



HILLINGDON  
LONDON



# Major Applications Planning Committee

## To Councillors on the Committee

Eddie Lavery (Chairman)  
Ian Edwards (Vice-Chairman)  
Peter Curling  
Jazz Dhillon  
Janet Duncan (Labour Lead)  
Carol Melvin  
John Morgan  
Brian Stead  
David Yarrow

**Date:** TUESDAY, 9 DECEMBER  
2014

**Time:** 7.00 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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***Putting our residents first***

Lloyd White  
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## A useful guide for those attending Planning Committee meetings

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

### About the Committee's decision

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

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

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

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

## Agenda

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### CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting held on 18 November 2014 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

### PART I - Members, Public and Press

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

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### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Haydon School, Wiltshire Lane, Eastcote, Pinner - 9556/APP/2014/3306	Northwood Hills	Construction of an external 3G Artificial Turf Pitch (ATP) with fencing, floodlighting and a storage container.  <b>Recommendation - Refusal</b>	9 - 32  <b>192 - 200</b>

### Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Building B5, 4 Roundwood Avenue, Stockley Park - 37205/APP/2014/3056	Botwell	Extensions, refurbishment, and alterations, including re-cladding, to existing office building, together with associated works, including landscaping and alterations to car parking.  <b>Recommendation - Approval subject to a S106 Agreement</b>	33 - 54  <b>201 - 231</b>

8	Hillingdon Hospital, Pield Heath Road, Hillingdon - 4058/APP/2014/2373	Brunel	Erection of a temporary decked car park for a period of 5 years, together with 16 additional surface spaces and associated landscaping and enabling works.  <b>Recommendation - Approval subject to a S106 Agreement</b>	55 - 80  <b>232 - 240</b>
9	Plot 1, Phase 3, The Portal, Scylla Road, Heathrow Airport - 50270/APP/2014/3315	Heathrow Villages	Reserved matters of access, appearance, landscaping, layout and scale for Phase 3 Unit 1 of outline planning permission 50270/APP/2011/2570 dated 23/12/2011.  <b>Recommendation - Approval subject to a S106 Agreement</b>	81 - 98  <b>241 - 254</b>
10	Youngwood Farm, Ducks Hill Road, Northwood - 11944/APP/2014/3678	Northwood	Replacement of timber framed single glazed windows with timber framed double glazed windows and replacement of doors (Listed Building Consent).  <b>Recommendation - Approval subject to a S106 Agreement</b>	99 - 106  <b>255 - 260</b>
11	Land at Garages/Nursery, Brackenbridge Drive, Ruislip - 56805/APP/2014/3033	South Ruislip	Demolition of existing lock up garages, erection of 6 x 2 storey, 3 bed houses with associated parking and landscaping and erection of 14 replacement lock up garages.  <b>Recommendation - Approval</b>	107 - 128  <b>261 - 279</b>
12	23 Stonefield Way, Ruislip - 25508/APP/2014/3570	South Ruislip	Demolition of existing buildings and redevelopment to provide a Builders Merchants (sui generis use) with associated access, servicing, parking and outdoor storage.  <b>Recommendation - Approval subject to a S106 Agreement</b>	129 - 150  <b>280 - 290</b>

13	Battle of Britain Bunker, RAF Uxbridge, Hillingdon Road, Uxbridge - 585/APP/2014/3739	Uxbridge North	Erection of a temporary modular building with associated works and installation of a temporary road.  <b>Recommendation - Approval</b>	151 - 164  <b>291 - 297</b>
14	West Drayton Cemetery, Harmondsworth Road, West Drayton - 70315/APP/2014/3404	West Drayton	Extension to the burial ground to accommodate a further 460 grave spaces to meet future needs.  <b>Recommendation - Approval</b>	165 - 186  <b>298 - 302</b>

### Other

- 15 Sainsbury's, York Road, Uxbridge - DOV to S106 **187 - 190**  
Erection of front and side extensions to accommodate a 120-seat restaurant (involving loss of 116 car parking spaces) and creation of a pedestrian access to Belmont Road.

### PART II - Members Only

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

### PART I - Plans for Major Applications Planning Committee Pages - 191 - 304



**Minutes**

**MAJOR APPLICATIONS PLANNING COMMITTEE**

**18 November 2014**

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

	<p><b>Committee Members Present:</b>                  Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Jazz Dhillon, Janet Duncan (Labour Lead), Carol Melvin, John Morgan, Brian Stead and David Yarrow</p> <p><b>Also Present:</b>                  Councillors Philip Corthorne and Brian Crowe</p> <p><b>LBH Officers Present:</b>                  Matt Duigan - Planning Services Manager, Meg Hirani - Planning Team Manager, Syed Shah - Principal Highways Engineer, Nicole Cameron - Legal Adviser and Gill Oswell - Democratic Services</p>
87.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>There were no apologies received.</p>
88.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Brian Stead declared a non pecuniary interest in Item 6 - Hillingdon and Uxbridge Cemetery, Hillingdon Hill, Hillingdon and left the room whilst the item was discussed.</p>
89.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 7, 21 &amp; 29 OCTOBER 2014</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 7, 21 &amp; 29 October 2014 were agreed as a correct record.</p>
90.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>There were no matters notified in advance or urgent.</p>
91.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that items marked Part 1 would be considered in public and items in Part 2 would be heard in private.</p>

92.	<p><b>HILLINGDON AND UXBRIDGE CEMETERY, HILLINGDON HILL, HILLINGDON 64409/APP/2014/3560</b> (<i>Agenda Item 6</i>)</p> <p><b><i>Repair and refurbishment of Gatehouse and Chapel buildings to include: re-roofing, overhaul of rainwater goods, repairs and re-pointing to stonework, overhaul windows and external and internal doors, upgrading to fire doors, upgrade of timber floors and structural repairs in accordance with structural engineer's report (Listed Building Consent)</i></b></p> <p>Officers introduced the report giving a brief summary of the application.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report.</b></p>
93.	<p><b>272 - 276 BATH ROAD, SIPSON 464/APP/2014/2886</b> (<i>Agenda Item 7</i>)</p> <p><b><i>Change of use of existing building from office (Use Class B1(a)) to 135-room Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated alterations to landscaping and car parking.</i></b></p> <p>Officers introduced the report giving a brief summary of the application and details of the amendments on the addendum sheet circulated at the meeting.</p> <p>In answer to a question raised in relation to the increase in the number of bedrooms and the parking requirement officers advised that it was expected that the location of the hotel would mean that a lot of visitors would arrive by the Hoppa bus and taxi.</p> <p>The recommendation in the report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:</b></p> <p><b>A) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:</b></p> <ol style="list-style-type: none"> <li><b>1. Highways:</b> to secure all necessary works (including new access point on Eggerton Way) and the provision of a Travel Plan (including £20,000.00 Bond), including Sustainable Transport Measures (such as a hopper bus service).</li> <li><b>2. Construction Training:</b> either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).</li> <li><b>3. Air Quality:</b> in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.</li> </ol>



	<p><b>4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.</b></p> <p><b>B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.</b></p> <p><b>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</b></p> <p><b>D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 05/12/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:</b></p> <p><b>'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training, off site highways impacts as well as air quality). The proposal therefore conflicts with Policies R17, AM7 and OE1 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'</b></p> <p><b>E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</b></p> <p><b>F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.</b></p> <p><b>G) That if the application is approved, the conditions and informatives contained in the officer's report and on the addendum sheet be attached.</b></p>
94.	<p><b>TEMPORARY FLIGHT CONNECTIONS CENTRE - STAND 323 TERMINAL 3 HEATHROW AIRPORT, HOUNSLOW 27277/APP/2014/3202 (Agenda Item 8)</b></p> <p><b><i>Temporary Flight Connections centre at Terminal 3, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.</i></b></p> <p>Officers introduced the report giving a brief summary of the report and details of the amendments on the addendum sheet circulated at the meeting.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p><b>RESOLVED - That no objection be raised.</b></p>
95.	<p><b>FLIGHT CONNECTION CENTRE, TERMINAL 3, CENTRAL TERMINAL AREA, HEATHROW AIRPORT, HOUNSLOW 27277/APP/2014/3204 (Agenda Item 9)</b></p> <p><b><i>Demolition of existing Flight Connection Centre and erection of new larger centre serving Terminal 3.</i></b></p>

	<p>Officers introduced the report giving a brief summary of the application.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>RESOLVED - That the application be approved subject to the conditions and informatives set out in the officers' report.</b></p>
96.	<p><b>UNIT 5, LOMBARDY RETAIL PARK, COLDHARBOUR LANE, HAYES 63098/APP/2014/3080</b> (<i>Agenda Item 10</i>)</p> <p><b><i>Installation of mezzanine within existing retail unit with ancillary customer cafe.</i></b></p> <p>Officers introduced the report giving a brief summary of the application and details of the amendments on the addendum sheet circulated at the meeting.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>RESOLVED - That the application be approved subject to the conditions and informatives set out in the officers' report and addendum sheet circulated at the meeting.</b></p>
97.	<p><b>FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE, PORTERS WAY, WEST DRAYTON 5107/APP/2014/2454</b> (<i>Agenda Item 11</i>)</p> <p><b><i>Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 4, second application (23 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010, for the proposed mixed used redevelopment of the Former NATS Site.</i></b></p> <p>Officers introduced the report giving a brief summary of the application and details of the amendments on the addendum sheet. Officers advised that the standards in regard to amenity space had changed in the London Plan and some of the units did not meet this criterion. It was the view of officer's that the size of the dwellings was more important and approval was therefore recommended.</p> <p>In answer to an issue raised in relation to the amount of open space in the area, officers informed the Committee that there were 2 large areas of open space, one of which was 100 metres from the dwellings.</p> <p>A member raised concerns in relation to the parking that currently occurs in Holly Gardens.</p> <p>Officers advised the Committee that there was no vehicular access from this site to Holly Gardens, only a pedestrian access so this would need to be dealt with elsewhere.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>RESOLVED - That the application be approved subject to the conditions and informatives set out in the officers' report.</b></p>

***Demolition of existing petrol station with tanks and erection of a four storey building comprising 14 residential, an office unit at ground floor level plus associated access, underground car parking and cycle storage.***

Officers introduced the report giving a brief summary of the report and details of the amendments on the addendum sheet circulated at the meeting. This included the fact that a petition had been submitted, and additionally the applicant had submitted a detailed supporting statement. Members noted that they had read and taken account of the applicant's submission.

The site had a sensitive relationship with the adjoining residential property at 4 Midcroft. The officer highlighted that the site was in a conservation area and adjacent to an Area of Special Local Character.

The proposed building was marginally higher than the adjoining office building. The design of the building had included a step down where the site adjoins 4 Midcroft. The proposal meets the requirements of the Hillingdon Local Plan and the London Plan.

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

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

- All those who had signed the petition live in the locality of the site.
- The site lies within the Ruislip Conservation Area and adjacent to an Area of Special Character.
- Any development should enhance/preserve the Conservation Area.
- Residents were not against development but it needed to satisfy certain conditions and harmonise with the character, style, height and the street scene.
- The proposed 4 storey development does not provide the right transition as you enter Midcroft from the High Street.
- The building would be too bulky and the footprint was larger than that existing.
- The transition to No. 4 Midcroft was not felt to be acceptable.
- Suggested that there should be no commercial element to the proposal, which would reduce the height of the proposed development.
- The proposal does not conform to the character of the local area.
- Suggested that the proposed building should be of a more interesting style.
- Would prefer to see a smaller scale residential block and questioned whether the commercial element was needed.

The applicant/agent made the following points:-

- Was sympathetic to the views of neighbours.
- Had been in discussion with planning and the conservation officer.
- The scheme was sympathetic and compliant.
- Understood the issues and the specific points raised in relation to the Conservation Area.
- The current use as a car wash raised a number of road safety issues due to the number of vehicles using the site.
- The height of the proposed building would not be materially different to the adjoining office block.

- The height of the proposed development dropped down a storey on the residential side and had been set back so that the block did not appear too bulky.
- A daylight/sunlight survey had been undertaken and complied with the requirements.
- The roof terrace drops down and a higher barrier proposed to avoid overlooking.
- The design of the proposed flats had been as sympathetic as possible.
- The proposed building had been designed to blend in with the existing area and would be developed in a sensitive manner.

Points made by the Ward Councillors:-

- Endorsed the comments made by the petitioners.
- Eastcote and East Ruislip Ward Councillor are also opposed to the scheme as the site was close to the ward boundary.
- The character of the built environment was fairly balanced and could be argued either way.
- Initial thoughts when reading the report was that an error had been made and the report related to a different site.
- There were serious issues in terms of the impact the development would have on the Conservation Area.
- Concerns as to the impact the proposal would have on local businesses, as there were already vacant shops in the High Street.
- Sought clarification of the proposed traffic light system.
- The proposal failed to maintain the character of the area, was incongruous and there would be a loss of amenity.
- The neighbouring building would have reduced natural light.
- There were strong objections to the current proposal.
- Consideration should be given to what a Conservation Area was.
- There was a need for some development on this site.
- The removal of the commercial element would reduce the height of the building and overcome a majority of the objections.
- The proposed development would impact on the Halifax building a locally listed building, Midcroft and the street scene, which was not felt to be acceptable.
- Insufficient thought had been given to the impact the proposal would have on traffic as it would exacerbate an already congested junction with the High Street.
- If the Committee were minded to approve the application there needed to be great attention to the conditions imposed.
- Against the development in its current form.

The Committee felt that the proposal in its current form was overly large and detracted from the Conservation Area and had concerns about the distance between the site and 4 Midcroft in relation to overshadowing and over dominance. Further concerns were raised in relation to the undercroft and whether access/parking/servicing the units on the High Street would be possible (especially with HGVs) if the application went ahead. In relation to the office building facing the High Street there were concerns raised that the proposed development would block natural light increasing energy efficiency and reducing outlook for workers. The Committee noted that there had been an overshadowing survey carried out by the applicant but this had not been made available to the Committee who still had concerns around this issue.

In answer to the issues raised by the Committee officers advised that the undercroft would be unsuitable for access by HGVs. In relation to the issue with regard to natural

light the proximity of the building would reduce natural light to the office building but there was a secondary source of light. There were no policies that would support a reason for refusal in regards to the issue of natural light.

Officers advised that the overshadowing survey carried out by the applicant complied with the BRE guidelines, and therefore objection was not raised to overshadowing of 4 Midcroft.

A member raised concerns about the Council's sustainability policies as they had been written in general terms and felt that they needed to be more detailed as they did not address the impact on the loss of light to existing buildings.

The Committee had concerns in relation to the size, height and bulk of the proposed development due to the impact on the character of the area and its impact on 4 Midcroft. It was felt that the design of the building would be detrimental to the Conservation Area, Area of Special Local Character and the street scene and would not work in this location.

Officers advised the Committee that the proposal would project 10m beyond the rear building line of No.4 Midcroft and met the 45° rule.

In answer to concerns raised in regards to the parking for the commercial element of the proposed development officers advised that it would be possible to configure the parking to accommodate this.

In answer to the concerns raised in relation to the servicing of the units fronting the High Street from the rear access road, the Legal Adviser informed the Committee that if the access road was a private road an agreement between the land owner and the applicant could be drafted but this was not a consideration for the Committee as it was a private matter. Should the Committee believe that the development could not be physically serviced this could form a refusal reason.

The Committee still had concern about the application in relation to the size, scale, bulk height, design, the impact on the Conservation and the loss of servicing of the existing commercial units fronting High Street; and refusal was moved on these grounds. The recommendation for refusal was seconded and on being put to the vote the application was refused.

**RESOLVED - That the application be refused for the following reasons:-**

- 1. The proposal, by reason of its siting, size, height, bulk and proximity to the neighbouring buildings is considered to constitute an unduly intrusive, visually prominent and incongruous form of development, which would fail to preserve, enhance or respect the established character of the Ruislip Village Conservation Area and the Midcroft, Ruislip, Area of Special Local Character, or compliment the visual amenities of the street scene and would mar the skyline, and result in a significant loss of residential amenity contrary to Policy BE1 of the Hillingdon Local Plan Part 1, Policies BE4, BE5, BE13, BE19, BE21 and BE26 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 (D) and 7.6 of the London Plan (2011) and the provisions set out in the National Planning Policy Framework.**

	<p><b>2. The proposal, fails to demonstrate that that sufficient manoeuvring and access arrangements for service delivery vehicles and car parking would be maintained for adjoining commercial premises which would result in driver confusion and unexpected vehicle movements for other highway users and deliveries and parking taking place from the road. The development is therefore considered to be detrimental to highway and pedestrian safety and prejudicial to the free flow of traffic on the adjoining highway, including access by service delivery vehicles the adjacent buildings at 53 - 61 High Street Ruislip, contrary to Policy AM7 of the adopted Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (2011).</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.30 pm.</p>

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

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

**Address** HAYDON SCHOOL WILTSHIRE LANE EASTCOTE PINNER

**Development:** Construction of an external 3G Artificial Turf Pitch (ATP) with fencing, floodlighting and a storage container.

**LBH Ref Nos:** 9556/APP/2014/3306

**Drawing Nos:** 01 (Existing Site Location)  
02 (Block Plan of Site)  
06 (Floodlighting Scheme)  
04 (Proposed ATP Plan)  
06 (Elevation)  
03 Rev.01 (Proposed Site Plan)  
T1 Rev.01 (Topographical Survey)  
Design and Access Statement prepared by SSL dated 11/08/14  
Floodlighting Performance Results prepared by SSL dated 16/09/14  
Document entitled 'Master MHN - FC' prepared by Philips  
OptiVision breakthrough downlight specification prepared by Philips dated 14/09/11  
Guidance Noted for the Reduction of Obtrusive Light prepared by ILF  
Document entitled 'OptiVisor - Precise Engineering' prepared by Philips  
Environmental Noise Report prepared by Acoustic Consultants Ltd dated July 2014

**Date Plans Received:** 16/09/2014                      **Date(s) of Amendment(s):** 16/09/2014

**Date Application Valid:** 01/10/2014

### 1. SUMMARY

This application seeks full planning permission for the creation of an external 3G Artificial Turf Pitch (ATP) with ball-stop perimeter fencing, floodlights and external storage for maintenance equipment at Haydon School in Northwood. It is also proposed to provide a grassed earth bund around the eastern side of the pitch to provide screening and noise mitigation.

The applicant has advised that the ATP is required in order to enable increased sports use, especially during winter months, than the existing grass pitches allow and would benefit both the school and its partner organisations and community groups during the daytime and evenings. It is understood that the pitch would be marked out to support rugby and football use and would be available for hire throughout the week and on Saturdays until 10pm and on Sundays between 9am and 6pm.

Based on the information submitted, significant concerns are raised over the visual impact of the proposed development, including the grass bund, fencing and floodlighting, on the character and appearance of the surrounding area and on residential amenity, particularly when viewed from the east and south due to the change in levels across the site. Whilst the applicant contends that these could be addressed through design changes, it is considered that such fundamental changes would be required that these could not be dealt with through this application and that a new application is required.

Furthermore, whilst limited additional details were provided on request, insufficient information has been provided to demonstrate that the proposals would not have an unacceptable impact on the local highway network.

It is also noted that although Sport England have requested additional information to ensure that sufficient space remains to provide a satisfactory pitch layout, this has not been forthcoming.

Whilst it is acknowledged that it could be argued that the scheme generally accords with current policies aimed at encouraging the improvement and enhancement of school and sporting facilities, the development would nevertheless have an unacceptable impact on the character and appearance of the surrounding area, detrimental to both visual and residential amenity. Concerns are also raised over the potential impact the development could have on the local highway network due increased traffic and parking demand.

The development fails to comply with current Local Plan and London Plan policies relating to visual amenity, residential amenity and traffic impact and, accordingly, refusal is recommended.

## **2. RECOMMENDATION**

**REFUSAL for the following reasons:**

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

The submission fails to fully address how the effects of the change of levels across the site will affect the installation of the astro turf pitch, and flood lights, such that it can be demonstrated that it would not have an unacceptable impact on visual and residential amenity. As shown, the proposed pitch, including the associated fencing, floodlights (both structure and illumination) and grass bund, would, due to its height associated with the change in levels across the site, appear as an overly dominant feature, which would be out of keeping with the character and appearance of the surrounding area and detrimental to visual and residential amenity. The proposed floodlights and grass bund would, in particular, be viewed as artificial and alien features in this location, contrary to the aims of policies BE13, BE19, BE21, BE38 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and Policy 7.4 of the London Plan (2011).

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

The application fails to demonstrate how the demand for parking associated with visitors to the site will be accommodated and managed, particularly in light of the fact that the site already provides indoor and outdoor sports and other facilities for the school and other external user groups, and the proposed Astro-Turf Pitch will clearly intensify the use at the site. Accordingly, the scheme fails to comply with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (2011).

## **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.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.4	(2011) Local character

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

Haydon School occupies an approximately 9.9 hectare irregularly shaped and sloping plot located on the north east side of Wiltshire Lane in Northwood. The school comprises a number of large linked and detached classroom blocks, ranging from single-storey to three storeys in height, located towards the north west corner of the site. Various hard surfaced games courts are located close to the main school buildings and playing fields occupy the eastern and southern parts of the site.

It is understood that the school caters for 11 to 18 year olds and currently has 12 forms of entry with approximately 2,100 pupils on roll.

The school falls within a predominantly residential area. To the south west it is bounded by Wiltshire Lane, beyond which are residential properties. Norwich Road bounds part of the north west boundary, beyond which are also residential properties. All other boundaries are directly abutted by residential properties and their gardens.

The school car park is located at the south east of the main school buildings and the main vehicular and pedestrian access into the site is via Wiltshire Lane.

The south east and north east boundaries are planted with trees and shrubs. Some tree planting also exists around the north east and south east boundaries and limited tree planting is present within the school site.

The application site itself comprises an area of just over 1 hectare located to the east of the school buildings and comprising a part of the existing school playing field. The site gradient falls to the east and to the south with a fall of approximately 6m between its outer north west and south east corners.

The entire school site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the erection of an Astro-Turf Pitch (ATP) and associated facilities at Haydon School in Northwood.

The proposed pitch, which would measure approximately 120m by 80m, including run-off areas, would be located immediately to the east of the existing main school buildings. Goal storage alcoves would be provided on all sides of the pitch. The applicant's Design and Access Statement confirms that it would be marked out to provide a variety of rugby and football pitches and training areas.

It is proposed to cut and fill the heavily sloping land in order to ensure a level playing pitch can be provided. At its most extreme, this would effectively require the north west corner of the pitch to be sunk approximately 3m below existing ground levels and its south east end to be elevated approximately 2.5m above existing ground levels. To the north east and south west there is a lesser change in levels such that the north east corner would be approximately 0.6m above existing ground levels and the south west corner approximately 0.6m below existing ground levels.

The pitch would be bounded by 4.5m high ball stop fencing, as measured from the surface level of the pitch. Eight 15m high floodlights would also be provided around the pitch, although it isn't totally clear from the plans provided as to whether these would be measured from existing or proposed surface levels.

To the west of the pitch an enclosed 4m wide area would be provided for access and spectators. Within this area an approximately 6m by 2.4m by 2.6m high shipping container would be provided for storage.

To mitigate against likely sound pollution from the site a grass bund would be provided to the east of the pitch. This would be 2m high from the surface level of the proposed pitch

but, due to the fall in land levels around the site it would effectively have a drop of between approximately 3.7m and 4.5m to the east. Around the remainder of the pitch the land would be regraded back to existing levels.

The applicant has advised that the aspirations of the project are to increase community and school participation in sport and to develop opportunities for local employment, coaching qualifications and enhanced coaching standards by providing a safe, secure and modern facility. The Middlesex Rugby Constituent Body has identified a need for an accessible all weather facility in this locality to reduce the number of games cancelled in the area due to waterlogged or sun baked pitches. A number of rugby clubs, including those from Hillingdon and Ealing are listed as potential users.

During school hours, Monday to Friday, the facility would be solely managed by the school. Outside school hours it would be managed by Middlesex Rugby, the school's letting manager and caretakers. It would be available for community use until 10pm on weekdays, between 8am and 10pm on Saturdays and between 9am and 6pm on Sundays.

### **3.3 Relevant Planning History**

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

The school has an extensive planning history none of which is directly relevant to the proposed provision of an artificial sports pitch at the site.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality

#### **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.EM5 (2012) Sport and Leisure  
PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.  
BE19 New development must improve or complement the character of the area.  
BE21 Siting, bulk and proximity of new buildings/extensions.  
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
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R16	Accessibility for elderly people, people with disabilities, women and children
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 7.4	(2011) Local character

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

**5.1** Advertisement Expiry Date:- **29th October 2014**

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

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 144 local owner/occupiers and the Northwood Residents' Association. Press notices were also posted.

42 letters of objection have been received, including four from Northwood Residents' Association. A 24 signature petition has also been received.

The following concerns are raised in the letters of objection:

- i) Details relating to the location of the proposed pitch should be provided.
- ii) Light and noise pollution, including noise from people and car engines leaving en mass late at night. Light and noise from the site, including from tennis being played at weekends, already affects residents' enjoyment of their homes and gardens. This will make it worse.
- iii) Issues relating to light and noise have been the subject of complaints to Environmental Health who have confirmed that the level of light and noise from the site is intrusive to residents and have asked the school to make adjustments accordingly.
- iv) The submission shows that there will be light spillage into gardens. Residents will be adversely

affected by strong lights intruding into their gardens and surroundings.

v) The submitted noise report fails to take into account the impact wind has on sound travel.

vi) The new sports hall building is out of keeping with its surroundings and stands out giving residents no confidence that due consideration will be given to this application.

vii) The boundaries need to be maintained as they were designed, with a degree of physical and time-based separation.

viii) Impact on wildlife and ecology in terms of lighting, noise and hard surfacing.

ix) Increase in traffic, congestion and parking demand during the day, evenings and weekends. Residents are already unable to park close to their homes and inconsiderate and illegal parking and manoeuvring take place frequently. The use of the road for coach pick-up and drop-off adds to the problem. This will be made worse, especially if tournaments are held.

x) Emergency vehicles often cannot get through due to congestion.

xi) There is a new nursery being opened at the end of Norwich Road which will increase traffic and the number of very young children getting out of cars into the street.

xii) Visitors to the proposed pitch appear to live away from the locality resulting in increased car usage and parking problems.

xiii) The school already rents its facilities to numerous groups and has evening, weekend and holiday use for which the parking demand is not met. This will make it worse.

xiv) Environmentally the grassed surface should be retained.

xv) Increased flood risk. Adjoining gardens already flood frequently. The existing drainage infrastructure is insufficient. This would also make the remaining grass pitches less usable.

xvi) Increase in pollution and associated health risks.

xvii) Unsociable hours of operation. Refuse collection and deliveries start at 6.30am and by the time people leave it will be 10.30-10.45pm, so residents will have to put up with the school being used for 17 hours a day.

xviii) Increase in antisocial behaviour, including shouting, swearing, blowing of whistles, jeering crowds, rubbish, etc. Use of bad language emanating from the site is already a problem.

xix) This will result in adjacent roads resembling commercial high streets, not residential areas.

xx) A commercial football pitch with 15m high floodlights will be unsightly.

xxi) Disturbance and disruption during construction and construction vehicles making it impossible for residents to park or enter/exit their driveways.

xxii) This will devalue property.

xxiii) Local football and rugby teams can use existing facilities elsewhere in Hillingdon and Ealing (eg. Kings College Playing Fields, Brunel University, the old Mellow Lane School, Goals in South Ruislip, the sports centre off Eastcote Road, etc). Facilities in Ealing will also be much closer to many of the clubs mentioned than Haydon School is.

xxiv) This is a money making exercise with no benefit to pupils, the community or residents as it will not increase jobs, money or bring enhancements to the area.

xxv) This would prevent any potential for future expansion to cater for the recent increase in primary pupils as they move to secondary school.

xxvi) If approved this will open the door for a new application for a cemetery on Joel Street and additional pitches at King George's Playing Fields.

xxvii) The scheme should be refused even although Reid Close is a Council Estate.

xxviii) The fixed nature of the artificial pitch will remove the flexibility to change the layout of the pitches according to the season as is done at present.

xxix) Loss of the playing fields would do generations of pupils a huge disservice. Young people's access to open space should be preserved and should be the Council's main priority.

xxx) The bund will do little to stop the noise and still leaves two sides of the pitch unshielded. It is more likely to become an ideal viewing spot for spectators.

xxxi) Increased security risk to residents and the school.

xxxii) This is a residential area not a commercial one. If such a facility is needed for such long hours it should be provided at a public recreation ground.

xxxiii) The school's area of excellence is languages so it's unclear why this is being provided for unrelated football clubs who must already be playing elsewhere.

- xxxiv) Loss of outlook across the playing fields and from Norwich Road down towards Harrow.
- xxxv) This infringes on residents ability and right to enjoy their homes.
- xxxvi) Haydon's expansion programme has grown beyond acceptable control. No more building should take place at this already 'huge' school.
- xxxvii) In inclement weather the school has a new sports hall and existing hardsurfaced outdoor courts.
- xxxviii) Loss of privacy.
- xxxix) The proposed grass bund renders the existing cricket pitch unusable. It is disappointing that money isn't being spent on other sports such as cricket, track and field, which teach discipline and mental awareness.
- xl) The plan residents were provided with by the school shows a much larger bund than that submitted to the Council.
- xli) The school offered use of the playing fields to local children outside school hours but this offer has now been rescinded with a view to a commercial operation replacing it.
- xlii) The school should consider using Joel Street as their main entrance.
- xliii) The astro turf is built from recycled tyres which is highly toxic and would harm local ecology and give way for toxins to enter ground water and ultimately human chain.

The Northwood Residents' Association specifically raise the following concerns:

- i) Insufficient consultation by the Council and the school. The application was not advertised widely enough or for 21 days.
- ii) The facility would be available to hire by clubs running several teams from as far away as Ealing. This is unacceptable.
- iii) Insufficient parking at the school and within the locality and no increase in provision proposed. When evening events are held at the school residents cannot park close to their homes. The official PTAL is 2 (Poor).
- iv) The facility will be available until 10:00pm on weekdays and Saturdays. Allowing for time to change users would still be leaving the site at 10:30 pm. This is not acceptable.
- v) Conditions should be attached to restrict hours of use and lighting levels similar to those imposed on Eastcote Hockey Club (ref 2414x/96/524).
- vi) When games and tournaments are being played after 20:00 a level of 200 lux is required. This is not acceptable.
- vii) The applicant has responded "no" to the question in Paragraph 24 of the application "Can the site be seen from a public road, footpath, bridleway or other Public Land.' This answer is incorrect and misleading! This calls into question the reliability of the information submitted.
- viii) The 2.5m high earth bound will be insufficient to stop noise.
- ix) The 2.5m high earth bund could stop the natural flow of water and increase risk of flooding.
- x) If proper games and tournaments are held there would be large numbers of spectators and associated noise which the bund would not stop, disturbing nearby residents.
- xi) The application is unacceptable and should be refused.
- xii) The Environmental Noise Report states that the pitch is to be used primarily by the school and will also be used by community groups until 22:00 hours Monday to Friday. This is an incorrect and misleading statement which invalidates the report.
- xiii) The proposals are contrary to Section 7, paragraph 7.7 of the Local Plan: Part 2 as they would harm residential amenity and the environment due to noise and light pollution and increase in car journeys and parking demand.

The following concerns are raised by the petition:

1. Increased flood risk to surrounding homes, which are already in medium and high risk zones.
2. Insufficient parking for the school and residents.
3. Failure to provide for coaches on site, meaning they use and often block the road.
4. This would increase the high levels of disruption already experienced by residents by out of hours school use.
5. Noise.

6. Loss of privacy.
7. Insufficient parking, increased congestion and inconsiderate parking blocking the road and driveways.
8. Increased traffic congestion.
9. Increased pollution.
10. Disrupted road access to and from properties.
11. Bright floodlights.
12. Unsocial hours of operation.
13. Antisocial behaviour from parents and children.
14. litter.
15. The road infrastructure already cannot cope.
16. Emergency vehicles cannot get through.
17. Inadequate pavements raise highway and pedestrian safety issues.
18. Private hire of the school's facilities until 11pm, at weekends and during school holidays, the school's own evening events such as open evenings and late working by staff already affect parking and congestion and these issues exist when pupils are not at school.
19. The application avoids the issue of other other users at these times and infers that parking will be available after school times but no additional parking is proposed.
20. This will represent over development of the site.
21. The site is in the Green Belt, which has already been reduced by the building of new homes on Wiltshire Lane.
22. The proposals fail to address the future community need for extra school places, to reflect the increased intake of primary school. The land may be needed for expansion in the future.
23. The proposals are not compatible with a sensible and sustainable plan for the future education needs of the local and wider community.
24. Better alternative sites are available. The RAF Uxbridge site is huge and accessible from Ruislip and Ealing.
25. There are sufficient and adequate numbers of artificial pitches in the area.
26. The benefit to pupils is negligible as the school has a large new gym plus two others for use during wet weather.
27. If allowed the remaining fields will become waterlogged and unusable.
28. The benefit to the local community is negligible as football and rugby facilities are well catered for locally.
29. Football and rugby players used to play regardless of wet winter weather conditions.

Councillor Bianco has requested that the scheme be determined by the Planning Committee.

#### SPORT ENGLAND

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184).

Sport England is therefore a statutory consultee and has assessed the application in the context of its policy to protect playing fields, 'A Sporting Future for the Playing Fields of England which accords with paragraph 74 of the National Planning Policy Framework.

Essentially, Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies.

A copy of 'A Sporting Future for the Playing Fields of England' which includes the five exceptions can be found at: <http://www.sportengland.org/facilities-planning/planning-forsport/development-management/planning-applications/playing-field-land/>

The application proposes the construction of a floodlit 3G Artificial Turf Pitch (ATP) to be used for rugby and football. A detailed specification for the proposed facility has been provided as part of the application submission. The ATP will accommodate approved pitch sizes for rugby (100 x 70m) and football (100 x 64m) and can be subdivided to accommodate youth and mini soccer pitches. The Design and Access Statement sets out a number of clubs that have been identified as possible users of the facility out of school hours.

The existing playing field is marked out with different pitch layouts in the summer and winter months accordingly. The winter layout includes two full sized rugby pitches, two full sized football pitches and two 20 grid training squares.

Given the existing pitch layout, it would be helpful to understand how the site will be marked out with pitches going forward were planning permission for the ATP be forthcoming. This will allow Sport England a clearer picture of the benefits of the ATP and to weigh this up against the loss of grass provision.

The proposed development has significant scope to accord with the following Sport England policy exception:

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

That said, Sport England requests a current and future site pitch layout plan to be submitted in order that it can be sufficiently assured in that regard. On receipt of this information, Sport England would like to comment further.

#### ENVIRONMENT AGENCY

As the site falls within Flood Zone 1, it has been agreed that the Council will take the lead on all risks associated with surface water flooding. Therefore, no comments are made to this application.

#### METROPOLITAN POLICE DESIGNING OUT CRIME OFFICER

Verbally advised that very careful consideration needs to be given to boundary treatment, especially if the school car parks are to be used, in order to ensure the security of the remainder of the site and surrounding properties. If planning permission is granted the standard secure by design condition should be attached.

#### **Internal Consultees**

##### TREES/LANDSCAPE OFFICER

Landscape Character/Context:

Site description:

- The site is occupied by a secondary school set within spacious grounds and playing fields which slope from the north-west down to the south-east.
- The complex of school buildings is concentrated in the north-west corner of the site with playing fields extending to the south and east.
- The site is generally quite exposed with little tree cover or soft landscape to screen views from the surrounding residential properties of Joel Street, Norwich Road and Wiltshire Lane.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

Landscape constraints / opportunities:

- Contrary to the information submitted on the application form (Q15), there are a number of specimen trees, in two groups at either end of the building complex, situated on the edge of the



playing field. Most of these are very young / recently planted, but there are two fine trees (middle aged) at the southern end (near the tennis courts) - a hornbeam and birch.

- The levels on this site will be critical and will need to be carefully detailed.

#### Proposal:

The proposal is to construct an external 3G Artificial Turf Pitch (ATP) with fencing, floodlighting, and a storage container.

#### 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.

- According to information submitted on the application form (Q15) no trees will be affected by the proposal. A site inspection confirmed that it is likely that a number of trees will be removed to accommodate the ATP either as a direct consequence of its siting, or indirectly due to the need to adjust the access and levels adjacent to the boundary of the ATP, outside the ball-stop fencing.
- The loss of the mature trees (hornbeam and birch) might be avoided by subtle adjustment of the siting of the ATP - and should be accurately plotted (with root protection areas) on SSL's drawing No. SS1805\_03 Rev 00, Proposed Site Plan.
- The impact of the loss of the younger trees may be easier to justify and mitigate by securing new / replacement planting.
- The Design & Access Statement refers briefly to landscaping, in as much that it is proposed to form bunds around the ATP to provide 'a 2metre high natural screen to aid in the mitigation in noise and allow for a more aesthetically pleasing view over the site from surrounding locations.'
- For the reasons give below it is most unlikely that a 2metre high bund can be provided. It is even more unlikely that it will appear natural or aesthetically pleasing.
- SSL's drawing No.SS1805\_T1 Rev 00, Topographical Survey, shows the existing site contours. The change in existing site levels across the width of the proposed pitch ranges from a high point of approximately 66.5metres (contour at the edge of the existing footpaths which skirt the building) down to the 61.5 metre contour in the south-east corner of the proposed ATP.
- This means that the proposed ATP, which will be need to be relatively flat / level, will be installed on across a site with a 5 metre fall.
- The Proposed Site Plan is indicated without the benefit of contours or spot heights. These are essential to explain how the new pitch will fit into the existing topography. It is clear that the pitch will be way above the surrounding ground levels by anything up to 5metres in the south-east corner. - So the prospect of creating a bund (as proposed) part screen views of the ATP from the houses off Joel Street and Wyevale Close appears to be impracticable.
- It is likely that some substantial earthworks and ground modelling, involving terracing and embankments (on all sides) will be required to accommodate the ATP on this site. This impact could be reduced if the ATP can be installed to fall slightly to follow the natural lie of the land?
- Due to the proximity of the pitch to local residents, the impact of these works and the resulting topography should be explained and understood at this stage - and not left as a detail to be conditioned.
- More detailed assessment has been provided regarding the proposed floodlighting for the ATP on SSL drawing No. 06 Rev 00 which specifies the required floodlighting performance including contours which illustrate horizontal illuminance and spillage.
- According to the D&AS Guidance Notes for the Reduction of Obtrusive Light, the limitation of light pollution and spillage from the ATP's floodlighting has been considered. This is not my area of expertise and should be referred to lighting specialist.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

#### Recommendations:

This submission fails to address how the effects of the change of levels across the site will affect the installation of the ATP, so that it can be satisfactorily accommodated. Consequently the landscape and visual impact of the scheme has not been properly assessed. As a result of this there is serious doubt as to whether the proposed mitigation, in the form of bunding, will be practicable or desirable.

The issue of levels should be addressed prior to determination. It is likely that planting proposal may offer a better long-term mitigation strategy than bunding.

Officer comment: In response to these comments two additional plans were submitted which provided more detailed information on existing and proposed surface levels across the site. The Trees/Landscape Officer provided the following additional comments:

'Without the aid of accurate cross-sections and /or a visual impact assessment concern remains that the full assessment of the pitch, the change of levels and any proposed screening / bunding / fencing treatments remain unclear. The information submitted to date fails to express the impact of these changes on the local environment - particularly with regard to the detrimental impact on local residents who stand to be most affected.'

#### ENVIRONMENTAL PROTECTION UNIT

##### Lighting:

The floodlighting specification undertaken by Surfacing Standards Ltd dated 16th September 2014 has been reviewed.

In the absence of an SPD on lighting the relevant available technical guidance has been considered in the context of the proposed pitch in relation to the nearest residential receptors.

The proposed luminaires are set out in the document entitled "Haydon School Artificial Turf Pitch" project code SSL 1805. These are Philips double asymmetrical optivision MVP507. The Institution of Lighting Engineers suggests using floodlights with double asymmetric beams ensures minimum obtrusive light. This allows the main beam to be produced at between 60 and 70 degrees whilst permitting the front glass to be horizontal. Section 2.4 calculation results of the Surfacing Standards document confirms the luminaire positioning and orientation to not exceed the recommended 70 degree limit from the downward vertical. The proposed Philips Optivision Luminaires are noted to be of an asymmetric beam design.

Quantification of light spill can be indicated using a lighting iso-contour plot such as in section 3.2 and 3.3 of the above document. This shows an indicative 2 lux iso-contour from the proposed pitch location which indicates a suitable separation distance from the nearest residential receptors for the proposed use. To put this in context, the "light into windows" measured as  $E_v$  (vertical illuminance in Lux) should not exceed as before curfew level appropriate to the Environmental Zone to which the location is appropriate to, as defined by the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light GN01 2011. In this instance the site is deemed to be E2: Low district brightness area e.g. village or relatively dark outer suburban locations. It is considered that the indicative 2 Lux iso-contour shows satisfactory levels of vertical illuminance will be achieved by the proposed floodlighting scheme. This does not include the addition of optivisors to each of the eastern lights to reduce the overspill and the 2.5m high earth bund around the eastern edge between the AGP and the nearest residential properties.

In terms of hours of use of the pitch, separate winter and summer operating times are recommended. It is suggested that during winter months the pitch closes at 21:00 hours (Monday to Friday) rather than 22:00 hours to protect the amenities of nearby residential properties. Suitable lighting controls should also be conditioned such that the lighting is automatically switched off at the approved curfew time. An automatic control system should be developed which;

- ensures the curfew time will be met
- provides safe egress from the pitch
- gives authorised persons selection of the operating levels

A condition is recommended which requires submission of a management scheme to achieve these objectives;

#### Condition

Prior to first use a scheme setting out how the pitch lighting will be managed so as to ensure the living conditions of the nearby residents is not impaired, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of regular maintenance and a regime to ensure that the agreed hours of use are observed. The scheme shall include such combination of physical and administrative measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To protect the amenities of nearby residential properties.

#### Noise

An environmental noise report has been carried out by Acoustics Consultants Ltd dated July 2014 (ref: 5803/DO/pw). A noise modelling exercise was carried out based on measurements of noise levels at nine sports sessions on four separate AGP pitches. The measured noise data were then used to generate a noise map of the site to predict the noise level at nearby noise sensitive residential properties. Figure 3 of the report shows the predicted noise level from the proposed AGP at nearby residential properties to be 48dB LAeq,1hr free field level in the rear gardens and rear facade of the most exposed residential properties would be 51dB LAeq,1hr. The predicted level in the garden is within the requirements of table 2 in section 5 of the Council's SPD on noise. Although the indoor levels with the window open would be 36dB (this is 1dB higher than the requirements of table 2 of the noise SPD), this is considered to be acceptable.

One concern however about the noise report is that no background survey of the area was undertaken as part of this assessment. It is recommended that a background noise survey is undertaken especially in the evening and Sunday period to support the noise modelling.

The construction time informative should be added to any consent granted.

#### HIGHWAY ENGINEER

From reviewing the additional information provided and the Design and Access Statement, concerns are raised in relation to the operation of the facility, particularly how the demand for parking associated with visitors to the site will be accommodated and managed. In addition, it is noted that the site already provides in/outdoor sports facilities for the school and other external user groups, and the proposed ATP will clearly intensify the use at the site. As a result, without a formal assessment of the highway and transport impacts associated with the proposals, the development cannot be supported.

#### FLOOD AND WATER MANAGEMENT SPECIALIST

To ensure the proposals do not increase the surface water runoff from the site the standard sustainable water management 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:

- 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.

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).

#### ACCESS OFFICER

No objection.

### **7. MAIN PLANNING ISSUES**

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

Policy R10 of the Council's Local Plan: Part 2, seeks to encourage the provision of enhanced educational facilities across the borough. London Plan policy 3.18 also seeks to support development proposals which enhance education and skills provision including new schools and the expansion of existing facilities. Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states that "the Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities" and it clearly emphasises that there should be a presumption in favour of the development of schools.

Paragraph 72 of the National Planning Policy Framework (NPPF) reiterates the objectives set out in the DCLG Policy Statement and confirms that great weight should be given to the need to create, expand or alter schools.

Notwithstanding the above, it should be noted that the emphasis of those policies, and in particular the DCLG policy statement and NPPF, is nevertheless on the provision of additional school places. The proposal would not lead to an increase in pupil numbers at the site and, from the information provided, nor is it essential to enable the school to provide a high quality PE curriculum. Accordingly, it is difficult to see how as much weight could be given to this scheme in terms of meeting those policy objectives as might otherwise be the case.

In terms of sports provision, Local Plan: Part 2 policy R4 seeks to resist proposals which involve the loss of land used for recreational open space, including school playing fields. London Plan Policy 3.19 states that "development proposals that increase or enhance the provision of sports and recreation facilities will be supported" and "proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted." It goes on to say:

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

The NPPF states that sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Whilst the sporting benefits of providing an astro turf pitch are acknowledged, particularly for use during winter months, its provision would nevertheless result in a loss of playing field. In their consultation response Sport England note that the playing field has, in the past, been marked out to provide two full sized rugby pitches, two full sized football pitches and two 20 grid training squares. The provision of the ATP would inevitably mean that there would be a loss of usable grass playing field and therefore, potential pitches.

Sport England have therefore advised that, whilst they consider the scheme to have significant scope to comply with current policy relating to playing fields, in the absence of further information to show how the site could be marked out with pitches should planning permission be granted, the benefits of the artificial pitch cannot easily be weighed up against the loss of the grass provision. Their request for additional information in this regard has been forwarded to the applicant but the additional information requested has not been forthcoming.

Notwithstanding this, from the existing rugby and football pitch sizes shown on the plans provided, and assuming that the entire playing field comprises usable space, it would appear likely that the remaining land could be configured to potentially still accommodate up to three pitches (2 x rugby and 1 x football or 2 x football and 1 x rugby) and also possibly some training grids. If this is the case, with the provision of the ATP, there would in fact be no loss in the total number of pitches which could be provided at the site, albeit that a different configuration would be needed.

Furthermore, historically Sport England have attached such significant weight to the sporting benefits of all weather pitches which can provide year round community sports use, that these have been viewed as sufficient to overcome loss of playing field at several other schools in the borough. In the absence of any stronger support from Sport England on the matter it is not therefore considered that the loss of playing field would be so detrimental to the sporting potential of the site that refusal could be justified on these grounds.

The site does not fall within the Green Belt and has no other specific designations which would preclude development. Accordingly, in view of the above, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria. Given the nature of the proposal it will be particularly important that issues relating to noise, lighting, traffic, visual impact and residential amenity are fully addressed.

**7.02 Density of the proposed development**

Not applicable to this type of development.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, Areas of Special Local Character or Listed Buildings within the vicinity.

**7.04 Airport safeguarding**

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

**7.05 Impact on the green belt**

The site does not fall within the Green and nor is it bounded by Green Belt land on any side. The nearest area of Green Belt is located over 65m away to the east at Joel Street Farm. However, very limited views of the proposed ATP would be available from here due to screening provided by residential properties in Joel Street. Accordingly, the proposal would have extremely limited impact on the openness and visual amenity of the nearest area of Green Belt land.

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

Haydon School falls within a largely residential area, typically characterised by two-storey semi-detached and terraced properties. The school site itself is characterised by several large scale buildings located in its north west corner, which range in height from single-storey to three-storeys and by a large expanse of playing field to the east and south of the buildings.

The site levels change significantly across the surrounding area with Norwich Road to the north being on higher ground than Joel Street to the east and areas to the south. This is reflected in the lay of the playing fields, with the land sloping away from the school buildings to the east and south.

To provide a level playing surface the proposed ATP would be cut into the existing playing field and the land regraded. The submitted plans indicate that the north west corner of the playing pitch, where land levels are highest, would be provided at approximately 3m below existing adjacent levels and that at its south east corner, where levels are at its lowest, the land would be filled so that the pitch would be approximately 2.4m above existing ground levels. When taking into account the proposed 4.5m high (as measured from pitch level) ball stop fencing, the facility would in effect be approximately 7m high from immediately adjacent land to the east, and more than 8.5m high as the land falls towards the south and east close to the boundary.

The proposed grass bund which would be provided around a part of the ATP would measure 2m high from the surface level of the pitch, and would screen the lower parts of the proposed facility and fencing. However, due to the fall in levels, when viewed from the east, it would actually range in height from between 3.7m in the north east corner to approximately 4.5m in the south east corner. As mentioned above, this would appear higher when viewed from the boundary where levels fall further.

It is proposed to provide eight 15m high floodlights to serve the pitch, four along its east boundary and four along its west boundary. It is assumed these would be measured from pitch level. Accordingly, in the worst case, some of those along the eastern boundary would, in effect, be seen as 17.5m high from existing adjacent land levels and, as the land falls away to the south and east, they would appear to be much taller.

Notably, no cross-sections have been provided to show the true visual impact the development would have, but based on the information provided, it is considered that the proposed bund would appear as an artificial and alien feature in this location.

It is considered that the facility, including the grass bund, high fencing and floodlights, would appear as an overly oppressive and dominant feature which would be detrimental to the visual amenities of the school site and totally out of keeping with the character and appearance of the surrounding area. The proposal fails to comply with the objectives of current Local Plan, London Plan and NPPF policies relating to visual amenity and a recommendation for refusal is proposed on this basis.

