MASTERPLAN ADDED	PE	PE
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: FOR DISCUSSION					
					
Unit 108, The Millings, Stonetead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 <a href="http://www.easpt.co.uk">www.easpt.co.uk</a>					
CLEARVIEW HOMES					
SWAN ROAD WEST DRAYTON					
MEDIUM SIZED CAR MOVEMENTS					
SCALE @ A3	1:250	DESIGN-DRAWN	MF	DATE	07.07.2014
PROJECT No	587	DRAWING No			SK02





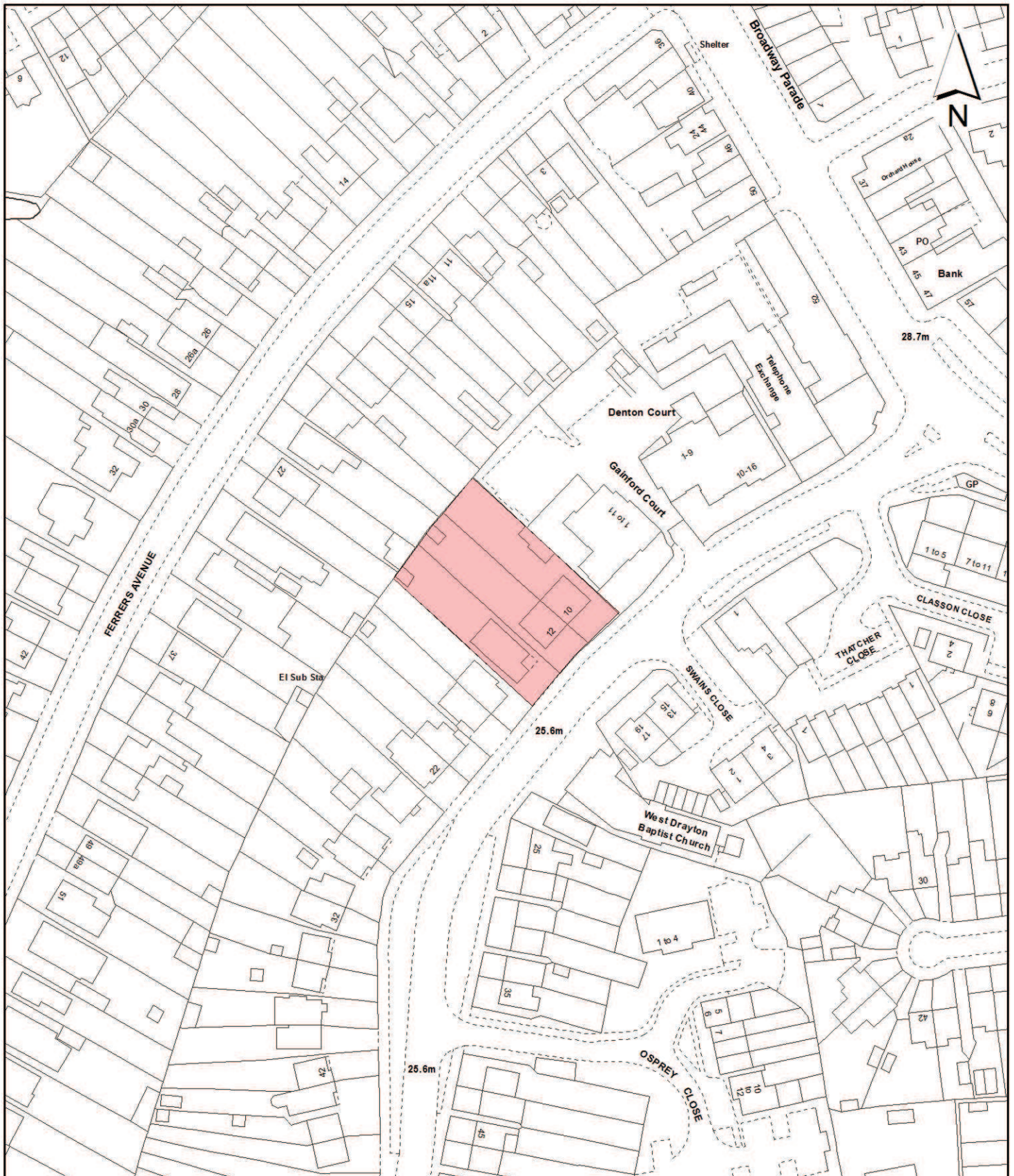


**GHATREES**  
 9 Pepper Way  
 Burnham  
 Wiltshire  
 SN1 1DS  
 Tel: 01753 643 760  
 Mob: 07884 056 025  
 Email: gen@ghatrees.co.uk  
 www.ghatrees.co.uk

She: 10 - 14 Swan Road  
 Drawing Title: Tree Protection Plan  
 Scale: 1:200 @ A2  
 Date: July 2014

**Key:**

- Category A
- Category B
- Category C
- Category U
- Crown Spread
- Tree Number
- Species
- Protection Category
- Tree Position
- Approximate (not shown on original survey)
- Tree Proposed for Removal
- Tree Protection Fencing



**Notes**

 Site boundary

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Site Address

**10-14 Swan Road  
 West Drayton**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**60960/APP/2014/2698**

Scale  
**1:1,250**

Planning Committee  
**Major Page 212**

Date  
**October 2014**



**HILLINGDON**  
 LONDON