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

The nearest residential properties, located in Joel Street, would be located approximately 50m from the nearest part of the proposed pitch and approximately 30m from the edge of the nearest part of the earth bund. This far exceeds guidance in the Council's Supplementary Planning Document on Residential Layouts relating to overlooking and overshadowing and, accordingly, it is not considered that the proposal would result in such a loss of privacy or light to the nearest residential properties that refusal could be justified on these grounds.

Notwithstanding this, the properties in Joel Street, which back immediately onto the school's grounds, are on significantly lower ground than much of the school site. Detailed levels have not been provided along the boundary or for the residential properties but from the plans provided it can be seen that there is a level drop of up to approximately 2m between the application site and the boundary in parts along the eastern boundary. As such, despite the distance between the application site and the nearest properties, it is nevertheless considered that due to its height (including that of the floodlights), bulk and mass, which is added to by the earth bund, that the facility would be seen as an overly dominant feature, which would result in such a loss of outlook that it would be unacceptably detrimental to residential amenity.

With regards to the floodlighting, despite its height, evidence has been provided to show that overspill into adjoining residential properties and their gardens can be provided within acceptable limits and it is noted that officers within the Council's Environmental Protection Unit have therefore raised no objections on these grounds. However, notwithstanding this, the lighting would nevertheless still be clearly visible from all surrounding properties and given the proposed late hours of use until as late as 10pm six days a week, it is considered that this would nevertheless add to the obtrusive impact of the facility such that it would have an unacceptable impact on residential amenity.

It is considered that the proposals would be contrary to the aims of policies BE19, BE21 and OE1 of the Local Plan Part 2 and a reason for refusal is recommended on these grounds.

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

Not applicable to this type of development.

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

No Transport Statement has been provided with the application. However, the applicant has advised that the school would use the pitch for curricular and extracurricular activities in the daytime until 6pm and thereafter it would be used predominantly by rugby teams, with some football. It is anticipated that most users will travel by car and the school's existing 136 space car park will be made available to users of the facility. It is not anticipated that buses or coaches would be used for any events associated with the pitch. No further information has been provided.

It is noted that various facilities at the school, including existing indoor and outdoor sports facilities, are already let out at evenings and weekends and it is unclear how well used the car park is at these times. It is acknowledged that surrounding roads are often heavily parked and congested and residents concerns in this regard are noted. The Council's Highway Engineer has raised concerns in relation to how the demand for parking associated with visitors to the site will be accommodated and managed, particularly given the potential conflicting demand for parking from different users and likely intensification of use at the site as a result of the ATP. Accordingly, in the absence of a formal assessment of the highway and transport impacts associated with the proposals, the Highway Engineer has advised that the development cannot be supported on highway grounds and a reason for refusal is therefore recommended on these grounds.

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

##### **-Urban Design**

The design issues have been addressed in parts 7.07 and 7.08 of the report. It is considered that, due to the change in levels across the site, that the size, scale, height and design of the proposed facility, including the floodlights and the grass bund, would have an unacceptable impact on the visual amenities of the school site and the surrounding area, particularly when viewed from the east and south.

##### **- Security**

The Metropolitan Police Designing Out Crime Officer has advised that, whilst careful consideration needs to be given to boundary treatments to ensure a secure site can be provided, no objections are raised subject to the standard secure by design condition being attached if planning permission is granted.

#### **7.12 Disabled access**

The applicant's Design and Access Statement confirms that the development would fully comply with the requirements of the Disability Discrimination Act and Sport England's Technical Guidance Notes to include 'Access for Disabled People 2002.' The Council's Access Officer has confirmed that the details submitted are acceptable.

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

Not applicable to this type of development.

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

The school site is generally quite exposed with little tree cover or soft landscape to screen views from the surrounding residential properties of Joel Street, Norwich Road and Wiltshire Lane. However, it is noted that there are a number of young specimen trees planted at either end of the building complex, in addition to two good quality middle aged trees, which aren't shown on the plans and which would need to be removed to accommodate the development. This is very undesirable given the generally limited planting across the site and ideally the proposal should seek to retain the two best quality trees and to provide additional planting.

The Council's Trees/Landscape Officer has raised considerable concern over the provision of the proposed bund and has advised that it is very unlikely that it would appear



natural or aesthetically pleasing.

As discussed elsewhere in this report, the change in existing site levels across the site is considerable, with an approximate 6m fall across the width of the proposed pitch. Accordingly, the pitch will be significantly above the surrounding ground levels in the south-east corner. It is likely that some substantial earthworks and ground modelling, involving terracing and embankments (on all sides) will be required to accommodate the ATP on this site. However, insufficient information has been provided to allow a full assessment of the true visual impact of this.

It is considered that the application fails to address how the effects of the change of levels across the site will affect the installation of the ATP, so that it can be satisfactorily accommodated and its visual impact on the school site and surrounding area, including from the nearest residential properties, can be fully assessed. Notably, despite requests for further information only a more detailed topographical survey was provided, which fails to demonstrate the full impact of the development.

Notably, the Council's Trees/Landscape Officer has objected to the proposals on the basis of the above and in the absence of more detailed information and a reason for refusal is recommended on these grounds.

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

No details relating to refuse storage have been provided. However, notably the school ultimately has discretion over which waste management methods are used on site and it is assumed that existing facilities would be used.

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

Policy 5.1 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible. However, notwithstanding this, given the nature of the proposed scheme, this is not considered a feasible requirement in this instance.

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

The site does not fall within a flood zone and no issues relating to flooding on the school site have been identified, although it is noted that resident's have raised concerns over flooding in their gardens downstream of the school.

London Plan policy 5.14 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In this instance the applicant has advised that a permeable surface would be provided to the pitch, which would have an underlying stone sub base acting as an attenuation/storage area for surface water. The stone base would act as a soakaway system with water dissipating through the underlying formation level. A perforated drainage system would also be provided beneath the pitch base, which would connect to the existing surface water drainage system.

The Council's Flood and Water Management Officer has confirmed that the details submitted at this stage are acceptable and has, accordingly, raised no objections on flooding or drainage grounds, subject to the imposition of the standard surface water drainage condition should planning permission be granted.

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

- Noise

The provision of an all weather pitch in this location is likely to lead to a significant

intensification of the use of this part of the school site and a Noise Report has been submitted in support of the application. This demonstrates that, with the provision of the bund, which would help to mitigate against noise impact, that noise levels would just be within acceptable limits at the nearest residential receptors. Notably, officers in the Council's Environmental Protection Unit have raised no objections on noise grounds, although they have advised that should the bund be removed then noise impacts would need to be reconsidered.

- Air Quality

The site does not fall within an Air Quality Management Area and, whilst no Transport Statement or Assessment has been provided, it is considered very unlikely that the proposals would lead to such a significant increase in vehicle trips to/from the site that it would have an unacceptable impact on local air quality levels. Notably, officers in the Council's Environmental Protection Unit have raised no concerns in this regard.

## **7.19 Comments on Public Consultations**

Numerous issues were raised in the letters of objection from residents.

The issues raised by points (ii), (iii), (iv), (v), (vii), (ix), (x), (xi), (xii), (xiii), (xiv), (xv), (xvi), (xvii), (xix), (xx), (xxviii), (xxix), (xxx), (xxxi), (xxxiv), (xxxv), (xxxviii), and (xxxix) which predominantly raise concerns over light and noise pollution, traffic, flooding, impact on residential amenity and loss of existing sports facilities/playing field, have been addressed in the report.

Point (i) states that details relating to the location of the pitch should be provided. The location of the proposed pitch is clearly shown on the submitted plans which have been available for viewing on the Council's website or at the Civic Centre throughout the application process.

Point (vii) raises concerns over the visual impact of the sports hall. The sports hall is not a material consideration in the determination of this application.

Point (viii) raises concerns over the impact of the development of wildlife and ecology. Given the built up nature of the surrounding area and heavily maintained nature of the playing fields, the site is not considered to have a high ecological value such that refusal could be justified on these grounds.

Point (xviii) raises concerns over increased antisocial behaviour in terms of swearing, shouting, litter, etc. The grass bund would help to mitigate noise from the site and the applicant's Design and Access Statement confirms that users would be required to comply with a code of conduct which specifically refers to use of excessive noise or foul language. Accordingly, refusal could not be justified on these grounds.

Point (xxi) raises concerns over disturbance and disruption during construction, including from contractor's vehicles. The applicant would be required to comply with relevant Environmental Health legislation in this regard and if planning permission was granted conditions could be attached to ensure traffic associated with construction was properly managed.

Point (xxii) suggests the development would devalue property. This is not a material planning consideration.

Points (xxiii), (xxiv), (xxxii), (xxxiii) and (xxxvii) question the need for the development,

suggesting that there are alternative facilities within the locality. The proposal complies with current planning policy relating to enhancement of school facilities and sports provision and, as such, there are no grounds to request further justification of the need in this location. Refusal could not be justified on these grounds.

Point (xxv) suggests that this would prevent any future expansion of the school to meet any future increased pupil demand. Any future applications for expansion would need to be assessed on their own merits and refusal cannot be justified on these grounds.

Point (xxvi) suggests that if approved this would set a precedent for recent applications for a cemetery and additional pitches at other sites in the locality. Every application must be assessed on its own merits and refusal cannot be justified on these grounds.

Point (xxvii) suggests that the scheme should be refused even although some nearby properties are Council owned. All objections are given equal consideration regardless of tenure.

Point (xxxvi) suggests that Haydon's expansion programme has grown beyond control and no more development should be allowed. Each application must be assessed on its own merits and, in this instance, refusal cannot be justified on these grounds.

Point (xl) suggests that residents were shown different plans at pre-application stage by the school. Any consultation carried out by the school is voluntary and the Local Planning Authority has no control over what information is conveyed to residents by the applicant, particularly prior to submission of a formal application.

Point (xli) suggests that the school has rescinded its offer to make its playing fields available to local children. This is outside the control of the Local Planning Authority and refusal cannot be justified on these grounds. It is noted however, that the school intends to make the facility available to local community groups.

Point (xlii) suggests that the school should make Joel Street their main entrance. No alterations to the schools access arrangements are proposed as part of this application.

Point (xliv) suggests that the pitch will be made from recycled tyres which are toxic and harmful to the environment. A standard 3G surface would be used for the pitch, similar to that used at numerous facilities across the country. The Council has no reason to believe that it would be harmful to users or the environment.

With the exception of point (i), the issues raised by Northwood Residents' Association have been addressed above and in the report. Point (i) suggests that insufficient consultation has been carried out by the school and Council. Any consultation carried out by the school is voluntary and not under the control of the Local Planning Authority. The Council's consultation complies with statutory requirements.

The concerns raised by the petition have been addressed above and in the report.

#### **7.20 Planning obligations**

Not applicable to this development. As the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

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

None.

## **7.22 Other Issues**

None.

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

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

Whilst, the proposal would generally comply with current planning policies which seek to enhance educational and sports facilities, significant concern is raised over the likely visual impact of the proposal, particularly given the significant change in levels across the site.

Furthermore, whilst limited additional details were provided on request, insufficient information has been provided to demonstrate that the proposals would not have an unacceptable impact on the local highway network.

Based on the information provided, it is considered that the development would have an unacceptable impact on the character and appearance of the surrounding area, detrimental to both visual and residential amenity. Concerns are also raised over the potential impact the development could have on the local highway network due increased traffic and parking demand.

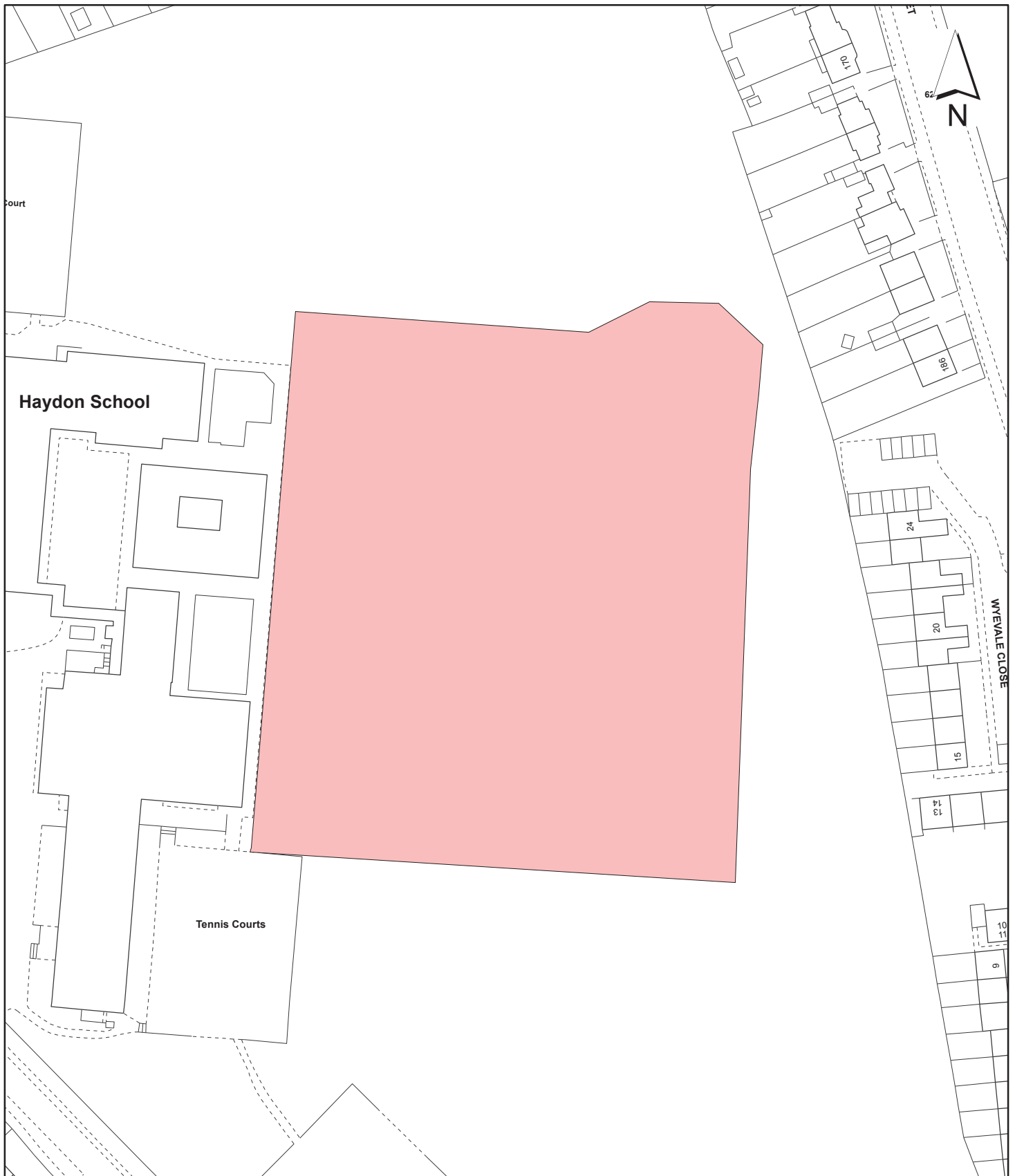
The proposal fails to comply with current Local Plan and London Plan policies relating to visual amenity, residential amenity and traffic impact and, accordingly, refusal is recommended.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Haydon School  
 Wiltshire Lane  
 Eastcote  
 Pinner**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**9556/APP/2014/3306**

Scale

**1:1,250**

Planning Committee

**Major Page 32**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** BUILDING B5,4 ROUNDWOOD AVENUE STOCKLEY PARK

**Development:** Extensions, refurbishment, and alterations, including re-cladding, to existing office building, together with associated works, including landscaping and alterations to car parking.

**LBH Ref Nos:** 37205/APP/2014/3056

**Drawing Nos:** 066267-L001-Landscape Statemen  
066267-L002-Planning Policy Research  
066267-L201 Masterplan- Rev A nn  
066267-L202 Tree Protection Plan Rev A  
066267-L505-Typical Planting Palette email  
066267\_050\_000\_ESF  
066267\_050\_00\_EP  
066267\_050\_01\_EP  
066267\_050\_02\_EP  
066267\_050\_03\_EP  
066267\_050\_05\_EE  
066267\_050\_06\_EE  
066267\_050\_10\_ES  
066267\_051\_000\_PSF  
066267\_051\_00\_PP  
066267\_051\_01\_PP  
066267\_051\_02\_PP  
066267\_051\_03\_PP  
066267\_051\_04\_PP  
066267\_051\_05\_PE  
066267\_051\_06\_PE  
066267\_051\_11\_PS  
066267\_051\_15\_PD  
066267\_051\_16\_PD  
066267\_051\_17\_PD  
13573-TOPO-1  
13573-TOPO-2  
20455.PNA1  
3671-4RW-Rep-EnerStrat-Iss 2-08-14  
4 Roundwood Avenue Stockley Park-TCP-August2014  
4 Roundwood Avenue Stockley Park-TCP-August2014  
Covering Letter  
Rec Works  
Survey Schedule  
cil\_questions

**Date Plans Received:** 26/08/2014

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

**Date Application Valid:** 25/09/2014

### 1. SUMMARY

The application seeks planning permission for the refurbishment, alteration and extension of the three storey office building (Use Class B1) including associated parking and

landscaping in Stockley Park Business Park.

It is considered that the proposed development of office accommodation is acceptable in principle in the Business Park location. It is appropriately designed within the context of the area and adjacent green belt and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended subject to the completion of a S106 Legal Agreement.

## **2. RECOMMENDATION**

**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) Travel Plan: the Stockley Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/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 31st December 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 enter into a Travel Plan. The proposal therefore conflicts with Policy AM7 and R17 of the adopted Local Plan and the Council's 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

066267-L201 Masterplan- Rev A nm  
066267-L202 Tree Protection Plan Rev A  
066267-L505-Typical Planting Palette email  
066267\_050\_000\_ESP  
066267\_050\_00\_EP  
066267\_050\_01\_EP  
066267\_050\_02\_EP  
066267\_050\_03\_EP  
066267\_050\_05\_EE  
066267\_050\_06\_EE  
066267\_050\_10\_ES  
066267\_051\_000\_PSP  
066267\_051\_00\_PP  
066267\_051\_01\_PP  
066267\_051\_02\_PP  
066267\_051\_03\_PP  
066267\_051\_04\_PP  
066267\_051\_05\_PE  
066267\_051\_06\_PE  
066267\_051\_11\_PS  
066267\_051\_15\_PD  
066267\_051\_16\_PD  
066267\_051\_17\_PD  
13573-TOPO-1  
13573-TOPO-2  
20455.PNA1

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 COM7 Materials (Submission)**

The proposed cladding and external surfaces shall not be installed/implemented 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)

**4 COM8 Tree Protection**

The development shall be carried out in accordance with the tree protection plan (ref: 066267-L202 Rev A) unless otherwise agreed in writing with the local planning authority.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**5 COM9 Landscaping (car parking & refuse/cycle storage)**

The development shall not be occupied 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 - covered and secured
  - 2.b Cycle Storage - covered and secured
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all 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 surfing/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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies

5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

**6 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.

**7 COM15 Sustainable Water Management**

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

**REASON**

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

Plan (July 2011) Policy 5.12.

**8 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:

BREAAM Planning Pre-Assessment Report - Issue 1 August 2014

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

**REASON**

To ensure that the development complies with the objectives of Policy 5.7 of the London Plan July 2011.

**9 DIS2 Access to Buildings for People with Disabilities**

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

**REASON**

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**10 COM31 Secured by Design**

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

**REASON**

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

**INFORMATIVES**

**1 I1 Building to Approved Drawing**

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

**2 I14C Compliance with Building Regulations Access to and use of**

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

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

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

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

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

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

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

### **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.

#### **4 149 Secured by Design**

The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).

You are advised to submit details to overcome the specified security need(s) in order to comply with condition X of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

#### **5 152 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).

#### **6 153 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.

LPP 2.17	(2011) Strategic Industrial Locations
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
NPPF	National Planning Policy Framework
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy

LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

## **7 158 Opportunities for Work Experience**

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

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

## **8 160 Cranes**

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

### **3. CONSIDERATIONS**

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

The site is located within the original phase of the Stockley Business Park on the eastern side of Roundwood Avenue. Stockley Pines Golf Club is located immediately adjacent to the east.

The site currently contains a three storey office building constructed in approximately 1989. The building was designed by Peter Foggo Associates is square in form but features a large imposing four storey entrance structure. The car parking area to the front of the building is landscaped with trees and hedges.

The surrounding area of the business park features a number of large office and headquarters buildings with landscaped grounds both within and surrounding the site.

#### **3.2 Proposed Scheme**

The application seeks planning permission for the refurbishment, alteration and extension of the three storey office building (Use Class B1) including associated parking and landscaping in Stockley Park Business Park.

The proposal will involve the substantial refurbishment of the existing building with an

extension to the front to provide a total of 15,144sqm of office accommodation. New cladding will be installed using contemporary materials with the creation of a new entrance structure at the front.

The existing entrance to the site will remain from Roundwood Avenue along with the existing 412. car parking spaces. Five spaces will be dedicated disabled parking bays and a purpose built cycle storage facility for 60 cycles will be erected to the north of the building.

### 3.3 Relevant Planning History

- 37205/88/2337 Building B5,4 Roundwood Avenue Stockley Park  
Erect of bldg B5.Res Mats in compliance with Cond 3 of p/p:27951B/81/1955 dated 20.12.84  
**Decision:** 22-02-1989 Approved
- 37205/APP/2000/1547 4 Roundwood Avenue Stockley Park  
CREATION OF AN ADDITIONAL 51 CAR PARKING SPACES IN FRONT OF EXISTING BUILDING  
**Decision:** 09-09-2004 NFA **Appeal:** 12-02-2002 Withdrawn
- 37205/APP/2001/528 4 Roundwood Avenue Stockley Park  
PROVISION OF AN ADDITIONAL 51 CAR PARKING SPACES AT THE EXPENSE OF SOFT AND HARD LANDSCAPING  
**Decision:** 01-11-2004 NFA
- 37205/APP/2001/676 4 Roundwood Avenue Stockley Park  
ERECTION OF A 10 METRE HIGH FLAGPOLE  
**Decision:** 14-06-2001 Approved
- 37205/E/90/0475 4 Roundwood Avenue Stockley Park  
Installation of a satellite dish on roof of building  
**Decision:** 19-10-1990 Approved
- 37205/L/95/1789 Building B5,4 Roundwood Avenue Stockley Park  
Installation of satellite dish to roof  
**Decision:** 22-01-1996 ALT

#### Comment on Relevant Planning History

The relevant planning history for the site is listed above.

### 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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

### Part 2 Policies:

- LPP 2.17 (2011) Strategic Industrial Locations
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **27th October 2014**
- 5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 29 owner/occupiers on 2nd October 2014. The application was also advertised by way of site and press notices. No letters of objection have been received.

#### GREATER LONDON AUTHORITY

I have assessed the details of the application with proposes to extend, refurbish and alter the office building at the above stated site, and have concluded that while it does not raise any substantive strategic planning concerns, the observations and recommendations provided below from Transport for London should be considered by the Borough in assessing this case:

- TfL welcomes the proposal does not increase car parking provision, which is 412 spaces as current. Though, it does note that only five parking bays will be equipped with electric vehicle charging points (EVCP), along with a further five with passive provision. TfL recommends that EVCP provision should be increased to achieve the London Plan standards of 20% with a further 10% passive provision. It also recommends that the proportion of disabled parking bays should be further increased to 10% in line with Hillingdon's UDP standards.
- TfL welcomes the proposed provision of 60 cycle parking spaces; these facilities should be covered and secured; and shower and changing facilities should also be provided to facilitate employees commuting by bikes.
- TfL welcomes that the existing travel plan for Stockley Park will be updated to include the proposed development.
- TfL recommends that a construction logistics plan (CLP) and delivery & servicing plan (DSP) should be produced and implemented to rationalise activities, and these should be secured by Hillingdon Council by conditions.
- In accordance with London Plan Policy 8.3 the Mayoral Community Infrastructure Levy (CIL) came into effect on 1 April 2012. All new developments that create 100sqm or more additional floor-space are liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floor space in the London Borough of Hillingdon.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Corporation may therefore proceed to determine it without further reference to the GLA.

#### ENVIRONMENT AGENCY

Thank you for consulting us on the above application. We will not be providing specific advice on controlled waters for this site as it does not appear that the proposed extensions are directly above the historic landfill. It is recommended that the requirements of the National Planning Policy Framework are still followed.

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

## HEATHROW AIRPORT LIMITED

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation: Landscaping The development is close to the airport and the landscaping which is includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>)

### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues'

### Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

No objection

FLOODWATER MANAGEMENT OFFICER:

No objections subject to Sustainable Urban Drainage condition

SECTION 106 OFFICER

i) Travel Plan: the Stockely Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.

ACCESS OFFICER:

No objection raised.

HIGHWAYS:

The proposal is for the refurbishment of the existing 12,457 sq m GIA office development and the construction of 2687 sq m GIA net additional B1 office.

The two way additional vehicular trip generation predictions based on TRAVL outputs are 29 during the AM peak hour and 31 during the PM peak. This level of additional trips during the peak hours is not considered to have a significant impact on the peak hour highway network flows.

The existing 412 car parking spaces are being retained and no additional spaces are to be provided. An additional floor area of 2687 sq m would warrant a maximum of 27 additional car parking spaces in accordance with current LBH standards. Similarly under current standards the existing floor area would attract a maximum of 125 spaces. As there is currently an over provision no additional spaces are required.

The additional floor area would require 3 additional disabled bays. There are currently 5 and 3 standard bays would be converted to provide the additional 3 disabled bays. There is currently no dedicated parking for motor cycles and 10 new ones are being provided. Our standards require 1 motor cycle parking for every 20 car spaces. The additional floor area would require no more than 2 motor cycle spaces. LBH standards require a minimum of 54 cycle spaces for the additional floor area. 60 are being proposed.

Subject to the development signing up to a reviewed Stockley Park Travel Plan, under a Section 106, and with satisfactory measures that ensure compliance with the reviewed travel plan, no objections are raised on highway grounds.

#### TREES AND LANDSCAPE:

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.

No objection, subject to conditions COM7 (external works), COM8, COM9 (parts 1,2,4,5, and 6) and COM10.

#### WASTE STRATEGY:

Waste containment is shown and is acceptable.

### **7. MAIN PLANNING ISSUES**

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

The application site is located within the Stockley Park business park which is designated as an Industrial and Business Area (IBA) in the UDP and includes a number of office buildings. The proposals includes the substantial refurbishment of the existing building together with extension, external cladding and landscaping.

Policy BE2 of the UDP states that IBAs are designated for business, industrial and warehousing purposes (Use Classes B1-B8). The proposed development will retain the site and refurbished building within the B1 use class and is therefore considered acceptable in principle subject to the assessment against other development plan policies.

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

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

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

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

#### **7.04 Airport safeguarding**

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

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

The application site and Stockley Park is surrounded by land designated as green belt with part of the Stockley Pines golf course immediately adjacent to the east.

Policy EM2 of the Local Plan states that any proposals for development in Green Belt will be

assessed against national and London Plan policies. Policy OL5 of the UDP states that proposals for development adjacent to the green belt will only be permitted when they would not injure the visual amenities of the green belt by reason of siting, materials, design, traffic or activities generated.

Policy 7.16 of the London Plan indicates that the strongest protection should be given to London's Green Belt in accordance with national guidance which is now set out in Chapter 9 of the NPPF.

While the application site is located outside of the designated green belt, development has the potential to impact on the openness characteristic of the green belt. The existing site is currently occupied by a large three storey office building. The proposed development will include the removal of the facade of the existing building, refurbishment and the construction of an extension to the front of the building. The overall scale of the proposed development in relation to adjoining and nearby green belt land is not considered to impact on the overall openness of the area and therefore considered acceptable with regards to Policy EM2 of the Local Plan, Policy OL5 of the UDP, Policy 7.16 of the London Plan and the NPPF.

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

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

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

The proposed development involves the refurbishment and extension of the existing building to provide a modern contemporary office building with central glazed atrium and entrance area. The proposed materials include a combination of clear glazing and curtain walling of bronze flat metal cladding panels for the main facade areas with layered passive shading elements.

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

Owing to the location within the Stockley Business Park, there are no residential properties adjacent or near to the site and therefore the proposed development is not considered to cause harm to any residential amenities.

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

Policies relating to living conditions relate to residential developments. As such, this is not relevant to the application.

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

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport

grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Policy AM7 of the UDP which states:

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

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

The proposal is for the refurbishment of the existing 12,457 sq m GIA office development and the construction of 2687 sq m GIA net additional B1 office. The submitted Transport Statement indicates that the two way additional vehicular trip generation predictions based on TRAVL outputs are 29 during the AM peak hour and 31 during the PM peak. This level of additional trips during the peak hours is not considered to have a significant impact on the peak hour highway network flows.

The existing 412 car parking spaces are being retained and no additional spaces are to be provided. An additional floor area of 2687 sq m would warrant a maximum of 27 additional car parking spaces in accordance with current LBH standards. Similarly under current standards the existing floor area would attract a maximum of 125 spaces. As there is currently an over provision no additional spaces are required.

The additional floor area would require 3 additional disabled bays. There are currently 5 and 3 standard bays would be converted to provide the additional 3 disabled bays. There is currently no dedicated parking for motor cycles and 10 new ones are being provided. Hillingdon standards require 1 motor cycle parking for every 20 car spaces. The additional floor area would require no more than 2 motor cycle spaces. Hillingdon standards require a minimum of 54 cycle spaces for the additional floor area and 60 are proposed. The level of parking provision is therefore considered acceptable.

In order to ensure sustainable transport measures are encouraged, the developer has agreed to sign up to a reviewed Stockley Park Travel Plan, under a Section 106 agreement

TfL have made recommendations on revisions to the proposed development which include the increasing of disabled parking bays and electric vehicle charging points (EVCP). The applicant has provided details in their transport statement that given the existing level of parking on site, the provision of disabled bays and is based on the number of parking spaces required by the net additional floorspace of the proposed development. This is considered acceptable in this regard.

TfL also recommend cycle use facilities such as showers and lockers. The applicant has shown that these are provided within the building.

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

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

#### **7.12 Disabled access**

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

The proposed office will be consistent with the London Plan and HDAS Accessibility policy standards including the provision of level access, lifts and disabled toilets and changing facilities on all floors.

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

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

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

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

The existing site contains a number of trees and soft landscaping elements. The applicant has submitted an arboricultural report together with landscaping proposals. A number of trees are to be retained but in order to ensure further soft landscaping measures are implemented a condition shall be attached requiring further details. The council's landscape officer raises no objection to the proposal subject to conditions.

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

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

A refuse and recycling storage area is proposed to the north of the building with suitable access for refuse vehicles. The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. The council's waste officer has been consulted and raises no objection on waste grounds. The scheme is therefore considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

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

Policy 5.7 of the London Plan and the London Sustainable Design and Construction SPG advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 35% above 2013 Building Regulations unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development. The application has been supported by an Energy Statement which demonstrates that the proposed development will meet the target of 40% and this will be conditioned to ensure compliance.

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

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

The site falls within flood zone 1 however as the site area is in excess of 1 hectare a flood risk assessment is required to ensure that the proposed development is not at significant

flood risk and does not lead to increased risk of flooding elsewhere.

London Plan policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run-off is controlled to ensure the development does not increase the risk of flooding. The scheme would utilise the existing drainage system on site while the wider Stockley Park Business Park includes a number ponds providing sustainable urban drainage. The proposed development will also not increase the level of impermeable hard standing on site.

The proposal is considered to comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

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

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

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

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

#### **7.20 Planning obligations**

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

The obligations sought are as follows:

1. Travel Plan: the Stockley Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £94,045.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £94,045.

#### **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**

None

### **10. CONCLUSION**

The proposed refurbishment and extension of the existing office building in Stockley Park is considered acceptable in principle.

The general size, height and massing of the proposed building is considered acceptable being similar the height and scale of the existing building. It is not considered that the development would have any detrimental impact on the street scene or upon the setting of the adjacent Green Belt land.

Given the existing large amount of parking on site, the modest increase in trips to and from the site from the proposed development are not considered to lead to further impacts on the local highway network while the development will also lead to an increase in the number of disabled parking pays together with sustainable measures including cycle storage, facilities and electric vehicle charging points.

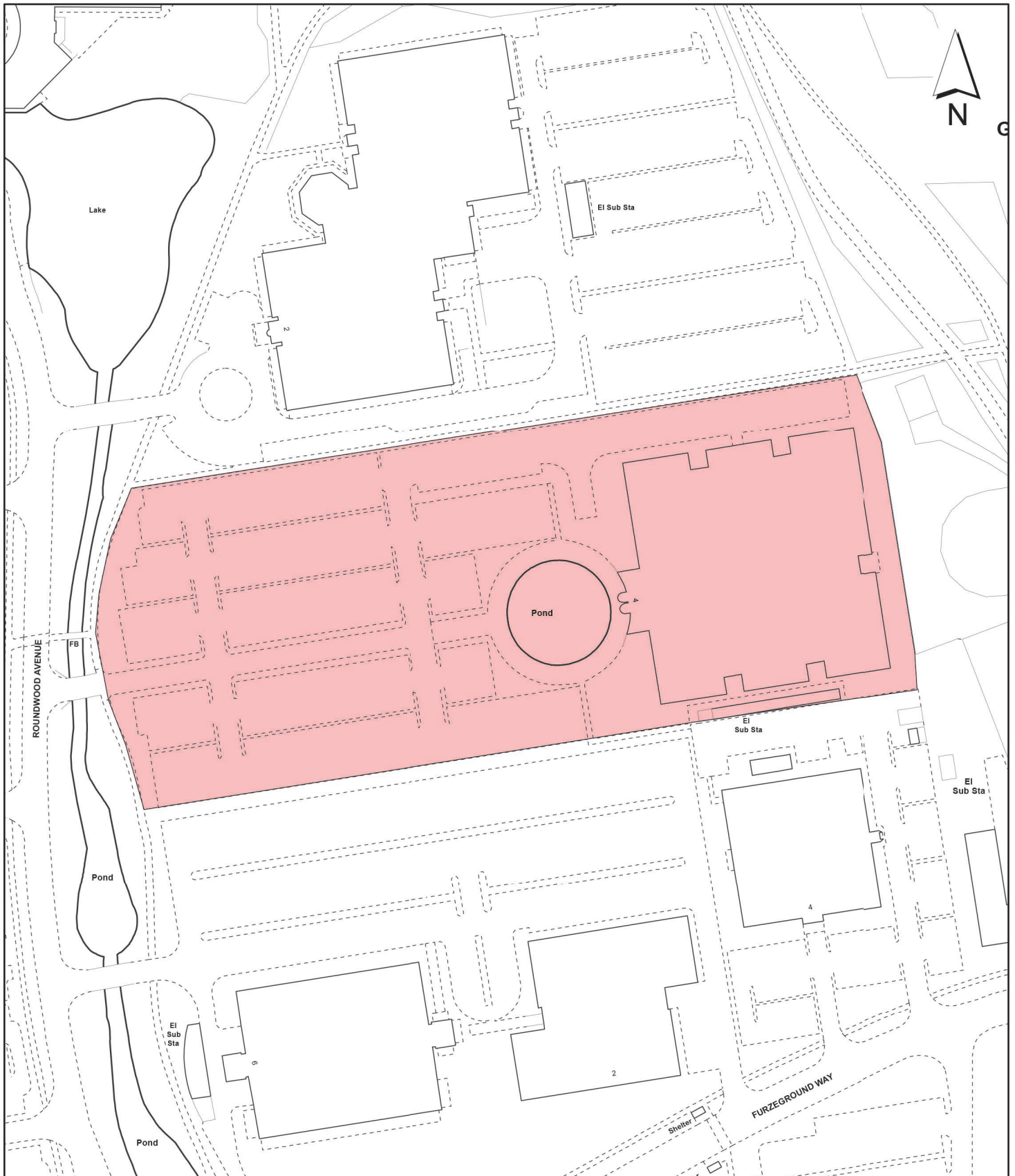
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
Revised Early Minor Alterations to the London Plan (October 2013)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layouts  
Hillingdon Supplementary Planning Document - Residential Extensions  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations July 2014  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Peter Higginbottom

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Building B5  
 4 Roundwood Avenue  
 Stockley Park**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**37205/APP/2014/3056**

Scale

**1:1,500**

Planning Committee

**Major Page 53**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON

**Development:** Erection of a temporary decked car park for a period of 5 years, together with 16 additional surface spaces and associated landscaping and enabling works.

**LBH Ref Nos:** 4058/APP/2014/2373

**Drawing Nos:** 1:1250 Location Plan  
14170/00 Rev. P5  
14170/01 Rev. P9  
14170/02 Rev. P6  
14170/10 Rev. P4  
14170/11 Rev. P2  
14170/12 Rev. P3  
Design & Access Statement  
Hillingdon Hospital Travel Plan (including Mount Vernon Hospita  
Planning Statement  
Transport Statement  
View 1 3D Visualisation  
View 2 3D Visualisation  
View 3 3D Aerial Visualisator  
Landscape Statement  
Air Quality Statement  
Trust's Suggested Heads of Terms dated 25 11 14

**Date Plans Received:** 07/07/2014 **Date(s) of Amendment(s):**

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

### 1. SUMMARY

The proposal is for a temporary, 1,980sqm decked car park providing 94 car parking spaces within the main public car park at Hillingdon Hospital. As part of the proposals, the surface car park below would be re-configured and extended into the adjoining grass verge. Overall, parking spaces on this part of the hospital site would increase from 390 to 479. As part of the scheme, visitor and staff parking would be segregated and served by existing accesses on Pield Heath Road and Royal Lane respectively. The visitor parking area would be barrier free at the Pield Heath Road entrance and controlled by an Automatic Number Plate Recognition system (ANPR) with parking tariffs being paid on exit.

The proposed deck and extension of the surface car park into the grassed verge would not be harmful to the visual amenities of the street scene. The loss of part of the grass verge and trees and landscaping would be mitigated by additional planting which has been conditioned. The parking deck would also be sufficiently sited away from surrounding residents so that their amenities are not adversely affected.

The Council's Highway Engineer, whilst not raising any objections to the the new car parking layout and parking management systems which will help alleviate problems of traffic queuing and congestion outside the hospital does raise the need for more to be done to curtail parking demand. A more robust travel plan would be put in place which

would be covered by a S106 Agreement. Additional disabled parking has also been covered by condition.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant temporary 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.**

**2. A revised Green Travel Plan for the Hospital Trust, based upon the Trust's suggested Heads of Terms dated 24/11/14**

**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 29th December 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 and revised Travel Plan would be undertaken/prepared 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 car parking deck, the subject of this permission, shall be removed from the site within 5 years from the date of this permission and the land shall be restored to a state which shall be agreed in writing by the Local Planning Authority.

**REASON**

To accord with the terms of the planning application, in accordance 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 14170/00 Rev. P5, 14170/01 Rev. P9, 14170/02 Rev. P6, 14170/10 Rev. P4, 14170/11 Rev. P2 and 14170/12 Rev. P3 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 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).

**4 RES9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments
  - 2.b Car Parking Layouts (including demonstration that 9 spaces are served by electrical charging points)
  - 2.c Hard Surfacing Materials
  - 2.d Other structures (such as barrier equipment and tariff machines)
  
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 surfing/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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **5 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **6 NONSC Non Standard Condition**

Notwithstanding the details shown on Drw. Nos. 14170/01 Rev. P9 and 14170/02 Rev. P6, prior to the commencement of works on site, revised plans shall be submitted to and approved by the LPA to show 9 blue badge spaces and 5 brown badge spaces.

#### REASON

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

#### **7 NONSC Non Standard Condition**

Prior to the commencement of works on site, details of any lighting scheme 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 which shall thereafter be permanently retained.

#### REASON

To safeguard the visual amenity of the area, in accordance with Policy OE1 of the



## 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
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.8	(2011) Outer London: Transport
LPP 3.2	(2011) Improving health and addressing health inequalities
LPP 3.17	(2011) Health and social care facilities
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.13	(2011) Sustainable drainage
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 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
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.
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.
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

### **3            I3                    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            I15                    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.

### **3. CONSIDERATIONS**

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

The 0.37 hectare site comprises part of the main Hillingdon Hospital surface car park located within the northern corner of the hospital site, adjacent to the roundabout junction of Pield Heath Road and Royal Lane. There are two small linear areas of landscaping within this part of the car park, one adjacent to the access road and one within the surface car park. To the east is the main access into the car park from the traffic lighted junction on Pield Heath Road which runs along the northern boundary of the site, separated by a wide grassed verge which extends to the back edge of the adjoining highway footpath and a bus stop shelter with the hospital's boundary within the verge marked by 0.5m high wooden post and rail fencing. There are a number of trees/ shrubs within the verge, including two large Oaks, one at each end of the verge, close to the road junctions. To the west, the site is set back by up to 13m from the hospital's Royal Lane boundary which is marked by a 4m - 5m high mixed hedgerow which thins and peters out towards the roundabout. To the south are hospital buildings and the surrounding car park.

The site forms part of an Air Quality Management Area.

#### **3.2 Proposed Scheme**

The proposal is for a temporary, approximately 1,980sqm decked car park providing 94 car parking spaces within the main public car park at Hillingdon Hospital. The surface car park layout beneath the proposed deck would be re-configured, including 16 spaces provided within the existing green verge. Overall, spaces within this part of the hospital site would increase from 390 to 479. The existing provision of 24 disabled visitor spaces would not be altered.

The deck would be approximately 3.9m high to the top of the hand rail with two external staircases, one at each end of its southern elevation and 'up' and 'down' ramps at the western and eastern ends of the structure respectively.

The new layout would allow staff and visitor spaces to be segregated, with the new deck, together with the re-configured and extended surface car park below providing a total of 288 visitor spaces, including the 24 disabled spaces which together with 6 existing drop-off spaces would be served by the existing adjoining access into the main car park from Pield Heath Road, which would now become the visitor's entrance/exit. The remaining 191 spaces along the southern part of the Royal Lane frontage would be for staff, with the existing northern access/exit point on Royal Lane utilised as the staff entrance/exit. The two car parking areas would be separated with a barrier.

The proposals involve a new pay on exit system which would be ticketless and controlled by an Automatic Number Plate Recognition system (ANPR). Visitor's cars would enter the main car park from Pield Heath Road via a barrier which would lift on entry and the ANPR would record the vehicle's details. Prior to exiting, the driver would go to a payment point, provide details of the vehicle and pay the relevant tariff enabling the car to exit the site.

In order to facilitate the new deck and parking management system, the 'out only' access

off Royal Lane would become an 'in and out' access for staff only. The main entrance would need relining and a new barrier system and appropriate signage informing visitors of their car park installed. In addition, a new cycle rack would be installed.

The key components of the new parking arrangements are:-

- Segregation of staff and visitor spaces
- Removal of the barrier to the existing main car park, allowing visitors to wait for spaces on site, rather than queue on Pield Heath Road
- Introduction of a pay on exit barrier system
- Legible clockwise internal circulation route for cars within the visitor car park
- Provision of a temporary decked car park to create a net increase of 94 on site parking spaces.
- Additional tree and shrub planting

The application is supported by the following documents:-

Design & Access Statement:

This provides an introduction to the report and describes the planning policy framework. Flood risk is considered and the report advises that the site is not located within an area at risk of flooding and there is no requirement for a Flood Risk Assessment to be submitted. Design issues and access is then considered and the report concludes that the scheme takes into account the constraints on site and will improve the overall operation of the hospital, helping to alleviate problems of vehicle queuing on Pield Heath Road.

Planning Statement:

This provides an introduction to the statement, describes the relevant planning history and briefly assesses relevant national, local and regional planning policy. The statement goes on to briefly describe what are considered to be the key planning issues, namely;- design, scale and appearance; impact on adjoining land uses; car parking/ transport; temporary nature of the proposals; landscaping and flooding and drainage before concluding that the temporary decked car park would enable the Trust to deliver high quality health care while alleviating the problems for visitors and staff who are unable to access the site. Furthermore, the proposal has been assessed against relevant material considerations, including relevant planning policies with which the proposal is considered to fully comply and as there will be no adverse impact in planning terms, permission should be granted.

Transport Statement:

This provides the background and briefly describes the proposals. In particular, it advises that currently, vehicles queue at the barriered main entrance as they seek to gain access to the main car park which extends along Pield Heath Road in both directions, which disrupts traffic and delays bus services and results in un-safe traffic movement with straight on westbound traffic utilising the right-turn only lane at the signals to by-pass the queuing traffic. It goes on to advise that the NHS remains under pressure to reduce costs and hospitals are subject to regular cost-reducing schemes which are now formally embedded in their Annual Financial Performance Management. This has resulted in a number of clinical initiatives to reduce the time a patient spends in hospital, with a compensatory increase in patient throughput to optimise hospital resources. As a result, more people are arriving at the hospital (308,716 in 2003/2004, increasing to 484,771 in 2013/2014) with a consequent increase in the demand for car parking.

The statement goes on to advise that a pay and display system which requires a barrier on entry has been found to be stressful for visitors and patients alike as it requires the driver to predict the length of time of stay which is typically underestimated and the person exposed to further unnecessary stress in trying to ensure there is sufficient time displayed on the parking ticket. Such a system is being phased out across the hospital. The statement advises that whilst the proposals for additional parking spaces are intended to remove queuing and congestion at the main entrance, the current trends in clinical procedures, the increase in parking provision may be taken up by anticipated growth in visitation to the hospital. With this in mind, the Trust will continue to develop its Travel Plan and a brief addendum to it is attached as an appendix to the statement.

#### Addendum to Workplace Travel Plan (2007):

This provides a schedule of initiatives/ updates that have been undertaken since the initial 2007 document was adopted. Recent key initiatives include the Mayor's Green Travel Award (2010), a car sharing event in early 2012, the introduction of a cycling scheme, where employees can buy a bike through their monthly salary which is tax free and annual bike days, the last event being held in July 2013.

#### Operational Justification for a Temporary Decked Car Park at Hillingdon Hospital:

This describes the scale and operation of The Hillingdon Hospitals NHS Foundation Trust which had a turnover of £199 million in 2013/2014 and employs over 2,500 staff and provides high quality healthcare to the residents of Hillingdon and increasingly to those living in surrounding areas. Services are provided from both Hillingdon and Mount Vernon Hospitals, although it is the Hillingdon Hospital site which provides the majority of these services as it is the only acute hospital in Hillingdon with a busy Accident and Emergency, inpatients, day surgery and outpatient clinics. The Trust is constructing the new AMU building that will enable the redesign of the emergency care services following £12.4m funding from the Department of Health.

An approved outline strategy, 'Shaping a Healthier Future' proposes changes to health service delivery in North West London in order to improve quality, cope with rising demand and ensure health services are affordable. If these plans are successful, the number of major hospitals in this part of London would reduce, thus raising the profile of Hillingdon Hospital which is identified as a major acute hospital and a fixed point in the overall plans with its greater use anticipated.

Funding from the Department of Health has also been received to invest in emergency and maternity care services.

Currently pay on exit systems are operated in the main car park and maternity car park and pay and display systems are used elsewhere on the site. The current barrier system at the main car park impacts on the queuing on Field Heath Road as it only raises when spaces are available. With the new ANPR system, the barrier will lift on entry, enabling cars to enter the site more quickly. The Trust has considered raising the barrier on the current system as a way of reducing queues but past experience has shown that this moves the problem of anti-social behaviour and congestion onto the hospital site with a rise in altercations between drivers which the Trust's security team has had to defuse.

The staff car park is manageable due to the current staff parking permit system where staff that meet the Trust's parking policy criteria have a parking permit. There would be no barrier entry to this car park and appropriate signage, staff parking permits and monitoring

by UKPC will ensure it is used appropriately.

Feedback from patient and user groups indicates that insufficient car parking and traffic congestion is a source of aggravation and distress which has led to patients missing appointments and experiencing delays in getting to the site. We also have had concerns raised by local residents about the effects on them of traffic congestion due to parking difficulties and they would welcome additional on-site spaces. The proposed deck car park will provide much needed additional car parking spaces. Segregating staff and visitor spaces will enable both groups to be managed more effectively.

Landscape Statement:

This provides a survey of existing trees on site, assesses the impacts of the development upon these trees and advises of the mitigation and tree protection measures to be employed and proposes additional hedge/tree planting.

Air Quality Statement:

This provides an assessment of the air quality impacts associated with the scheme. This takes the findings of the Transport Statement and concludes that as the scheme will not generate additional patients and therefore will not alter significantly the number of vehicle movements in the vicinity of the Hospital, there would be a small, but significant benefit for local air quality with the alleviation of off-site parking problems and reduction in queuing at the entrance to the car park and associated reductions in emissions from idling engines which can be twice as high as those when a vehicle is travelling at normal speeds within towns and cities.

Hillingdon Hospital Travel Plan (including Mount Vernon Hospital), 27th March 2007:

A copy of the 2007 travel plan has been submitted with the application.

### **3.3 Relevant Planning History**

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

The larger Hillingdon Hospital site has an extensive development history. This includes outline planning permission for a comprehensive redevelopment of the site in April 2005 in which a phased redevelopment of the site was envisaged, funded by PFI but due to the changing economic climate, a redevelopment of that scale will not now come forward in the foreseeable future. Since then, a number of more minor developments have come forward, the most recent being the two storey Acute Medical Unit (AMU) granted in August 2013 (App. No. 4058/APP/2013/99 refers). The Trust also advise that work has commenced on the preparation of a site wide masterplan that will guide future development proposals. However, there is no planning history that is particularly relevant to these proposals.

## **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.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

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF8 NPPF - Promoting healthy communities
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.8 (2011) Outer London: Transport
- LPP 3.2 (2011) Improving health and addressing health inequalities
- LPP 3.17 (2011) Health and social care facilities
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.13 (2011) Sustainable drainage
- 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 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- 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.
- 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.
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

91 neighbouring properties have been consulted, the application was advertised in the local press on 6/8/14 and 3 notices were displayed on site on 29/7/14.

40 responses have been received from surrounding properties/interested parties, 2 objecting to the proposals and 38 in support, including 21 standard supporting letters which include 1 from the League of Friends of Hillingdon Hospital, 1 by The Community Voice and 2 signed by neighbouring ward councillors.

Objection comments:-

(i) Proposal is contrary to London Plan policy as it will encourage users to travel to the site by car, adding further pressure on the surrounding roads,

(ii) The hospital has been obliged to adhere to a travel plan which they have not complied with and now propose the exact opposite of reducing journeys to the site by car,

(iii) Only supporting evidence for application is anecdotal, that the current parking results in delays to the signalled controlled junction but no Transport Assessment evidence has been produced to confirm or deny this and the stated rise in visitor numbers has not been detailed in terms of how visitors arrive at the site. As a minimum, before application is determined, robust junction analysis, existing trip generation data and targets to reduce car trips over the period of operation of the deck car park are required. Rather than this scheme, a pay on exit facility which negates the need for



barriers would solve any supposed problems of queuing at the junction. As such, application as it stands should be refused,

(iv) At present at the weekend when the hospital car park is empty, surrounding residents cannot park outside their homes as visitors and staff of the hospital will not pay to park. The council should extend parking restrictions at weekends and evenings when the car park is empty so that residents and their families can park,

(v) The proposed car park will overlook adjoining properties reducing privacy,

(vi) The disruption and noise during the building will blight surrounding properties.

Comments in general support:-

(i) Cars currently queue on Pield Heath Road causing chaos and the traffic congestion has become worse over the years with buses being delayed when everybody suffers. If this will help alleviate congestion, it is long overdue and will be a much needed improvement for the hospital,

(ii) Parking at the hospital is insufficient for both patients and staff, particularly as many were lost with the new building, and public transport is not always a viable alternative, especially if someone is ill or has difficulty walking. Extra spaces will make a lot of difference,

(iii) Queuing and parking is a nightmare and causes local residents many problems,

(iv) This will help patients and cares get to their appointments on time as some patients miss their appointments with waiting for up to an hour to find a space,

(v) Since recent NHS reconfiguration in NW London, the hospital now serves many more patients

(vi) There is currently insufficient disabled parking on site - planning permission should only be granted if at least an additional 30 spaces are set aside for disabled visitors making 54 in total with an evaluation carried out to provide sufficient disabled parking for hospital staff and layout should be barrier free,

(vii) If someone needs a taxi, have to walk to the main road as they can not/will not access hospital,

(viii) A permanent parking solution is vital but as an interim measure (as I hope this will be) the proposal is very welcome,

The standard letters read:-

'I write in support of the above application which was made by Hillingdon Hospital NHS Foundation Trust to provide a temporary decked car park which would provide an additional 89 car parking spaces and associated landscaping.'

HEALTHWATCH, HILLINGDON:

We are writing in support of the above application which was made by the Hillingdon Hospitals NHS Foundation Trust to provide additional car parking spaces at the Hillingdon Hospital site.

From the experience data we have collected from the general public, car parking remains an issue. People regularly express their dissatisfaction with the time they have to wait to enter the car park at the main entrance. This has led to delays in people attending outpatient appointments or missing them altogether; which is not a satisfactory outcome for either the patient or the Trust.

The waiting vehicles block access to the drop off point and are specifically an annoyance to disabled patients, who cannot access designated disabled bays at the Trust. The knock on effect to all this, and a fact regularly mentioned, is that waiting vehicles block the flow of west bound traffic in Pield Heath Road.

We are pleased to note that the application includes continuation of the pay on exit system. This is more popular with patients and visitors from a practicable point of view. If an appointment is delayed, takes longer, or your visit extends, people do not have the stress of worrying about going to top up their pay and display fee. The cost of that parking of course is another matter as it is now as a

rate which is causing a significant financial burden on patients.

### **Internal Consultees**

#### **CONSERVATION/ URBAN DESIGN OFFICER:**

The existing car park site has no particular heritage designations and the proposed decked car park structure is far enough away from The Furze, which is a grade II listed building on the eastern part of the hospital campus, not to have an impact on its setting. The loss of some of the existing grassed area to parking at ground level along the road frontage is a concern, as this would result in the reduction of available space for planting. Given the nature/materials of the structure and that it is to be retained for 5 years, ideally a maintenance schedule for its upkeep should be agreed as part of the works.

Subject to the above, provided the structure is of a neutral color/finish and a suitable landscaping scheme is agreed with the Green Spaces Team, no objection in principle.

#### **HIGHWAY ENGINEER:**

At a meeting with the applicants on 27, August, 2014 they were advised that their transport statement does not provide a robust justification for the additional 89 car parking spaces.

The justification so far hinges on problems created by traffic queuing from their car park barrier on to the public highway and on the assumption that unlimited demand should not be curtailed but ought to be fully met. The application also proposes a pay on exit system which if implemented now would eliminate the queuing issues on the public highway and would offer a 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge.

Measures to meet/balance the additional 'customer demand' by introducing measures via the travel plan to reduce staff parking have not been adequately demonstrated.

A 2007 travel plan with amendments has been submitted and comments from the travel plan officer are awaited. Meanwhile it should be noted that it has not been clearly demonstrated that the 2007 travel plan target of reducing car travel from 61% to 50% has been achieved.

The application as it currently stands cannot be supported on highway grounds.

#### **Additional comments:**

The application is for a temporary car park for a period of 5 years. Notwithstanding the above comments, if members are minded to approve the application with a travel plan with inbuilt financial penalties for not meeting set targets, then the target ought to be a phased reduction of staff parking over the 5 year period commensurate with all the additional car parking spaces which are the subject of the current application.

#### **TRAVEL PLAN OFFICER comments:**

Following on from our meeting, I have liaised with Anthony McNamara as the Westrans Travel Plan Monitoring Officer in regards to the 2007 Travel Plan for Hillingdon Hospital to draft a response, which is below. I have also attached to this email the car parking policy which was completed in 2013. They appear to be overly focused on parking management (which is evidence by the complexity of the parking policy) while neglecting the travel plan, fire fighting instead of prevention.

Despite active engagement from Hillingdon Council and from WestTrans, Hillingdon Hospital have

not fully implemented nor developed their travel plan and have missed an opportunity to manage parking demand which could have removed the need for this current planning application. Their Travel Plan was produced as a condition of parking under references: 3807/APP/2004/674 & 3807/APP/2006/351.

In June 2013 a survey report was submitted but the response rate to the survey was very low and the survey was incomplete. The data provided did not include a methodology statement meaning the results cannot be validated. The sample of the survey was too small to provide the Council with any confidence in the results and therefore it is not possible to conclude if the targets outlined in the Travel Plan have been met.

The 2007 Travel Plan is a comprehensive document which sets out a number of good measures to encourage use by sustainable modes. The staff postcode plot provided shows that a large proportion of staff appear to travel from within a reasonable distance of the site, many of whom drive alone. This shows great potential for a shift to alternative methods of travel should staff be actively engaged in the Travel Plan. There is no evidence to suggest that staff are actively engaging with the Travel Plan, as only 13 out of 2,200 staff participated in activities set up during Walk to Work Week.

If it is decided to recommend approval, a revised Travel Plan should be secured through a S106 agreement. It would be suggested to ensure this is a robust agreement which includes significant penalties / remedial payments should measures not be implemented, monitoring not completed and for exceeding single occupancy car modal share. What these penalties would be, would need to be discussed. Assistance on this can be sought from the WestTrans S106 tool at [www.westtrans.org/robust](http://www.westtrans.org/robust).

#### TREE OFFICER:

##### Landscape Character/ Context:

##### Site description:

- The site is occupied by a large surface car park in the north-west corner of the Hillingdon Hospital campus to the south of the junction of Pield Heath Road - from which it is accessed - and Royal Lane.
- The surrounding area opposite (and overlooking) the car park is residential.
- The land is generally flat and dominated by tarmac surfacing, although there is a small group of birch trees within the car park.
- The most significant trees on site are the two mature oaks within a wide verge on the Pield Heath Road frontage.
- There are also occasional (highway?) trees in a narrow grass verge on the Royal Lane boundary.

##### Landscape Planning designations:

- Tree Preservation Order Nos 411 and 623 protect selected trees on the campus in the southern and eastern sectors.
- There are no protected trees close to the car park site.

##### Landscape constraints / opportunities:

- The better quality trees and landscape verges should be retained in order to retain a landscape buffer between the hospital land and the public realm.
- Mitigation may be required to prevent overlooking and enhance the outlook from the neighbouring residents.

##### Proposal:

The proposal is to erect a temporary decked car park for a period of 5 years, together with additional surface spaces and associated landscaping and enabling works.

##### 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 Planning Statement, by Nexus, confirms that the two oak trees will be retained, but a number of silver birch trees will be removed to facilitate the development of the car park.
- The Design & Access Statement, by Nexus, explains the design principles and concepts, following standard guidance. This includes a section on Landscaping, which confirms that the two oak trees will be retained, although the group of birch will be removed to accommodate the car park.
- By way of mitigation the statement confirms that a new hedge will be planted inside the existing timber boundary barrier.
- Further to the D&AS, a Landscape Statement, by Portus +Whitton has been submitted. This incorporates a Tree Survey, Arboricultural Impact Assessment, Tree Protection Plan and Preliminary Arboricultural Method Statement by SJ Stephens Associates.
- The survey assesses the condition and value of 23No. individual trees and groups.
- The survey concludes that there are 2No. 'A' grade trees (T1, oak and T19 Turkey oak), 5No. 'B' grade trees (T3, T9, T10, T13, T20), 4No. 'B/C' grade trees (T5-T8) with the remaining trees graded 'C'.
- The proposal has been designed to safeguard the 2No.'A' grade trees.
- However, 4No. 'B' grade trees will be removed to facilitate the development, together with 2No. 'B/C' and 7No. 'C' grade trees.
- A group of trees will be retained and protected during the development process, trees on the north-west corner: T1, (the 'A' grade oak), together with T2, T3, T22 and T23 (mixed category). On the northern boundary the 'A' grade (T19) Turkey oak will be protected. To the south of the proposed car park a group of three trees ('B/C' and 'C' grade) will be retained, T4, T5 and T6.
- By way of mitigation a double staggered row of hornbeam is proposed along the northern boundary, planted at 600-900mm height. While this is the best way to plant a hedge, it is likely to take the life of the temporary permission (5 years) before the hedge becomes established. The hedge will require temporary protective fencing to enable it to establish and prevent pedestrian trampling.
- Further to the hedge, a group of three young trees (oak and hornbeam) have been proposed in the north-east corner of the site which, again, will take many years to achieve any stature or presence required to mitigate the effects of development.
- Additional planting is required along the northern boundary and would also benefit the west (Royal Lane) boundary.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the planting proposals are enhanced in order preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

No objection, subject to the above observations and RES 9 (parts 1, 2, 4, 5, and 6) and RES10.

ACCESS OFFICER:

The proposal to site a temporary decked car park to create an additional 89 spaces is welcomed in terms of accessibility. However, the design of the deck and access to the upper car park level appears not to be accessible by pedestrians other than by steps.

The design should be amended to ensure that the additional spaces would be easily accessible to all sections of the community, not least visitors with pushchairs and young children, disabled people who may not qualify for a Blue Badge, and older people for whom steps may be difficult or impossible to use.

Conclusion: The design should be amended accordingly.

ENVIRONMENTAL HEALTH OFFICER (AIR QUALITY):

Brief comments below with regard to air quality. I have no objections to the proposed temporary development. However, it should be noted any future applications at the Hillingdon Hospital site should be considered as part of an air quality assessment that considers the development of the wider Master Plan and its impact to local air quality.

The following information was submitted with the application for air quality:

· Air Quality Statement Development of a Temporary Decked Car Park, Hillingdon Hospital by GF Environmental Ltd for the Hillingdon Hospitals NHS Trust, dated July 2014.

#### Air Quality

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO<sub>2</sub>). The automatic monitoring station at the junction of Colham Road and Pield Heath Road is no longer used although this consistently indicated NO<sub>2</sub> levels remained below the EU limit value from 2008 to 2011. However, based on NO<sub>x</sub> tube monitoring at the Hillingdon Hospital site, air quality seems to be largely unchanged being close to the EU limit value for NO<sub>2</sub> at 39.4 mg/m<sup>3</sup> in 2013, or slightly exceeding it in 2012 at 40.7 mg/m<sup>3</sup>.

The air quality statement has qualitatively considered the air quality impact of the proposed additional 89 car parking spaces and assumes it will alleviate off-site parking problems and reduce queuing at the entrance to the car park resulting in a small but significant benefit. The assessment indicates this does not relate to change in the number of vehicle movements in the area.

Whilst reduction in idling vehicles and queuing traffic impacts would be welcome and may help towards improving air quality, it remains to be seen if the proposal will make a significant difference. It is recommended greening measures are undertaken in the vicinity of the car park, along its boundary, and any trees lost as part of the development are replaced.

To date the smaller scale developments at the site have been accompanied by air quality statements, and no air quality assessments looking at the impact from the development, or the impact on the development have been submitted. Air quality needs to be considered as part of the strategic masterplan for the site which should consider all emissions to air from heat and energy generation at the site as well as transport related impacts. Future applications should be accompanied with a site wide air quality assessment as well. The assessment should also consider if the development is 'air quality neutral' and meets the relevant benchmark for building and transport emissions. Mitigation measures towards reducing exposure to poor air quality as well as reducing emissions that add to poor air quality will need to be considered.

ENVIRONMENTAL HEALTH OFFICER (LIGHTING and NOISE):

Please attach a condition requiring them to submit details of the lighting for approval, and also attach our construction site informative.

## **7. MAIN PLANNING ISSUES**

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

The NPPF generally seeks to safeguard existing community facilities and services and seeks to ensure that they are able to develop and modernise in a sustainable way. The NPPF also encourages transport solutions which support a reduction in greenhouse gas emissions and reduce congestion.

The London Plan seeks to promote the continued role of London as a national and international centre of medical excellence and specialised facilities, promoting expansion

where appropriate. It goes on to advise that the networks, research and associated facilities that support London's role as a centre of medical excellence should be supported.

Hillingdon Hospital is located within the 'developed area' and is covered by site specific Policy PR21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy PR21 states "At the Hillingdon Hospital site, the Local Planning Authority will encourage redevelopment where appropriate for health purposes associated with Hillingdon Hospital subject to key provisos including:-

- Comprehensive proposals showing the health authority's intention for the whole site;
- Appropriate phasing including the provision of associated access, servicing, car parking provision and landscaping in accordance with current policies and standards;
- Safeguarding and improvement of local residential amenity."

The hospital is currently generating levels of traffic that is resulting in queuing and congestion on Pield Heath Road and surrounding roads that is detrimental to transport sustainability objectives and highway safety. Whilst the proposed additional parking spaces and new parking management system would assist in relieving these problems, the potential exists that the additional parking provision could encourage more staff and visitors to arrive by car. However, this has to be balanced against the improved energy efficiencies associated with the improved traffic flow, including more reliable bus services on adjoining roads. Furthermore, this application presents the opportunity for a more robust travel plan that would now include a £20,000 bond to be put in place that will encourage and support alternative means of travel to the site. This, and given that it is likely that greater patient turnaround and use of this hospital site will be made in the future suggests that there are grounds to justify additional parking provision to be made at the site which weighs in favour of the proposal. The Trust also advise that the masterplan for the whole site is in the process of being prepared and hopefully this will be available before any temporary permission expires that will provide a more accurate assessment of future parking requirements on site.

It is therefore considered that on balance, the temporary decked car park and associated works can be supported.

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

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

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

The proposal does not conflict with aircraft safeguarding criteria.

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

The site does not fall within nor is sited close to land designated as Green Belt and therefore raises no Green Belt issues.

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

The car park deck incorporates 94 visitors car parking spaces arranged at first floor level together with an extension of the surface car park at ground floor level within the grassed

verge to provide a further 16 parking spaces.

With regard to appearance, the car park proposes a decking area supported on stilts with a fully open elevational treatment that would allow for permeable views across its length and avoid the erection of monotonous and continuous frontages. This effect together with the use of planting to soften the functional appearance of the structure and to provide appropriate screening would limit the visual impact of the car park upon the streetscene and views from adjoining residents.

The car park has been orientated to align with Pield Heath Road and to a position which minimises the impact upon the townscape and residential amenity. In terms of scale and mass, the deck top level would be sufficiently set back from the back edge of the pavement in Pield Heath Road.

Whilst it is acknowledged that there will be some visual impact as a consequence of the new deck car park, it is believed that the overall design, coupled with effective screening will prevent any significant negative impact on the streetscene.

Given the above, it is considered that the proposal is of an appropriate design and is acceptable in terms of its visual amenity and impact on the settings of the nearby listed buildings. The proposal is therefore in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) seeks to ensure that new buildings and structures protect the privacy of residential neighbours and do not have a detrimental impact on local residential amenity including, loss of light and dominance.

The closest residential properties to the application site are those within the three and four storied flatted blocks located within Arklay Close and Morton Close on the opposite side of Pield Heath Road to the north. The minimum separation distance between these properties and the proposed car parking deck would be some 35 metres across a busy classified road. In view of this it is not considered that the proposed open deck car park would result in any loss of residential amenity by reason of loss of light, overlooking and over-dominance.

Noise and disturbance impacts are considered in Section 7.18 below.

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

Not applicable to this application.

#### **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.

There are no specific car parking standards for hospitals, with development proposals being assessed on an individual basis using a transport assessment and travel plan.

The supporting documents advise that part of the justification for this proposal is to increase parking provision at the hospital to reduce on-street parking and help alleviate congestion on the surrounding roads. In particular, vehicles currently cause queuing at the barriered main entrance as they seek to gain access to the main car park. This queuing extends along Field Heath Road in both directions, which disrupts traffic and delays bus services and results in un-safe traffic movement with straight on westbound traffic utilising the right-turn only lane at the signals to by-pass the queuing traffic.

The proposals would increase the parking provision on site, segregate visitor and staff parking and utilise an automatic number plate recognition system to the main visitor car park that removes the need for a barrier upon entry.

No adverse comments have been received from the Council's Highway Engineer as regards traffic generation. Also, the Highway Engineer does not raise any objections to the layout of the decked car park and the re-configured and extended surface car park below nor to the new parking visitor and staff parking arrangements, ANPR visitor parking management system and associated highway works.

The Highway Officer does raise concern that more needs to be done to curtail parking demand and that a pay on exit system could be implemented now which would eliminate the queuing issues on the public highway, offering 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge. However, the officer does suggest that the scheme could be made acceptable if a robust travel plan with inbuilt financial penalties for not meeting set targets, seeking a phased reduction of staff parking over the 5 year period commensurate with all the additional car parking spaces which are the subject of the current application.

Detailed negotiations have taken place with the hospital regarding the travel plan. The hospital trust is agreeable to this approach and have suggested detailed heads of terms for a revised travel plan which would incorporate a £20,000 bond which the LPA could draw upon to ensure that the travel plan is implemented. The Council's Travel Plan Co-ordinator raises no objections to the scheme on this basis.

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

### **URBAN DESIGN**

This issue is addressed in Section 7.07 of the report.

### **ACCESS**

This issue is addressed in Section 7.12 of the report.

### **SECURITY**

The scheme has been designed with regard to Secure By Design principles including access and movement which provides clearly defined pedestrian routes to prevent a crossover of traffic.

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



## **7.12 Disabled access**

The Council's Access Officer advises that the proposal to site a temporary decked car park to create an additional 89 spaces is welcomed in terms of accessibility, but the design of the deck and access to the upper car park level appears not to be accessible by pedestrians other than by steps. The officer advises that the design should be amended to ensure that the additional spaces would be easily accessible to all sections of the community, not least visitors with pushchairs and young children, disabled people who may not qualify for a Blue Badge, and older people for whom steps may be difficult or impossible to use.

A condition has been attached to ensure that appropriate additional pro-rata increases in disabled spaces are made for blue and brown badge holders.

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

Not applicable to this application.

## **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 advises that there are no protected trees on this part of the hospital site, but there are two important Grade 'A' Oak trees within the adjoining grass verge and a number of lesser quality trees within the site. The Officer goes on to advise that the scheme has been designed to safeguard the important Oak trees but 4 'B' grade trees, 2 'B/C' and 7 'C' grade trees would be lost, including mainly from the landscaped areas within the existing surface car park.

By way of mitigation, a double staggered row of hornbeam is proposed along the northern boundary, planted at 600-900mm height. The Officer advises that while this is the best way to plant a hedge, it is likely to take the life of the temporary 5 year permission before the hedge becomes established. A group of three young trees (oak and hornbeam) would also be planted in the north-east corner of the site which, again, will take many years to achieve any stature or presence required to mitigate the effects of the development.

The Officer goes on to advise that additional planting would be required along the northern boundary and would also benefit the west (Royal Lane) boundary. This will be important to extend the existing hedge and provide screening along the whole length of this part of the Royal Lane boundary.

On this basis, the Council's Tree Officer advises that the scheme is acceptable, subject to recommended conditions.

Ecology

The proposal would not impact on the ecological value of the site.

## **7.15 Sustainable waste management**

Not applicable to this application.

## **7.16 Renewable energy / Sustainability**

Not applicable to this application.

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

Not applicable to this application.

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

Noise

The overall potential for greater noise exposure associated with the provision of an additional 89 parking spaces at the hospital site is not considered to be significant, given that the nearest residential properties being sited on the opposite side of surrounding roads are sufficiently separated from the proposed car park deck, the existing levels of parking on the hospital site and the relatively busy nature of surrounding roads.

Air Quality

The application is supported by an air quality statement which qualitatively considers the air quality impact of the proposed additional 89 car parking spaces. This assumes that the scheme will alleviate off-site parking problems and reduce queuing at the entrance to the car park which will result in a small but significant benefit. The assessment does indicate that it does not relate to change in the number of vehicle movements in the area.

The Council's Environmental Health Officer advises that whilst a reduction in idling vehicles and queuing traffic impacts would be welcome and may help towards improving air quality, it remains to be seen if the proposal will make a significant difference. The officer recommends that greening measures are undertaken in the vicinity of the car park, along its boundary, and any trees lost as part of the development are replaced. This has been conditioned.

The officer also adds the comment that air quality needs to be comprehensively assessed as part of the overall masterplan for the site.

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

As regards the objection comments, points (i), (ii), (iii) and (v) have been dealt with in the officer's report. As regards point (iv), this does not raise a specific objection to the proposal. Point (vi) is an environmental health issue and does not raise a material planning consideration.

The supporting comments are 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.
2. A revised Green Travel Plan for the Hospital Trust, based upon the Trust's suggested Heads of Terms dated 24/11/14.

The proposal is not Mayoral or Council CIL liable.

## **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**

## **10. CONCLUSION**

The proposed deck and extension of the surface car park into the grassed verge would not be harmful to the visual amenities of the street scene. The loss of part of the grass verge and trees and landscaping would be mitigated by additional planting which has been conditioned. The parking deck would also be sufficiently sited away from surrounding residents so that their amenities are not adversely affected.

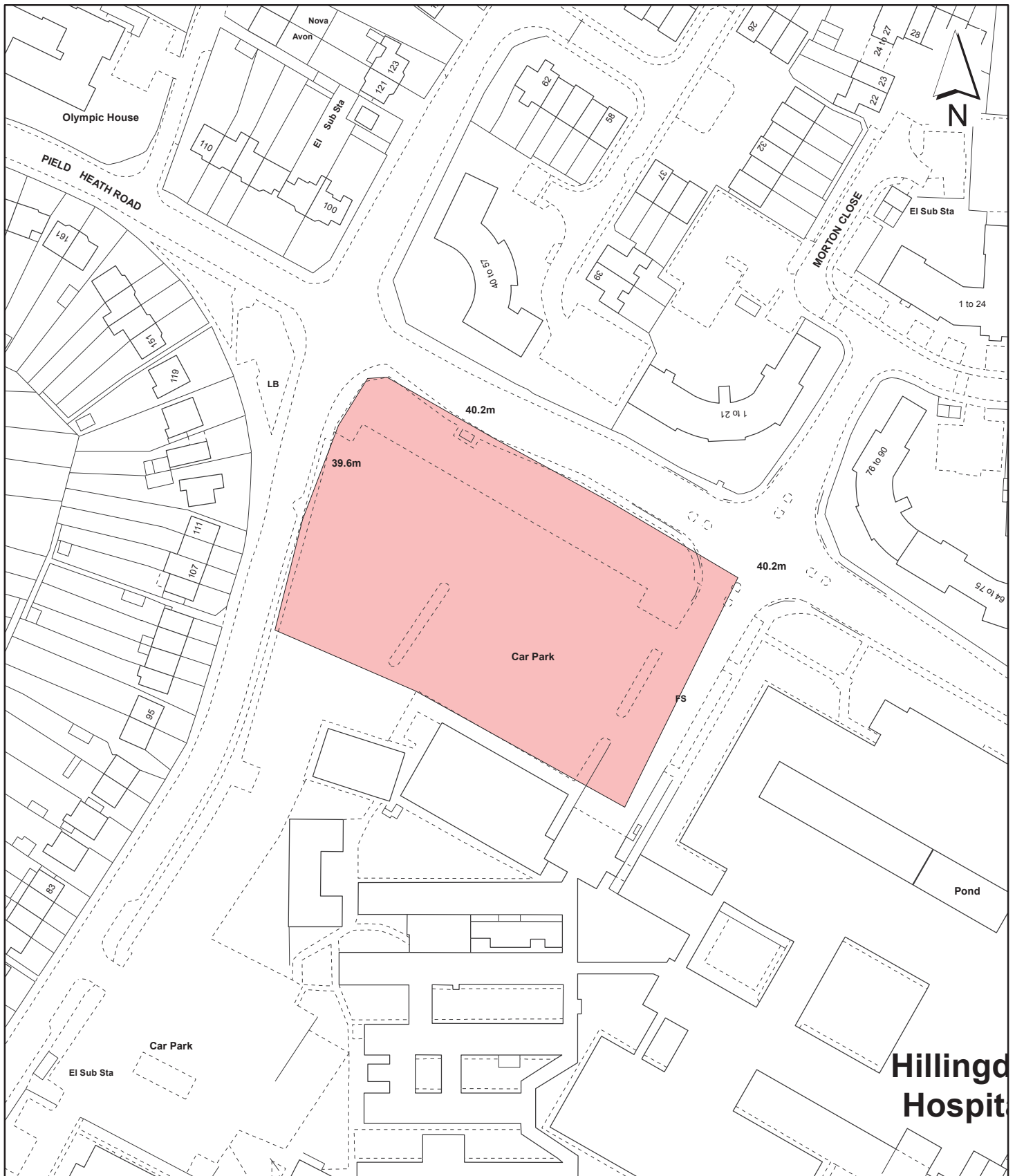
The Council's Highway Engineer, whilst not raising any objections to the the new car parking layout and parking management systems which will help alleviate problems of traffic queuing and congestion outside the hospital does raise concern that more needs to be done to curtail parking demand. A more robust travel plan would be put in place which would be covered by a S106 Agreement. Additional disabled parking has also been covered by condition.

## **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

**Hillingdon Hospital  
 Field Heath Road  
 Hillingdon**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**4058/APP/2014/2373**

Scale

**1:1,250**

Planning Committee

**Major Page 79**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** PLOT 1, PHASE 3, THE PORTAL SCYLLA ROAD HEATHROW AIRPORT

**Development:** Reserved matters of access, appearance, landscaping, layout and scale for Phase 3 Unit 1 of outline planning permission 50270/APP/2011/2570 dated 23/12/2011.

**LBH Ref Nos:** 50270/APP/2014/3315

**Drawing Nos:** 0103622-HL-XX-SP-E-900-1000-P  
074650-CA-0-G00-DSP-SE-001-P0  
30234-PL-102D Parameters Plan  
30430-FE-100G  
30430-PL-125 Site Location Plan  
30755 DAS 15 Sept 14  
30755-PL-132 Unit 1 Floor Plans  
30755-PL-133 Unit 1 Elevations  
30755-PL-134A Site Sections  
Ph3 Portal Treepit in paving-12-01  
The Portal Cover Letter  
074650-CA-0-G00-DSP-SE-001-P0  
30755-PL-137  
643.19.01 Rev C  
643.10.01

<b>Date Plans Received:</b>	17/09/2014	<b>Date(s) of Amendment(s):</b>	14/11/2014
<b>Date Application Valid:</b>	17/09/2014		17/09/2014
			13/11/2014

### 1. SUMMARY

Planning permission ref: 50270/APP/2011/1422 which was granted on 19/10/2011 for: A) Full planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works; and B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

Following a slight change to the access road of the approved parameters plan, an amendment was made to the approved planning permission by virtue of planning permission ref: 50270/APP/2011/2570 (granted on 22/12/2011) which also varied a number of conditions that quoted the previously approved parameters plan, these included: 5 (plans), 8 (ratio of car parking), 12 (parameters), 14 (energy), 15 (traffic arrangements), 16 (boundary treatment), 17 (samples), 18 (landscaping), 19 (construction management), 20 (levels), 21 (disabled access), 22 (refuse), 23 (security), 24 (CCTV), 26 (cycle parking), 27 (landscape maintenance), 30 (rainwater harvesting), 32 (contamination), 33 (ecology), 41 (external storage).

Conditions 2 and 3 of this consent relate to the approval of Appearance, Scale, Access,

Layout and Landscaping 'Reserved Matters' and the extent of information required for the outline portion of the development.

For the reasons provided throughout this report, this application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access for Plot 1, Phase 3 is considered to conform with the outline planning consent and to be appropriate and acceptable, complying with the relevant policies and planning guidance for the site. Therefore, 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 conditions:**

### **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 30234-PL-102D Parameters Plan, 30430/FE/100G, 30755/PL/132, 30755/PL/133, 30755/PL/134A, 643.19.01 Rev C, 643.10.01 and 074650-CA-0-G00-DSP-SE-001-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).

### **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:

Planning Statement  
Drainage Strategy Revision A  
Bird Hazard Management Plan  
Phase Three The Portal Transport Statement  
Energy Strategy  
External Lighting Strategy  
Construction Management Plan

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 A6, AM2, AM7, AM9, AM13, AM14, AM15, BE13, BE25, BE38, EC2, EC3, OE1, LE1 and LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## **INFORMATIVES**



**1**

You are advised that the scheme is required to abide by the conditions of the Planning Permission Reference Number 50270/APP/2011/2570 and the S106 Legal Agreement of the Planning Permission Reference Number 50270/APP/2011/1422.

**2**

**Cranes**

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

**3            I59                            Councils Local Plan : Part 1 - Strategic Policies**

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

**4            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).

**5            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.

- A2                            Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
- A4                            New development directly related to Heathrow Airport
- A5                            New development at airports - incorporation of ancillary retail and leisure facilities and other services
- A6                            Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- 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

AM13	highway improvement schemes, provision of cycle parking facilities 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
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE29	Advertisement displays on business premises
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.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 5.17	(2011) Waste capacity

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The Application site forms Plot 1 (of 3) of the wider Former Long Haul Catering Base site, which is triangular in shape, located on the north side of Scylla Road and is bounded to the west, north west and the north by the Longford and Duke of Northumberland Rivers which curve around the site boundary (with the southern Perimeter Road further north west beyond the two rivers). The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary. This

landscaped riparian margin masks views from the Southern Perimeter Road to the site.

Opposite the site across Scylla Road is the Heathrow Cargo Examination unit, large depot buildings and a car parking area. Directly adjacent to the site to the North East is part of Plot 1 which was developed as part of Phase 2, whilst beyond to the East and North East of the application site are Plot 2 (Phase 2) and Plot 3 (Phase 1) of the wider development. The plots are occupied by large industrial and warehousing buildings, incorporating areas of office, in a similar style and character to that proposed with the current application.

The site is 3.862 Ha in area and is currently a vacant plot of land. The current site is essentially flat having little variation in ground level across its extent. The site is covered in scrub, broken ground, piles of aggregate and hard standing in poor repair.

The nearest residential units are situated approximately 295m to the east of the site, on the opposite side of Great S W Road (A30). The Hilton London Heathrow Airport Hotel is located approximately 400m to the northeast of the site.

The site has a PTAL score of 2 and is a developed area within the Heathrow Airport boundary as designated by the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The application submission is pursuant to the Outline element of the Hybrid Planning Permission reference 50270/APP/2011/2570 and relates to the Plot 1, Phase 3 of the redevelopment of The Portal, Scylla Road, Heathrow.

Phase 3 is the final phase of the development on the undeveloped part of Plot 1. The remainder of Plot 1 and Plot 2 were developed as part of Phase 2 and are now operated by Rolls Royce. Plot 3 was developed in the first phase of the development and is operated by DB Schenker.

Reserved matters approval is sought for the access, appearance, landscaping, layout and scale in compliance with Condition 2 of planning permission ref. 50270/APP/2011/2570 dated 22/12/2011. Condition 3 of this approval outlines what details the Council requires to be assessed at this stage:

- (i) Traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans,
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details

- of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) A construction management plan including a method statement,
- (xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities,
- (xii) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xiii) Bird Hazard Management Plan.

Details have been submitted for each of the above.

The proposed building's dimensions are 59.5m (length) x 47.5m (width) x 14.6m (height), creating a total area of 3862m<sup>2</sup> of commercial floor space (B1c/B2/B8) over two floors. These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The use of high quality materials, selective colours and architectural articulation on the elevations for the proposed unit provides a modern design that continues the benchmark set out in the hybrid application and the architectural language and materials palette incorporated into Phase 2.

Footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

Access for LGVs will be directly off the estate road. Access into the carpark is via Scylla Road and is located away from the service yard in order to provide separate secure areas. Pedestrian access will be via the footpath along the estate road leading from Scylla Road.

### **3.3 Relevant Planning History**

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

Planning permission ref: 50270/APP/2011/1422 was granted on 19/10/2011 for A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works; and B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works.

This was a hybrid application with a full component and in addition a large part of the proposal was in outline form, with all matters being reserved:

\* Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

\* Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.

\* Scale: the height, width and length of each building proposed in relation to its surroundings.

\* Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

\* Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Planning permission ref: 50270/APP/2011/2570 was granted on 22/12/2011 to vary conditions: 5 (plans), 8 (ratio of car parking), 12 (parameters), 14 (energy), 15 (traffic arrangements), 16 (boundary treatment), 17 (samples), 18 (landscaping), 19 (construction management), 20 (levels), 21 (disabled access), 22 (refuse), 23 (security), 24 (CCTV), 26 (cycle parking), 27 (landscape maintenance), 30 (rainwater harvesting), 32 (contamination), 33 (ecology), 41 (external storage) of planning permission ref: 50270/APP/2011/1422.

The variation of conditions 5, 12, 14, 15, 16, 17, 18, 19, 20 21, 22, 23, 24, 26, 27, 30, 32, 33 and 41 stemmed from amendments that the applicant made to the approved access road, which resulted in changes to the approved parameters plan. These included the widening of the bell mouth site entrance, the moving of the gatehouse so that it sits in the centre of the road and slight amendments to kerbs and road widths to allow specialised over sized vehicles to access the site.

As the approved plan under permission reference 50270/APP/2011/1422 was referenced in each of the above conditions, there was a requirement to vary these conditions. The revisions to the access road were agreed by the Council's Highways Officer. Furthermore, the revised Parameters Plan did not impinge on any aspects of the development approved under planning permission ref: 50270/APP/2011/1422.

The application allowed for the flexibility to use Plots 1 and 2 for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use.

Phase Two of the development was considered under Reserved Matters Application Reference Number 50270/APP/2011/2693, detailed as 'Reserved matters for Phase 2 (plot 2) (landscaping, access, appearance, scale and layout) in compliance with condition 3 of planning ref: 50270/APP/2011/1422 dated 19/10/2011. The proposed elements of this application were within the requirements of the agreed amended parameters plan and the application was approved on the 22nd of November 2012.

The wider site has been subject to a number of other applications, including the discharge of conditions and non-material amendments to the approved scheme, such as changes to the design of the gatehouse (reference 50270/APP/2012/1455). The most relevant of these applications to the current site is Non-material amendment application ref. 50270/APP/2014/2535, approved on the 15/08/14, to allow for the retention of the access point to Plot 1 from Scylla Road.

This application relates to the Reserved Matters for Plot 1, Phase 3 of planning permission ref: 50270/APP/2011/1422

#### **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:

- A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
- A4 New development directly related to Heathrow Airport
- A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- 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
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE25 Modernisation and improvement of industrial and business areas
- BE29 Advertisement displays on business premises
- 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.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- 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 - requiremer for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 5.17	(2011) Waste capacity

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

**5.1** Advertisement Expiry Date:- **12th October 2014**

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

## **6. Consultations**

### **External Consultees**

#### HIGHWAYS AGENCY

The Highways Agency (HA) is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport, which is in this case, the M3 motorway. The HA will be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.

The HA do not offer any objection to the proposed works.

#### HEATHROW AIRPORT LIMITED (HAL)

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

However, we would like to make the following observation:

#### Cranes

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

#### NATIONAL AIR TRAFFIC SERVICES (NATS)

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

#### 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.

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

#### **Internal Consultees**

##### **TREES AND LANDSCAPING:**

I refer to TALA's amended drawing No. 643.19.01 Rev A and confirm that I have no objection to the changes - made in response to BAA's bird strike avoidance advice.

##### **Case Officer's Comment:**

A further Landscaping Scheme (drawing No. 643.19.01 Rev C) was submitted which introduced bird and bat boxes following comments by the Council's Sustainability Officer. This scheme was also reviewed and deemed acceptable by the Council's Landscape Officer who also confirmed that it did not include over 5% berry/fruit bearing species and as such is satisfactory from an airport safeguarding perspective.

##### **SECTION 106 OFFICER:**

I have no comments to make on this application as it is for Reserved Matters. The S106 was agreed at Outline stage.

##### **ENVIRONMENTAL PROTECTION UNIT**

We have no adverse comments as the matters are not relevant to EPU.

Case Officer's Comments: The submitted Construction Management Plan was brought to EPU's attention and EPU subsequently confirmed that it was satisfactory.

##### **ACCESS OFFICER:**

I see no issues with the plans and information that have been submitted.

##### **HIGHWAYS OFFICER:**

The site has a PTAL rating of 2, which represents 'poor' accessibility to public transport.

The proposed development is considered to be acceptable in terms of vehicular, service, pedestrian and cyclist accesses.

37 car parking spaces are proposed for staff and visitors to be accessed via the access on Scylla Road. The car parking provision will include 20% active and 10% passive electric charging spaces and 4 disabled spaces. The service, delivery and refuse access will be via a dedicated access serving The Portal. The layout and provision of the car park and servicing is considered acceptable.

16 cycle parking spaces are proposed in the form of covered and secured cycle stands, which are also considered acceptable.

In term of traffic impact, the development is not considered to have a significant impact on the surrounding road network.

Subject to a condition being attached covering a detailed Travel Plan to be submitted and for it to be



linked with the existing units and managed in the form of a Master Travel Plan for The Portal, no objection is raised on the proposals from the transport viewpoint.

Case Officer's Comments: The Section 106 agreement for the outline consent included the requirement for a site wide Travel Plan, and therefore placing an additional Travel Plan requirement on the current application is not considered necessary. This was discussed and agreed with the Council's Highways Officer.

#### SUSTAINABILITY OFFICER:

The application was referred to the Council's Sustainability Officer who noted Condition No. 14 of planning permission reference 50270/APP/2011/2570 required a 25% reduction in CO2 emissions. Following discussions with the Sustainability Officer it was agreed that in this instance a 20% reduction was acceptable. In terms of the ecological benefit requirement this was fed back to developer for response and they have provided an amended landscaping scheme which includes the provision of bird and bat boxes within the site (drawing No. 643.19.01 Rev C). These details have been reviewed by both the Council's Sustainability Officer and Landscape Officer with both agreeing the proposals are acceptable. A plan showing the proposed location of PVs was also submitted by the applicant (Drawing No. 30755-PL-137) and was confirmed as acceptable by the Council's Sustainability Officer.

#### FLOOD AND WATER MANAGEMENT OFFICER:

The Council's Flood and Water Management Officer has reviewed the amended scheme and is now satisfied with the proposals.

## **7. MAIN PLANNING ISSUES**

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

The principle of the development has been established under outline planning permission ref. 50270/APP/2011/1422 granted on 19 October 2011. Accordingly, there is no objection to the principle of the proposal.

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

The application seeks reserved matters approval for the siting, access, design, external appearance and landscaping of an industrial unit. Density is not therefore considered to be a relevant consideration.

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

The site does not lie within a conservation area or an area of special local character. Nor is the site located in the vicinity of a listed building.

Archaeological implications of the entire development were considered under the outline application and Condition no. 38 of the outline approval (50270/APP/2011/2570) ensures that archaeological work must be undertaken before development work commences on new parts of the site.

### **7.04 Airport safeguarding**

BAA Safeguarding reviewed the application and raised an objection to the landscaping scheme due to the level of berry/fruit bearing species proposed, which would potentially attract flocking birds and pose a risk to aircraft safety. The applicant was advised of this and an amended landscaping scheme was submitted for consideration. Following the review of the amended scheme and the submitted Bird Hazard Management Plan BAA Safeguarding raised no objections to the propose scheme and did not request the imposition of any conditions. National Air Traffic Services (NATS) have also reviewed the development proposal and raised no objections. The application is therefore acceptable in terms of Airport Safeguarding.

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

The site is not within or close to the Green Belt and is not therefore considered to be a relevant consideration.

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

As part of the Outline planning permission, the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings and an Environmental Statement. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The outline proposals were for a scheme with all matters reserved and as such development zones were identified as well as the parameters for future development within these:

The maximum parameters for proposed Plot 1 were set as below:

PLOT 1:

Use B1c/B2/B8

Maximum floor area: 6,300sqm

Maximum number of building: 2

Min Height 8m                      Max Height: 20m

Min Width 44m                      Max Width: 87m

Min Length 32m                      Max Length: 108m

The proposed building's dimensions are 59.5m (length) x 47.5m (width) x 14.6m (height), creating a total area of 3862m<sup>2</sup> of commercial floor space (B1c/B2/B8) over two floors. These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The Council's Urban Design Officer and the GLA were supportive of the original scheme in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including the Council's Landscape Architect.

The subject application for reserved matters provides supporting information pertaining to 'appearance', 'layout', 'scale', 'access' and 'landscaping' including in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

In terms of the proposed building, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that continues the design principles established in the hybrid application and Phase Two. It is important that the look and feel of the building follows the principles of the approved parameters. This provides a cohesive feel to the industrial estate, which is achieved.

A combination of metal cladding and metallic colours has been incorporated into the proposed building to allow large areas of cladding to be broken down. The ancillary office to the Unit has been positioned facing onto the Scylla Road incorporating curtain walling, feature glazing and metallic metal cladding at the entrances. The development will be of an appropriate modern appearance.

In terms of the appearance of the parts of the Site not occupied by buildings, footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme for Phase 3 is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationship to residential properties which are a significant distance from the site. In addition, a sufficiently high standard of design has been achieved for the building and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with London Plan Policies and Hillingdon's UDP Saved Policies OE1, OE3 and BE13 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

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

Given the location, with the nearest residential units to the site approximately 295m to the east, the proposal would not have any detrimental impact on the residential amenity of nearby properties and is considered to accord with Policies BE19, BE20, BE21, BE24 and OE1 of the Unitary Development Plan Saved Policies.

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

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

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

The site has a PTAL rating of 2, which represents 'poor' accessibility to public transport and incorporates 37 car parking spaces for staff and visitors to be accessed via the access on Scylla Road. The car parking provision will include 20% active and 10% passive electric charging spaces and 4 disabled spaces. The service, delivery and refuse access will be via a dedicated access serving The Portal. 16 cycle parking spaces are also proposed in the form of covered and secured cycle stands.

The Council's Highways Officer has reviewed the proposal and raised no objections to the development. They have advised that the layout, car parking and cycle parking provision are deemed acceptable and that in terms of traffic the development is not considered to have a significant impact on the surrounding road network.

The Council's Highways Officer requested that a condition be attached requiring a detailed Travel Plan to be submitted. However the Section 106 agreement for the outline consent included the requirement for a Travel Plan, and therefore following discussions with the Highways Officer it was agreed that placing an additional Travel Plan requirement on the current application is not considered necessary.

Taking all of the above into consideration the proposal is deemed acceptable in transport terms and in accordance with policies AM2, AM7, AM9, AM13, AM14 and AM15 of the Hillingdon Local Plan (November 2012).

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

The scheme has been designed and will be maintained to 'Secured by Design' standards as set out under Condition No. 23 of planning reference number 50270/APP/2011/2570. The use of weldmesh fencing is proposed and deemed acceptable in this location.

#### **7.12 Disabled access**

The Council's Access Officer has reviewed the proposal and raised no objections to the development nor asked for the attachment of any conditions.

The development will be laid out to achieve accessibility for disabled occupants. Disabled spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances. Level access to the main entrance and reception will be provided. The approach route from the designated spaces to the entrance is level with dropped kerbs

The proposed scheme is therefore deemed acceptable from an accessibility perspective and is deemed to accord with policies AM13 and AM15 of the Hillingdon Local Plan (November 2012).

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

The application is not for residential accommodation, accordingly this consideration is not relevant.

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

A detailed Landscape Strategy has been prepared by TALA, and is submitted in support of this RMA. An amended landscaping scheme has since been submitted after HAL Safeguarding raised an objection to the original landscaping scheme due to the level of berry/fruit bearing species proposed. A third scheme has since been submitted which includes bird and bat boxes. The Council's Trees and Landscaping Team have reviewed all three schemes and raised no objections nor requested the imposition of any conditions. They have also confirmed that the final scheme (drawing No. 643.19.01 Rev C) does not contain more than 5% berry/fruit bearing species and so is acceptable from an airport safeguarding perspective.

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

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the unit and proposed service yard to accommodate appropriate waste and recycling facilities.

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

The Council's Sustainability Officer has reviewed the proposed plans and raised no objections to the proposals. The Energy Strategy only shows a reduction of 20% from 2013 building regulations and Condition No. 14 of planning permission reference 50270/APP/2011/2570 required a 25% reduction in CO2 emissions. However following discussions with the Sustainability Officer it was agreed that in this instance a 20% reduction was acceptable.

In terms of the ecological benefit of the proposed scheme, further details were requested from the developer. An amended Ecology Report makes a number of recommendations, including the introduction of bird and bat boxes in order for the development to achieve a net ecological benefit. An amended Landscaping Scheme has been submitted showing the location of Bird and Bat Boxes (ref. 643.19.01 Rev C). The scheme has been reviewed by the Council's Landscape Team who have agreed to the scheme. A plan showing the proposed location of PVs was also requested and the developer has now provided this detail

in plan reference no. 30755-PL-137.

The Council's Sustainability Officer has reviewed the amendments to the scheme and is of the opinion that the proposal is now acceptable.

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

The Council's Flood and Water Management Officer has reviewed the proposed scheme and stated that the proposal generally appears in accordance with the original FRA and limits run off from the site. However, it didn't include a final layout of the drainage design or the management and maintenance plan. The drainage plan also does not contain reference to the proposed rainwater harvesting proposed in the FRA for the site.

The Flood and Water Management Officer's comments were relayed to the applicant and a revised Drainage Strategy (Rev A) and Drainage Layout Plan (ref. 074650-CA-0-G00-DSP-SE-001-P01) has been submitted. The Council's Flood and Water Management Officer has reviewed the amended scheme and is now satisfied with the proposals.

It is worth noting that Condition No. 29 of planning permission reference 50270/APP/2011/2570 required each relevant phase of development to be carried out in accordance with the Flood Risk Assessment (FRA) (Scylla Road, Heathrow - Phase 1 Rev C 19/8/11 by Capita Symonds) as it applies to the relevant phase. The discharge of Condition No.29 is therefore an existing requirement.

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

Issues relating to air quality were considered under the grant of the outline planning permission, accordingly the proposal does not give rise to any concerns relating to air quality. The Council's Environmental Protection Unit has reviewed the proposal and raised no objection.

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

No neighbour comments were received.

#### **7.20 Planning obligations**

The application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the Hybrid planning permission ref 50270/APP/2011/1422. The Council's S106 Officer has confirmed that they have no comments on the Reserved Matters Application as the S106 was agreed at Outline stage.

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

None relevant.

#### **7.22 Other Issues**

None

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

General

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

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

application concerned.

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

### **10. CONCLUSION**

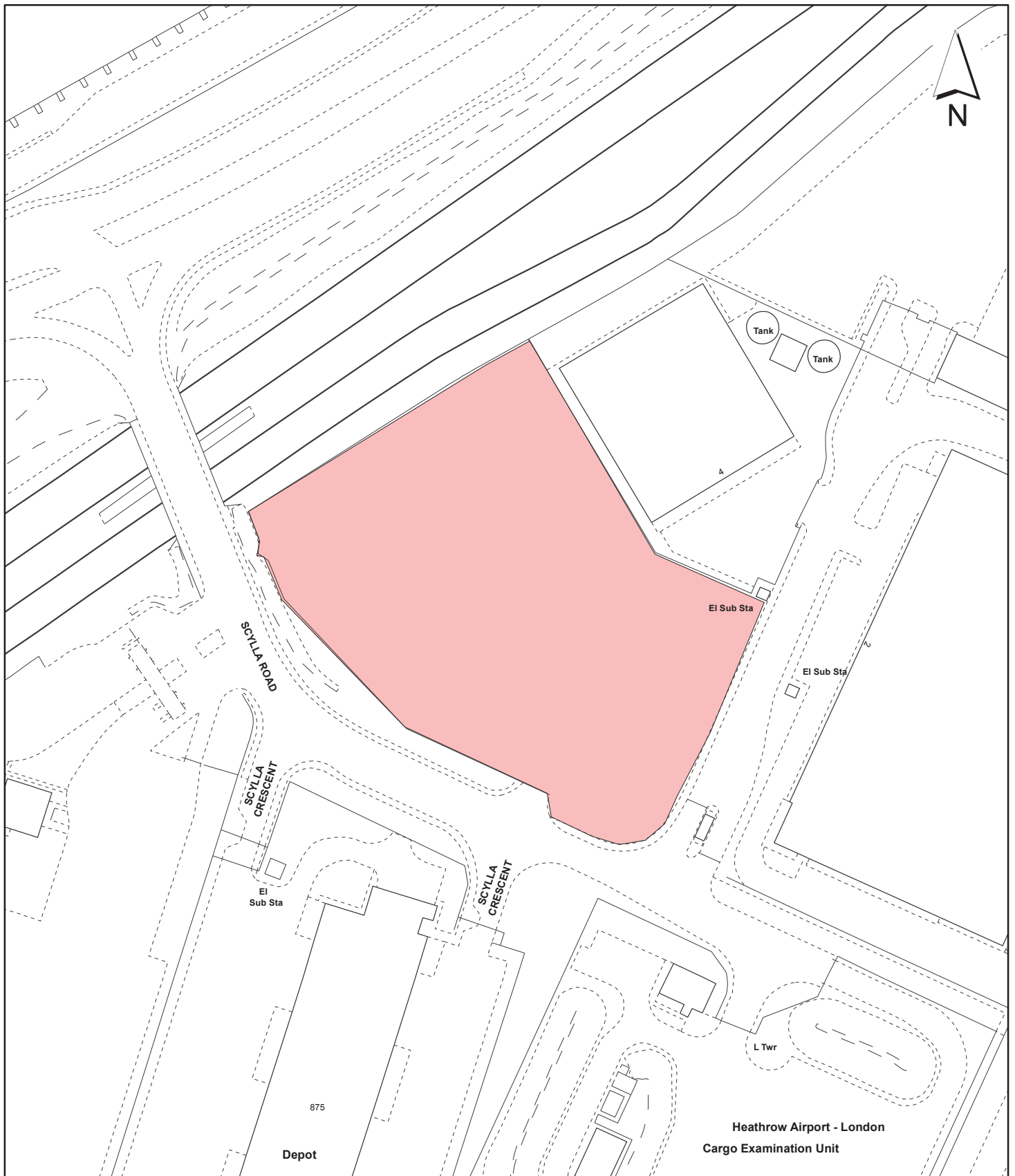
For the reasons provided throughout this report, the application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies  
London Plan (July 2011)  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Plot 1, Phase 3  
 The Portal  
 Scylla Road  
 Heathrow Airport**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**50270/APP/2014/3315**

Scale  
**1:1,250**

Planning Committee  
**Major Page 98**

Date  
**December 2014**





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

**Address** YOUNGWOOD FARM DUCKS HILL ROAD NORTHWOOD

**Development:** Replacement of timber framed single glazed windows with timber framed double glazed windows and replacement of doors (Listed Building Consent)

**LBH Ref Nos:** 11944/APP/2014/3678

**Drawing Nos:** 2014/D142/01 Site Location Plan  
2014/D142/02 Existing and Proposed Elevations  
2014/D142/03 Proposed Window Elevation and Schedule  
2014/D142/04 Proposed Indicative Typical Window Details  
Heritage Statement

**Date Plans Received:** 14/10/2014                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 14/10/2014

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The application site is located on the western side of Ducks Hill Road and comprises the Grade II Listed Building Youngwood Farmhouse and a number of farm buildings. The site is located within an area of Green Belt. The nearest residential property is Ashby Farm which is located over 200m north of the site.

By way of background its worth noting that because the building is owned by the Local Authority, if recommended for approval, the application must then be referred to the Secretary of State, before a decision can be issued.

#### 1.2 Proposed Scheme

Listed Building Consent is sought for the replacement of ten timber framed single glazed windows with ten timber framed double glazed windows and the replacement of three doors

#### 1.3 Relevant Planning History

11944/C/87/2147                      Youngwood Farm Ducks Hill Road Northwood  
Erection of a conservatory (Application for Listed Building Consent)

**Decision Date:** 17-03-1988                      NFA                      **Appeal:**

11944/D/90/0158                      Youngwood Farm Ducks Hill Road Northwood  
Change of use from office (sale of farm eggs & grading room) to farm shop & cutting room

**Decision Date:** 21-08-1990                      ALT                      **Appeal:**

11944/E/91/1329                      Youngwood Farm Ducks Hill Road Northwood  
Change of use from office (sale of farm eggs and grading room) to farm shop and cutting room;  
Renewal of temporary planning permission ref. 11944D/90/158 dated 21.8.90

Decision Date: 30-01-1992 ALT

Appeal:

### Comment on Planning History

## 2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

## 3. Comments on Public Consultations

EXTERNAL

A site notice was displayed and no responses have been received.

English Heritage:

This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

INTERNAL

Conservation Officer:

This is a Grade II Listed timber framed farm house dating from the 17th century. None of the windows or glazing proposed for replacement have any historic interest. The sash windows have metal rods rather than sash cords and all have very thick glazing bars, most without any internal mouldings. All are single glazed and the majority are in poor condition. There are no architraves, shutters or internal panels that would be affected by the replacement of the windows. The external doors proposed for replacement are modern and of little interest

There are no objections to the works, which propose traditionally constructed timber doors and double glazed windows, provided their detailing is appropriate. With regard to this matter, the submitted documentation is indicative only and manufacturer's details should be sought via condition. These should include elevational details of each window type; cross-sections of the windows, frames, glazing bars and cills; and details of the double glazed units, including spacer bars and gaskets. Details of the construction of the external doors should also be provided. These details should be at an appropriate scale, for example, 1:10, 1:5 or to full size as appropriate. Can we also add the standard condition re the windows and doors being traditionally constructed in timber and with a painted finish?

Following discussion with the case officer, I confirm that EH letters received re this matter are correct; once a committee resolution has been provided, the details plus associated paperwork should be forwarded to the National Casework Unit for approval.

## 4. 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.HE1 (2012) Heritage

Part 2 Policies:

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

BE10 Proposals detrimental to the setting of a listed building

## 5. MAIN PLANNING ISSUES

The main planning issue relates to the impact the proposed scheme would have on the Grade II Listed Building and on the surrounding Green Belt.

Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not permit applications to alter or extend Listed Buildings where damage may be caused to the historic structure. External and internal alterations should harmonise with their surroundings. Policy BE10 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states planning permission will not grant permission for proposals that are detrimental to the setting of the Listed Building.

Policy OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) does not permit developments in the Green Belt that would injure the visual amenity of the Green Belt by their siting, materials and design.

The proposal would replace the existing ten timber framed single glazed windows with ten new timber framed double glazed windows and would replace the three existing doors with three timber doors of a more appropriate design. The replacement windows and doors are considered to be acceptable in terms of their size and design, and would not result in a detrimental impact on the appearance or fabric of the Grade II Listed Building. It is also considered that the replacement doors and windows would not cause harm to the visual amenity of the surrounding Green Belt.

The Council's Conservation Officer does not object to the proposed replacement windows and doors subject to the provision of further information in regards to elevational details of each window type and details of the construction of the external doors. It is considered that these details can be provided by way of suitable conditions on any consent granted.

The proposed scheme therefore complies with Policies BE8, BE9, BE10 and OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). The application for Listed Building Consent is therefore recommended for approval.

## 6. RECOMMENDATION

**A: That subject to referral to the Secretary of State, the powers conferred on him**

**by section 15(5) of the Act, delegated powers be given to the Head of Planning, Sport and Green Spaces to grant planning permission; subject to the imposition of the following conditions:**

**1**            LB1            Time Limit (3 years) - Listed Building Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**2**            LB2            Making good of any damage

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority within six months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**3**            LB10           Internal and External Finishes (Listed Buildings)

All new works and works of making good to the retained fabric of the building, whether internal or external, shall be finished to match the existing fabric with regard to methods used and to material, colour, texture and profile.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**4**            LB11           Further Details (Listed Buildings)

Detailed drawings at an appropriate scale (e.g. 1:10, 1:5 or to full size) in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- (a) elevational details of each window type; cross-sections of the windows, frames, glazing bars and cills; and details of the double glazed units, including spacer bars and gaskets.
- (b) construction of the external doors

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**5**            NONSC        Non Standard Condition

The windows and doors shall be traditionally constructed in timber and with a painted finish.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance

with Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

## INFORMATIVES

- 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 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.

BE8 Planning applications for alteration or extension of listed buildings

BE9 Listed building consent applications for alterations or extensions

BE10 Proposals detrimental to the setting of a listed building

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

- 4 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.

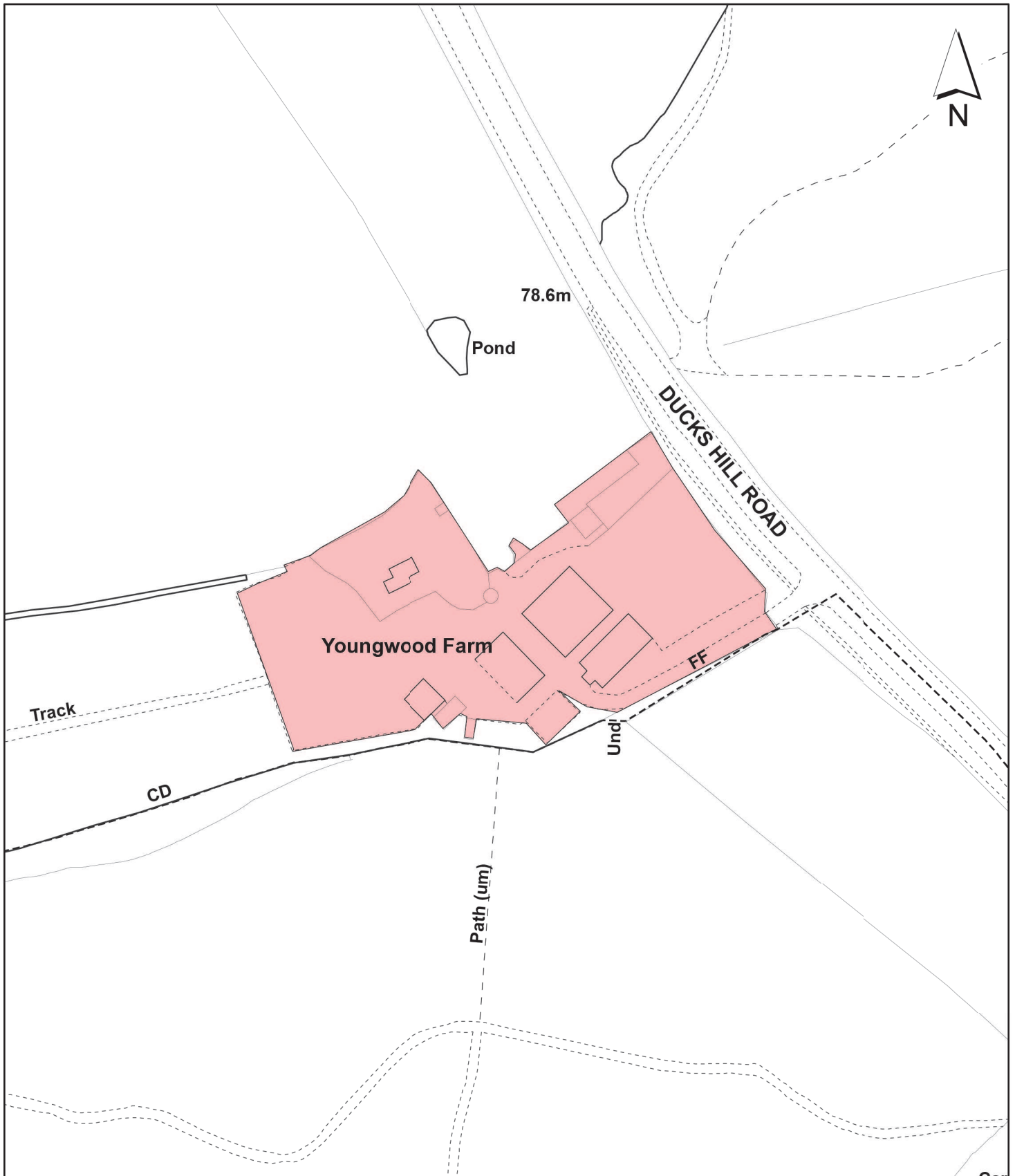
C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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.

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Youngwood Farm  
 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:

**11944/APP/2014/3678**

Scale

**1:1,600**

Planning Committee

**Major Page 105**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** LAND AT GARAGES/NURSERY BRACKENBRIDGE DRIVE RUISLIP

**Development:** Demolition of existing lock up garages, erection of 6 x 2 storey, 3 bed houses with associated parking and landscaping and erection of 14 replacement lock up garages

**LBH Ref Nos:** 56805/APP/2014/3033

**Drawing Nos:** 001 Site Location Plan  
038 002 Rev C Site Plan Existing  
038 003 Rev H Ground Floor Proposec  
038 011 Rev B Ground Floor Plan A Proposec  
038 012 Rev B Ground Floor Plan B Proposec  
038 014 Rev B First Floor Plan A Proposec  
038 015 Rev B First Floor Plan B Proposec  
038 016 Rev B Roof Plan A Proposec  
038 017 Rev B Roof Plan B Proposec  
038 018 Rev B Front Elevation Proposec  
038 019 Rev B Rear Elevation Proposec  
038 020 Rev B East Elevation Proposec  
038 021 Rev B West Elevation Proposec  
038 022 Rev A Street Elevations Proposec  
038 023 3D Rev B Model Views Proposec  
038 024 Rev B Location plan Proposec  
038 025 Relocated Substation Proposed Elevation:  
Design and Access Statement Rev E  
Tree Survey  
Flood Risk Assessmen

**Date Plans Received:** 22/08/2014                      **Date(s) of Amendment(s):** 22/08/2014  
**Date Application Valid:** 04/11/2014                      04/11/2014

### 1. SUMMARY

This application is a resubmission of a scheme previously approved by the Local Authority for the erection of 6 No. 3 bedroom dwellings with associated landscaping and parking. The previous consent expired on the 25th May 2014 and was not implemented within the three year time frame.

This application seeks consent for the same scheme as previously consented and there are no notable differences between this and the previously approved scheme. Given such, the proposal, by reason of its acceptable design, scale, siting and design is considered acceptable in the context of the surrounding street scene and is not considered to result in any loss of amenity to adjoining occupiers. The proposed dwellings would meet all relevant Council standards in terms of car parking, unit size and amenity space provision and would, as such, afford future occupiers with adequate levels of amenity. As such approval is recommended subject to conditions.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

**1 RES3 Time Limit**

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

REASON

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

**2 RES7 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)

**3 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 001; 038 003 Rev H; 038 011 Rev B; 038 012 Rev B; 038 014 Rev B; 038 015 Rev B; 038 016 Rev B; 038 017 Rev B; 038 017 Rev B; 038 018 Rev B; 038 019 Rev B; 038 020 Rev B; 038 021 Rev B; 038 022 Rev A; 038 024 Rev B; 038 025; 038 002 Rev C 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).

**4 RES5 General compliance with supporting documentation**

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

Flood Risk Assessment by Nimbus received 4th November 2014

Design and access statement 3588\_38DAS Rev E

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

REASON

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

**5 RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 11 Brackenbridge Drive or 48 White Butts Road

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**6 RES13 Obscure Glazing**

The windows facing 11 Brackenbridge Drive and 48 White Butts Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**7 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**8 RES15 Sustainable Water Management (changed from SUDS)**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Nimbus Engineering Ref 1351, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i) provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
  - a) calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b) any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
  - c) measures taken to prevent pollution of the receiving groundwater and/or surface waters
  - d) how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
  
- ii) provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
  
- iii) provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will incorporate

water saving measures and equipment.

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

v) provide details of how rain and grey water will be recycled and reused in the development. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

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

### **9 RES16 Code for Sustainable Homes**

The dwellings 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 one 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 RES24 Secured by Design**

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the

well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**12 RES25 No floodlighting**

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

**REASON**

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

**13 RES26 Contaminated Land**

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

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

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

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

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

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

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

**14 RES6 Levels**

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **15 RES9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that one of the parking spaces is served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f Other structures
  
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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

#### **16 NONSC Noise from sub station**

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

#### REASON

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

#### INFORMATIVES

**1**            I1                    **Building to Approved Drawing**

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

**2**            I12                    **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**3**            I14C                    **Compliance with Building Regulations Access to and use of**

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

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

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive

environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

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

#### **4 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](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.

#### **5 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

#### **6 12 Encroachment**

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



**7**            I25A            **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

**8**            I3                    **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).

**9**            I46                    **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

**10**          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).

**11**          I53                    **Compulsory Informative (2)**

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

AM13                            AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where

	appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
AM15	Provision of reserved parking spaces for disabled persons
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities

## 12 I6 **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.

### 3. **CONSIDERATIONS**

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

The site is located on the northwestern side of Brackenbridge Drive and comprises a former garage court, which has been partly demolished, with the remaining garages being disused. It is flanked by residential properties on three sides and faces a large open rectangular 'green' surrounded by other residential properties facing Brackenbridge Drive and Whitebutts Road.

The site includes a fenced section of land which was formerly occupied by a Nursery building. The building was demolished a number of years ago and this portion of the site has remained vacant since then. In addition the site contains a small fenced electricity substation. The surrounding area is residential in character featuring 2 storey red brick terrace housing with some semi-detached properties. The site is within the developed area as identified in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### 3.2 Proposed Scheme

It is proposed to demolish the existing lock up garages and to erect 6 two storey, two bedroom houses (in the form of two terraces of three houses) with associated parking and landscaping and the erection of 14 replacement lock up garages.

### 3.3 Relevant Planning History

56805/APP/2010/604 Land Between 11 Brackenbridge Drive And 48 Whitebutts Road Brack  
Erection of 8 new dwellings and 15 garages and creation of a car parking area.

**Decision:** 13-05-2010 Withdrawn

56805/APP/2011/436 Land Between 11 Brackenbridge Drive And 48 Whitebutts Road Brack  
Demolition of existing lock up garages, erection of 6 two storey, three bedroom houses with associated parking and landscaping and erection of 14 replacement lock up garages.

**Decision:** 25-05-2011 Approved

#### Comment on Relevant Planning History

56805/APP/2011/436 - Application for the demolition of the existing lock up garages, erection of 6 two storey, three bedroom houses with associated parking and landscaping and erection of 14 replacement lock up garages. This was approved on the 25th May 2011, however the scheme was not implemented within the three year time frame. The applicants are therefore applying again for the same development. No changes are proposed to the previously permitted scheme, and this is therefore a re-submission of the expired application.

56805/APP/2010/604 - An application for 8 new dwellings and 15 garages and creation of a car parking area was withdrawn on 13/05/2010.

## 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:

- 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.
- AM15 Provision of reserved parking spaces for disabled persons
- 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.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- 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
- H4 Mix of housing units
- H6 Considerations influencing appropriate density in residential development.
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- NPPF National Planning Policy Framework
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or

entertainment facilities

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

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

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

## **6. Consultations**

### **External Consultees**

A total of 21 neighbouring residents and South Ruislip Residents Association were notified of the application. Four objection letters have been received which raise the following concerns:

1. The scheme will result in a loss of privacy
2. The development will result in noise and disturbance during construction;
3. No provision made for the houses on The Fairway as area known for flooding;
4. Request for a higher fence for more security to the properties which has not been shown;
5. Against the erection of 14 garages, can't see why these are needed;
6. Road will become a rat race for cars being driven at high speeds in a loop.

NATS- No safeguarding objection.

HEATHROW SAFEGUARDING - No safeguarding objections.

ENVIRONMENT AGENCY - Environment Agency: We have assessed this application and have identified flood risk as the only constraint on this site. You should use our Flood Risk Standing Advice (FRSA) to determine if we need to be consulted directly on an application regarding flood risk.

In this case cell E5 of the consultation matrix applies and you did not need to consult us.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT OFFICER

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)

#### FLOODWATER MANAGEMENT OFFICER

Following the submission of the Flood Risk Assessment by Nimbus, which demonstrates the site is in Flood Zone 1 I have no objections to the proposed development subject to the use of sustainable drainage solution suggested such as rain gardens and permeable paving.

I therefore request the following condition:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Nimbus Engineering Ref 1351, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

iii. incorporate water saving measures and equipment.

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

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

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

#### REASON

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

National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### ACCESS OFFICER

Conditions are required to secure lifetime homes standards and ensure 10% of units are wheelchair compliant.

#### HIGHWAYS OFFICER

Can you confirm if the existing garages are allocated to any specific property or are just offered for rent on a first come first served bases. Furthermore, can you confirm the current occupancy level.

In addition, I note from the application form that the existing and propose number of car parking spaces is specified as 40 and there will be no reduction in car parking at the site. Can you clarify this?

Finally, can you request that the proposed speed humps are removed and replaced with raised tables at the entrance points to the site, adjacent to the boundary of the adopted highway (an amended plan will be required to show this).

OFFICER COMMENTS: The applicant has confirmed that the existing garages are no longer in use and the previous occupants were offered alternative garaging some years ago. It was also confirmed that a total of 27 spaces are proposed within this application and the plans have been amended to show raised tables.

This information has been reviewed by the Councils Highways Officer who states that the comments of the highways team on the previous application are relevant to the consideration of this application. The Highways comments on the previous application state: "Application is acceptable, subject to condition covering carriageway width (4.5m min), no surface water to drain onto highway land and lighting"

#### TREES AND LANDSCAPE OFFICER

##### LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by row of garages and a parking court to the north-west of the public open space adjacent to Brackenbridge Drive. This area is bleak and has no trees or other landscape features of character or merit.

- The surrounding area is characterised by a mix of post- war terraced housing and semi-detached properties, many of which overlook (and benefit from) the large open parkland, which also has a formal children's play area.

Landscape Planning designations:

- There are no Tree Preservation Order or Conservation Area affecting the site.

Landscape constraints / opportunities:

- Any redevelopment of this site should seek to improve the environment and its relationship with the adjacent open space.

##### PROPOSAL:

The proposal is to demolish the existing lock up garages, erect 6 x 2-storey, 3-bed houses with associated parking and landscaping and the erection of 14 replacement lock up garages.

#### 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.

- No trees or other landscape features of merit will be affected by the proposal.
- A brief tree survey, dated August 2011, to BS5837:2005, indicates the location and assesses the quality and condition of nearby trees.
- This tree survey is now out of date ( as is the methodology since the BS was amended and re-published in 2012). However, most of the trees are of limited individual value (as identified in the BS). Furthermore they are all off-site and none should be affected by the development.
- The Design & Access Statement confirms (3.1.11) that new trees will be provided as part of the comprehensive hard and soft landscape scheme. the entrance forecourt will feature hard and soft landscape, providing pedestrian access and two off-street parking spaces (including one disabled access space).
- DLG's drawing No. 038-003Rev h, Ground Floor Proposed, shows the proposed site layout with a new access road, six habitable units (with front and rear gardens), the replacement private / secure garages - all within a landscaped setting.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

#### RECOMMENDATIONS:

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

### **7. MAIN PLANNING ISSUES**

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

One of the main issues for consideration with this application is the loss of the nursery and garages, and principle of the change of use of the land to residential.

Hillingdon UDP Policy R5 states that the Council will not grant planning permission which involve the loss of land or buildings used (or where the last authorised use was for) public or community meeting halls, or religious, cultural and entertainment activities unless adequate, accessible, alternative facilities are available.

The applicant has supplied information that the nursery/community building was demolished in December 2007 and had been vacant and derelict since 2004. Furthermore the applicant has provided a rationale explaining how the scheme complies with the objectives of Policy R5. The area is served well by sports and community facilities. These include Deane Park hall, which is approximately 350m from the site; St Mary's Church Hall approximately 550m from the site, a nursery and boy's club on the recreation ground at the end of Yeading Avenue, 650m from the proposal site. Furthermore a new youth and community centre has been approved on Victoria Road, nearby.

Given the length of time the site has been disused/vacant, and the community facilities available nearby, the loss of this small parcel of land is considered acceptable in accordance with Policy R5 of the Hillingdon Development Plan.

The principle of redeveloping this site for residential use has also been established through the previous permissions on the site, the latest of which expired on 25th May 2014. Given that the same scheme as previously approved is proposed, and there not being any significant changes to policy or the character of the surrounding area, the principle of residential development is considered acceptable in the context of the site.



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

In terms of density of the proposed development, this is approximately 136 hr/ha and 27 units/ha. Whilst this does fall short of the London Plan density requirements, given the character of the area, the scheme presenting a suitable standard of accommodation, and that it was accepted at this density previously, no objection is raised in this respect.

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

Not applicable to the consideration of this application as the site is not located within an Archaeological Priority Area, Conservation Area or Area of Special Local Character.

## **7.04 Airport safeguarding**

No objections are raised to the scheme in terms of airport safeguarding.

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

Not applicable, the site is not located within the green belt.

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

The proposed dwellings are of a domestic height and massing, in keeping with the character and scale of the surrounding buildings and the area in general. The proposed external appearance of the buildings are considered to be a positive interpretation of traditional vernacular, that respect the building lines and built form of the adjacent dwellings. Overall, the scheme is not considered to have a detrimental impact on the streetscape.

## **7.08 Impact on neighbours**

The site abuts properties and gardens on the northern, eastern and western boundaries.

The distance to the dwellings with facing windows to the north is approximately 35m. To the east, there is also a habitable room window (although this would not face another habitable room window), and whilst it is within 15m of the proposed development, it is only a small secondary window. There are large primary windows to the front and rear of the property which provide ample levels of light and outlook to the habitable rooms. There is a similar scenario at the opposite end of the development. To the east where there is a habitable room window in the flank wall of no. 48 White Butts Road, this again is only a secondary window with larger windows to the front and back of the property.

Overall, given the relationship with the surrounding properties and acceptable design and character of the buildings proposed, the scheme is not considered to result in any significant loss of amenity to neighbouring properties in accordance with policies BE20, BE21 and BE24 of the Hillingdon UDP saved policies.

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

The London Plan states that a 2 storey, 3 bedroom house should have a minimum floor area of 96sq metres. The proposal is for six dwellings each with a floor area of approximately 114sq metres which is in excess of the minimum standards and is as such considered acceptable.

The minimum requirement for private amenity space, as set out in the HDAS SPD, for a 3 bedroom house is 60sq metres. The proposed amenity space provision is between 77sq metres and 132sq metres, which is in excess of the minimum standards

The proposed habitable rooms would all have an adequate outlook and natural lighting, in accordance with policy BE20 of the saved UDP. The proposed dwellings are therefore considered to afford future occupiers with an acceptable level of amenity.

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

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

At present the only access from Brackenbridge Drive to Whitebutts Road is through the garage site itself. The proposal will extend the current road layout by joining the ends of Brackenbridge Drive and Whitebutts Road. This will allow access to the proposed houses and allow a through route through the site. The proposal retains 14 garages for use by local residents as well as providing 12 off street parking spaces (2 per dwellinghouse) in line with Hillingdon parking standards. In addition six of the bays would be easily adaptable to disabled bays.

In terms of the lock-up garages, the applicant is to re-provide 14 garages on site which is more than the number of garages that are currently let on site. In addition, the new garages will meet current garage size standards, whereas the existing ones do not. It is therefore considered that the re-provision of 14 garages would not have a significant impact on traffic and pedestrian flow in the immediate area. The proposal therefore accords with Policies AM2, AM7 and AM14 of the Hillingdon UDP Saved Policies.

Cycle storage facilities in accordance with the Council's Parking standards are also shown within the curtilage of each dwelling. These facilities can be secured by appropriate conditions in the event of planning permission being granted.

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

These matters are dealt with elsewhere within the report.

#### **7.12 Disabled access**

The scheme has been designed to meet with all of the Lifetime Homes Standards in accordance with the London Plan and guidance within the Hillingdon Design and Accessibility Statement Residential Layouts and Accessible Hillingdon Supplementary Planning Documents. The integration of these features within the final design can be secured by an appropriate condition in the event of planning permission being granted.

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

Not applicable to the consideration of this scheme.

#### **7.14 Trees, Landscaping and Ecology**

The application site does not have any trees on it at present, as such the proposal does not have any implications with regard to tree retention or removal. The Council's Trees and Landscape Officer has raised no objections to the proposal which would achieve appropriate outcomes in terms of policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

The proposals indicate refuse storage areas within the curtilage of each dwelling. This is considered to provide an adequate level of refuse storage space for each house.

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

A condition has been added to ensure that the houses achieve level 4 of the Code for Sustainable Homes in accordance with the London Plan policy 5.3.

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

A Flood Risk Assessment has been submitted with the application, which demonstrates the site is in Flood Zone 1. The Assessment has been reviewed by the Council's Flood Water Management Officer who raises no objection to the scheme subject to the use of sustainable drainage solution suggested such as rain gardens and permeable paving.

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

There are no noise or air quality issues associated with the proposed development.

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

The objections received to the scheme have been addressed within the body of the report.

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

Not applicable to the consideration of 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**

Not applicable.

**10. CONCLUSION**

This application is a resubmission of a scheme previously approved by the Local Authority for the erection of 6 No. 3 bedroom dwellings with associated landscaping and parking. The previous consent expired on the 25th May 2014 and was not implemented within the three year timeframe.

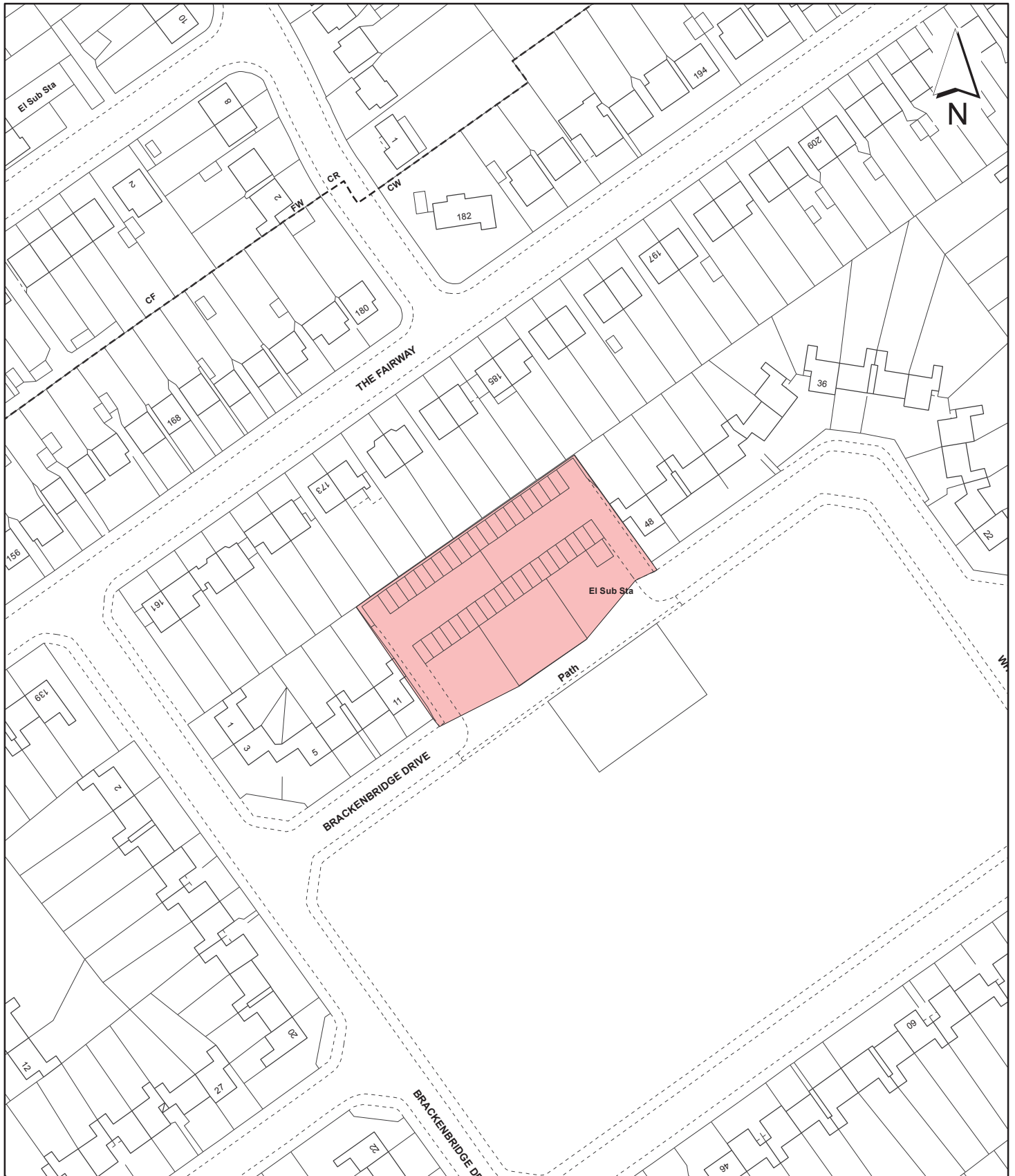
This application seeks consent for the same scheme as previously consented, and there are no notable differences between this and the previously approved scheme. Given such, the proposal, by reason of its acceptable design, scale, siting and design is considered acceptable in the context of the surrounding street scene, and is not considered to result in any loss of amenity to adjoining occupiers. The proposed dwellings would meet all relevant Council standards in terms of car parking, unit size and amenity space provision and would, as such, afford future occupiers with adequate levels of amenity. As such approval is recommended subject to conditions.

**11. Reference Documents**

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).  
National Planning Policy Framework.  
Supplementary Planning Document 'Accessible Hillingdon'.  
HDAS 'Residential Layouts'  
The London Plan 2011.

**Contact Officer:** Charlotte Bath

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Land at Garages/Nursery  
 Brackenbridge Drive  
 Ruislip**

Planning Application Ref:  
**56805/APP/2014/3033**

Planning Committee  
**Major Page 127**

Scale  
**1:1,250**

Date  
**December 2014**

**LONDON BOROUGH  
 OF HILLINGDON**

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



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

**Address** 23 STONEFIELD WAY RUISLIP

**Development:** Demolition of existing buildings and redevelopment to provide a Builders Merchants (sui generis use) with associated access, servicing, parking and outdoor storage.

**LBH Ref Nos:** 25508/APP/2014/3570

**Drawing Nos:** Air Quality Assessment  
Transport Statement  
Demolition Method Statement TPRUI 1FA  
Asbestos Demolition Survey - J047063  
Energy/Sustainability Statement  
Flood Risk Assessment R-FRA-TP\_RUI-01  
Ground Investigations Report - STL2801B-G01  
14061-P01 Rev A  
14061-P02-A\_TP RUISLIP - Site Survey Plan  
14061-P03-A\_TP RUISLIP - Site Survey Elevations  
14061-P04-A\_TP RUISLIP - Block Plan  
14061-P05-A\_TP RUISLIP - Site Layout  
14061-P06-A\_TP RUISLIP - Ground Floor Plan  
14061-P07-A\_TP RUISLIP - Mezzanine Floor Roof Plan  
14061-P08-A\_TP RUISLIP - Elevations Section  
14061-P09-A\_TP RUISLIP - Street Elevations  
Design and Access Statement 1406-B2 Rev A

**Date Plans Received:** 06/10/2014

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

**Date Application Valid:** 15/10/2014

### 1. SUMMARY

The application seeks full planning permission for the redevelopment of the site to provide a builder merchant for Travis Perkins comprising of a single storey building with mezzanine (total floor area of 1,392sqm) (Use Class Sui Generis) together with material storage area, relocated access and customer and staff car parking.

26 local neighbours, businesses and local amenity groups were consulted in September 2014. One letter was received, raising concern regarding the impact that construction may have on the local highway and that a condition should be attached requiring repairs where damage occurs. It is not possible to secure such a condition on the permission but there are provisions within the Highways Act 1980 to deal with such matters.

It is considered that the proposed development is acceptable in principle in the Strategic Industrial Location. It is appropriately designed within the context of the industrial location and it is not considered that the development would lead to such a significant increase in traffic. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended subject to the completion of a S106 Legal Agreement.

### 2. RECOMMENDATION

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

**Culture to grant planning permission subject to:**

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

**i) Air Quality Management Contribution - £12,500**

**ii) Travel Plan**

**iii) Project Management & Monitoring Fee = 5% of total cash contributions**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 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 14th January 2015, 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 Council's 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 14061-P01-A\_TP RUISLIP, 14061-P02-A\_TP RUISLIP, 14061-P03-A\_TP RUISLIP, 14061-P04-A\_TP RUISLIP, 14061-P05-A\_TP RUISLIP, 14061-P06-A\_TP RUISLIP, 14061-P07-A\_TP RUISLIP, 14061-P08-A\_TP RUISLIP, 14061-P09-A\_TP RUISLIP 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:

Reduction in energy use and renewable technology installation [Energy Sustainability Report]

Vehicle and Cycle Parking [14061-P05-A\_TP RUISLIP]

Refuse and Recycling Storage [14061-P05-A\_TP RUISLIP]

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

**REASON**

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 6.9 and 5.2 of the London Plan.

**4 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 1 parking space is served by an electrical charging point)

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 surfing/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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

#### **5 COM25 Loading/unloading/deliveries**

There shall be no loading or unloading of vehicles, outside the hours of 08.00 and 18.00, Monday to Friday, and between the hours of 08.00 and 17.00 on Saturdays. The premises shall not be used on Sundays or Bank Holidays.

#### REASON

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

#### **6 COM31 Secured by Design**

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

#### REASON

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

#### **7 NONSC Non Standard Condition**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by JPP consulting dated July 2014, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified

as well as any hazards, ( safe access and egress must be demonstrated).  
c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;  
d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.  
iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

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 COM14 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission nor shall the approved mezzanine be used as trading floorspace.

#### REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy LE2 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **9 NONSC Non Standard Condition**

Before the development is occupied, details of the number of any plant, machinery and fuel burnt, as part of the energy provision shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Prior to installation of the approved plant, the maintenance regime to ensure all pollutant emissions are kept to a minimum shall be submitted to the LPA for approval and thereafter maintained for the

lifetime of the development.

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

**10 COM30 Contaminated Land**

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

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

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

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

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

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

REASON

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

**11 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

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

**INFORMATIVES**

**1 I13 Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

## **2            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.

## **3            118            Storage and Collection of Refuse**

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

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

## **4            12            Encroachment**

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

## **5            124            Works affecting the Public Highway - General**

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

**6**            I25                            **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**7**            I3                                    **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).

**8**            I47                                    **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).

**9**            I60                                    **Cranes**

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

**10**          I5                                      **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing

the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

### **3. CONSIDERATIONS**

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

The site is located within the South Ruislip Industrial Estate to the south of Victoria Road. The application site is approximately 0.397 hectares and bounded by Stonefield Way on the western and southern sides. The site currently has two accesses from Stonefield Way with one from the south and one from the west.

The site is currently occupied on the southern end by an existing part single, part two storey building with a floor area of 1,792sqm last used as a factory with offices but vacant since January 2014.

#### **3.2 Proposed Scheme**

The proposed development comprises the demolition of the existing buildings and redevelopment of the site to provide a builder's merchants with a building of 1,392sqm, external materials storage, access, servicing and parking.

The site will contain two vehicle access points on Stonefield Way (one way), with one for entry and one for exit.

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

25508/APP/2003/2470 23 Stonefield Way Ruislip  
FORMATION OF 29 PARKING SPACES ON EXISTING GRASS VERGE

**Decision:** 12-12-2003 Refused

25508/APP/2004/2156 23 Stonefield Way Ruislip  
FORMATION OF 19 PARKING SPACES

**Decision:** 01-06-2005 Approved

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

The relevant history is listed above.

### **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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LPP 2.17 (2011) Strategic Industrial Locations
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **24th November 2014**
- 5.2 Site Notice Expiry Date:- Not applicable



## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 18 local owner/occupiers on 30 October 2014. The application was also advertised by way of site and press notices. One letter has been received with the following comments:

Crown owns and occupies the property opposite the proposed development. Whilst we have no specific objection to the development itself, we do have concerns re the current poor condition of the road surface of Stonefield Way and the further detrimental impact of large and heavy construction vehicles using this road to access the site, and the incremental volume of HGV's using the road once the development is complete. We would request that it is a condition of granting planning permission that the developer is required to make good any further damage caused to the road as a result of use by its vehicles during construction.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT:

Comments below with regard to air quality and land contamination. Further clarification is sought with regard to if NOx boilers will be required at the site.

The following information was submitted with regard to air quality:

- Air Quality Assessment Proposed Redevelopment of 23 Stonefield Way, Ruislip by Mayer Brown for Travis Perkins Trading Co. Ltd, dated October 2014

The following information was submitted with regard to land contamination:

- Ground Investigation Report Proposed Redevelopment of 23 Stonefield Way, Ruislip by Soiltechnics for Travis Perkins Trading Co. Ltd, dated August 2014

### **AIR QUALITY**

The proposed development is adjacent to the boundary of the declared AQMA (air quality management area) and in an area which may be below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m<sup>3</sup>), except possibly immediately adjacent to Victoria Road. Air quality modelling undertaken by CERC for Hillingdon for 2011 indicated, at the worst location on site, NO<sub>2</sub> was at 28.3 mg/m<sup>3</sup>. The worst location on Victoria Road at the facade of a residential receptor (the model output appears to be misaligned and has been adjusted for this) was 35.8 mg/m<sup>3</sup>. The road side levels are thought to have been slightly underestimated.

The air quality appraisal provided with the application indicates that no significant additional traffic movements will occur and the Transport Statement indicates a negligible increase. The total increase indicated in the air quality assessment is 90 daily vehicular trips. The transport statement goes on to say, 'With regard to HGV movements, the proposed branch will have 3 no 18 ton rigid 6-wheel lorries, each with a hiab loading facility and 1 no 5 ton 4-wheel 'beavertail' toolhire vehicle and these will be the only Travis Perkins vehicles delivering to customers from the site. Each of the 18 ton lorries will make up to three delivery circuit drops per day (9 delivery trips in total), whereas the toolhire vehicle will typically make up to 5 per day. This means there will be a typical maximum of 14 movements (28 two-way) per day associated with Travis Perkins deliveries, with fewer than this on Saturdays when the branch will close at 12pm. In addition to this there will be 1-3 external deliveries to the site meaning there will be up to 17 HGV movements (34 two-way) associated with the branch.' The air quality assessment does not consider cumulative impacts due to other developments on Victoria Road.

'AIR QUALITY NEUTRAL'

The air quality assessment has not worked out a suitable benchmark for the proposed use but uses

one for B1 land use (office), which is less conservative than the A1 retail use. I am not sure this is a suitable benchmark given offices with the indicated floor space (1392 m<sup>2</sup>) could potentially have parking that would indicate a greater number of trips for the site use may be allowed for in the benchmark. It is also anticipated that given the NO<sub>x</sub> emissions used in the benchmarks to date do not consider HDV movements, again the transport benchmark emissions may be an underestimate as at least 62 HDV trips (two-way) a day are likely out of 265 (it wasn't clarified if this was one- or two-way trips) and diesel HDVs emit more NO<sub>x</sub>.

The figure calculated for transport emissions benchmark for NO<sub>x</sub> emissions from the proposed development, is slightly over the B1 benchmark while the PM<sub>10</sub> emissions are slightly below. It is possible, had an appropriate benchmark consistent with the proposed site use had been used, the transport emissions benchmark for the site may have been below it, however I cannot be sure that is going to be the case. I am going to assume there is an overall increase in NO<sub>x</sub> and PM<sub>10</sub> emissions due to at least an additional 90 new trips a day (at least 62 of which would be HDVs). Therefore the new development is likely to contribute towards the worsening of air quality in the area. To be consistent with other applications on Victoria Road, all contributing to increases in emissions, the following s106 request is made.

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

Section 106

Section 106 obligation up to £12,500 should be sought for contribution to the air quality monitoring network in the area.

#### TRAVEL PLAN

The Transport Statement refers to a Travel Plan but none has been provided. It is understood the development proposal includes cycle parking. The site is also indicated to be within reasonable walking distance from bus stops and train stations. It is recommended a suitable Travel Plan condition be included in any permission given.

#### ENERGY

The Energy/Sustainability Statement indicates a CHP is not appropriate for the site. It does indicate instead of electric heating, air source heat pumps (ASHP) would be used for low heat water for use in radiators. There is no reference to low NO<sub>x</sub> gas-fired boilers, and the air quality assessment indicates that no operational impacts to air quality are anticipated with regard to building emissions.

Could they please confirm that the ASHP is feasible and will go ahead, or if NO<sub>x</sub> boilers will be required? It is recommended the applicant consider the use of ultra low NO<sub>x</sub> boilers, if NO<sub>x</sub> boilers are required. If the required information cannot be provided to clarify the energy aspect for the proposed development, the following condition is recommended for use in any permission given.

#### Air Quality Condition 1 - Details of Plant:

Before the development commences, details of the number of any plant, machinery and fuel burnt, as part of the energy provision shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Prior to installation of the approved plant, the maintenance regime to ensure all pollutant emissions are kept to a minimum shall be submitted to the LPA for approval and thereafter maintained for the lifetime of the development.

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

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

Advice on the assessment of CHPs is available from EPUK at:

[http://www.iaqm.co.uk/text/guidance/epuk/chp\\_guidance.pdf](http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf). An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

#### LAND CONTAMINATION

The submitted asbestos survey of the building identified a number of asbestos containing materials. Standard conditions are available to address the removal of asbestos containing materials from the building prior to demolition. The roofing material is also indicated to contain asbestos. The applicant needs to clarify what will be removed as part of the soft strip prior to demolition. The submitted Demolition Method Statement as it stands does not adequately identify mitigation measures, including if air monitoring (dust/asbestos) will be required during demolition works. The Environmental Protection Unit may have comments on the Demolition Method Statement.

It appears the building on site is likely to be part of the original industrial estate. Ordnance Survey historical maps show works on site (electronics factory) and works and a depot adjacent to the site. The ground investigation submitted with the application looked at metal contamination, PAHs (polycyclic aromatic hydrocarbons), TPHs (total petroleum hydrocarbons) including BTEX, PCBs (polychlorinated biphenyls) and phenol. Apart from the latter no other solvents have been considered.

The ground investigation was limited and identified asbestos containing materials (ACM) in the shallow soils beneath hard standing in a couple of locations. The report recommends the risk from asbestos contamination should be considered with regard to construction workers. It also indicates that the site will be entirely covered in building and hard standing, with no soft landscaping.

The ground investigation also identified hydrocarbon/TPH contamination in the vicinity of the compressor room. The TPH levels are quite high, but not considered high with regard to human health risk for an industrial/commercial end use. The document indicates it is not necessary to remediate the hydrocarbon contamination although it also states the hydrocarbon impacted soils are adjacent to the proposed surface water attenuation system, so some removal of the hydrocarbon impacted material will be required.

There is no ground gas or vapour monitoring undertaken as part of the ground investigation. Gas risk has been considered qualitatively only, although the possible gas risk associated with the hydrocarbon contamination on site does not appear to have been considered as part of this. In addition potential solvent contamination on site has not been investigated/quantified. It is not clear if there is any vapour risks associated with the site.

In spite of the above, the report concludes remediation is not required to render the site suitable for use. I would recommend the hydrocarbon contamination is adequately addressed and these remedial works are verified towards ensuring there are no sources left of site that could potentially generate gas or impact on the proposed surface water attenuation system.

The report acknowledges areas which have not yet been investigated may have higher levels of contamination, and these can be addressed following commencement of development works, although it also states that at this stage no further ground investigations are considered necessary. It is important that a watching brief is maintained and the construction workers are advised as to the potential nature of the contamination on site that they need to be aware of and report. The standard contaminated land condition is recommended for any permission given. The information provided with the application is sufficient to discharge (i)(a), and (i)(b) has been mostly satisfied, barring the missing information referred to above. Further clarification is required with regard to (i)(c), which needs to be discharged prior to development works commencing.

#### FLOOD RISK AND WATER MANAGEMENT OFFICER

Following the submission of a Flood Risk Assessment demonstrating that the proposals will control surface water on site to green field run off rates, there are no objections to the proposed development. However as the design is indicative I request the following condition to ensure that this is provided at detailed design.

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by JPP consulting dated July 2014, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- 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)

#### TREES AND LANDSCAPING

No objection in principle, subject to securing landscaping enhancement through condition.

#### HIGHWAYS AND TRANSPORTATION

The proposed redevelopment of the site includes a change of use from B2 to a builders merchants (sui generis). The development will have a gross external floor area of 1392 sqm, a reduction of 400 sq m from the existing use. The site has a PTAL of 1b - very low.

The traffic generation peak hours for the extant use are 08.00-09.00 and 17.00-18.00 and for the proposed use 08.00-09.00 and 16.00-17.00. The trip rates for the extant use have been calculated from similar sites available on the TRICS database and the proposed use based on a survey of the company's own similar store. The proposal could result in 7 additional 2-way trips during the AM peak, 5 additional 2-way trips during 16.00 to 17.00 and a reduction 15 2-way trips during the highway network peak hour 17.00-18.00. The development is therefore not considered to have any material traffic impact on the adjoining highway network.

Five customer car/van parking spaces are provided together with three staff spaces and one disabled space. The transport statement's justification for the appropriateness of this level of parking is based on other Travis and Perkins branches within London. Their customer base is such that a high proportion of trade is made up of bulk orders rather than a large number of smaller purchases typical of a DIY store. Stonefield Way is one way anti clockwise and there are waiting restrictions outside the site's frontage with parking permitted on the opposite side. A total of 8 cycle parking spaces are provided in a covered area.

The two existing accesses to the site are to be modified to accommodate HGVs through the site in a one way operation. Auto tracks have been provided confirming that the site can be accessed by a 16.5 m articulated lorry. The alterations to the accesses can be carried out by the Council at the applicant's cost or by the applicant under a licence from the highway authority.

No objections are raised on highway grounds.

#### PLANNING OBLIGATIONS OFFICER

The proposed development is considered acceptable subject to the applicant agreeing to the following contributions.

- i) Air Quality Management Contribution - £12,500
- ii) Travel Plan
- iii) Project Management & Monitoring Fee = 5% of total cash contributions

Subject to the above there are no objections to the proposal.

## **7. MAIN PLANNING ISSUES**

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

Policy E1 of the Local Plan: Part 1 states that the council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy BE2 of the UDP states that IBAs are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and Sui Generis Uses appropriate in an industrial area.

Policy 2.17 of the London Plan states that the Mayor and boroughs should promote, manage and where appropriate protect Strategic Industrial Locations (SILs).

The application site is designated as an Industrial and Business Area (IBA) in the UDP and a Preferred Industrial Local in the London Plan. The proposed development comprises the demolition of the existing building in general Industrial use and use of the site as a builders merchant (Sui Generis). This use is considered to be acceptable in principle with regards

to Policy E1 of the Local Plan: Part 1, Policy BE2 of the UDP and Policy 2.17 of the London Plan.

The proposed building will also contain a tool hire area which will be open to members of the public and therefore considered to be retail within A1 Use Class. This will be situated within the trade counter area but given the size in relation to the overall floor area and the proposal is considered ancillary to the main use as a builders merchant.

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

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

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

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

#### **7.04 Airport safeguarding**

The height of the proposed development is below that which requires consultation with BAA/Heathrow Safeguarding and the MoD and RAF Northolt.

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

The site is not located within or near to the Green Belt, therefore it is considered that the scheme would not impact on the Green Belt.

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

Policy BE13 of the UDP seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

The proposed development comprises the demolition of the existing part single, part two storey building and erection of a new single storey building with mezzanine to the north of the site. The existing building is of relatively poor quality and does not contribute in character and appearance to the street scene and surrounding area. The proposed building is considered to be of a good quality and related to the site and surrounding area in terms of use and appearance.

No soft landscaping is proposed on the site and the supporting information states that is not required given that there is no existing soft landscaping. However, Policy BE38 of the Local Plan Part Two Saved UDP Policies requires new development to incorporate landscape proposals. It is considered that there is an opportunity to provide some soft landscaping on the boundaries to improve the overall appearance of the area in line with similar developments nearby. It is proposed to secure soft landscaping through condition.

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

The application site is located within an industrial area with the closest residential

properties located approximately 240m to the south east and 280m to the north west. Given the location of the application site and the separation distances involved it is considered that the proposal will not result in any unacceptable detrimental impacts on the residential amenity of properties within the locality.

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

Policies relating to living conditions relate to residential developments. As such, this is not relevant to the application.

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

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

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Policy AM7 of the UDP which states:

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

(i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

The application is accompanied by a Transport Statement which sets out the potential impact of the proposed development on the local highway network. The proposed redevelopment of the site includes a change of use from B2 to a builders merchants (sui generis). The development will have a gross external floor area of 1392 sqm, a reduction of 400 sq m from the existing use. The site has a PTAL of 1b - very low.

The traffic generation peak hours for the extant use are 08.00-09.00 and 17.00-18.00 and for the proposed use 08.00-09.00 and 16.00-17.00. The trip rates for the extant use have been calculated from similar sites available on the TRICS database and the proposed use based on a survey of the company's own similar store. The proposal could result in 7 additional 2-way trips during the AM peak, 5 additional 2-way trips during 16.00 to 17.00 and a reduction of 15no. 2-way trips during the highway network peak hour 17.00-18.00. The development is therefore not considered to have any material traffic impact on the adjoining highway network.

Five customer car/van parking spaces are provided together with three staff spaces and one disabled space. The transport statement's justification for the appropriateness of this level of parking is based on other Travis and Perkins branches within London. Their customer base is such that a high proportion of trade is made up of bulk orders rather than a large number of smaller purchases typical of a DIY store. Stonefield Way is one way anti clockwise and there are waiting restrictions outside the site's frontage with parking permitted on the opposite side. A total of 8 cycle parking spaces are provided in a covered area.

The two existing accesses to the site are to be modified to accommodate HGVs through the site in a one way operation. Auto tracks have been provided confirming that the site can be accessed by a 16.5 m articulated lorry. The alterations to the accesses can be carried out by the Council at the applicant's cost or by the applicant under a licence from the

highway authority. Based on the above assessment there are not considered to be any objections to the proposed development on highway grounds.

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

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

#### **7.12 Disabled access**

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

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to such conditions to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the UDP, London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

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

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

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

Policy BE38 of the Local Plan: Part Two seeks the provision of new planting and landscaping wherever it is appropriate. The council Landscape officer has been consulted and requested that as no soft landscaping is proposed as part of the development, improvements should be secured through the imposition of conditions.

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

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. Refuse storage

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

Policies within Chapter 5 of the London Plan and the London Sustainable Design and Construction SPG require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions beyond 2013 Building Regulations.

The application is accompanied by an Energy and Sustainability Statement. This sets out that the development will be achieving a 40% reduction in annual CO2 emissions and therefore is acceptable with regards to Policy 5.2 of the London Plan and the London



Sustainable Design and Construction SPG.

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

The applicant has submitted a Flood Risk Assessment demonstrating that the proposals will control surface water on site to green field run off rates. The assessment has been reviewed by the Council's Flood and Water Management Officer who raises no objections to the proposed development subject to a condition requiring full details of a scheme for the provision of sustainable water management.

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

The site is located adjacent to a Air Quality Management Area (AQMA) and is a use which has the potential to impact on emissions. Consequently the Council's Environmental Protection Unit has reviewed the submission and raises no objections to the proposal subject to a contribution of £12,500 towards air quality monitoring in the locality.

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

The one comment received from the public consultation requested that a condition be placed on the permission that any road damage during construction should be repaired by the developer. In this instance it is not considered appropriate to place a condition on the permission as damage to highways is covered in the Highways Act 1980 and therefore such a condition would be considered unreasonable in accordance with Planning Practice Guidance.

#### **7.20 Planning obligations**

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

The obligations sought would be as follows:

- i) Air Quality Monitoring Contribution - £12,500
- ii) Travel Plan
- iii) Project Management & Monitoring Fee = 5% of total cash contributions

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. The applicant has agreed to the Heads of Terms and the S106 will be signed should the committee resolve to grant planning permission.

The Council has recently adopted its own Community Infrastructure Levy (CIL), however as the proposed development is for a Sui Generis Use the development is not considered to be liable for the Hillingdon CIL.

The Mayor of London's CIL includes a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

#### **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.

## **10. CONCLUSION**

The application seeks full planning permission for the redevelopment of the site to provide :

builder merchant for Travis Perkins comprising of a single storey building with mezzanine (total floor area of 1,392sqm) (Use Class Sui Generis) together with material storage area, relocated access and customer and staff car parking.

The proposed use of the site as a builders merchant, given the designation in an Industrial and Business Area in the UDP and Preferred Industrial Location in the London Plan is considered acceptable in principle. The proposed design of the development is considered to be in keeping with the character and appearance of the site and surrounding area and not lead to a significant increase in traffic movements to the detriment of the local highway.

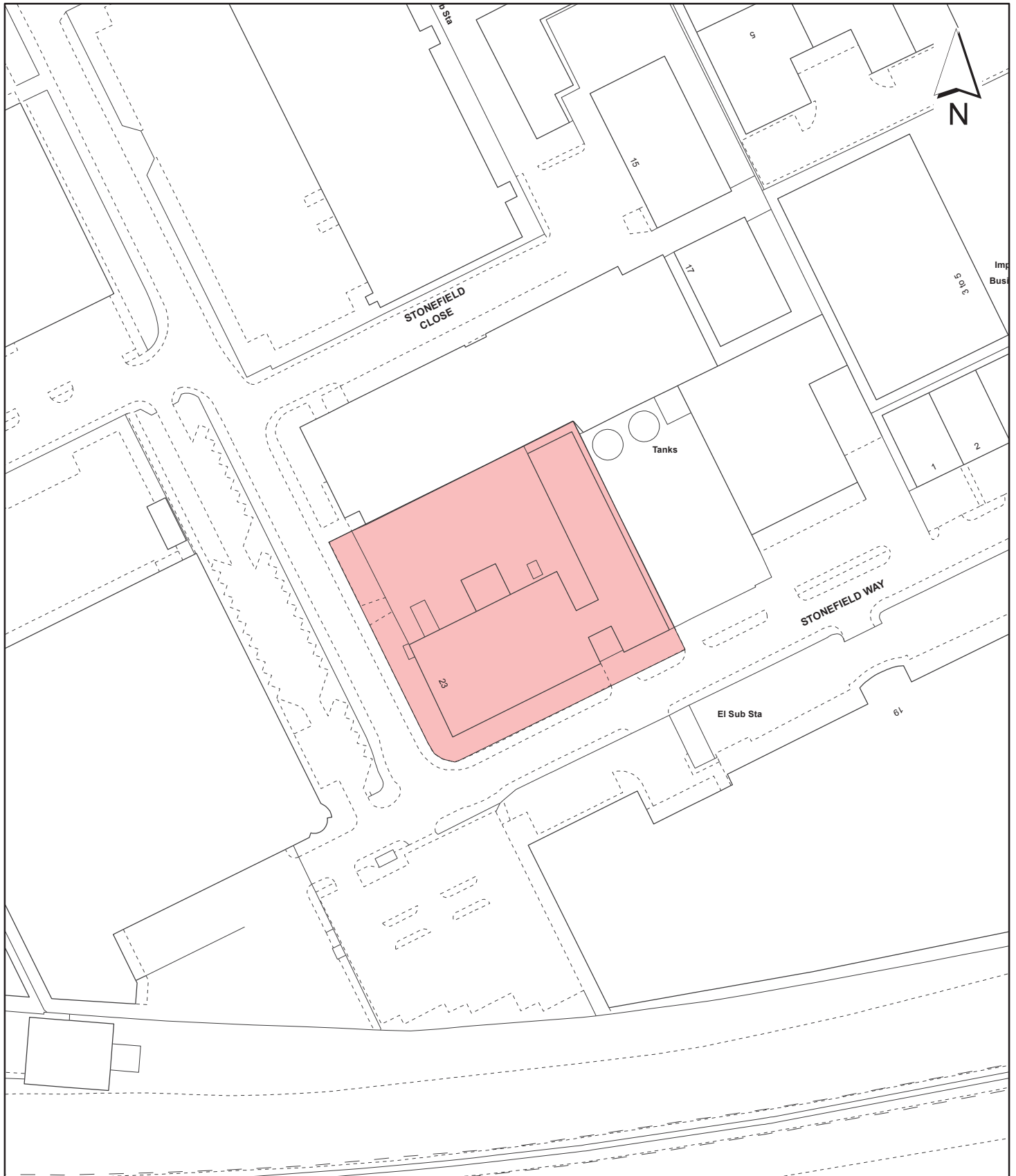
In view of the above, the proposal is considered to comply with relevant national, regional and local planning policy and, as such, approval is recommended, subject to the completion of a S106 Legal Agreement.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
Revised Early Minor Alterations to the London Plan (October 2013)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations July 2014  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Peter Higginbottom

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**23 Stonefield Way  
 Ruislip**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**25508/APP/2014/3570**

Scale

**1:1,250**

Planning Committee

**Major Page 150**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** THE BATTLE OF BRITAIN BUNKER, RAF UXBRIDGE HILLINGDON ROAD  
UXBRIDGE

**Development:** Erection of a temporary modular building with associated works and installation of a temporary road

**LBH Ref Nos:** 585/APP/2014/3739

**Drawing Nos:** Reptile Presence/Likely Absence Survey October 2014  
LBH/UXB-BBB/AMS/01a Arboricultural Method Statement October 2014  
Bat Survey September 2014  
Extended Phase 1 Habitat Survey September 2014  
Design & Access Statement  
1308 PL 001 Rev 00 Site Location Plan  
1308 PL 011 Rev 00 Temporary Services  
1308 PL 003 Rev 01 Proposed Site Plan - Enabling Works  
1308 PL 010 Rev 00 Temporary Accommodation  
1308 PL 002 Rev 00 Existing Site Plan

<b>Date Plans Received:</b>	20/10/2014	<b>Date(s) of Amendment(s):</b>	20/10/2014
<b>Date Application Valid:</b>	27/10/2014		29/10/2014
			27/10/2014

### 1. SUMMARY

This application seeks consent for the erection of a temporary visitor building and access road to the demolition site.

No objections are raised to the principle of the development in this location, which is considered to have a limited impact on the openness of the wider adjacent Green Belt. Given the temporary nature of the scheme, the proposal is not considered to have a detrimental impact on the character, appearance and setting of the adjacent statutory and locally listed buildings and structures and surrounding area in general. The scheme would not have a detrimental impact on the local highways network or existing parking provision.

The proposal is considered to comply with relevant planning policy and, accordingly, approval is recommended.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 T4 Temporary Building - Removal and Reinstatement

The building and any ancillary structures/hardstanding hereby permitted shall be removed and the land restored to its former condition on or before 10/01/18.

#### REASON

The building, by reason of its temporary design and its location adjacent to the Green Belt and listed buildings is not considered suitable for permanent retention in compliance with Policy OE1, OL5, BE10 and BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

**2 T6 Temporary Use - Discontinuance**

The use hereby permitted shall be discontinued on or before 10/12/17 and the temporary building and ancillary associated structures and hardstanding removed from the site.

**REASON**

It is not considered appropriate to grant a permanent permission for the use until its effect on the amenities of the locality has been assessed in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

**3 RES6 Levels**

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

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**4 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1308 PL 001 Rev 00; 1308 PL 002 Rev 00; 1308 PL 003 Rev 01; 1308 PL 010 Rev 00; 1308 PL 011 Rev 00 and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**5 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:  
Arboricultural Report reference LBH/UXB-BBB/AMS/01a  
Extended Phase 1 Habitat Survey

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

**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 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 RES8 Tree Protection**

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

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

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

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

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

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **8 RES9 Landscaping (car parking & refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a External Lighting
  - 2.b Other structures
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 surfing/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

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

#### REASON

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

#### INFORMATIVES

##### 1

Care should be taken to ensure that the services between the grade I listed bunker and Stand by Set House (its emergency generating plant) are not disrupted

##### 2 I11 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

##### 3 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor



(including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

#### **4 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](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.

#### **5 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

#### **6 134 Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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

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

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

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

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

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

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

## **7            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).

## **8            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 (November 2012) 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): - <ul style="list-style-type: none"><li>(i) Dial-a-ride and mobility bus services</li><li>(ii) Shopmobility schemes</li><li>(iii) Convenient parking spaces</li><li>(iv) Design of road, footway, parking and pedestrian and street furniture schemes</li></ul> |
| AM7  | Consideration of traffic generated by proposed developments.   |

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 7.16	(2011) Green Belt
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OL5	Development proposals adjacent to the Green Belt

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located adjacent to the Stand by Set House and directly opposite the existing AUS building. The boundary to the Green Belt runs to the west of the application site and the Grade I listed Battle of Britain Bunker and other locally listed structures are located to the south west of the application site.

#### 3.2 Proposed Scheme

This application seeks consent for the erection of a temporary modular building adjacent to the Stand By Set House and directly opposite the existing AUS Building (due to be demolished). The temporary building is required to provide visitor and office facilities for the Battle of Britain Bunker, that will be lost when the AUS Building is demolished to make way for the proposed new Visitors Centre.

Included in this application also is the erection of a temporary road on the site of the existing Uniter Bunker to permit the demolition and construction of the new visitor centre.

Consent is sought for the building and road on the site for a three year period, after which time both will be removed and land restored to its former condition.

#### 3.3 Relevant Planning History

585/APP/2014/3723      The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge  
 Application for prior notification of proposed demolition for the former AUS Building (No 76) located on the RAF Uxbridge site (made under the Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 31)

**Decision:** 17-11-2014    PRN

#### Comment on Relevant Planning History

There is an extensive planning history for this site and the most relevant planning

applications are referred to above.

#### **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.CI3 (2012) Culture
- 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
- AM7 Consideration of traffic generated by proposed developments.
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.15 (2011) Water use and supplies
- LPP 7.16 (2011) Green Belt
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 7.8 (2011) Heritage assets and archaeology
- NPPF National Planning Policy Framework
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OL5 Development proposals adjacent to the Green Belt

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

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

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

#### **6. Consultations**

## **External Consultees**

Consultation letters were sent to 21 local owners/occupiers and a site notice was displayed. No responses have been received.

### **ENGLISH HERITAGE:**

English Heritage Advice

The description of these works does not state a time period for the temporary permission, although three years is requested in the design and access statement. We recommend that this time period is specified in the consent, and that a condition is attached to ensure that the temporary building and access road are removed as soon as the permanent visitor centre is complete.

### **Recommendation**

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

### **UXBRIDGE LOCAL HISTORY AND ARCHIVE SOCIETY:**

No comments received to date.

## **Internal Consultees**

### **CONSERVATION OFFICER:**

There are no objections in principle to these works, provided the temporary class room is removed when the works are complete, or within an agreed timescale. Care should be taken to ensure that the services between the grade I listed bunker and Stand by Set House (its emergency generating plant) are not disrupted. Could we have further some details on the proposed levels across the site as this is unclear at present, this could be requested via condition.

### **ENVIRONMENTAL PROTECTION UNIT:**

No objection

**OFFICER COMMENT:** Given the temporary nature of the scheme, its location and that it incorporates permeable paving where hardstanding is proposed, this condition was not considered necessary for the application.

### **HIGHWAYS:**

The temporary building is to provide visitor and office space for the Battle of Britain Bunker while the existing building that provides these facilities is being demolished. There are no additional traffic implications arising from the use of the temporary building.

There are no objections on the temporary road required to enable demolition of the existing building. As the existing permanent road and car parking are at a much higher level and this provides the only suitable location for a construction route to the building.

### **TREES/LANDSCAPE OFFICER:**

Tree Preservation Order (TPO)/Conservation Area: N/A Significant trees/other vegetation of merit in terms of Saved Policy BE38 (on-site): There are numerous trees adjacent to the site; the majority of these form part of a group/woodland to the sides. A tree survey has been carried out and a report submitted. I am happy with the proposed tree protection. Recommendations: Some tree planting/landscaping may be required but this matter can be dealt with by condition. Conclusion (in

terms of Saved Policy BE38): Acceptable, subject to condition RES8 (implementation of submitted details), RES9 and RES10.

## **7. MAIN PLANNING ISSUES**

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

Given the temporary nature of the building and its location within the site, no objection is raised to the principle of the development.

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

Not applicable to the consideration of this application.

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

Given the location of the building, temporary nature of the proposed building and its modest size and scale, the scheme is not considered to have a detrimental impact on the character, appearance and setting of the adjacent listed bunker or locally listed buildings/structures.

### **7.04 Airport safeguarding**

Not applicable to the consideration of this application.

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

The proposed temporary building is located adjacent to the Green Belt boundary. Accordingly, the size, scale and height of the proposed building is not considered to be obtrusive in this location and, given the temporary nature of the development, it is not considered that it would have any significant adverse impact on the long-term openness of the Green Belt or the visual amenities of the surrounding area.

The temporary road is located within the Green Belt, however is a continuation of an existing route onto the site. Given the temporary nature of this road, its addition is not considered to have a detrimental impact on the openness, character and appearance of the Green Belt.

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

The building is located to the east of the access road into the site and will consist of a pale green single storey, flat roofed building. The building design is not considered suitable for permanent retention, given its design and materials, which would be likely to deteriorate over time. However, given its location within the site, the dense belt of trees and shrubs surrounding the site would assist with the screening and softening of the proposal. For these reasons, the scheme would not appear highly prominent within the surrounding street scene and no objection is raised in this regard.

For similar reasons, no objection is raised to the addition of the temporary road to the demolition site.

### **7.08 Impact on neighbours**

The scheme is single storey and there are no existing or proposed residential properties in the vicinity that would be sited sufficiently close to the temporary building or road to be affected by the proposal by reason of dominance, loss of light or privacy. The scheme accords with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

The building is proposed to be used as a temporary visitor centre as the existing would be lost when the AUS building is demolished to make way for a new Visitors Centre. The bunker is currently open for guided tours twice a day and sometimes on weekends from 10am to 4pm. Given the occasional use of the temporary building and this replacing existing facilities, the scheme is not considered to have a detrimental impact on the amenities of the surrounding occupiers. The proposal is therefore considered to be in accordance with policies BE19 and OE1 of the adopted Hillingdon Unitary Development Plan Saved Policies

(November 2012).

**7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

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

Access to the site is primarily by car or coach and there are a total of 17 perpendicular parking bays and 5 parallel bays marked out on the opposite side of the road. There is also an area of asphalt further south and away from the entrance with space for approximately 6 cars. This vehicular access and car parking will remain unaffected on the site and therefore no objection is raised in this regard.

**7.11 Urban design, access and security**

The size, scale, height and design of the proposed buildings is considered to be acceptable in this location on a temporary basis and it is not considered that it would have any significant detrimental impact on the character and appearance of the surrounding area. However, given the temporary nature of the buildings and the adjacent site's Green Belt location, its long term retention in this location is visually undesirable.

It is considered that the presence of the buildings and road on the site for a temporary period of three years would be acceptable in the context of the site. Suitably worded conditions are recommended to ensure that they are removed at the end of the three year period.

**7.12 Disabled access**

Wheelchair access to the temporary facilities is proposed from the auxiliary parking area to the south across the grass. A plastic reinforcing mesh is proposed to provide mud free access and keep any impact on the roots of the existing trees to a minimum.

No objection is raised to these details.

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

Not applicable to the consideration of this application.

**7.14 Trees, landscaping and Ecology**

There are numerous trees adjacent to the site and the majority of these form part of a group/woodland to the sides. A tree survey has been carried out and a report submitted with the application, which has been reviewed by the Councils Tree officer. No objections are raised to the proposed tree protection and conditions are recommended to ensure that the recommendations are implemented.

**7.15 Sustainable waste management**

Not applicable to the consideration of this application.

**7.16 Renewable energy / Sustainability**

Not applicable to the consideration of this application.

**7.17 Flooding or Drainage Issues**

Not applicable to the consideration of this application.

**7.18 Noise or Air Quality Issues**

Not applicable to the consideration of this application.

**7.19 Comments on Public Consultations**

Not applicable, no adverse comments were received.

**7.20 Planning obligations**

Not applicable to the consideration of this application.

**7.21 Expediency of enforcement action**

Not applicable to the consideration of 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**

Not applicable to the consideration of this application.

**10. CONCLUSION**

No objections are raised to the principle of the development in this location, which it is considered would have a limited impact on the openness of the wider adjacent Green Belt. Given the temporary nature of the scheme, the proposal is not considered to have a detrimental impact on the character, appearance and setting of the adjacent statutory and locally listed buildings and structures and surrounding area in general. The scheme would not have a detrimental impact on the local highways network or existing parking provision.

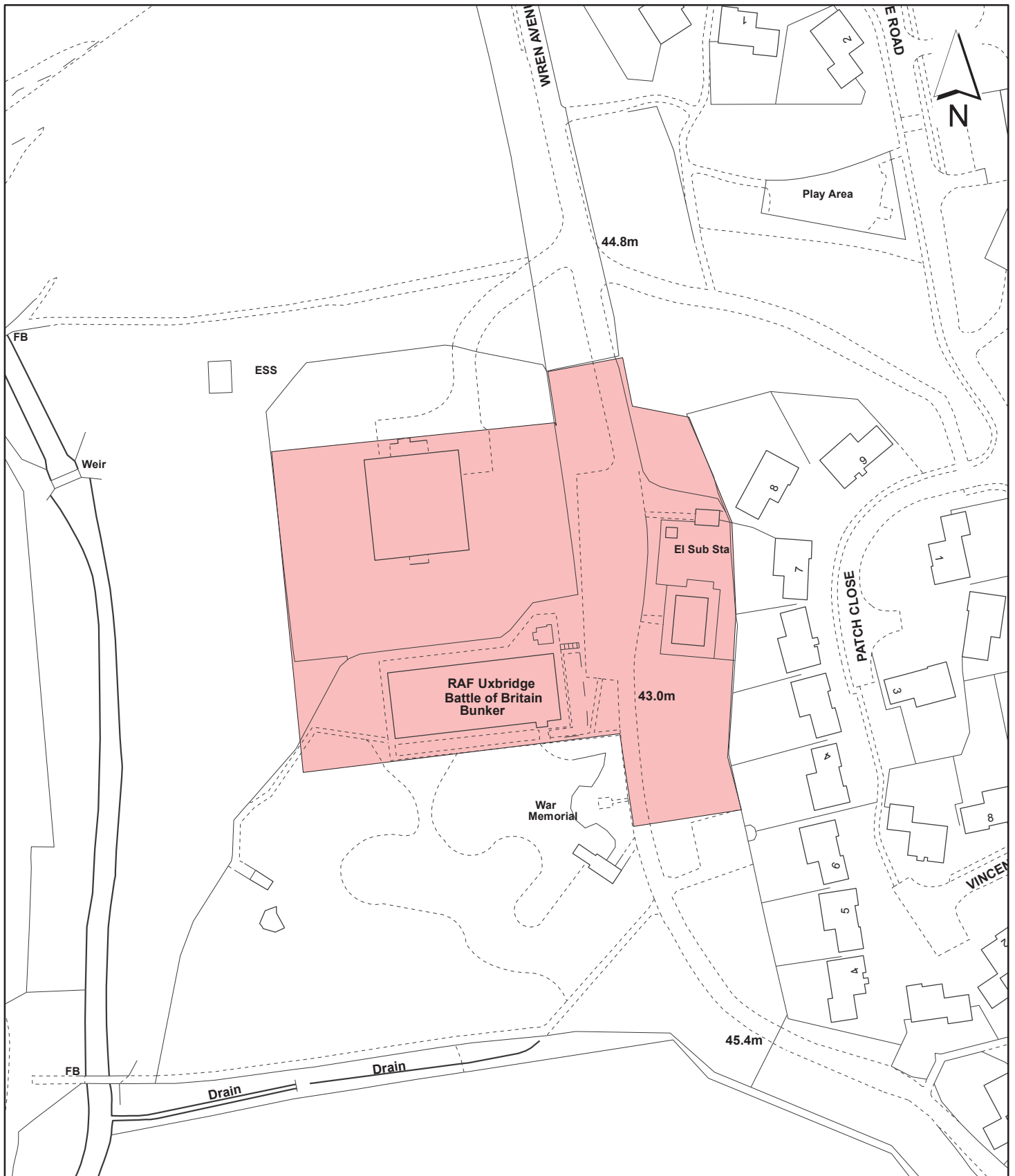
The proposal is considered to comply with relevant planning policy and, accordingly, approval is recommended.

**11. Reference Documents**

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

**Contact Officer:** Charlotte Bath

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**The Battle of Britain Bunker  
 RAF Uxbridge  
 Hillingdon Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**585/APP/2014/3739**

Scale

**1:1,250**

Planning Committee

**Major Page 164**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** WEST DRAYTON CEMETERY HARMONDSWORTH ROAD WEST  
DRAYTON

**Development:** Extension to the burial ground to accommodate a further 460 grave spaces to meet future needs.

**LBH Ref Nos:** 70315/APP/2014/3404

**Drawing Nos:** AOC November 2014 - Cultural and Heritage Assessment  
Investigation for an Archaeological Evaluation  
TIER 1 Screening Report  
Service runs  
Geotechnical Report - October 2014  
Ground Investigation (October 2014  
E/AO 2655 - 100-03  
E/AO 2655 - 100-01 E  
Reptile Presence/Likely Absence Survey  
Bat Activity Survey  
E/A1 2655 100-02  
Arboricultural Impact Survey (August 2014

**Date Plans Received:** 22/09/2014

**Date(s) of Amendment(s):** 11/11/2014

**Date Application Valid:** 22/09/2014

### 1. SUMMARY

The proposal seeks full planning permission to extend the cemetery to the west, towards the rear of built housing fronting Laurel Lane and Stainby Close to provide a further 460 lairs. The scheme is considered to be acceptable in this location and will preserve the character of the West Drayton Conservation Area whilst respecting the setting of adjacent buildings and the area's natural features.

The proposed extension to the existing cemetery is welcome in principle as the proposal would make a significant positive impact in meeting an identified need within this part of West Drayton and the wider London in general.

The site can satisfactorily accommodate the cemetery within this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The proposal would not cause unacceptable harm to neighbouring occupiers through increased noise or disturbance.

The site already benefits from good access and there is public transport including local services and facilities in the vicinity of the site. The proposal is acceptable with respect to highway and pedestrian safety or traffic flows.

There are existing trees within the site which are worthy of retention and additional landscaping and biodiversity improvements will be secured by condition. The Council's Sustainability officer is satisfied with the development in this respect.

The proposal is therefore considered to be in accordance with the NPPF, the London Plan 2011 and the Councils Local Development Framework and it is recommended that the application is approved subject to conditions.

## 2. **RECOMMENDATION**

**A: That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Sport and Green Spaces and also those requested by the Environment Agency and the following:**

**1. The Environment Agency removing their objection**

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

**1 SP01 Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the Council.

**2 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.

**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 E/AO 2655 - 100-01 B, E/A1 2655 100-02 and E/AO 2655 - 100-03 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 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:  
Recommendations in the Cultural and Heritage Statement (AOC November 2014)  
Recommendations Arboricultural Report (August 2014)  
Ground Investigations Report (October 2014)

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

**REASON**

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

**5 COM8 Tree Protection**

No site clearance or construction works shall take place until all the tree protection

measures specified in the Patrick Stileman's Arb Reports PL120 and PL125 have been fully implemented. The tree protection measures shall be retained in position until the development is completed and, unless otherwise agreed in writing, the areas within the protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **6 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.

#### **7 COM9 Landscaping (car parking & refuse/cycle storage)**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where

appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Hard Surfacing Materials

2.d External Lighting

2.e Other structures (such as seating equipment and other outdoor 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.

5. Schedule for Implementation

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

REASON

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

**8 NONSC surface water drainage scheme**

Within 3 months from the date of this permission a detailed surface water drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA and shall incorporate sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan.

Additionally it will:

- i. provide details of the surface water design and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:
- iv. incorporate water saving measures and equipment
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

## REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

### **9 NONSC English Heritage - GLAAS**

A) The use shall not commence until the applicant has installed secure posts to mark the 200m<sup>2</sup> area of archaeological interest as identified in drawing reference number 100-01B. The posts shall be maintained until mitigation measures agreed under part B are completed.

B) No burial or other groundworks shall take place within the area of archaeological interest until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a written scheme which has been submitted by the applicant and approved in writing by the local planning authority. The development shall only be implemented in accordance with the approved scheme.

Reason: A heritage asset of archaeological interest survives on the site. The planning authority wishes to secure the provision of appropriate protection or archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF Condition

## 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.

EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
BE1	Development within archaeological priority areas
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.
BE24	Requires new development to ensure adequate levels of privacy to

	neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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

### **3 I1 Building to Approved Drawing**

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

### **4 I15 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit



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

**5 116 Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

**6 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**7**

Any archaeological investigation as part of the written scheme will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

**3. CONSIDERATIONS**

**3.1 Site and Locality**

This application relates to a broadly rectangular site, with approximately 0.95 hectares, located within the West Drayton Green Conservation Area. The site is located adjacent to the west of West Drayton Cemetery, to the south east of The Closes Recreational Grounds, to the north of Laurel Lane and to the south of Stainby Close, in West Drayton. The development site includes an area already in use for natural burials used in association with the existing West Drayton Cemetery, on the east side of the site.

The site itself is relatively flat and features a number of specimen trees which contribute to the Silvan character and environmental quality of the area. However, none of these are protected by Tree Preservation Orders (TPO). The character of the area is further enhanced by off-site trees, notably to the west of the site. The site can only be accessed via the existing cemetery and other than for maintenance purposes, there is currently no vehicular access to the site.

To the west of the site is the Closes Recreational Grounds which together with the St Georges Meadows form nine hectares of open parkland which lies within the West Drayton Conservation Area and Green Belt land.

The immediate areas adjacent to the north and south of the site are typical two storey residential areas with a small shopping parade further to the south in Laurel Lane. There are bus stops serving the U3 bus route in the vicinity of the site with West Drayton Railway Station being approximately 1km from the site and being enhanced by Crossrail services

from 2019. The site has a Public Transport Accessibility Level (PTAL) of 1b (on a scale of 1 to 6, where 6 is the most accessible).

### **3.2 Proposed Scheme**

#### **Background**

The existing cemetery is nearing capacity and there is an urgent and identified need for additional lairs in this part of West Drayton. This application seeks full planning permission to extend the existing West Drayton Cemetery burial ground to the land adjacent to the west to further accommodate 460 burial spaces to meet future needs.

#### **Proposals**

It is proposed to extend the existing West Drayton Cemetery to the west, towards the rear of built housing fronting Laurel Lane and Stainby Close. The proposal comprises a change of use of the land to form an enlarged cemetery that would also involve the construction of a 5 metres wide circulation ring road with access provided exclusively off the existing cemetery

The proposal will include areas for conventional burial plots and retention of the area for woodland burials. Three new buildings with a maximum height of 3.1 metres above ground levels are also proposed. These will be two metal storage containers to be located in a central position alongside the southern boundary of the site and a port cabin toilet within the grounds of the existing cemetery. A small area of open storage is also proposed alongside the southern boundary of the site.

The proposal will have no adverse impact on the landscape of the area although some trees will be felled to facilitate the development.

### **3.3 Relevant Planning History**

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

Although there is no previous planning history that could be of relevance to the current application the last known use of this site was for allotment purposes.

## **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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

#### **Part 2 Policies:**

EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
BE1	Development within archaeological priority areas
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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

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

**5.1** Advertisement Expiry Date:- **29th October 2014**

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

## **6. Consultations**

### **External Consultees**

Site Notice: Erected 10th October 2014

Some 110 neighbouring households, amenity groups, and local businesses were notified of the proposal on 8th of October 2014 with the consultation period ending on 29th October 2014.

The consultation period was subsequently extended to 12th November 2014, which involved the erection of a notice in a prominent location in West Drayton's Cemetery.

So far three letters have been received objecting to the proposals, one letter in support of the application scheme and one letter commenting on the proposals.

The letter received in support of the application was sent on behalf of the West Drayton Conservation Area Advisory Panel and raises no objection to the conversion of this plot to a beneficial use.

The letters in objection and commenting on the application raise the following concerns:

- i) Traffic impacts and parking
- ii) noise and anti-social behaviour
- iii) no provision for additional access to the cemetery
- iv) eyesore

English Heritage - GLAAS

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

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

In one trial trench the field evaluation has identified a group of postholes interpreted as the remains of a roundhouse possible of Bronze Age date. The other three trenches were negative. The gravels and Langley Silt geologies around Heathrow and in the Lower Colne Valley are known to have been favoured by the early farming communities of the Neolithic and Bronze Age. From the middle Bronze Age the landscape was divided up into fields within which have been found the sites of many small farms. However, few complete building plans have been recovered as most such sites have been truncated by subsequent land uses (e.g. Terminal 5 Heathrow) so this discovery would provide a modest but nevertheless significant contribution to our knowledge of this regionally significant prehistoric landscape. I have therefore identified a specific 'area of archaeological interest' within the proposed development site which encompasses the projected extent of the roundhouse and any immediately associated remains - see attached plan.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

A) No development shall take place until the applicant has installed secure posts to mark the area of archaeological interest. The posts shall be maintained until mitigation measures agreed under part B are completed.

B) No burial or other groundworks shall take place within the area of archaeological interest until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a written scheme which has been submitted by the applicant and approved in writing by the local

planning authority. The development shall only be implemented in accordance with the approved scheme.

Reason: A heritage asset of archaeological interest survives on the site. The planning authority wishes to secure the provision of appropriate protection or archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF Condition

Informative:

Any archaeological investigation as part of the written scheme will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

The remains could either be preserved in-situ by not using the area for burials only surface features such as paths or flower beds (no trees or other groundworks greater than 0.5m below the modern ground surface) or alternatively it could be archaeologically excavated prior to any works in this area. The objective of further investigation would be to clarify the date and plan of the building and any associated remains. I envisage that the archaeological investigation would comprise the following:

#### Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.

#### Environment Agency

We have reviewed the following documents:

- 1 Ground Investigation. Prepared for Hillingdon Borough Council by CET Infrastructure. report number: F14/146841/GEO. Report status/issue no: draft.  
Date of issue: October 2014.
2. Tier 1 Screening Desk study. (No date)

We object to this application as submitted because the information submitted is not sufficient to demonstrate that the proposed development would not pose an unacceptable risk of pollution of groundwater. We recommend that planning permission should be refused on this basis.

#### Reasons

The site is located on a Principal Aquifer and is a sensitive location for groundwater. The Geotechnical report and Tier 1 risk assessment submitted do not identify the depth to groundwater but we expect groundwater to be close to ground surface in the Principal Aquifer.

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

Our approach to groundwater protection is set out in 'Groundwater Protection:

Principles and Practice' (August 2013). In implementing the position statements in this guidance we oppose development proposals that may pollute groundwater especially where the risks of pollution is high and the groundwater asset is of high value. In this case position statement L3 - Cemeteries: Protecting groundwater in highly sensitive locations applies:

We will apply a risk-based approach to assessing the suitability of sites outside of the zones noted in our position statements L1 and L2. We will place a high priority on protecting groundwater within principal aquifers and groundwater catchments for drinking water supply. We will seek to avoid new cemetery developments for greater than 100 graves in these high vulnerability areas except where the thickness and nature of the unsaturated zone, or the impermeable formations beneath the site protect groundwater, or the long-term risk is mitigated by appropriate engineering methods.

Note that all cemetery developments and burials must maintain an unsaturated zone below the level of the base of the grave(s). We will work with the local authorities to identify alternative options where necessary. We consider the risk to the water environment in this location is intermediate, referring to Table 5.1 of Pollution Potential of Cemeteries, R & D Technical Report P223- Environment Agency. ISBN 1857050215 for the reasons outlined below. We therefore consider a Tier 2 risk assessment, completed by a suitably qualified and experienced person, is necessary to inform any extension in this location given the risks posed to controlled waters.

.the trial pits in the Geotechnical report show that the base of the silt is between 1.7 and 2.8 metres below ground level so cannot be relied upon to protect the groundwater In the Principal Aquifer beneath the site.

.we expect groundwater to be close to ground surface in the Principal Aquifer. Whilst the site investigation did not encounter groundwater it was undertaken at the time of year when groundwater level is typically at its lowest. The lack of data included in the report does not demonstrate that the risks have been assessed.

.the rate of burials per year is not identified and the risks are therefore unquantified.

.the Environment Agency only regulates groundwater abstractions that take 20 cubic metres or more per day from the ground. Certain private and small water supplies do not require an EA licence, therefore we are not necessarily aware of their existence. The locations of private domestic sources may be held by the local authority on the register required by the Private Water Supplies Regulations 1992. The LPA should check with the relevant department if there are any small / private water supplies from the gravel groundwater near the proposed cemetery extension. This because there is a risk of the extension, if granted, causing a deterioration of the water quality.

Your Local Plan Part 1 Strategic Policy EM8 states that "the Council will seek to safeguard and improve all water quality... Principal Aquifers will be given priority". We do not consider that sufficient information has been submitted to ensure compliance with this condition.

For further advice on assessing the Groundwater pollution potential of cemetery developments please see the attached guidance.

If you are minded to grant permission for the proposed development despite the above, it is essential you contact this office before a determination is made, in order for us to make further representations.

In accordance with the Planning Practice Guidance (Reference ID: 7 -043-20140306), please notify us by email within 2 weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

#### PLANNING CASE OFFICER COMMENT

The objection from the Environment Agency was considered by the Council's Sustainability officer,

who has made the following comments:

The Agency objected due to a lack of information on ground conditions. They claimed that the applicant needs to demonstrate that there is no risk to groundwater from the contaminants expected from decomposition of organic matter.

They claim the information presented does not satisfy them that there would be no impacts to groundwater. Accordingly, they are seeking a much greater degree of information, although they have not specifically stated what they are seeking in this instance.

The Agency is incorrect to have taken a position that seeks that the development present 'no risk'.

The NPPF requires decision makers to make sure development does not present an 'unacceptable risk'. An important difference.

The ground investigation reports showed that the water table was at a sufficient depth for their to be a limited pathway between contaminants and the groundwater. The ground conditions are likely to be similar to the existing cemetery which the Agency raised no problems with.

It is the officers opinion then that whilst there is a risk (as with all developments to some degree), that the extension presents an acceptable risk. The presence of an existing cemetery without any known problems is testament to the suitability of the ground conditions.

Officers also feel that the Agency gave little consideration to the use of conditions to make unacceptable developments acceptable as set out in the NPPG.

Given the above, Officers feel the Agency objection is excessive. Its been based on an misunderstanding of the data provided and seeks a position of 'no risk' in contrast to what the NPPF requires. The reliance on the precautionary approach is overly cautious in this instance and inappropriately applied.

Officers have challenged the EA over the objection, in that it is considered concerns can be dealt with via planning conditions. No response has yet been received.

#### **Internal Consultees**

Tree Officer

Tree Preservation Order (TPO) / Conservation Area: This site is covered by West Drayton Green Conservation Area, however all important trees are to be retained.

Significant trees / other vegetation of merit in terms of Saved Policy BE38 (off-site): No significant trees will be affected.

Conclusion (in terms of Saved Policy BE38): Acceptable.

Sustainability Officer

I have no objections to the proposed development. However, the ecology reports reveal that there will be a net loss in ecological value of the site including an important hedge line. The NPPF requires new development to provide a net gain in ecological value.

The following condition is therefore necessary:

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 replacement planting of a hedgerow, as well as measures such as habitat walls, bird and bat boxes and nectar rich planting. If the enhancement cannot be located onsite then a suitable offsite location must be considered. 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.

#### Design and Conservation

There are no objections to these proposals in conservation or design terms, as it is unlikely that there would be any adverse impact on the appearance of the West Drayton Green Conservation Area. As the site is within an APZ, advice from GLAAS and a suitable consultant will need to be obtained.

#### Highways

Further to reviewing the above, it is considered that the proposals would not materially increase the traffic generation or the demand for car parking along the adjacent highway network above that of the existing use at the site. In addition, it is noted that the internal access road within the site will be constructed at a width of 5.0m, which will allow for the parking of visitor and maintenance vehicles within the site. Furthermore, car parking is permitted adjacent to the site access along the existing service road.

Therefore, a highway objection is not raised in relation to the proposals.

#### Accessibility Officer

No objections to the scheme.

## **7. MAIN PLANNING ISSUES**

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

The subject site comprises 0.95 hectares of vacant land to the west of the West Drayton Cemetery.

The proposal seeks to extend the West Drayton Cemetery to within this land and would include vehicular and pedestrian access, creation of a further 460 burial spaces, associated storage buildings and areas, and landscaping. In addition, planning permission is being sought to provide a portacabin toilet within the grounds of the existing cemetery.

Central Government Guidance requires Local Authorities to make the best use of urban land within the Borough while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework (NPPF) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places. The National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the re-use of previously developed land.

The London Plan 2011 provides regional policy when considering applications for cemeteries and burial grounds. With reference to cemeteries, the London Plan states that the Mayor will work with boroughs, cemetery providers and other key stakeholders to protect existing burial spaces and to promote new provision. It confirms in paragraph 7.68 that some boroughs have either run out of, or are about to run out of burial space. London Plan Policy



7.23 ' Burial Spaces' then requires that Boroughs ensure provision is made for London's burial needs, including the needs of those groups for whom burial is the only option.

The proposal would represent a logical extension to the existing cemetery by infilling a vacant area immediately next to the existing burial grounds. The development would be of an appropriate scale to the size of the settlement and it is unlikely to prejudice the character of the conservation area or affect the landscape setting although factors that may affect these criteria are assessed further below.

As such, the principle of the proposal, seeking to provide extended burial grounds within this land on balance, in land use terms, is considered acceptable, subject to the consideration of all other relevant policy guidance and other material considerations.

It is envisaged that the proposal would make a significant positive impact in meeting an identified need within this part of West Drayton and the wider London in general and the proposal is therefore considered to be in accordance with the NPPF, the London Plan 2011 and the Councils Local Development Framework. The acceptability of the development in land use terms is, however, subject to the consideration of all other relevant policy guidance and material considerations which are considered below.

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

The site is located within the West Drayton Green Conservation Area and abuts the eastern boundary of the Metropolitan Green Belt. However, by its very nature, the proposal will not be visually obtrusive in that the only physical features of the graveyard will be headstones and small storage buildings provided in support of the proposed use. It is therefore considered that the proposals would preserve the inherent qualities of the West Drayton Conservation Area.

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

Paragraph 89 of the NPPF state that cemeteries are appropriate development within the Green Belt. The site abuts the eastern boundary of the Metropolitan Green Belt at the western edge of The Closes Recreational Grounds. As such, it is not considered that extending the existing cemetery up to the western boundary of the Metropolitan Green Belt would constitute appropriate development and would not result in harm to the open character of the Green Belt.

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

The application site occupies an area of vacant land alongside the existing West Drayton Cemetery and the proposal includes an extension to the existing burial grounds, two small metal storage buildings, one open storage area and a toilet facility within the existing cemetery. The extended cemetery would be rectangular in shape and the lairs are arranged within the site in north-south orientated axes laid out parallel to the existing burial grounds.

The site layout seeks to allow the access and circulation elements of the proposal, including vehicular and pedestrian circulation, on a ring road shaped path set as an extension to the existing access arrangements. The resulting development would therefore see a logical positioning of the lairs and circulation within the site which achieves maximum retention of trees with visual amenity value whilst ensuring that access arrangements and associated use activity will be located further away from the residential properties. Similarly, storage areas and buildings are proposed within a service yard in a central position alongside the southern boundary where access to the proposed ring road will have less impact on the operation of the site itself and on the amenity of neighbours.

The proposal would not be readily visible from public vantage points and the extended cemetery would be accessed exclusively via the existing burial grounds. As such, it is not considered that the cemetery would adversely affect the appearance of the landscape and would be largely read alongside the built up area beside which it would be situated and as an integral part of the existing burial grounds. Whilst the proposal would introduce some built form within the site it is considered that the ratio between hard and soft landscaping is, on balance, acceptable whilst noting the potential scope for replacement planting and landscaping within the site.

Overall, it is considered that the proposed development would site appropriately within its surroundings in accordance with Policies BE4 and BE13 of the Local Plan Part Two: Saved Policies UDP.

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

Concerns have been raised by local residents regarding the issue of people causing congestion and noise. Due to the scale of the site, it is not considered that it will be frequently used and therefore any impact on residents by funeral processions or visitors to the site will be minimal and sporadic.

In terms of the representations received, neighbours were concerned over the fact that the cemetery is to be extended too close to the houses. However, the existing landscape belt will be retained alongside the boundaries of the site to provide a buffer strip between the burial grounds and residential development in the immediate vicinity of the site.

The proposed metal storage buildings and portacabin toilet would be single storey in height with a maximum height of 3.1 metres. These buildings will be sited with a sufficient separation distance to the boundaries of the nearest properties as to ensure that no unacceptable shadows or reduction in sunlight and daylight into the neighbouring properties would occur. Similarly, due to their use, height and orientation these buildings would not directly impact on the privacy of the adjoining occupants.

The proposal will not generate any noise, and given its distance from nearby residential properties, it will not cause any adverse over bearing or overlooking impact, particularly during times when a funeral is taking place on the site.

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

The Council's Highways Engineer has raised no objection to the proposal to extend the existing cemetery. The development already provides suitable access and parking arrangements and therefore would not result in any roads or access issues.

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

Urban Design:  
Addressed in Section 7.07 of this report.

Security:  
The site will retain its self contained character and no new access to the site is proposed. The storage containers were originally proposed alongside the western boundary where they could provide an easy step up into the site from the Closes Recreational Grounds adjacent to the application site. As amended, the storage buildings have been moved to a central position some 15 metres distance of the southern boundary where they cannot be easily accessed. As such, it is considered that an appropriate level of security would be achieved.

#### **7.12 Disabled access**

Addressed in Section 7.12 of this report.

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

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings. Landscape proposals will need to ensure that new development is integrated and positively contributes to or enhances the streetscene. In addition, proposal should seek to create, conserve or enhance biodiversity and improve access to nature by sustaining and, where possible improving the quality and extent of natural habitat enhancing biodiversity in green spaces and among developments.

In this case, the proposal requires the removal of 15 small trees within the site and the removal of a hedge along the eastern boundary of the site. All other trees would remain, including the significant clusters of trees alongside the site's north, south and eastern boundaries. The Council's Trees Officer has reviewed the application details and considers that the removal of these trees would not affect the character of the West Drayton Conservation Area or streetscape, as the trees are not considered to have a significant visual or amenity value.

The cemetery extension would amount to a relatively small area of the surrounding landscape and it is considered that the retention of the majority of the existing planting would ensure that the site contributes to soften the appearance of the area whilst assisting in screening the activities associated with the burial grounds from neighbouring properties. As such, it is considered that the visual impact of the proposal would therefore not adversely affect the visual amenity of the area and would preserve the character of the West Drayton Green Conservation Area.

The ecology reports submitted in support of the scheme states that there will be a net loss in ecological value of the site, in particular due to the loss of the hedge alongside the eastern boundary of the site including. The NPPF requires new development to provide a net gain in ecological value. As such, a condition is recommended requiring that an ecological enhancement scheme be submitted to and approved in writing by the Local Planning Authority

Subject to conditions to secure an ecological enhancement scheme it is considered that the proposal would accord with Policies BE38, OL2, EC2, EC5 and EM7 of the Local Plan Part Two and Policies 7.19 and 7.28 of the London Plan.

No objection is therefore raised to the proposals on landscaping or ecological grounds.

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

Not applicable to this application.

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

Not applicable to this application.

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

The Environment Agency have objected to the scheme and this objection has been considered by the Council's officers. Their objection relates to a lack of information provided on ground conditions. They state that the applicant needs to demonstrate that there is no risk to groundwater from the contaminants expected from decomposition of organic matter and are seeking a much greater degree of information, although they have not specifically

stated what they are seeking in this instance.

The NPPF requires decision makers to make sure development does not present an 'unacceptable risk' and the ground investigation reports show that the water table is at a sufficient depth for there to be a limited pathway between contaminants and the groundwater.

The ground conditions are likely to be similar to the existing cemetery which the Agency raised no problems with.

It is the officers opinion then that whilst there is a risk (as with all developments to some degree), that the extension presents an acceptable risk. The presence of an existing cemetery without any known problems is testament to the suitability of the ground conditions.

Officers have challenged the Environment Agency in regards to their comments as it is considered by the Councils Specialists that the concerns can be dealt with via suitably worded planning conditions. No response has been received from the Environment Agency to date. Any update and further comments will be reported at the Planning Committee meeting.

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

Noise:

Addressed in Section 7.08 of this report.

Air Quality:

It is considered that the development would not give rise to any significant impacts on local air quality.

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

The concerns raised within the objection letters are considered to be fully addressed within the body of the report.

#### **7.20 Planning obligations**

The development would not generate any externalities requiring mitigation and in this instance it would not give rise to any planning obligations.

#### **7.22 Other Issues**

The Environment Agency (EA) have raised objection to the scheme as they consider there to be a risk to controlled waters.

The objection has been considered by the Council's Sustainability officer, who does not consider the objection to be well founded. Officers are in liaison with the Environment Agency and it is anticipated that the objection will be removed, and the concerns dealt with via planning conditions.

The resolution therefore seeks approval, subject to the EA removing their objection.

### **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**

Taking all of the relevant planning considerations into account, the principle of the development is acceptable and there would be no issues with regard to unreasonable

impact on neighbouring properties, drainage, land use conflict, visual impact, and roads and access. The proposal would support a key aim of the London Plan by ensuring that an identified need is met and is also considered to be in accordance with the provisions of policies in the adopted development plan.

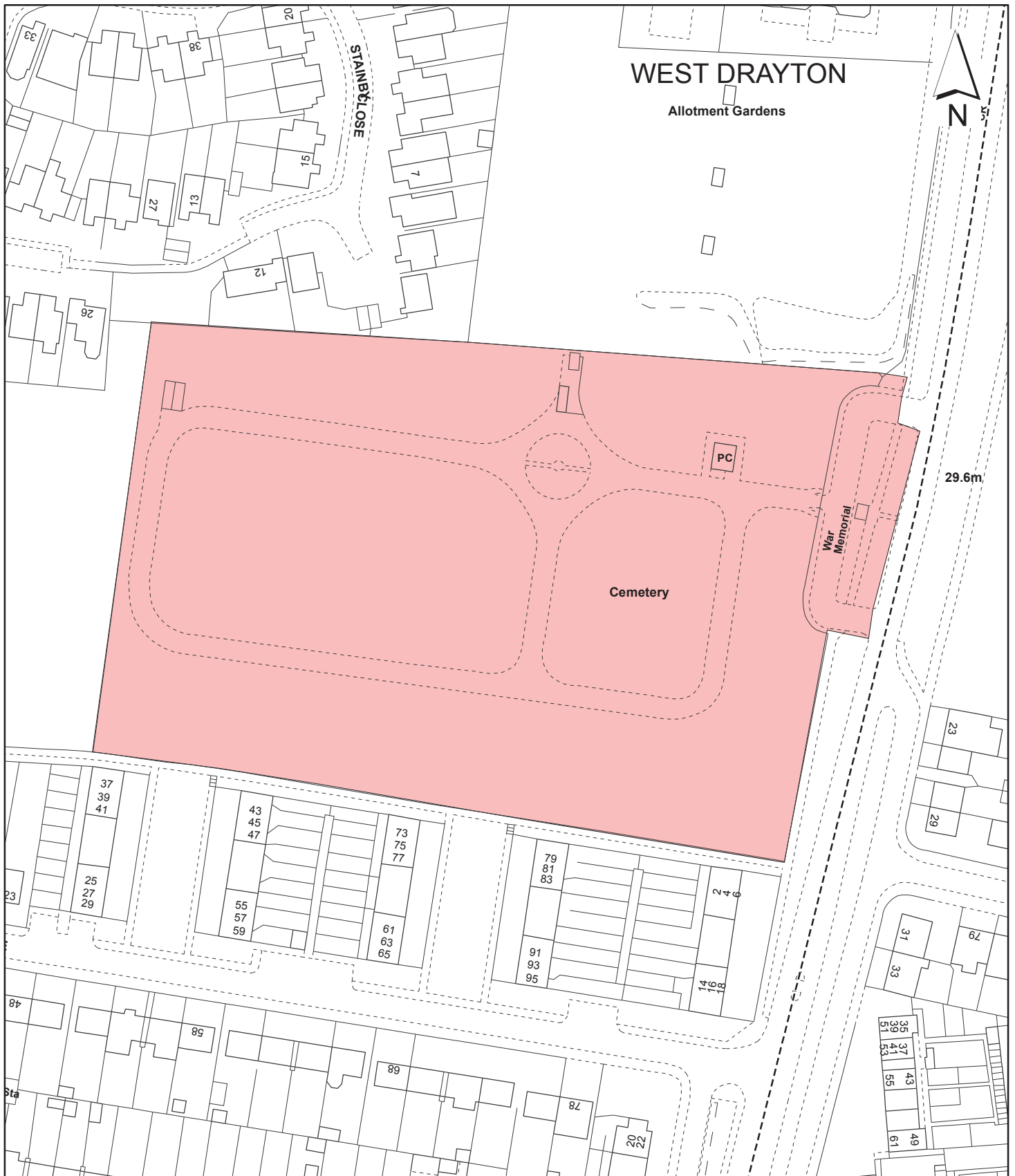
In the absence of any other material considerations to indicate otherwise, the application is recommended for approval subject to the conditions stated.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Tiago Jorge

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**West Drayton Cemetery  
 Harmondsworth Road  
 West Drayton**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**70315/APP/2014/3404**

Scale  
**1:1,250**

Planning Committee  
**Major Page 185**

Date  
**December 2014**



**HILLINGDON**  
 LONDON

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# Agenda Item 15

<b>Item No.</b>	<b>Report of the Head of Planning, Green Spaces and Culture</b>
<b>Address:</b>	SAINSBURYS SUPERMARKET, YORK ROAD, UXBRIDGE
<b>Development:</b>	Erection of front and side extensions to accommodate a 120-seat restaurant (involving loss of 116 car parking spaces) and creation of a pedestrian access to Belmont Road
<b>LBH Ref Nos:</b>	39439Z/99/0896
<b>Drawing Nos:</b>	N/A
<b>Date applications approved at Committee</b>	Permission Granted on 30 <sup>th</sup> January 2001. S106 Agreement Dated 29 <sup>th</sup> January 2001.
<b>S106 Agreement</b>	That the recommendation to allow the alterations to Schedule 6 'The Customer Car Parking Management Scheme' of the S106 Agreement dated 29 <sup>th</sup> January 2001 be approved.

## 1.0 CONSULTATIONS

### 1.1 Internal Consultees

<b>Planning Obligations Officer</b>	<b>The applicant has requested that schedule 6 'The Customer Car Parking Management Scheme' be amended to reflect the new Management Scheme that is to be put in place. The new Management Scheme uses modern Automatic Number Plate Recognition (ANPR) technology and is a far more efficient and precise way of controlling parking on the site. No objections raised.</b>

## 2.0 RECOMMENDATION

1. That the Council enter into a deed of variation with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

**Amend Schedule 6 "The Customer Car Parking Management Scheme' to reflect the new Car Parking Management Scheme that is to be introduced.**

2. That the applicant meets the council's reasonable costs in the preparation of the deed of variation and any abortive work as a result of the deed not being completed.

### **3.0 KEY PLANNING ISSUES**

3.1 Planning Permission was granted on 30<sup>th</sup> January 2001 for the Erection of front and side extensions to accommodate a 120-seat restaurant (involving loss of 116 car parking spaces) and creation of a pedestrian access to Belmont Road.

3.2 Schedule 6 'The Customer Car Parking Management Scheme' of the S106 Agreement dated 29<sup>th</sup> January 2001. The key elements are:

i) The car parking fee shall be charged at a rate of £2 per visit which shall be redeemable at the till point when paying for goods purchased in Sainsbury's costing £5 or more.

ii) The maximum duration of stay within Sainsbury's car park shall be 1.5 hours including no return to the car park within 2 hours of exit.

iii) A car park attendant will undertake patrols of the car park at times between 7am – 7pm Monday to Saturdays and 10am – 6pm on Sundays and Bank Holidays to ensure that customers have not stayed longer than the permitted 1.5 hours of returned within 2 hours.

iv) The car parking attendant shall issue a parking ticket incorporating a fine of £35 to vehicles that have overstayed the 1.5 hours' time period or returned within 2 hours.

v) Vehicles issued with a second parking ticket shall be automatically wheel clamped.

3.3 The current proposal is to amend Schedule 6. The key point of the revised scheme are:

i) The car park will operate a formal automatic number plate recognition system (ANPR).

ii) The car park will be free for up to 60 minutes and thereafter customers who have spent £5 or more within Sainsbury's will be given a parking discount voucher at store checkout. Once validated at a payment kiosk, the customer will receive two hours free parking.

iii) Visitors who have not shopped at Sainsbury's will be required to pay for their parking. Charges will initially be set at £2 for up to 2 hours and the maximum car parking duration will be set at two hours.

iv) The ANPR system will be able to track customers who overstay the two hour period and the registered keeper of the vehicle will receive a £60 charge notice through the post. Attendants will also patrol the car park on a random basis.

v) The charges will operate 06.00 – 23.00 Monday to Saturday and 10.00 – 16.00 on Sunday.

- 3.4 The Council's S106 Officer reviewed the proposal and raises no objection to the amended Schedule 6 'Customer Car Parking Management Scheme'.
- 3.7. Approval is recommended.

### **OBSERVATIONS OF BOROUGH SOLICITOR**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached. Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **OBSERVATIONS OF THE DIRECTOR OF FINANCE**

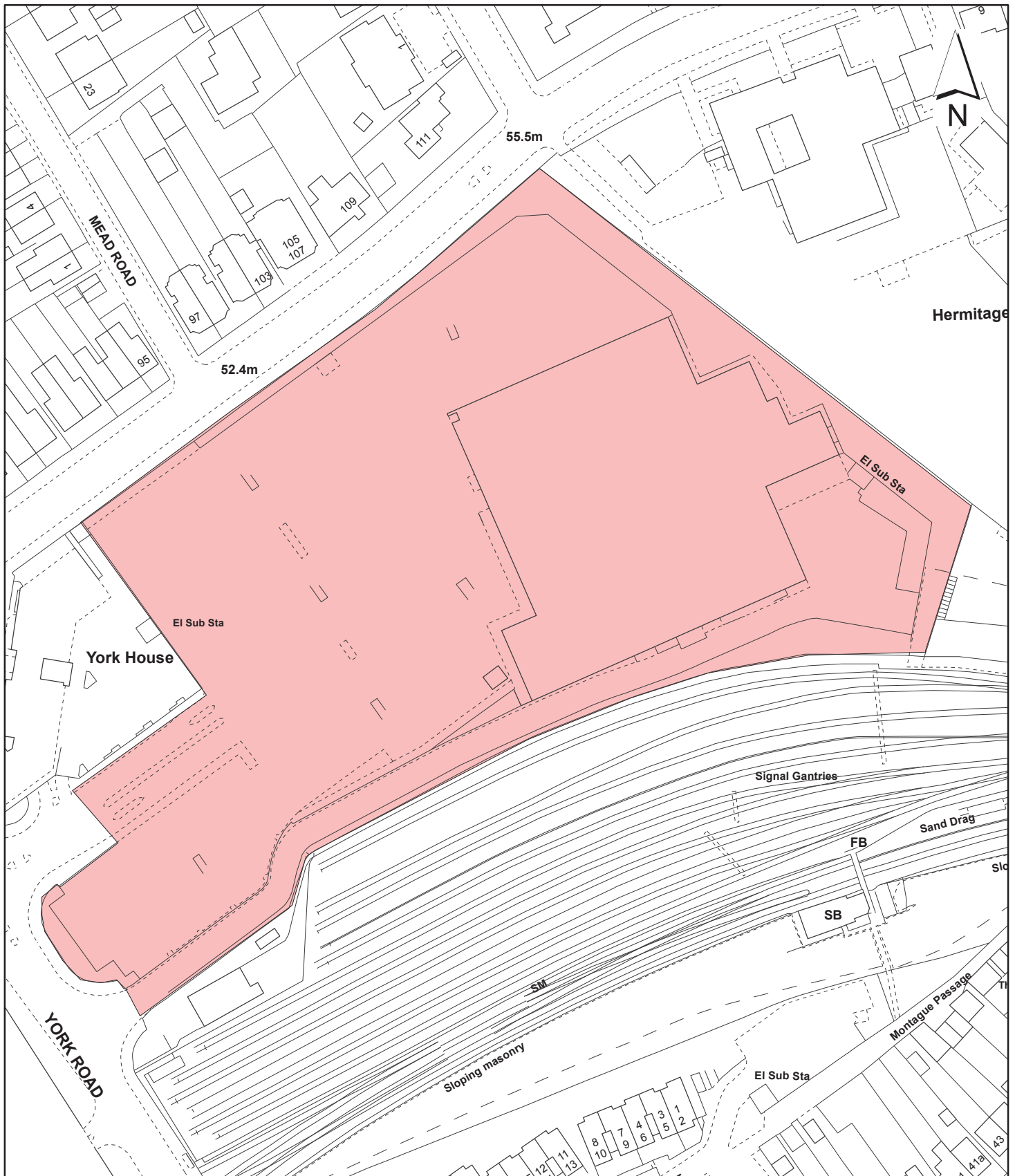
The report indicates that the costs of the development will be fully met by the developer, and the developer will make a Section 106 contribution to the Council towards associated public facilities. The developer will also meet the reasonable costs of the Council in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

### **Reference Documents**

None.

**Contact Officer:** MATT KOLASZEWSKI

**Telephone No:** 01895 250 230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Sainsbury's  
 York Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**DOV to S106**

Scale  
**1:1,250**

Planning Committee  
**Major Page 190**

Date  
**December 2014**



# Plans for Major Applications Planning Committee

9th December 2014



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

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

**Address** HAYDON SCHOOL WILTSHIRE LANE EASTCOTE PINNER  
**Development:** Construction of an external 3G Artificial Turf Pitch (ATP) with fencing, floodlighting and a storage container.  
**LBH Ref Nos:** 9556/APP/2014/3306

**Date Plans Received:** 16/09/2014                      **Date(s) of Amendment(s):** 16/09/2014  
**Date Application Valid:** 01/10/2014

CONSULTANTS  
**SSU**  
 SURFACING STANDARDS LIMITED  
 SPORTS PITCH CONSULTANTS

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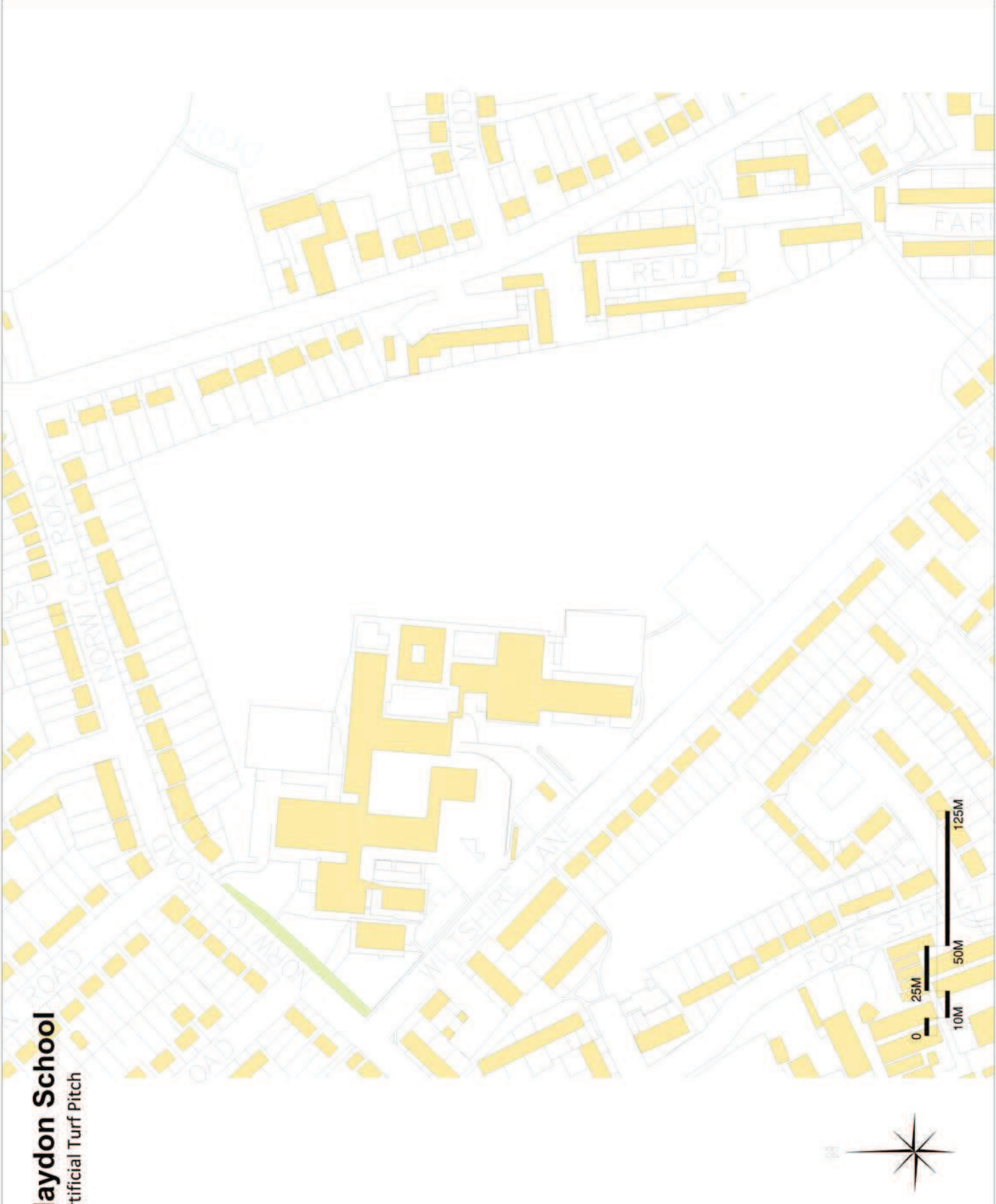
NO.	REVISION/DESCRIPTION	DATE	BY

**SSU**  
 Surfacing Standards Limited  
 SPORTS PITCH CONSULTANTS



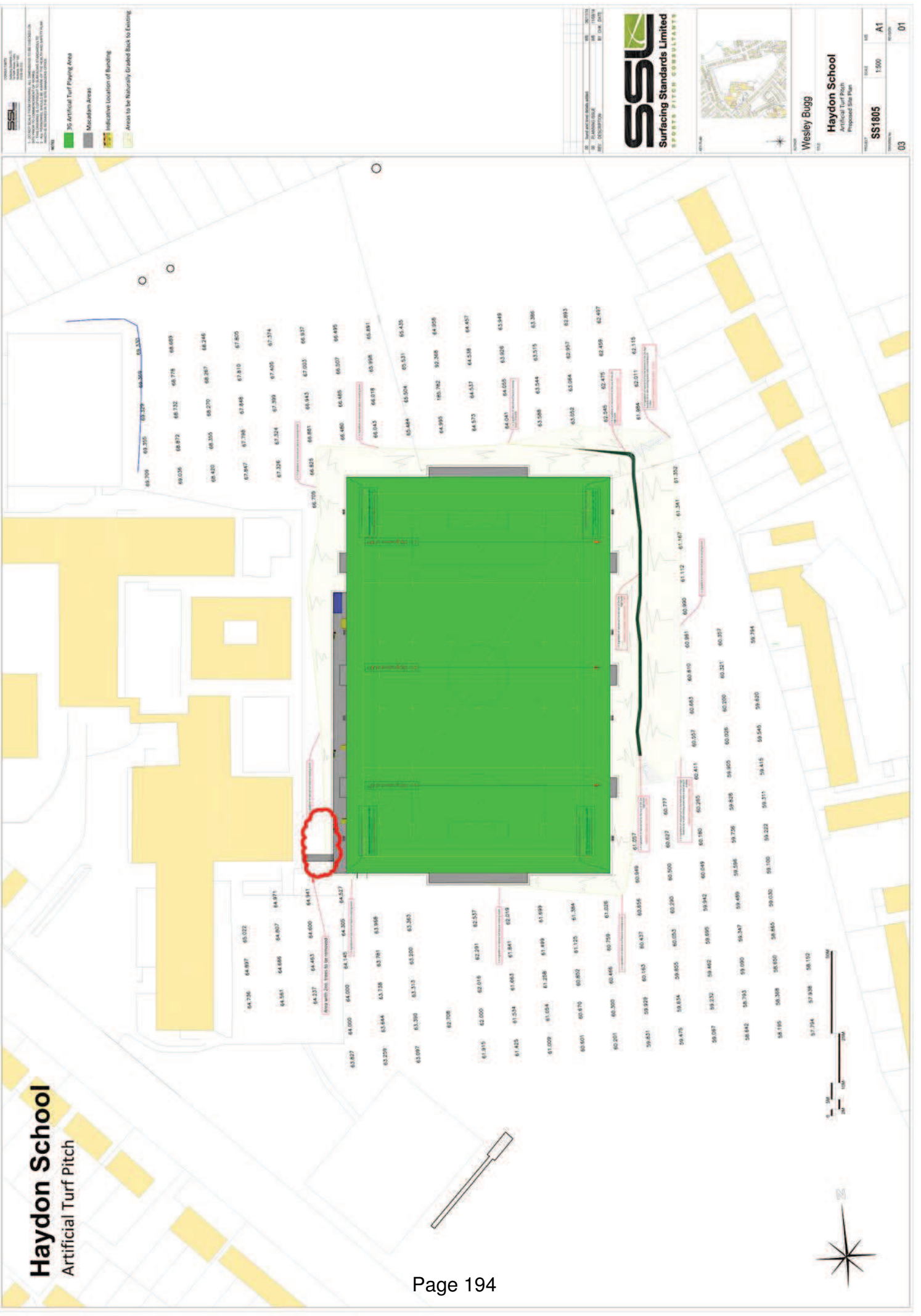
Wesley Bugg  
 1111  
**Haydon School**  
 Artificial Turf Pitch  
 Existing Site Location

PROJECT NO.	SS1805	SCALE	1:1000	SHEET NO.	A1
DATE	01	REVISION	00		



**Haydon School**  
 Artificial Turf Pitch

# Haydon School Artificial Turf Pitch



**SSU**  
SURFACING STANDARDS LIMITED  
SPORTS PITCH CONSULTANTS

**NOTES**

- 3% Artificial Turf Paving Area
- Macadam Areas
- Indicative Location of Bunding
- Areas to be Naturally Graded Back to Existing

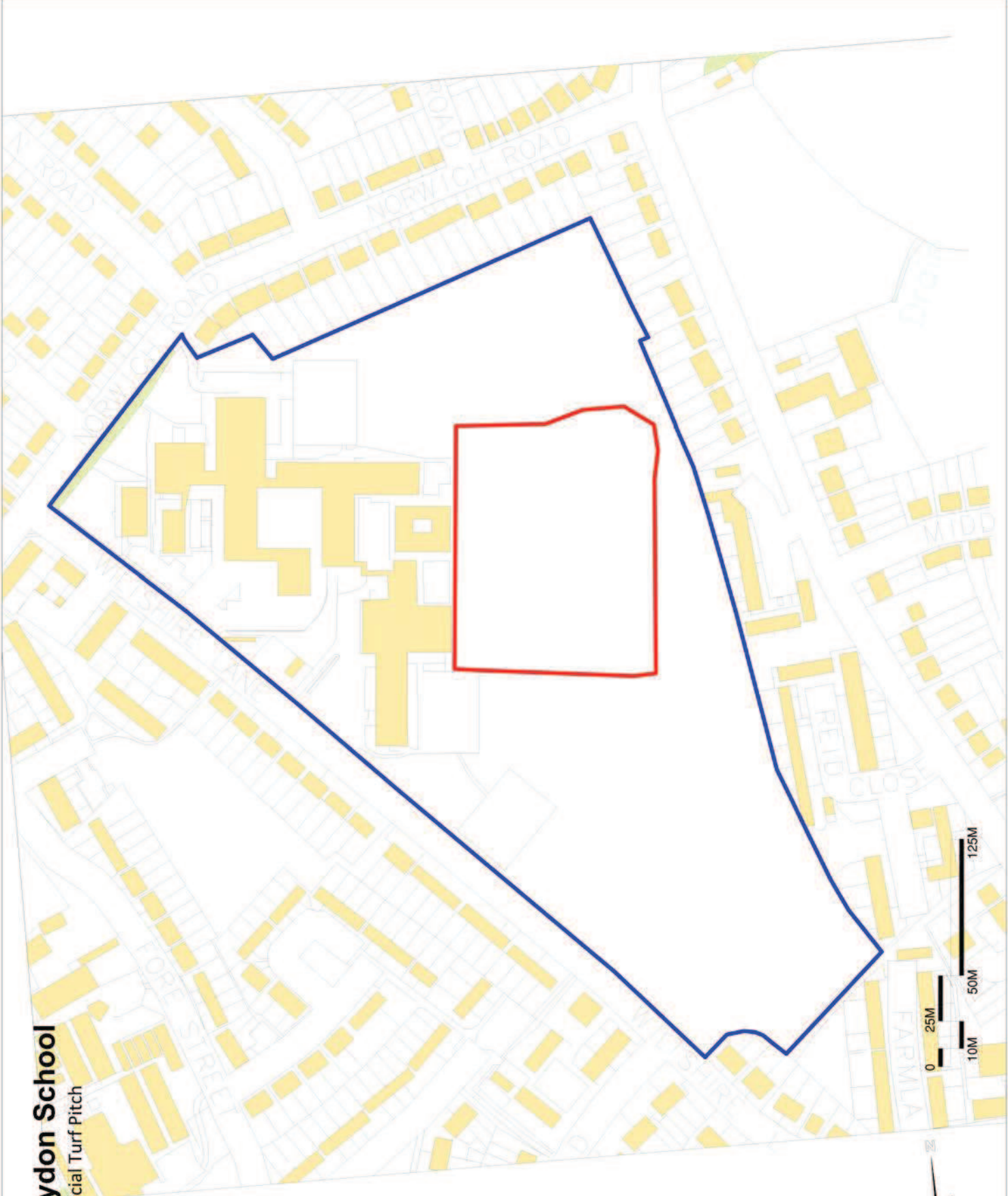
**SSU**  
SURFACING STANDARDS LIMITED  
SPORTS PITCH CONSULTANTS

Wesley Bugg  
1111

**Haydon School**  
Artificial Turf Pitch  
Proposed Site Plan

PROJECT: SS1805  
SCALE: 1:500  
DATE: A1  
REVISION: 03  
01

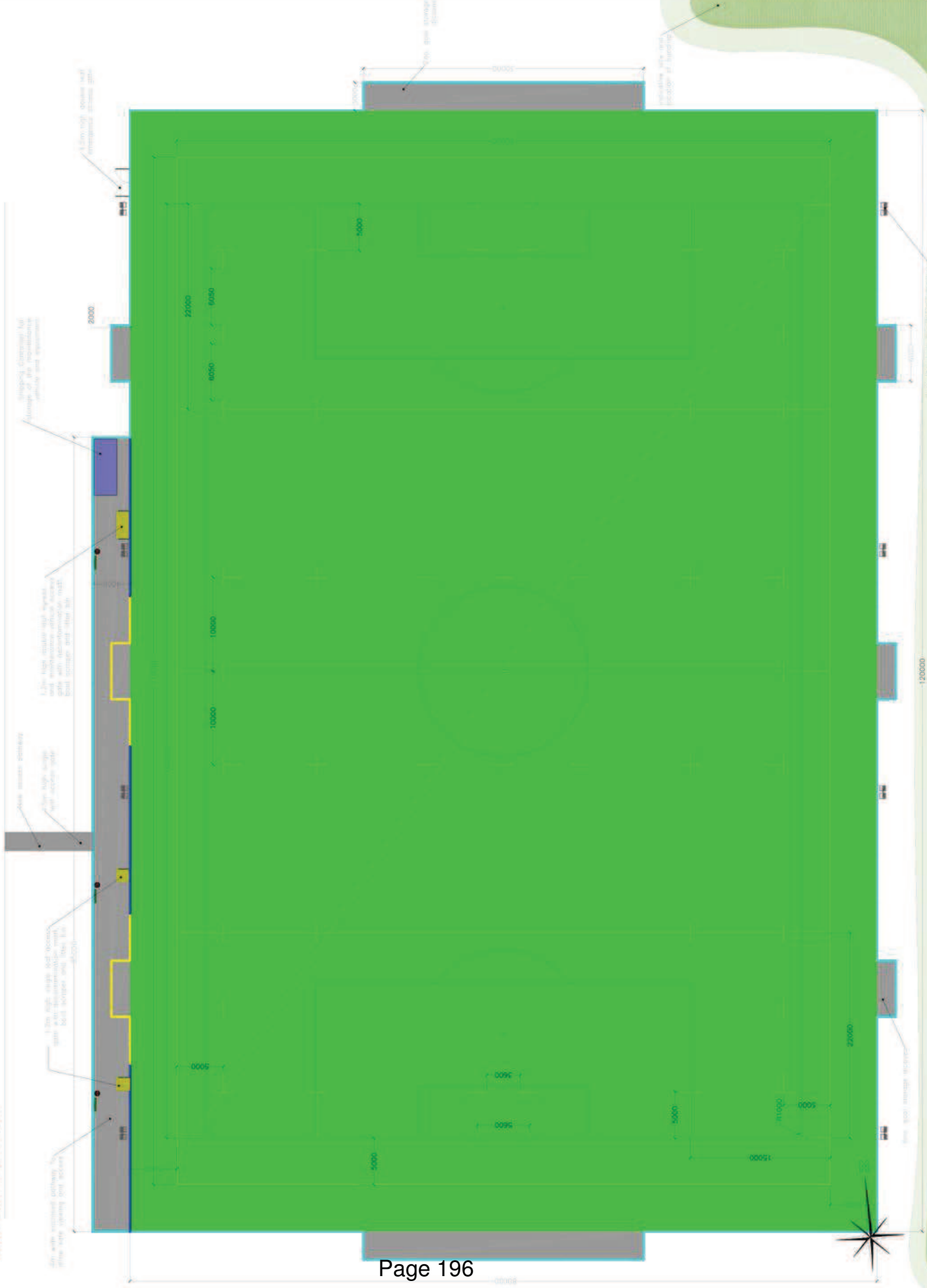
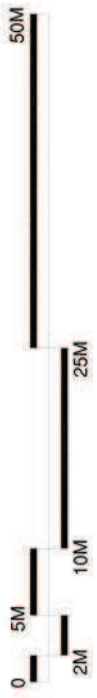




**Haydon School**  
 Artificial Turf Pitch



# Haydon School Artificial Turf Pitch



- Artificial Turf Playing Area
- Seating Area
- Indicative Location of Bunding
- 4.5m High Fence Line
- 2m High Fence Line
- 1.2m High Sumpston Fence Line

Potential Pitch Markings:  
 100m x 64m (blue)  
 100m x 45m (yellow)  
 2m x 50m Football Pitch - 14m x 45m (blue)  
 2m x 47 Football Pitch - 15m x 47m (yellow)  
 4m x 5 Football Pitch - 37m x 27m (red)

SSU CONSULTANTS  
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

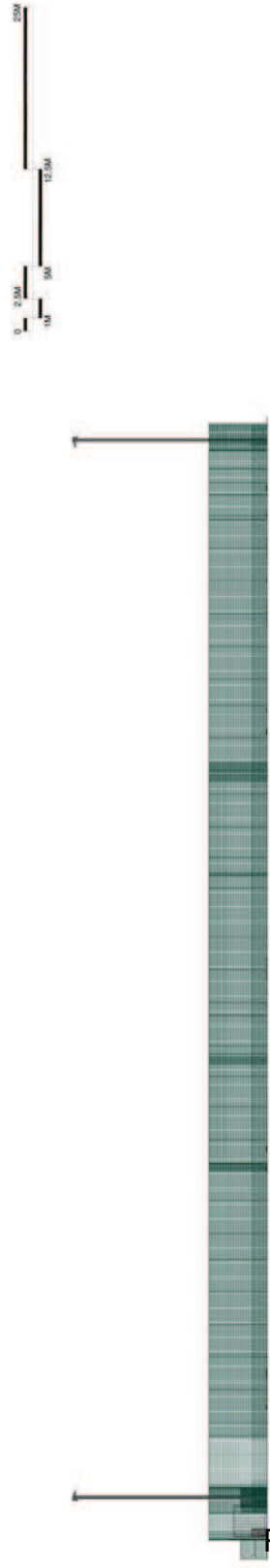


Wesley Bugg  
 Haydon School  
 Artificial Turf Pitch  
 Proposed ATP Plan

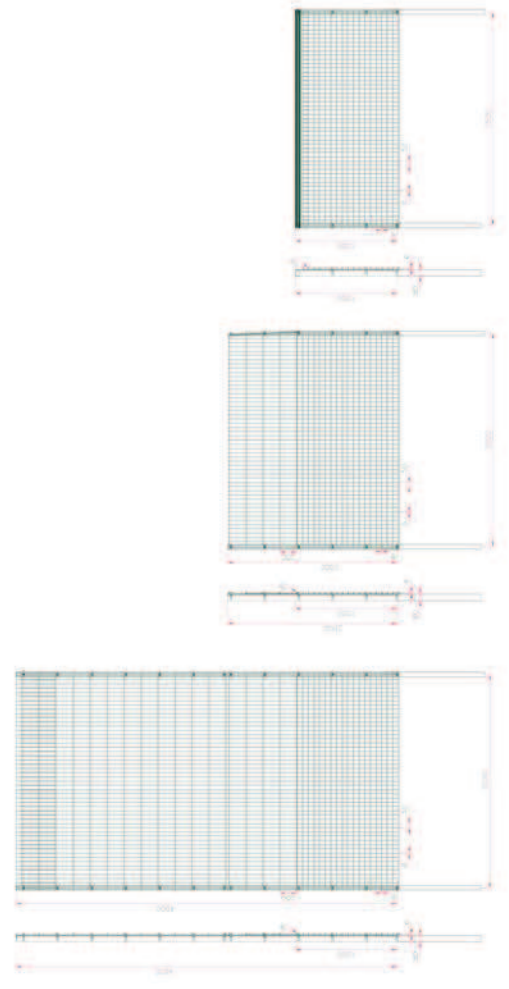
PROJECT	SS1805	DATE	1/20	REV	A1
NO.					00



Elevation Viewpoint from East To West - Scale 1:200



Elevation Viewpoint from South West to North East - Scale 1:200



Fencing Elevation Section - NTS



Storage Container Dimensions - Scale 1:50



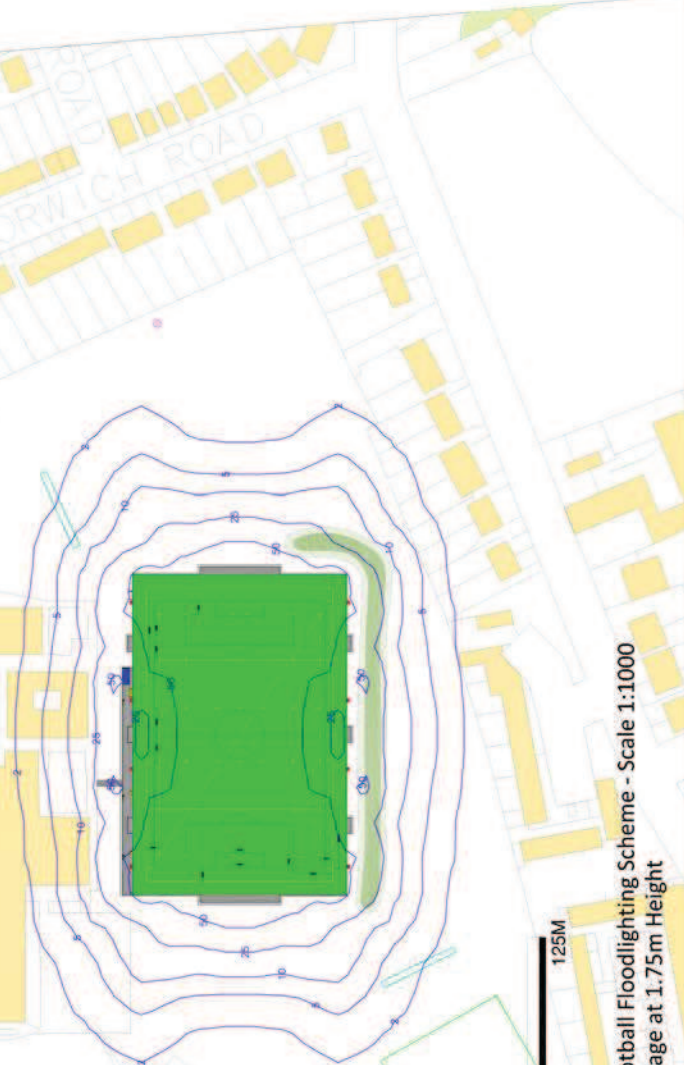
# Haydon School

Artificial Turf Pitch

Please refer to the Design and Access Statement along with the Appendices:  
 Appendix A. Floodlighting Performance Results  
 Appendix B. MHN-FC 2000W  
 Appendix C. Optivision  
 Appendix D. ILP 2011



FA Competitive Full Sized Football Floodlighting Scheme - Scale 1:1000  
 Horizontal Illuminance and Spillage

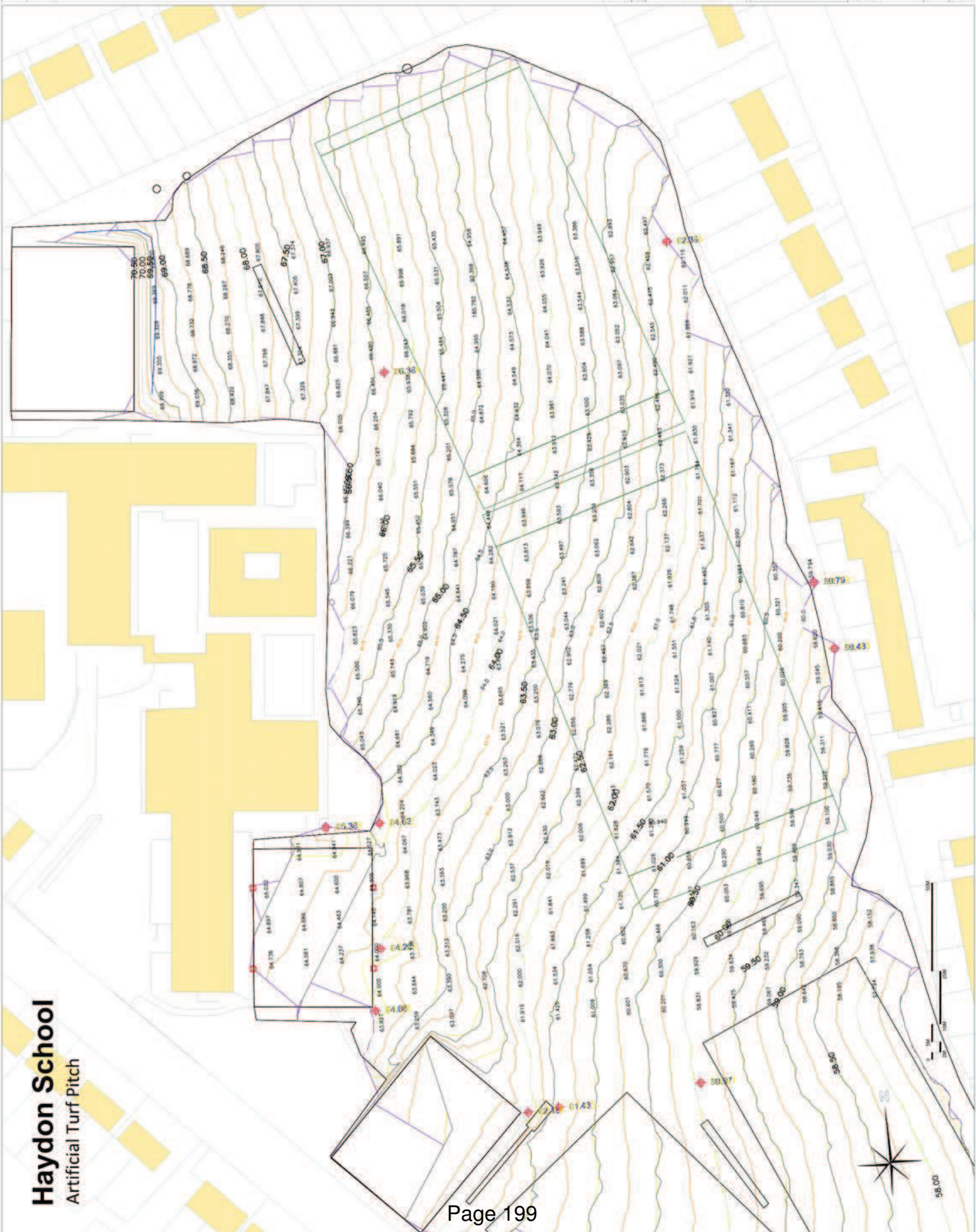


FA Competitive Full Sized Football Floodlighting Scheme - Scale 1:1000  
 Vertical Illuminance and Spillage at 1.75m Height

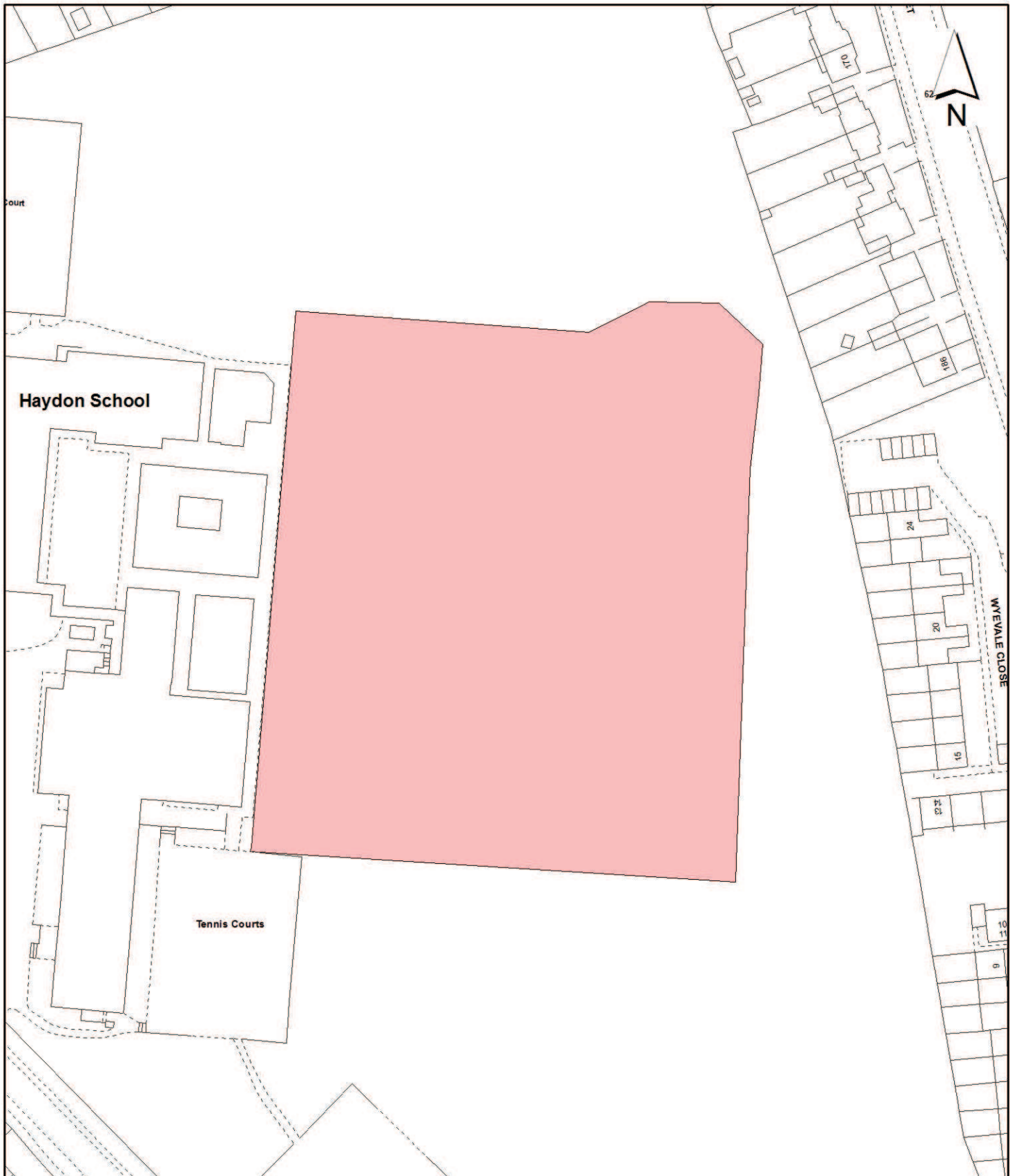




Floodlighting Column  
 Elevation - Scale 1:50





**Haydon School**  
 Artificial Turf Pitch



<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>Haydon School Wiltshire Lane Eastcote Pinner</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>9556/APP/2014/3306</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>	 <b>HILLINGDON</b> <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Page 200</b></p>	<p>Date</p> <p style="text-align: center;"><b>December 2014</b></p>	

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

**Address** BUILDING B5,4 ROUNDWOOD AVENUE STOCKLEY PARK  
**Development:** Extensions, refurbishment, and alterations, including re-cladding, to existing office building, together with associated works, including landscaping and alterations to car parking.  
**LBH Ref Nos:** 37205/APP/2014/3056

**Date Plans Received:** 26/08/2014                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 25/09/2014



Golf Course

Stockley Park

THE SITE  
4 ROUNDWOOD AVENUE

N

Project 4 Roundwood Avenue // Stockley Park  
 Title SITE LOCATION PLAN  
 Scale 1:1250@A3

Client EXTON / SWIPT  
 Date June 2014  
 Dwg No. 050\_000\_ESP

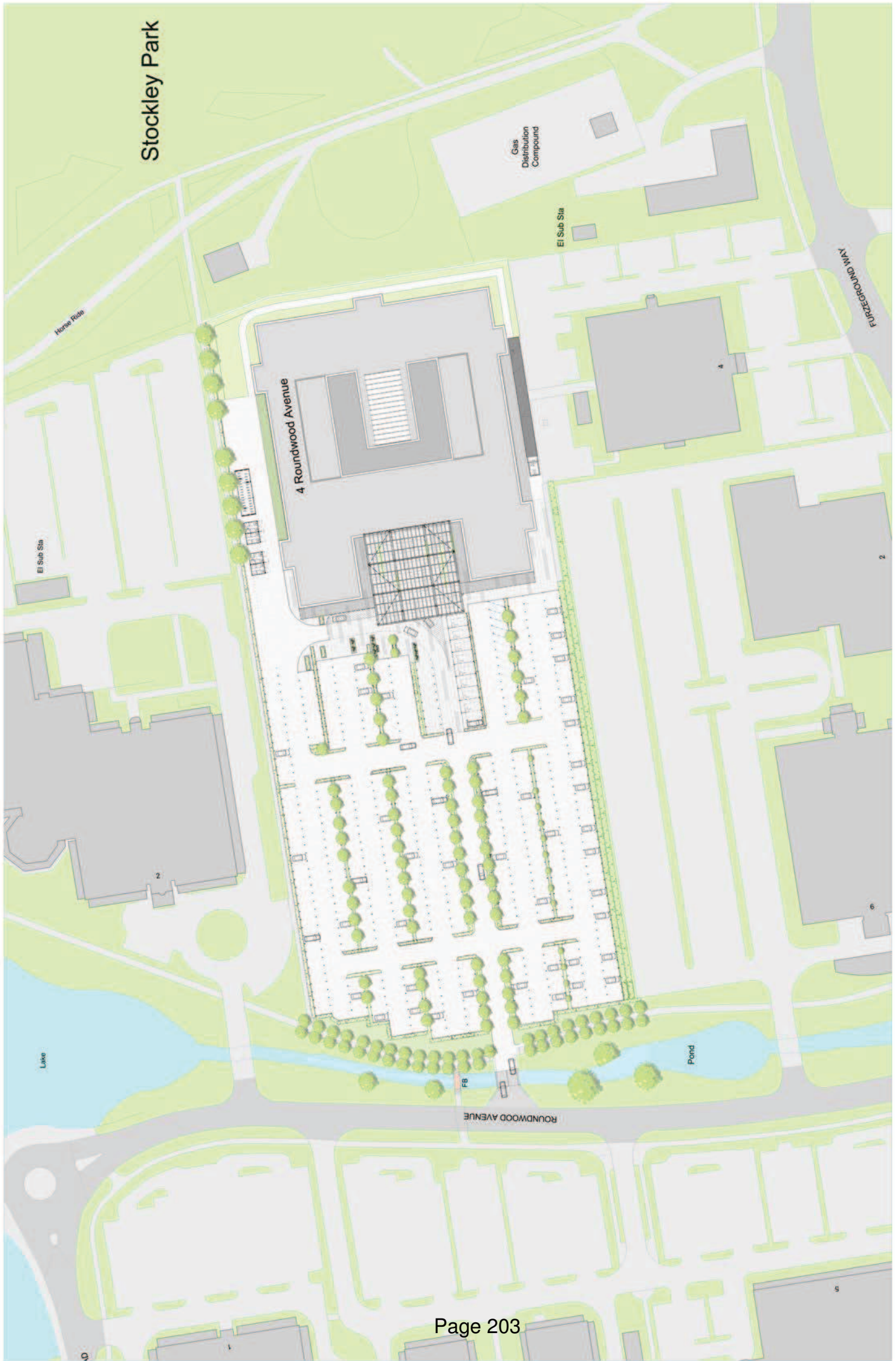
75 Wells Street London W1T 3QH. Telephone. 020 7580 5886. www.esa-td.com

**esa**



CS\_066267





Stockley Park

4 Roundwood Avenue

Gas Distribution Compound

EI Sub Sta

EI Sub Sta

Lake

Pond

ROUNDWOOD AVENUE

ROUNDWOOD WAY

Note: Landscaping shown indicatively only.  
Please refer to Landscape Architects drawings and information.  
Please refer to elevational drawings for glazing & facade modules.



## INTRODUCTION

This document has been prepared by Capita to provide Landscape information on behalf of Exton Estates and SWIP Property Trust for 4 Roundwood Avenue, Stockley Park. This report and associated drawings outline the proposals for the external environment, firstly identifying the landscape objectives before exploring how these will be manifested within the landscape.

## SITE CONTEXT

The site is located within Stockley Park, situated 2 miles from Heathrow in West London. Set in 450 acres of Green Belt land, the Business Park offers the benefits of extensive communication links, excellent on-site amenities and high quality accommodation. The site extends to approximately 2.08 hectares and currently has 412 parking spaces, it contains an office building which will undergo refurbishment as part of the proposals.

## ACCESS AND CIRCULATION

The site has a high degree of accessibility for both pedestrians and vehicles and is therefore a sustainable location. The Access and Circulation strategy illustrates the improved approach to the building, especially for pedestrians due to the rationalized vehicular circulation away from the building entrance. The hierarchy of circulation is to provide access in a clear and legible manner that is easy for all to use. A minimalist approach will be

a priority in creating this simple clear environment that is co-ordinated and free of clutter. This co-ordination and attention to detail will help create an environment of real quality and with a sense of place.

## LANDSCAPE STRATEGY

The landscape design aims to integrate the re-development into the existing site. The concept seeks to provide an inviting approach and arrival space designed around the new building entrance, providing comfortable and usable amenity space at a human scale. The proposal aims to create safe, attractive and usable public space at the entrance by incorporating vehicle requirements into a shared surface solution that is beneficial to building users.

Areas of shade and shelter will be created with new planting proposals, the planting will also offer mitigation for the loss of existing ecological assets within the site boundary by providing significant new areas of soft landscape and replacement tree planted. These enhancements to the network of green spaces will maintain the valuable ecological connectivity across the site and beyond. An enhanced tree avenue and structured ornamental planting intends to frame the building approach, create a unique spatial character and identity in the development.

Disabled access has been given priority throughout the design process and improvements have been made by upgrading the existing parking spaces to

provide compliant capacity, with safe level access, in close proximity to the main entrance door.

## MAINTENANCE AND MANAGEMENT

An active management and maintenance strategy is integral to the success of the landscape and public realm strategy. This strategy will be in place from the opening of the building to ensure the high quality of public space is protected and maintained.

Maintenance and management of the external spaces will be considered from the outset and throughout the detailing and implementation process. New access to the building perimeter has been incorporated to assist with future maintenance requirements.

Measures will include the selection of robust materials and careful detailing to facilitate cleaning and repair where necessary. Hard materials will be attractive, durable and appropriate to their setting and location. Street furniture and lighting will be of an appropriate high quality and adhere to relevant safety standards.

Rev	Date	By	Notes

Client  
**SWIP Property Trust**

Project  
**4 Roundwood Avenue  
Stockley Park**

Drawing File

Landscape Statement

Purpose of Issue

Planning

Scale  
NTS

Date  
AUG '14

Drawn  
NS

Checked  
AUG '14

Approved  
PA

Drawing No  
066267-001

# CAPITA

Property and Infrastructure

Capita (ESA),

Castle House

75-76 Wells Street

London W1T3QH

Tel +44(0)20 7492 0200

Fax +44(0)20 7492 0201

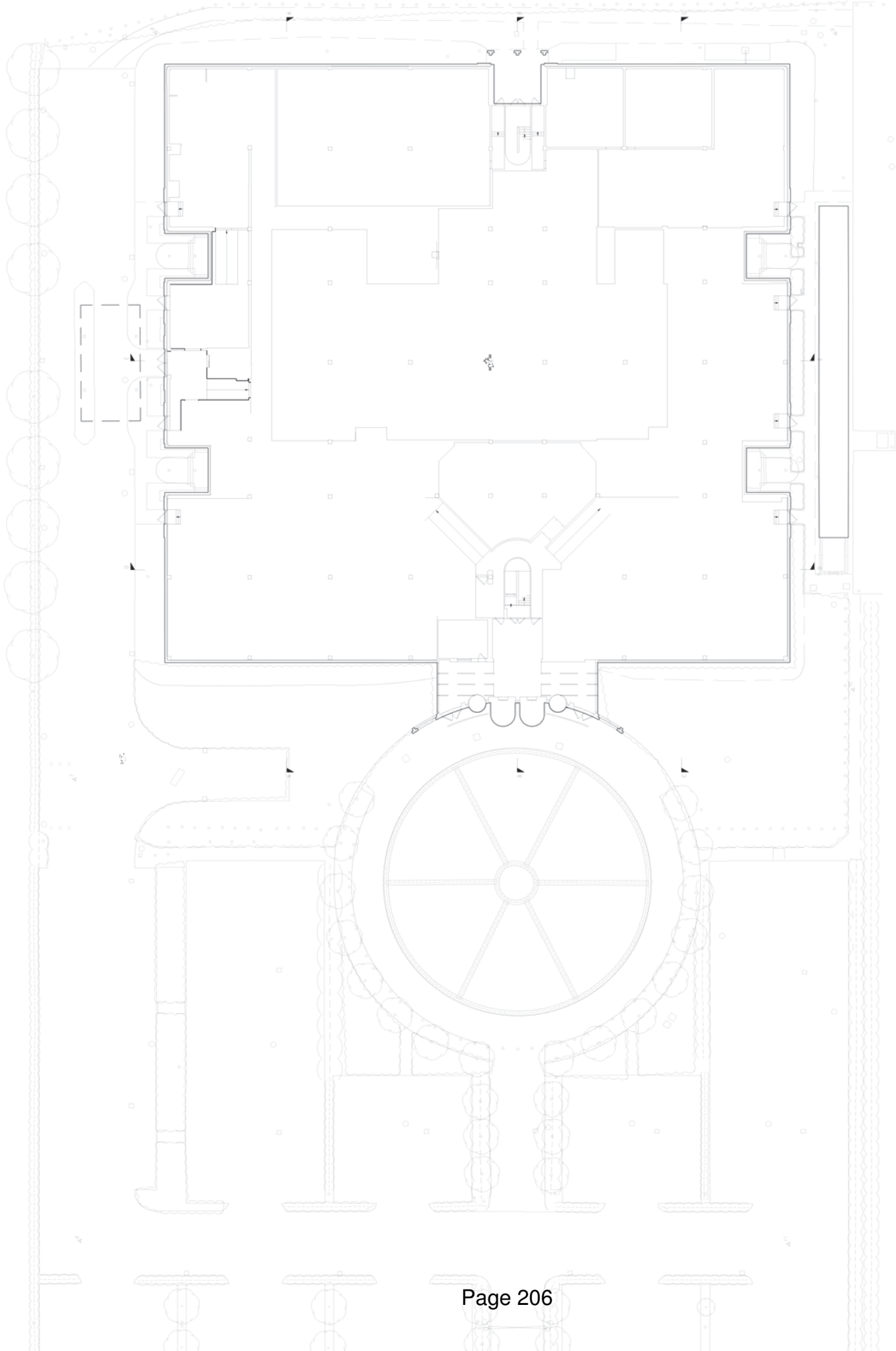
www.capita.co.uk



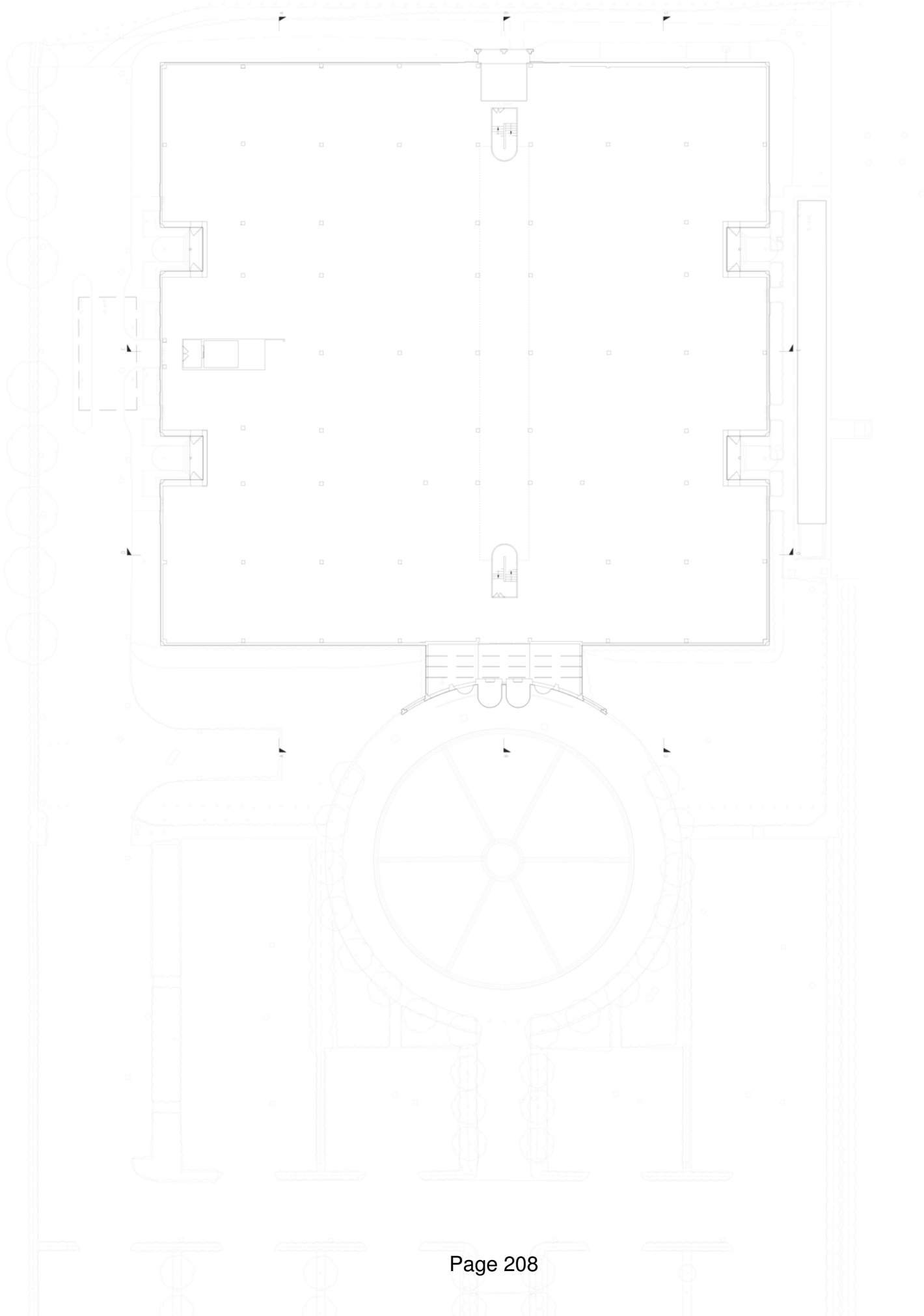
Site Context

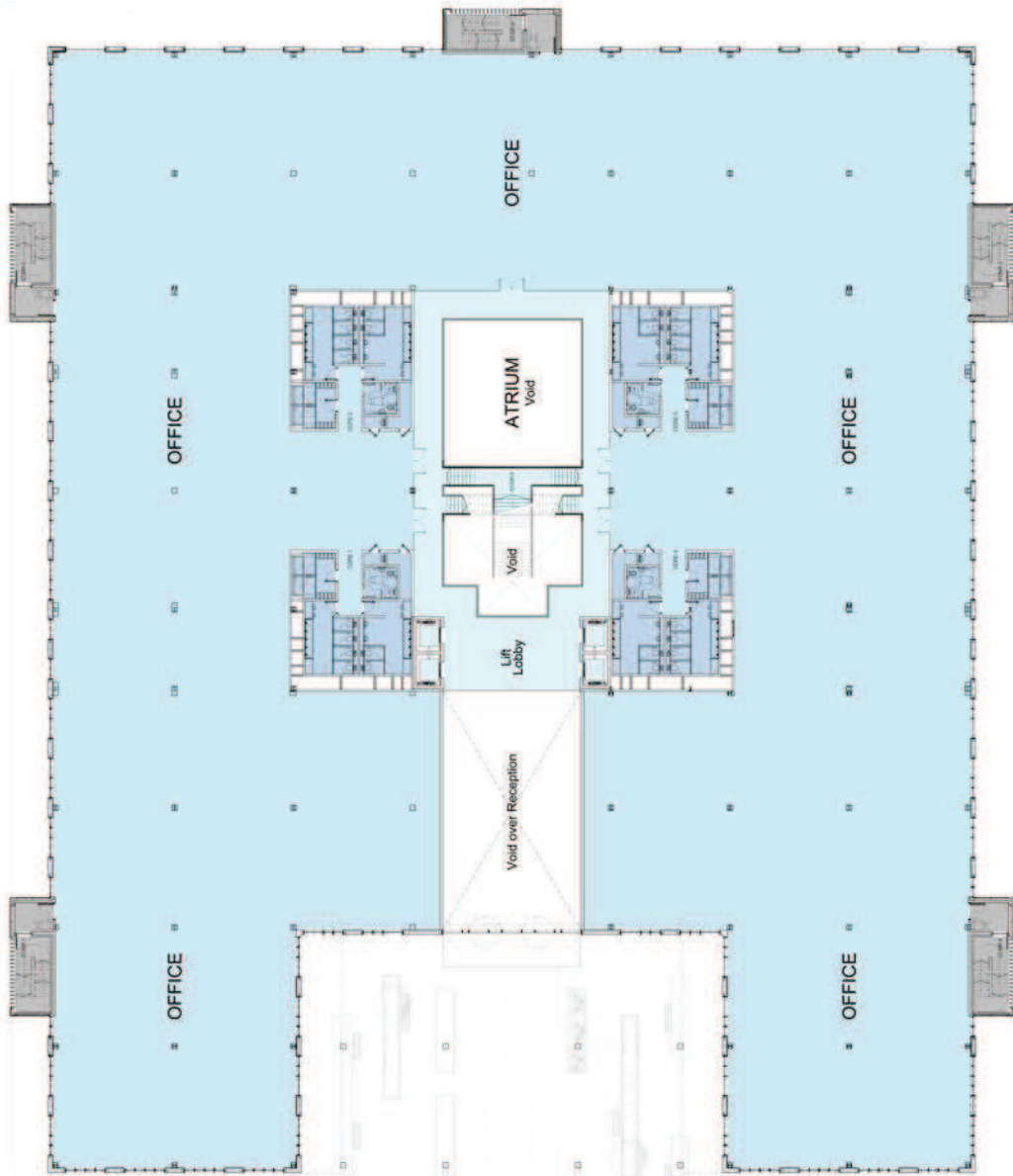


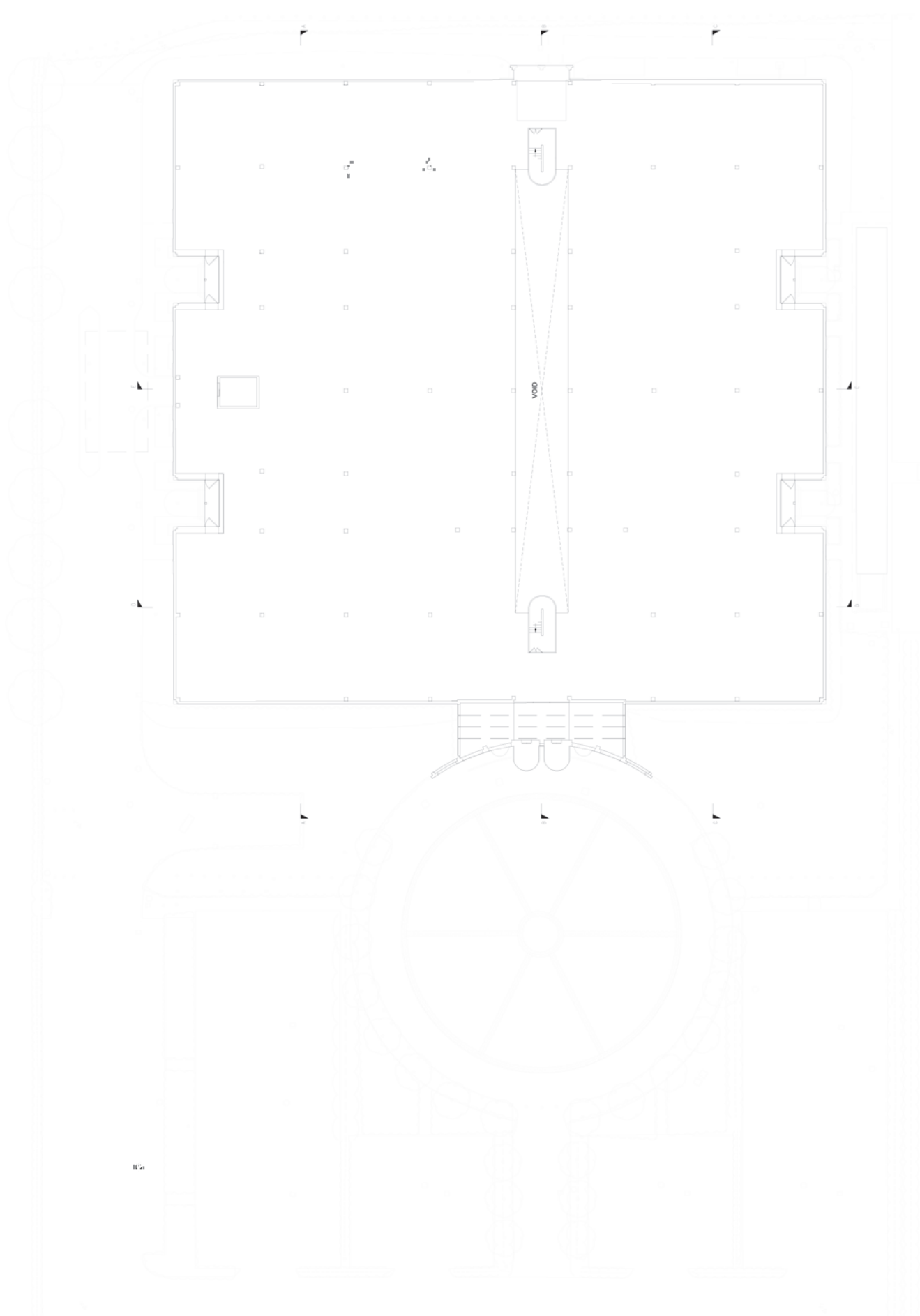
Site Boundary



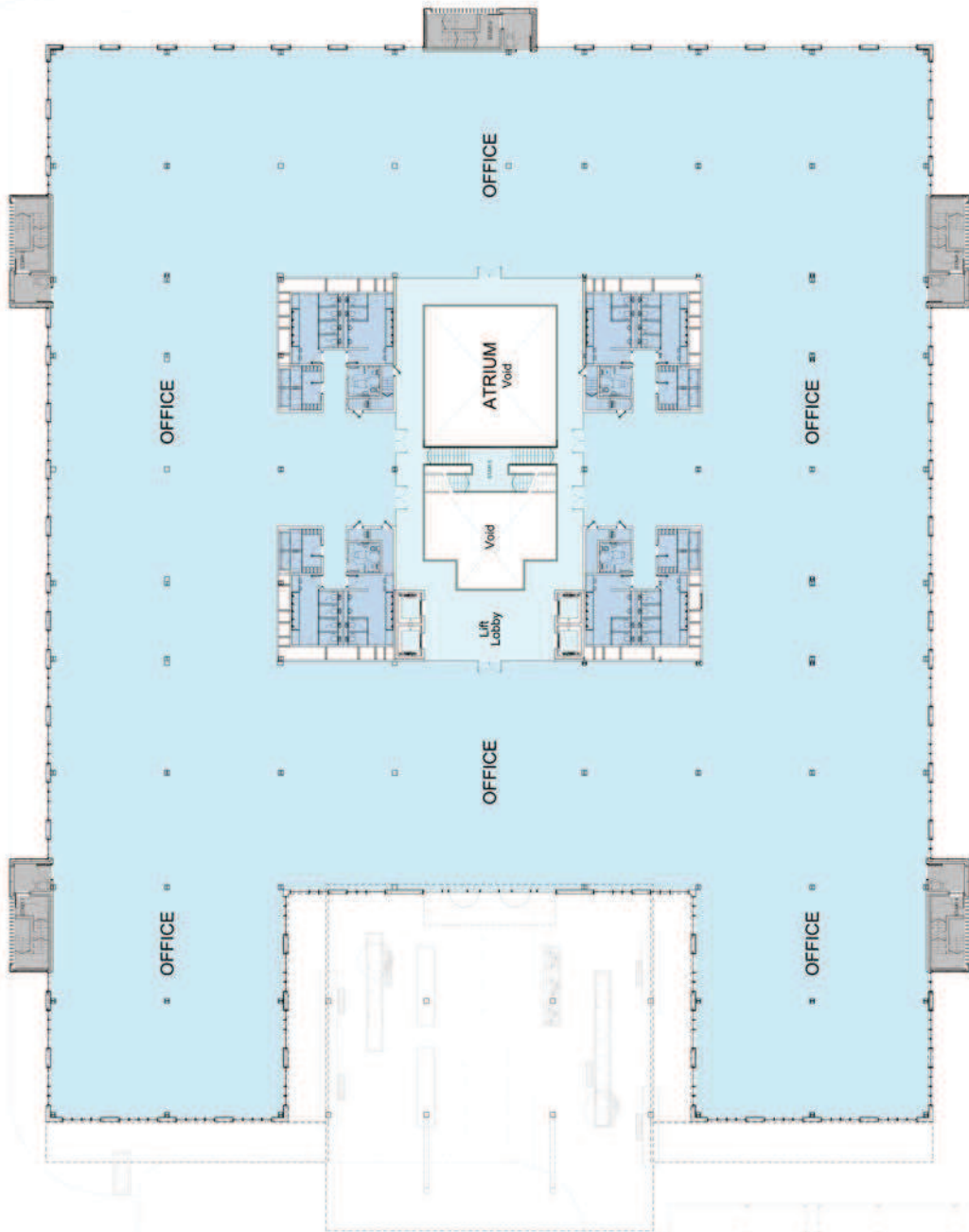


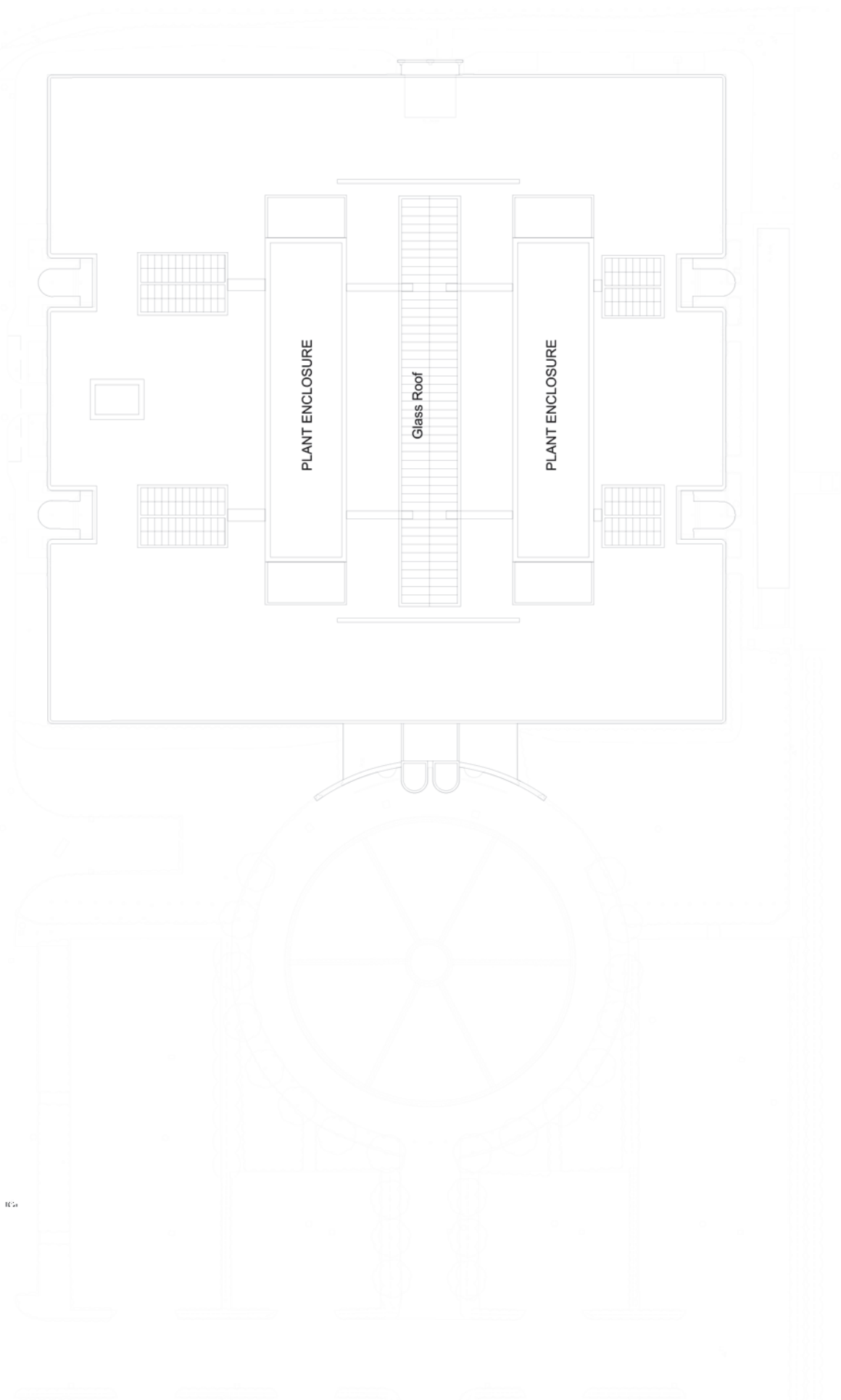






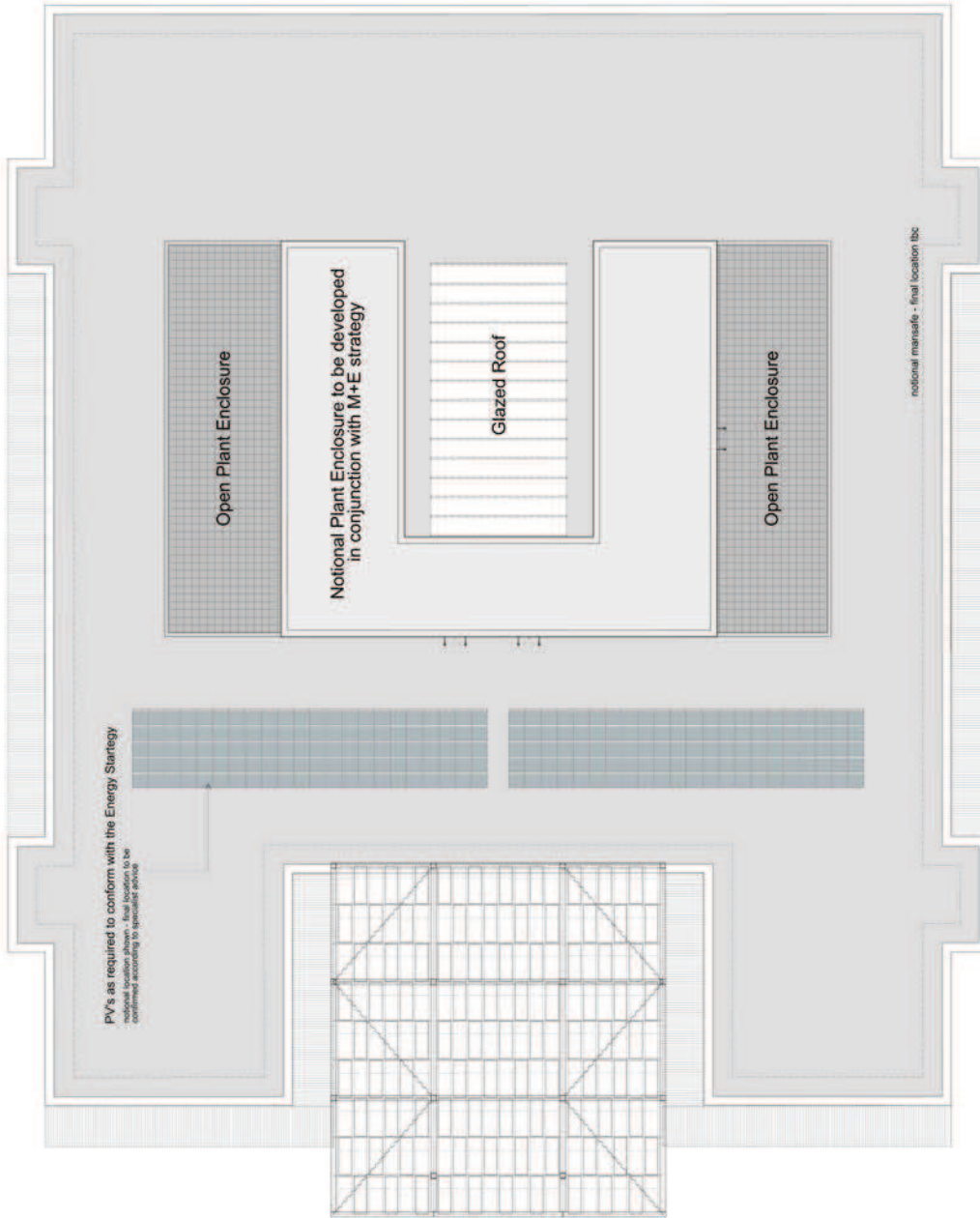


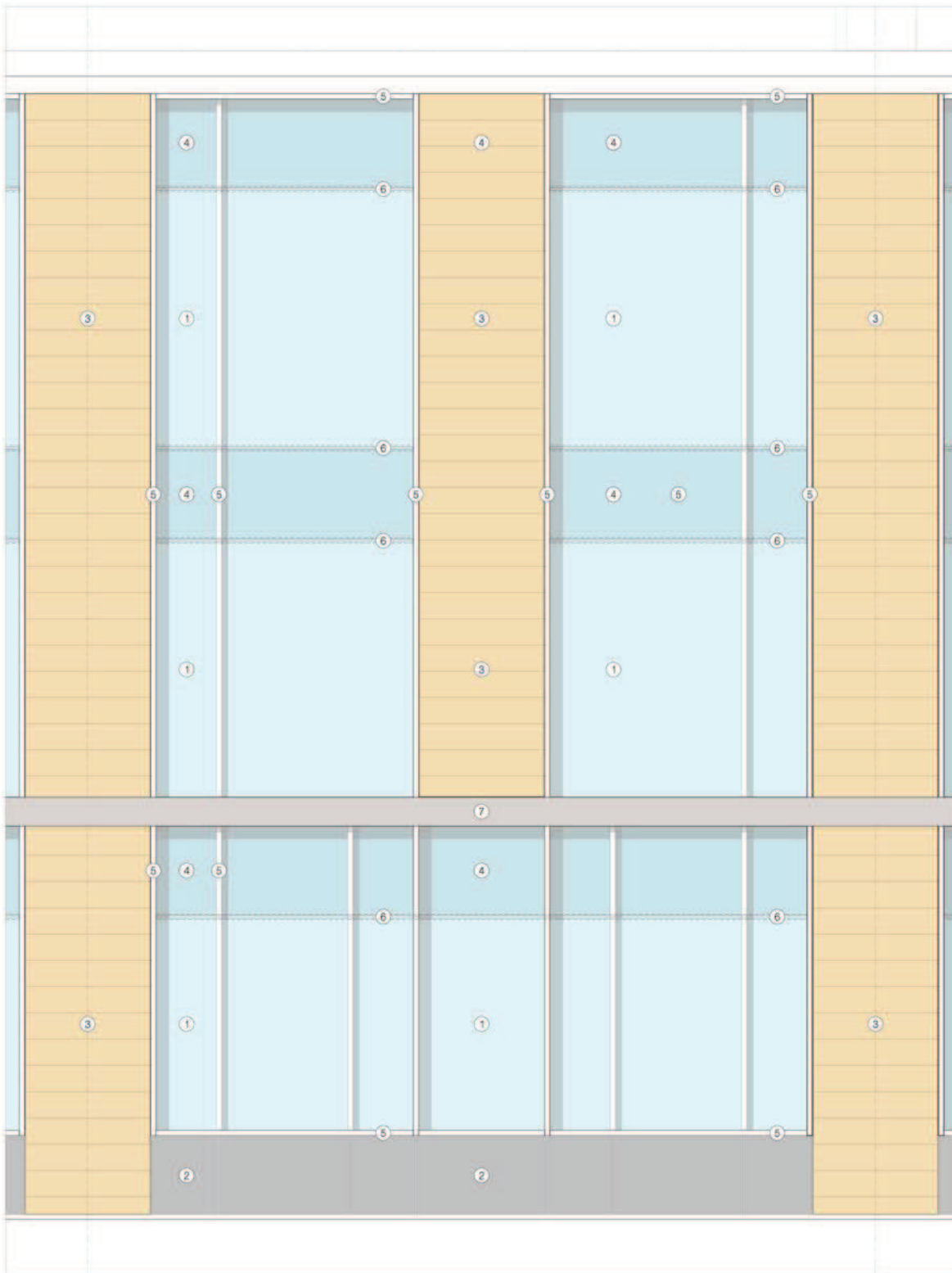




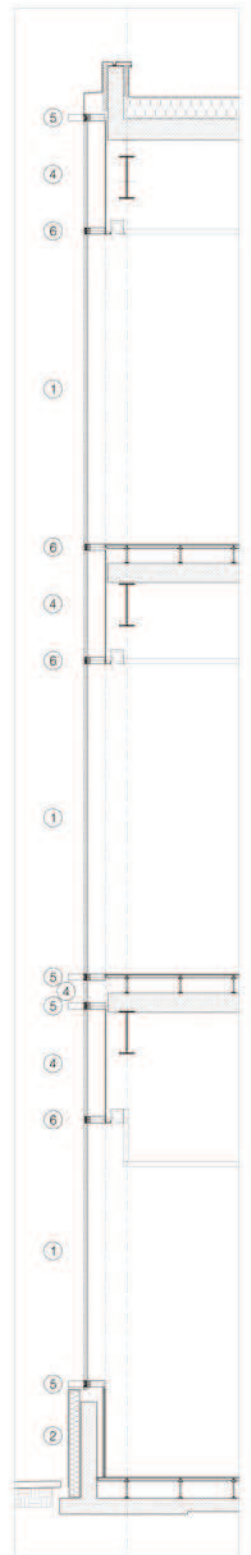
RC2

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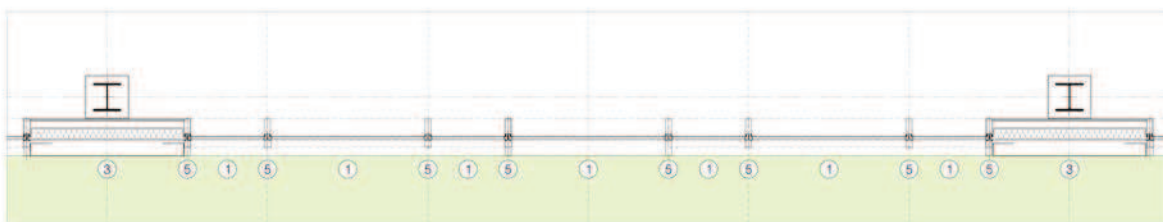




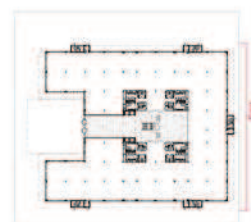
01 Typical Elevation Bay  
1:250A1



02 Typical Section  
1:250A1



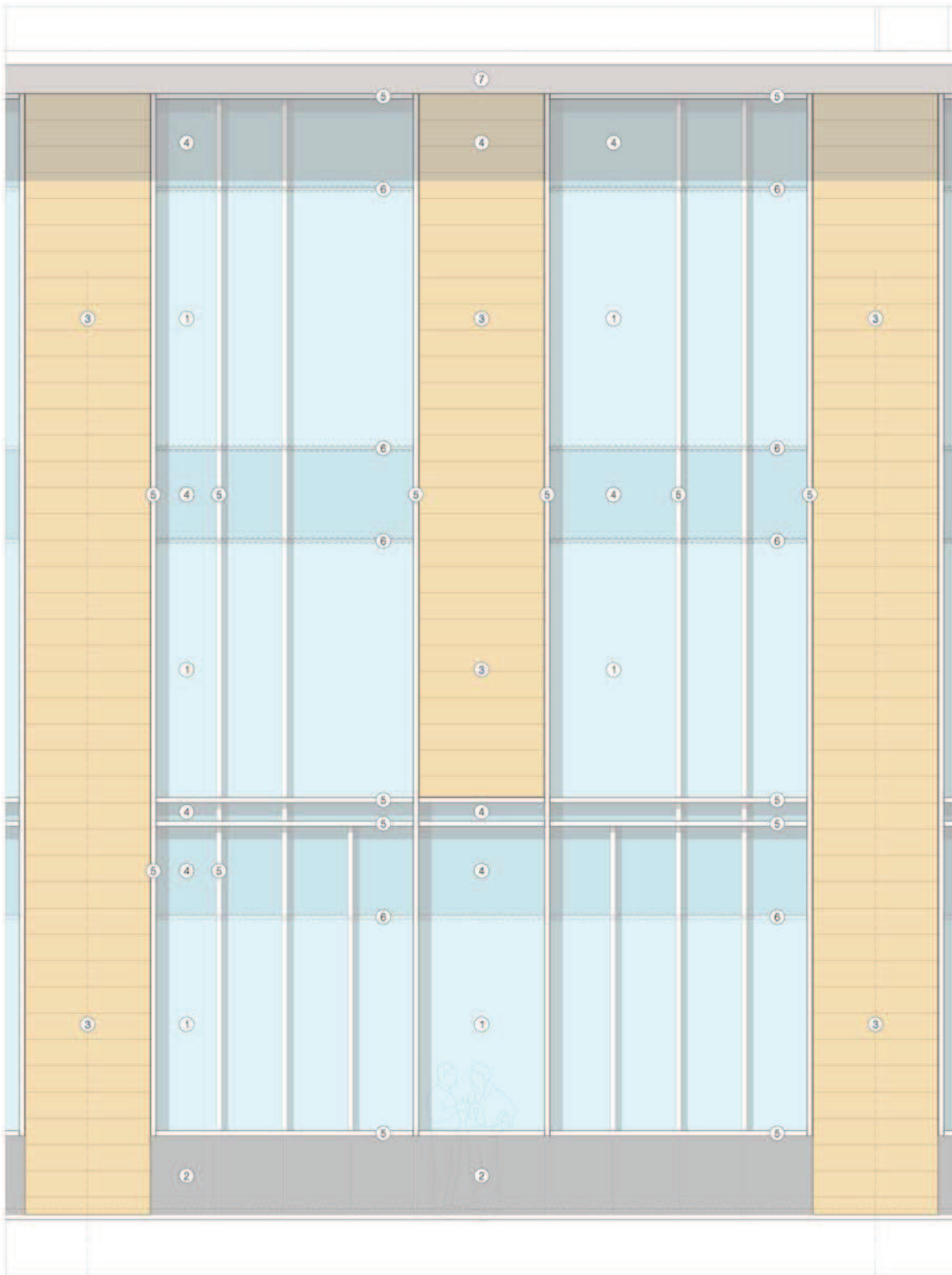
03 Typical Plan Bay - Ground Floor  
1:250A1



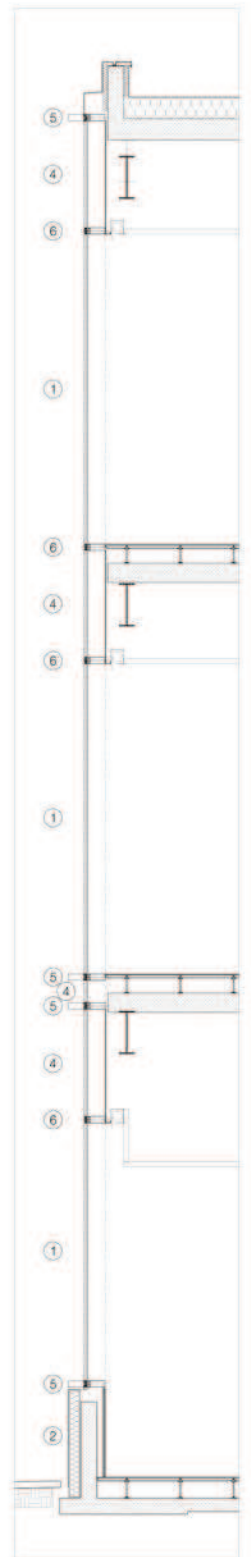
04 Key Plan  
1:250A1

- |                                  |   |
|----------------------------------|---|
| ① Clear glazing                  | ⑥ SG Transom                              |
| ② Metal rainscreen panel         | ⑦ Shading Device (detail to be developed) |
| ③ Insulated spandrel panel       |   |
| ④ Insulated back painted glazing |   |
| ⑤ PPC Capped Mullion             |   |

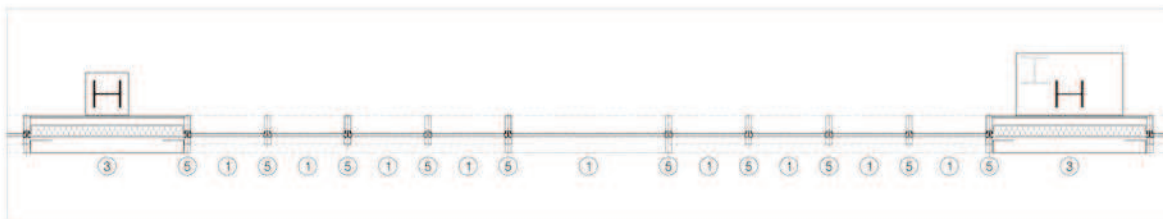
05 Material Key



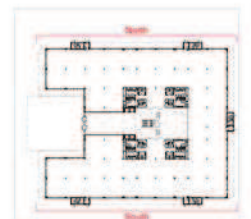
01 Typical Elevation Bay  
1:250A1



02 Typical Section  
1:250A1



03 Typical Plan Bay - Ground Floor  
1:250A1



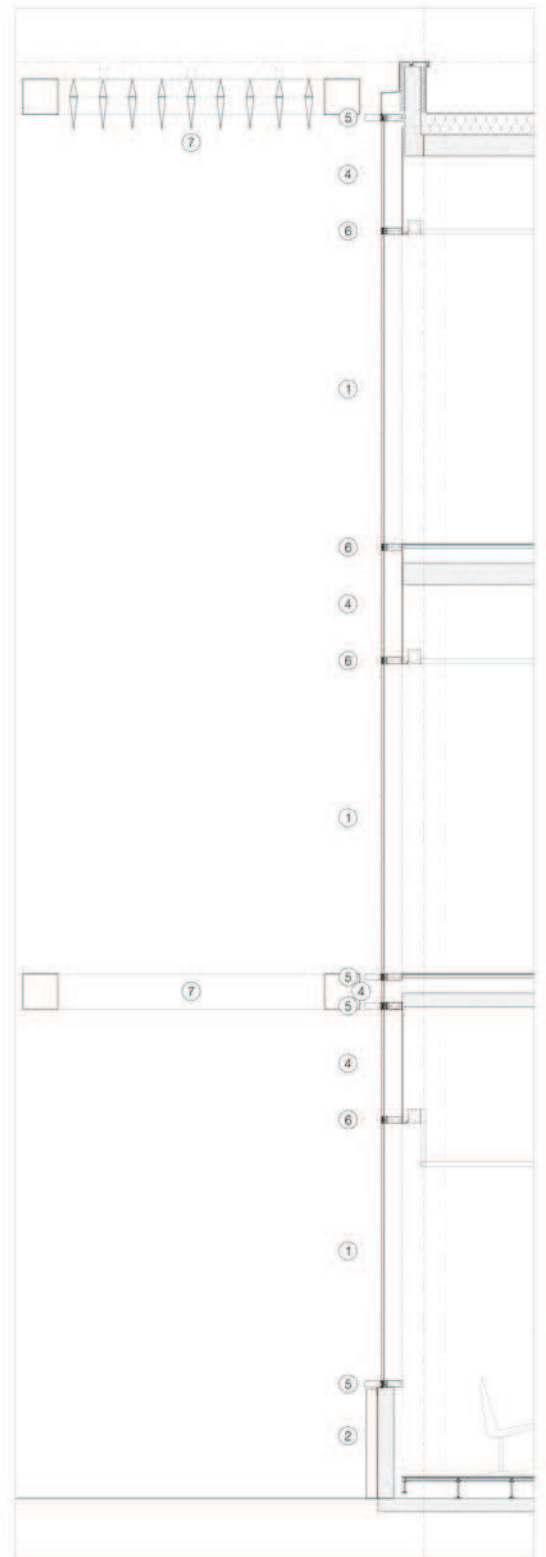
04 Key Plan  
1:2500A1

- |                                  |   |
|----------------------------------|---|
| ① Clear glazing                  | ⑥ SG Transom                              |
| ② Metal rainscreen panel         | ⑦ Shading Device (detail to be developed) |
| ③ Insulated spandrel panel       |   |
| ④ Insulated back painted glazing |   |
| ⑤ PPC Capped Mullion             |   |

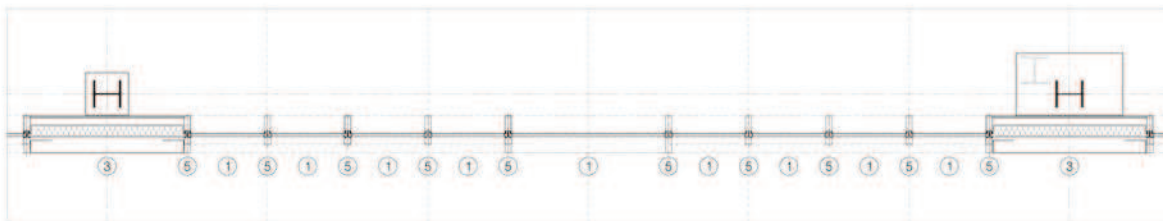
05 Material Key



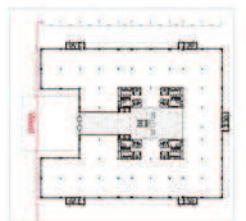
01 Typical Elevation Bay  
1:250@A1



02 Typical Section  
1:250@A1



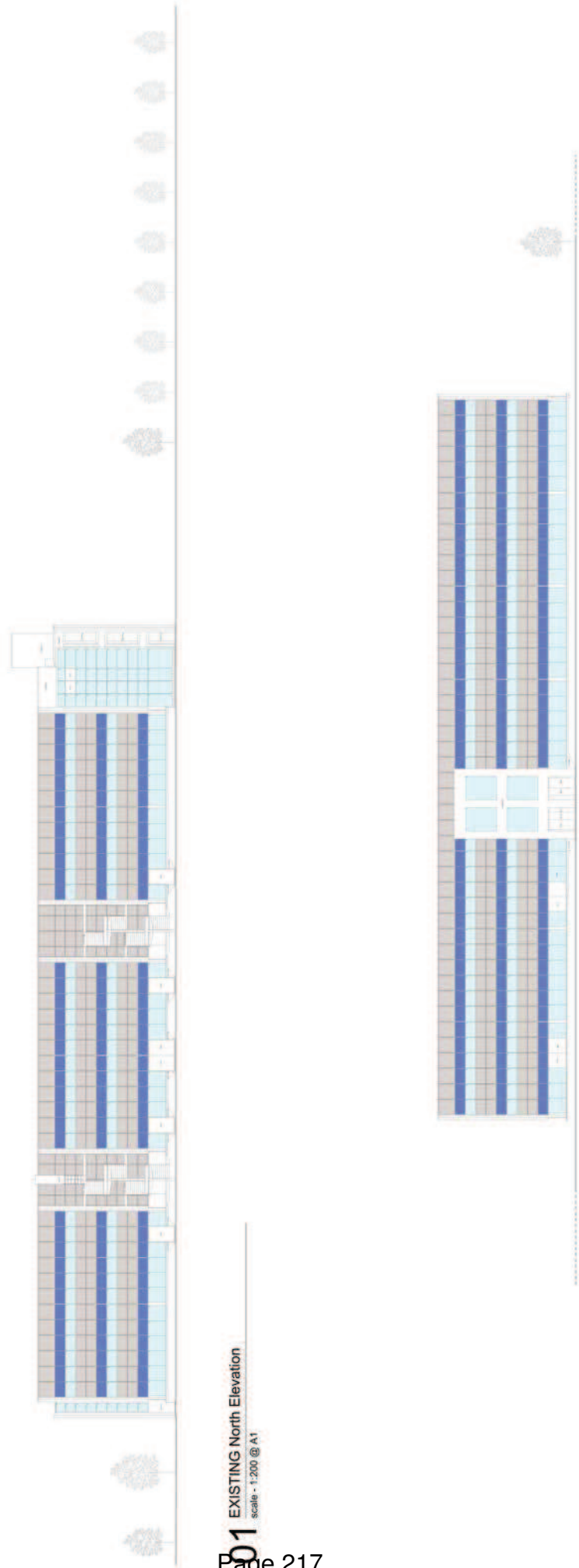
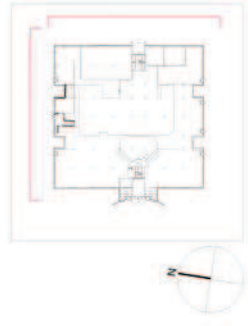
03 Typical Plan Bay - Ground Floor  
1:250@A1



04 Key Plan  
1:1250@A1

- |                                  |   |
|----------------------------------|---|
| ① Clear glazing                  | ⑥ SG Transom                              |
| ② Metal rainscreen panel         | ⑦ Shading Device (detail to be developed) |
| ③ Insulated spandrel panel       |   |
| ④ Insulated back painted glazing |   |
| ⑤ PPC Capped Mullion             |   |

05 Material Key

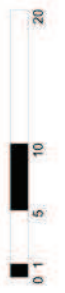


**01** EXISTING North Elevation  
scale - 1:200 @ A1

**02** EXISTING East Elevation  
scale - 1:200 @ A1



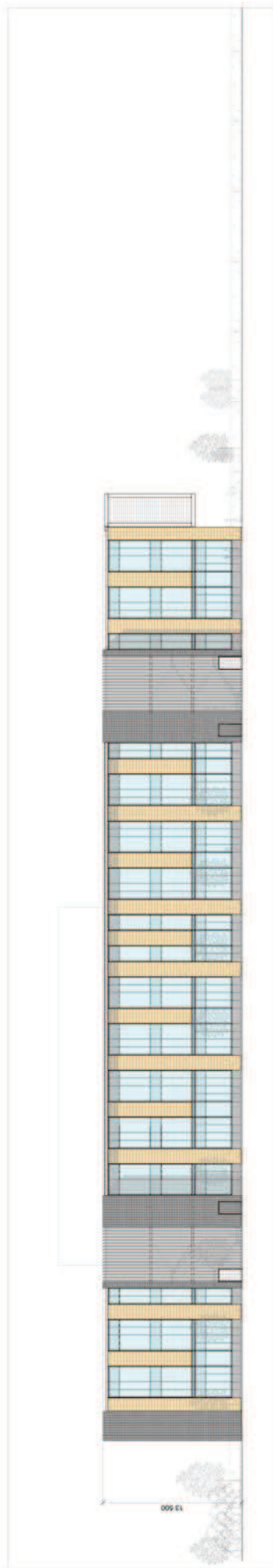
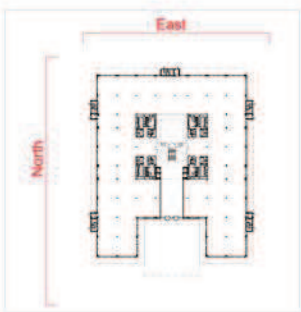
066267



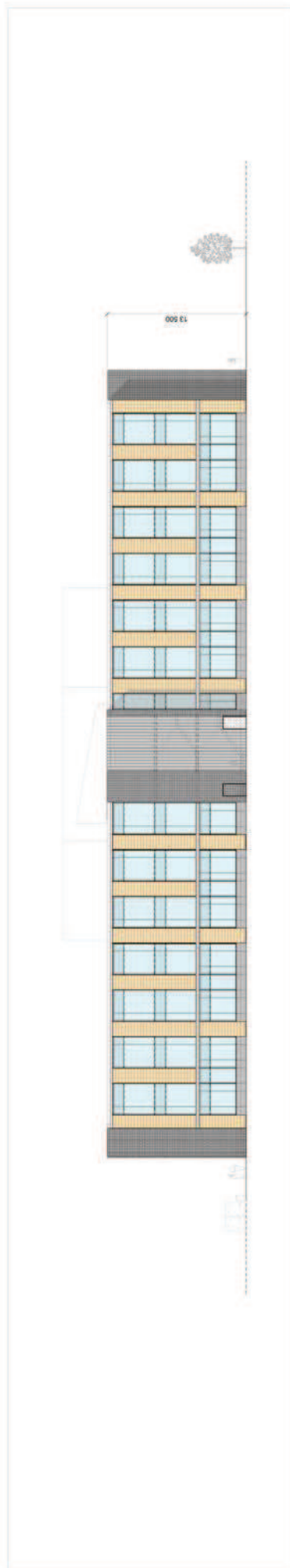
Client: Essex Stumps  
 Date: 12/05/2017  
 Draw No: 020\_05\_EE  
 75 Wood Street London W1T 3DH Telephone: 020 7562 3838 www.esa-ll.com

Project: 4 Roundwood Avenue / Stockley Park  
 Client: Essex Stumps - North-East  
 Scale: 1:200@A1  
 75 Wood Street London W1T 3DH Telephone: 020 7562 3838 www.esa-ll.com



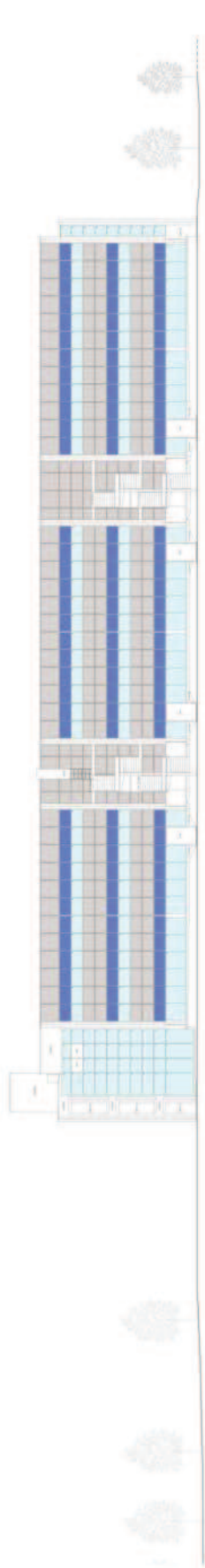


**01** North Elevation  
 scale - 1:200 @ A1  
 Page 218

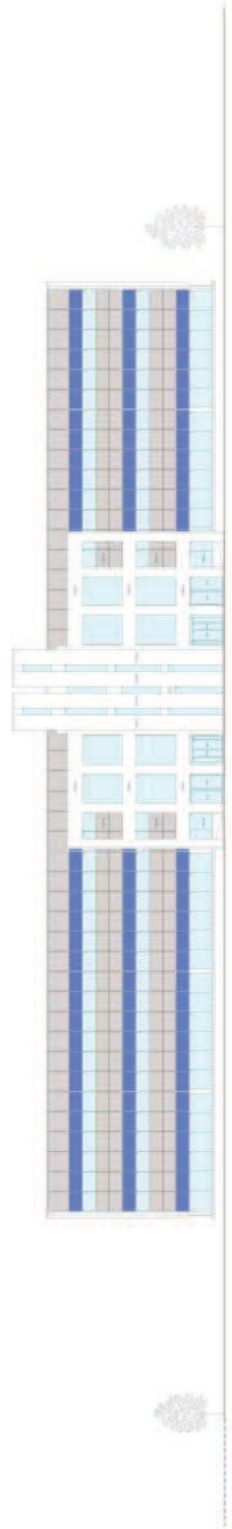


**02** East Elevation  
 scale - 1:200 @ A1





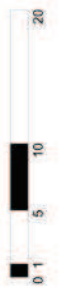
**01** EXISTING South Elevation  
scale - 1:200 @ A1



**02** EXISTING West Elevation  
scale - 1:200 @ A1



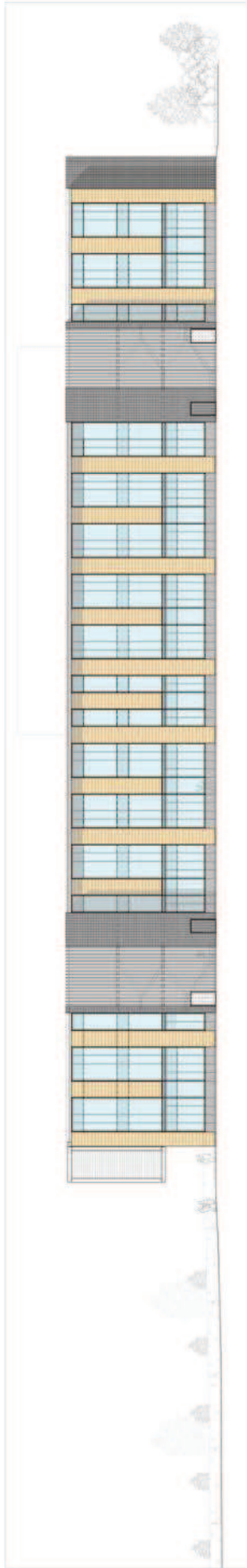
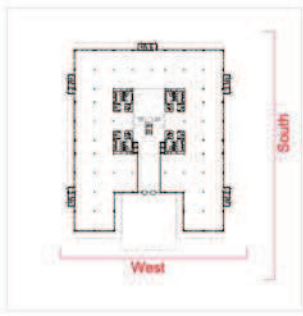
066267



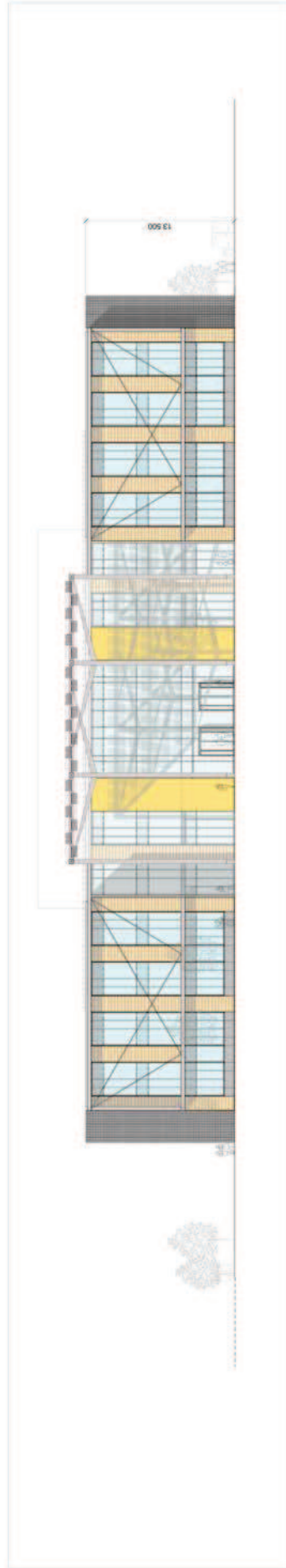
Client: Essex University  
 Date: 03.05.11  
 75 West Street London W1T 3DH Telephone: 020 7561 3838 www.esa.ltd.com

Project: 4 Roundwood Avenue / Stockley Park  
 Project Administrator: Susan Pittell  
 Scale: 1:200 @ A1  
 Project Number: 066267





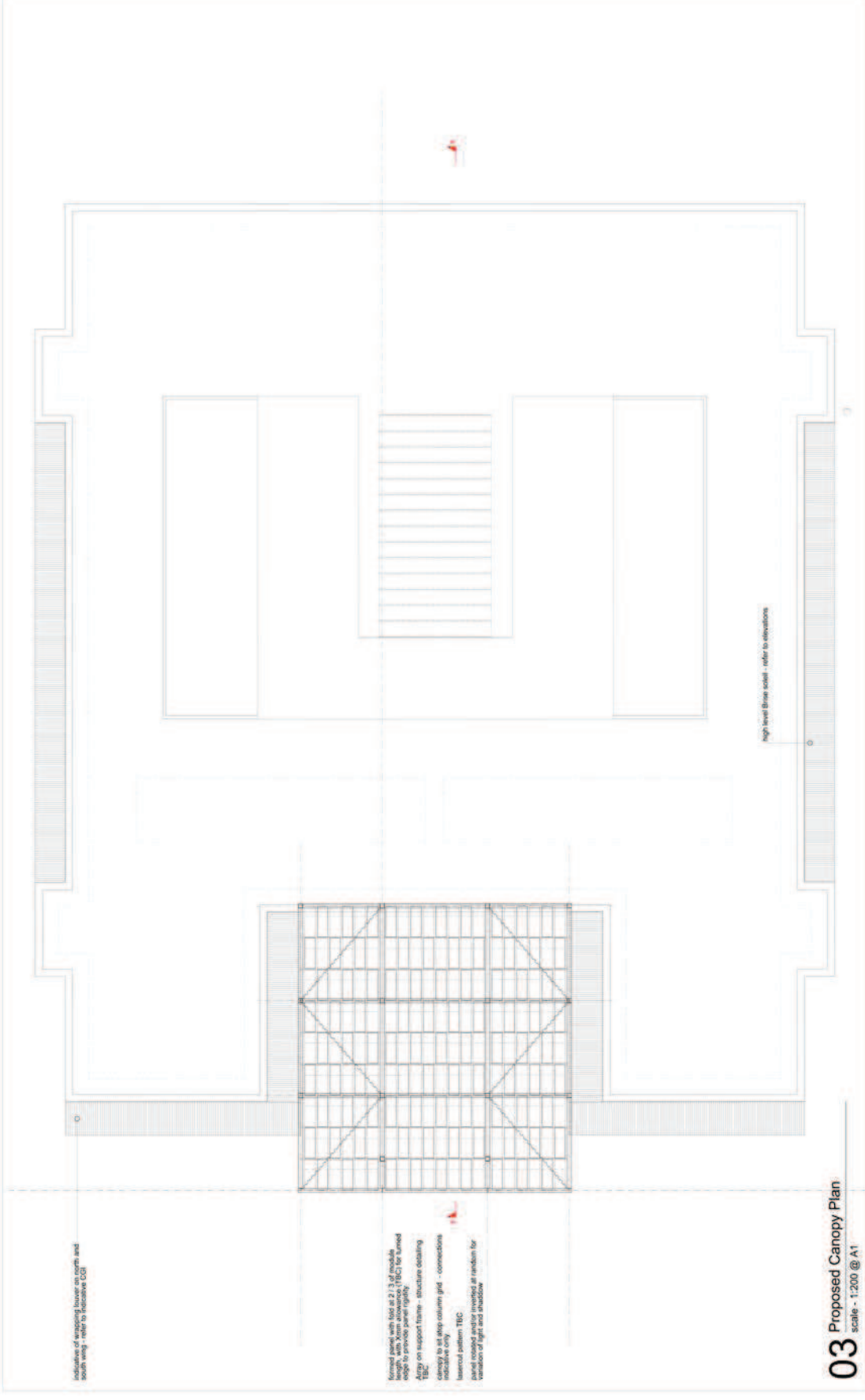
**01** South Elevation  
 scale - 1:200 @ A1  
 Page 220



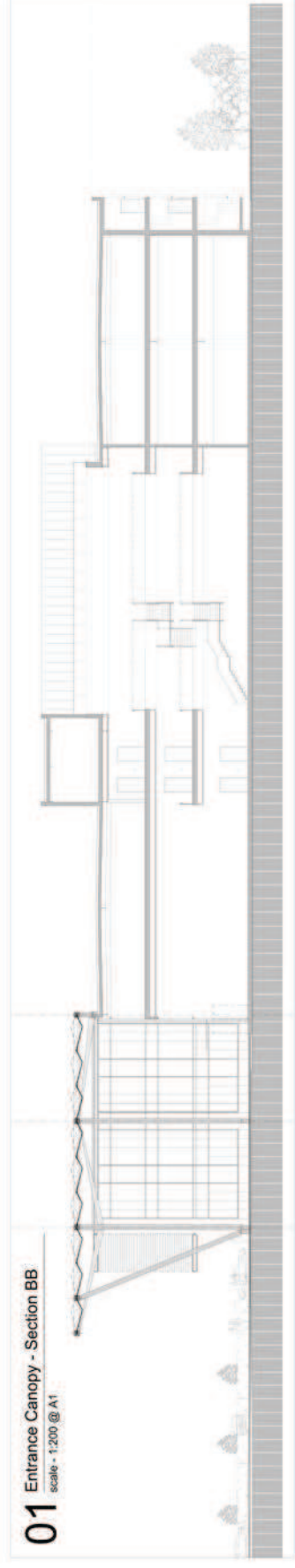
**02** West Elevation  
 scale - 1:200 @ A1



**02 Entrance Canopy - West Elevation**  
scale - 1:200 @ A1



**03 Proposed Canopy Plan**  
scale - 1:200 @ A1

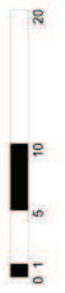


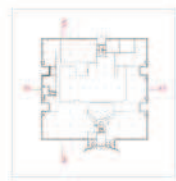
**01 Entrance Canopy - Section BB**  
scale - 1:200 @ A1

Indicative of wrapping, however on north and south wing - refer to illustrative GCD

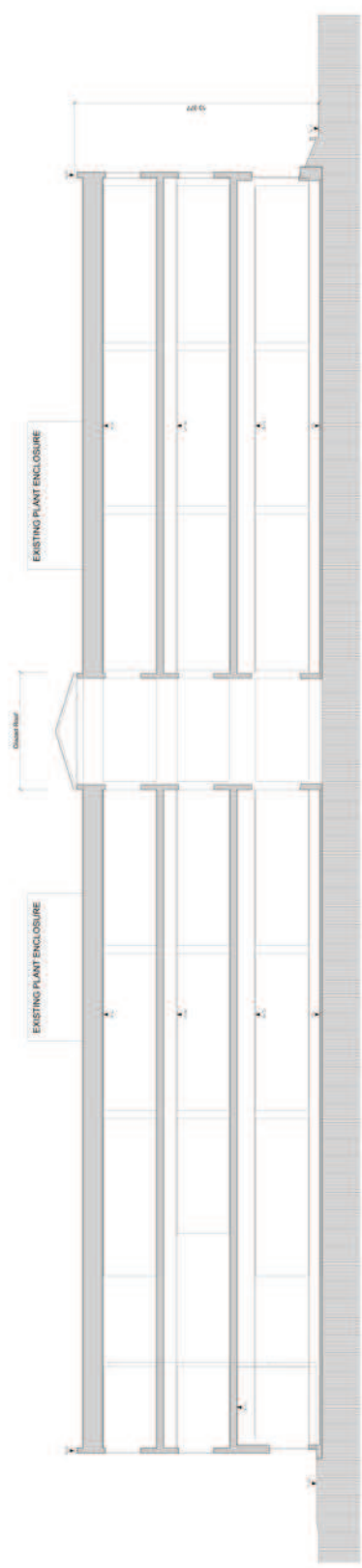
Formed panel with fold at 2/3 of module edge to allow for movement (TBC) for future  
 Allow on support frame - structure ceiling  
 canopy to sit deep column grid - connections  
 indicative only  
 basecoat pattern TBC  
 paneling to be confirmed at a later date  
 paneling of light and structure

High level floor level - refer to elevations

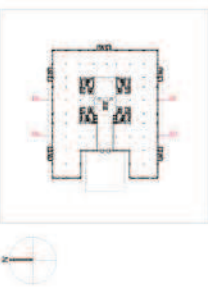




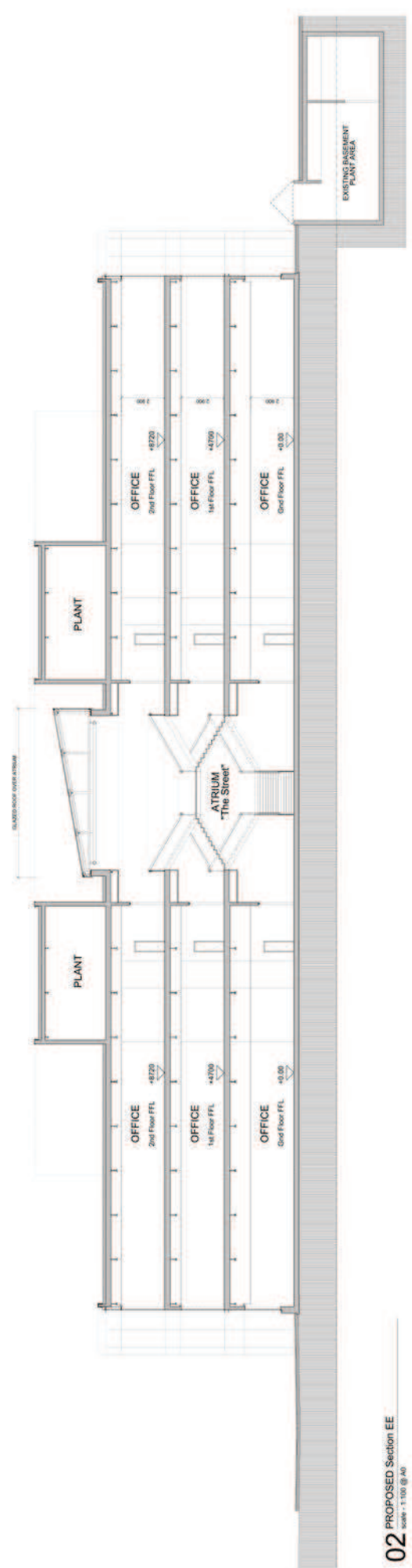
**01** EXISTING Section AA  
 scale - 1:150 @ AD



**02** EXISTING Section EE  
 scale - 1:150 @ AD

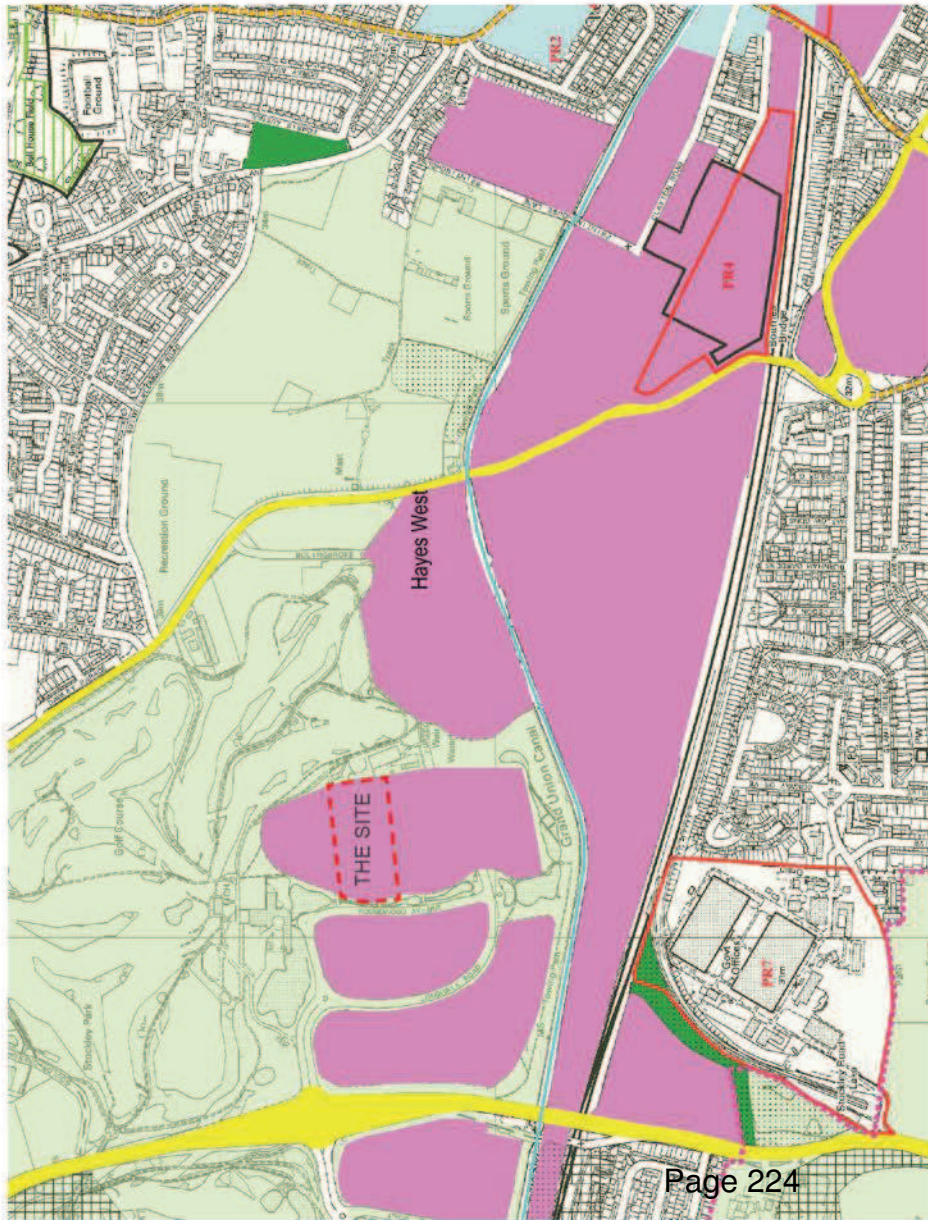


01 PROPOSED Section DD  
scale - 1:100 @ A0



02 PROPOSED Section EE  
scale - 1:100 @ A0

HILLINGDON UNITARY DEVELOPMENT PLAN (UDP)  
PROPOSALS MAP



- Green Belt
- Metropolitan Open Land
- Area Forming Links in Green Chain
- Conservation Areas
- Countryside Conservation Area
- Site for Gypsies
- Areas of Special Local Character
- Nature Conservation Sites of Metropolitan or Borough Grade I Importance
- Nature Conservation Sites of Borough Grade II or Local Importance
- Nature Reserve
- Eastern Boundary of Colne Valley Park
- Areas of Environmental Opportunity
- Industrial and Business Areas
- Town Centres
- Local Centres
- Strategic Routes
- London Distributor Roads
- Local Distributor Road

Rev	Date	By	Reason
Client			
SWIP Property Trust			
Project			
4 Roundwood Avenue Stockley Park			
Drawing File			
Planning Policy			
Purpose of Issue			
Planning			
Scale	Date		
NTS	AUG '14		
Drawn	Checked	Approved	
NS	AUG '14	PA	
Drawing No	Rev		
066267-002			

**CAPITA**  
Property and Infrastructure  
Capita (ESA),  
Castle House  
75-76 Wells Street  
London W1T3QH  
Tel +44(0)20 7492 0200  
Fax +44(0)20 7492 0201  
www.capita.co.uk

**Policy EM4: Open Space and Informal Recreation**  
The Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes.

Protecting and improving habitats and ecosystems throughout the borough and to areas beyond, by maintaining existing trees and native vegetation (adaptable to climate change) and open spaces and creating new areas of tree and woodland cover (including the linking of existing fragmented areas) for the benefit of wildlife and in accordance with the local Biodiversity Action Plan.

**HILLINGDON LOCAL PLAN: PART 1 - STRATEGIC POLICIES (ADOPTED NOVEMBER 2012)**

- 4.20 Stockley Park will continue to be a strategic employment site that could contribute a significant proportion of the new employment proposed as part of the Heathrow Opportunity Area. The park will need to deliver sustainable transportation opportunities alongside any further growth. The area contains a number of locally significant employment sites with potential for growth which will be protected from release for other uses.
- Table 5.3 Heathrow Opportunity Area - Future of Key Sub-Areas. Stockley Park is an important contributor to the local economy and prestige of the borough through its high quality offices.

**INTRODUCTION**

As part of the planning submission, the Planning Policy in relation to landscape must be adhered to. This report and associated drawings reflect the aspirations of Hillingdon Local Authority and The London Plan. Outlined below are some points to take into consideration.

**UDP**

The site is situated in West London, north of the M4 approximately two miles from Heathrow Airport. The plan above, taken from the UDP, shows the approximate site location and its designation as an Industrial and Business Area, situated within Green Belt Land.









**Tree Planting**  
*Platanus x hispanica*  
London Plane



**Tree Planting**  
*Carpinus betulus* 'Frans Fontaine'  
Silver Leaved Whitebeam



**Tree Planting**  
*Pyrus calleryana* 'Chanticleer'  
Ornamental Pear



**Multi-Stem Tree Planting**  
*Amelanchier lamarckii* 'Canadensis'  
Juneberry Tree



**Multi-Stem Tree Planting**  
*Sorbus hupselensis*  
Hubel Rowan



**Structural Hedge Planting**  
*Prunus lusitanica*  
Portuguese Laurel



**Structural Hedge Planting**  
*Choiysia ternata* 'Aztec Pear'  
Mexican Orange



**Structural Hedge Planting**  
*Photinia x fraseri* 'Red Robin'  
Christmas berry



**Structural Hedge Planting**  
*Fagus sylvatica*  
Beech



**Ornamental Planting**  
*Pachysandra terminalis*  
Japanese pachysandra



**Ornamental Planting**  
*Hakonechloa macra*  
Japanese forest grass



**Ornamental Planting**  
*Liriope muscari*  
Lilyturf



**Ornamental Planting**  
*Iris germanica*  
Purple bearded Iris



**Native Boundary Planting**  
*Prunus spinosa*  
Blackthorn



**Native Boundary Planting**  
*Rosa canina*  
Dog Rose

Rev. Date. By. Issues

Client

**SWIP Property Trust**

Project

4 Roundwood Avenue  
Stockley Park

Drawing File

Typical Soft Landscape Palette Palette

Purpose of Issue

Planning

Scale

N/A

Date

AUG '14

Drawn

KB

Checked

AUG '14

Approved

PA

Drawing No

066267-505

Rev

1

**CAPITA**

**Property and Infrastructure**

Capita (ESA),

Castle House

75-76 Wells Street

London W1T3QH

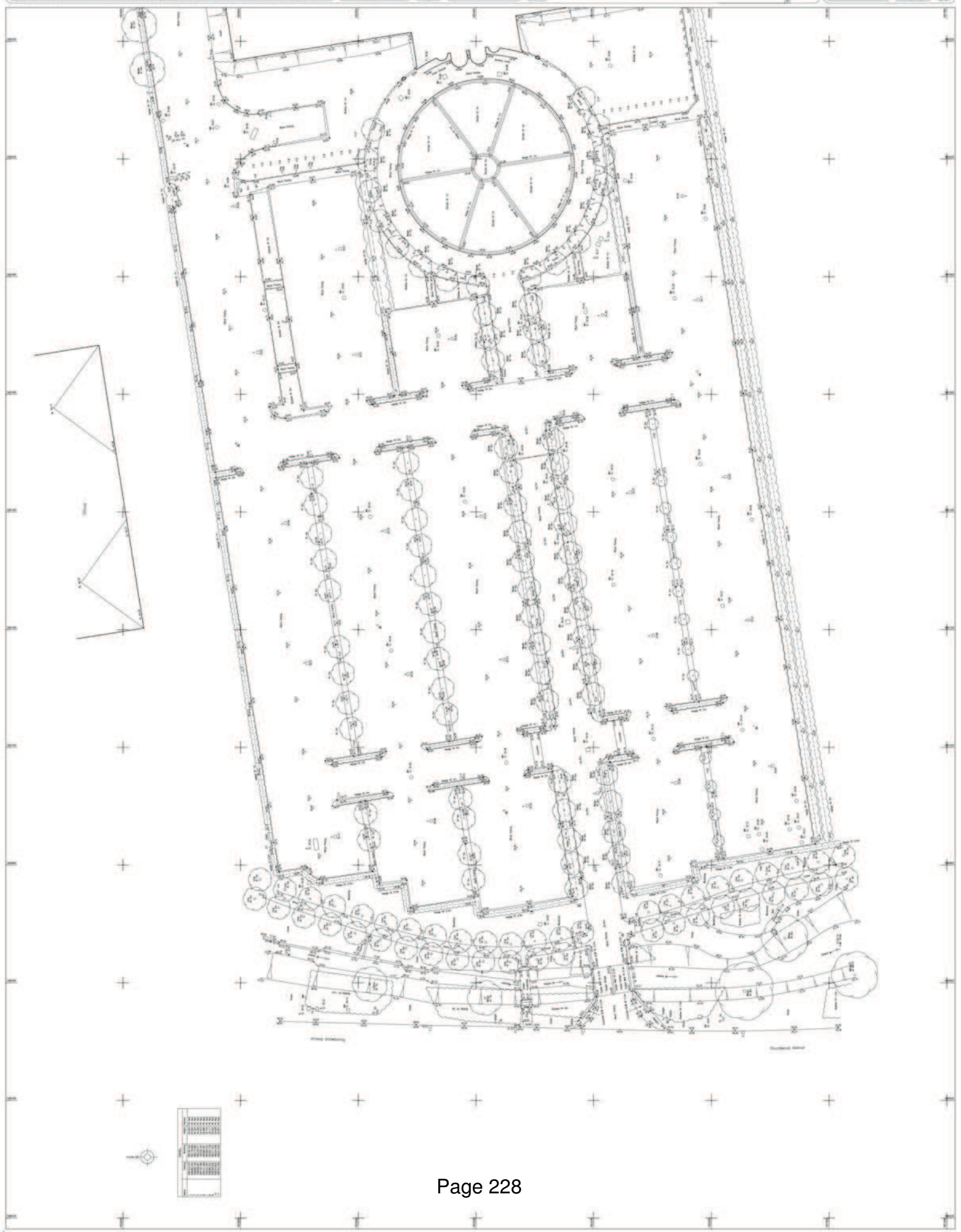
Tel +44(0)20 7492 0200

Fax +44(0)20 7492 0201

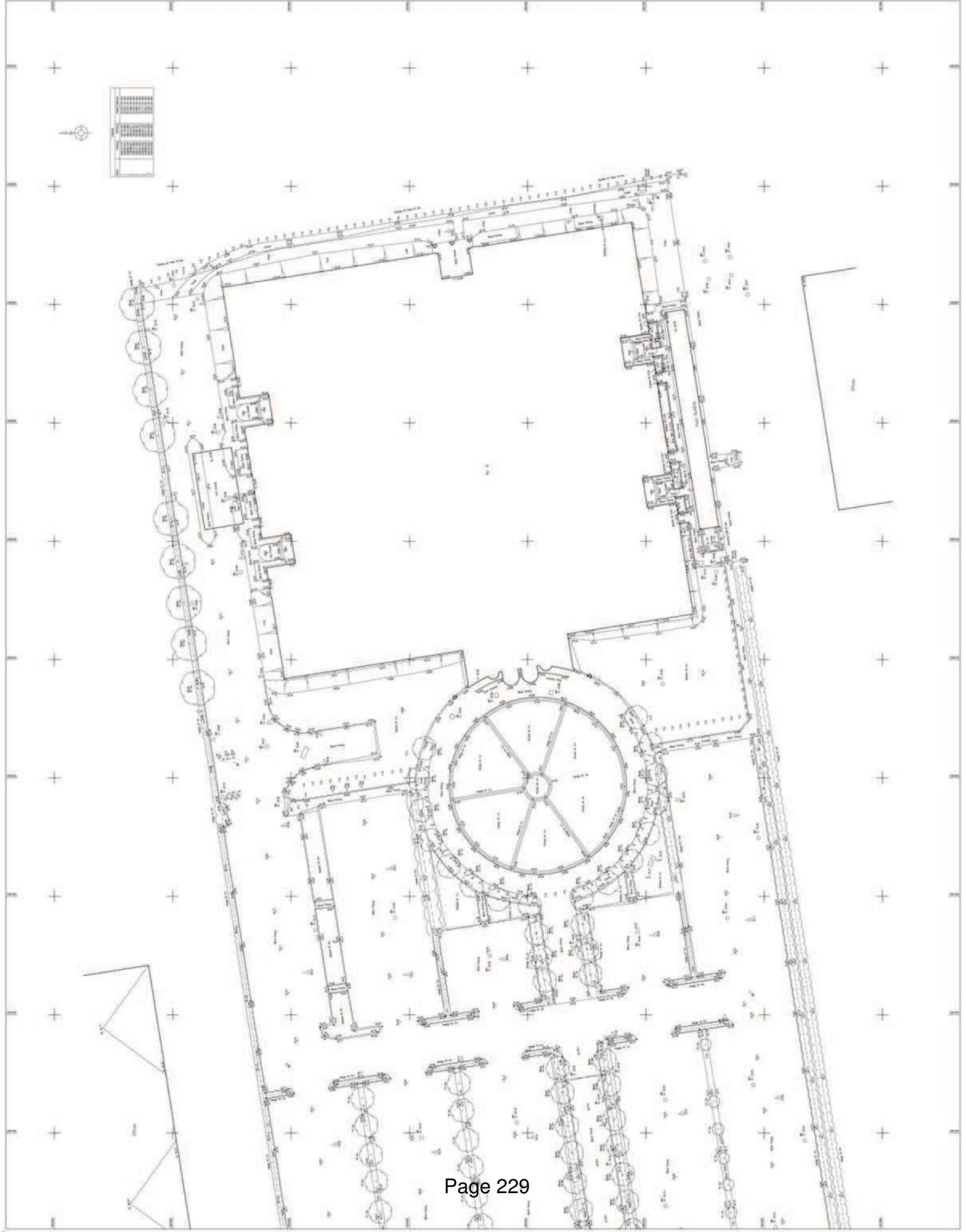
www.capita.co.uk

Species shown are representative images only. Planting proposal to include, but to be not limited to those shown.

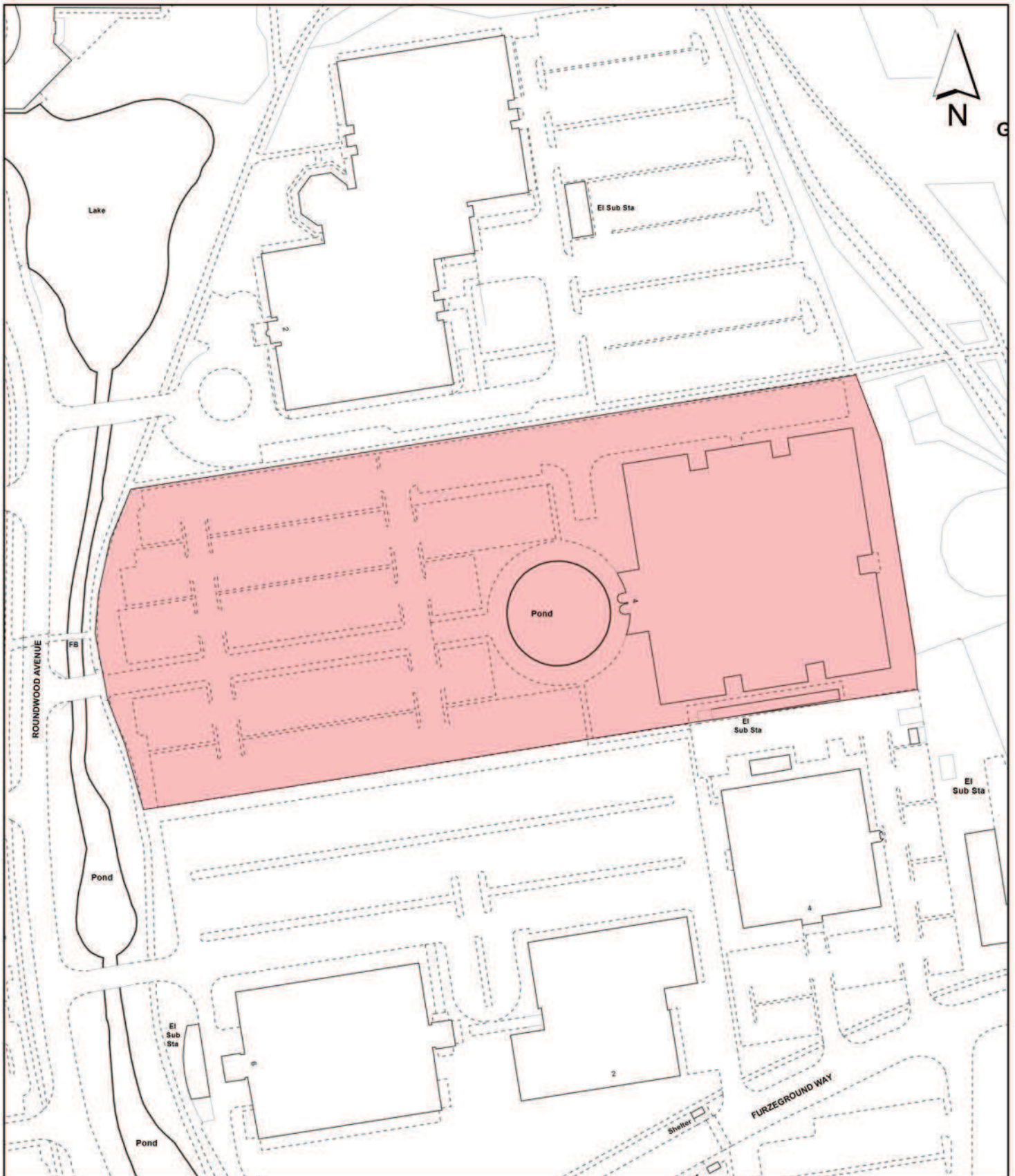
<p><b>PROJECT INFORMATION</b></p> <p>Project Name: [REDACTED]</p> <p>Client: [REDACTED]</p> <p>Location: [REDACTED]</p> <p>Date: [REDACTED]</p>	<p><b>SCALE</b></p> <p>1" = 100'</p>	<p><b>LEGEND</b></p> <p>1. [Symbol] [Description]</p> <p>2. [Symbol] [Description]</p> <p>3. [Symbol] [Description]</p>	<p><b>NOTES</b></p> <p>1. All dimensions are in feet and inches unless otherwise noted.</p> <p>2. The centerline of the road is shown in red.</p> <p>3. The centerline of the canal is shown in blue.</p>	<p><b>DATE</b></p> <p>11/11/2024</p>	<p><b>BY</b></p> <p>[REDACTED]</p>	<p><b>CHECKED</b></p> <p>[REDACTED]</p>	<p><b>APPROVED</b></p> <p>[REDACTED]</p>	<p><b>PROJECT NO.</b></p> <p>[REDACTED]</p>	<p><b>DATE</b></p> <p>[REDACTED]</p>	<p><b>SCALE</b></p> <p>1" = 100'</p>	<p><b>PROJECT NO.</b></p> <p>[REDACTED]</p>	<p><b>DATE</b></p> <p>[REDACTED]</p>
---	--------------------------------------	---	---	--------------------------------------	------------------------------------	---	--	---	--------------------------------------	--------------------------------------	---	--------------------------------------




<p><b>PROJECT INFORMATION</b></p> <p>Project Name: [Blank]</p> <p>Client: [Blank]</p> <p>Site: [Blank]</p> <p>Date: [Blank]</p> <p>Scale: [Blank]</p>	<p><b>LEGEND</b></p> <p>1. [Symbol] [Blank]</p> <p>2. [Symbol] [Blank]</p>	<p><b>NOTES</b></p> <p>1. All dimensions are in feet and inches.</p> <p>2. All elevations are in feet above mean sea level.</p> <p>3. All bearings are in degrees, minutes, and seconds.</p> <p>4. All distances are in feet.</p> <p>5. All curves are in feet.</p>	<p><b>DATE</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>SCALE</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>PROJECT NO.</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>DATE</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>PROJECT NO.</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>DATE</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>PROJECT NO.</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>	<p><b>DATE</b></p> <p>1. [Blank]</p> <p>2. [Blank]</p>
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**Notes**

 Site boundary

For identification purposes only.  
 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.

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Site Address

**Building B5  
 4 Roundwood Avenue  
 Stockley Park**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**37205/APP/2014/3056**

Scale

**1:1,500**

Planning Committee

**Major Page 231**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON

**Development:** Erection of a temporary decked car park for a period of 5 years, together with 16 additional surface spaces and associated landscaping and enabling works.

**LBH Ref Nos:** 4058/APP/2014/2373

**Date Plans Received:** 07/07/2014                      **Date(s) of Amendment(s):**

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

Contractors are not to scale dimensions from this drawing

# BroadwayMalyan <sup>BM</sup>

Architecture Urbanism Design

3 Woodbridge Business Park  
Addison Road  
Weybridge, Surrey  
KT15 2BW

T: +44 (0)1832 845 999  
F: +44 (0)1832 856 206  
E: [Wey@BroadwayMalyan.com](mailto:Wey@BroadwayMalyan.com)  
[www.BroadwayMalyan.com](http://www.BroadwayMalyan.com)

Client: The Hillingdon Hospitals NHS Foundation Trust

Project: Proposed decked car parking Location Plan



Status: Preliminary

Scale: 1:1250 @A2

Drawn: MY

Job number: 29988

Drawing number: 29988

Date: 30.06.2014

Revision:

Original size 100mm @ A2 Copyright Broadway Malyan Limited







10/2/08  
 All dimensions must be checked on site and not  
 relied upon for this drawing

Site Name & Date Coloured Revised & Budget Incorporated	02.07.14	SW4	P14
Revised from mfg 5.6.14 with 1 bays re-positioned	11.09.14	SW4	P13
Revised from mfg 7.5.14 moved, additional area below road	9.05.14	SW4	P2
REVISIONS	5/2/14	by	HW

Client  
 The Hillingdon Hospital NHS Trust

Project  
 Car Parking Expansion Proposal

INDICATIVE ELEVATIONS for NEW  
 3-STOREY CAR PARKING DECK  
 FROM FIELD HEATH ROAD

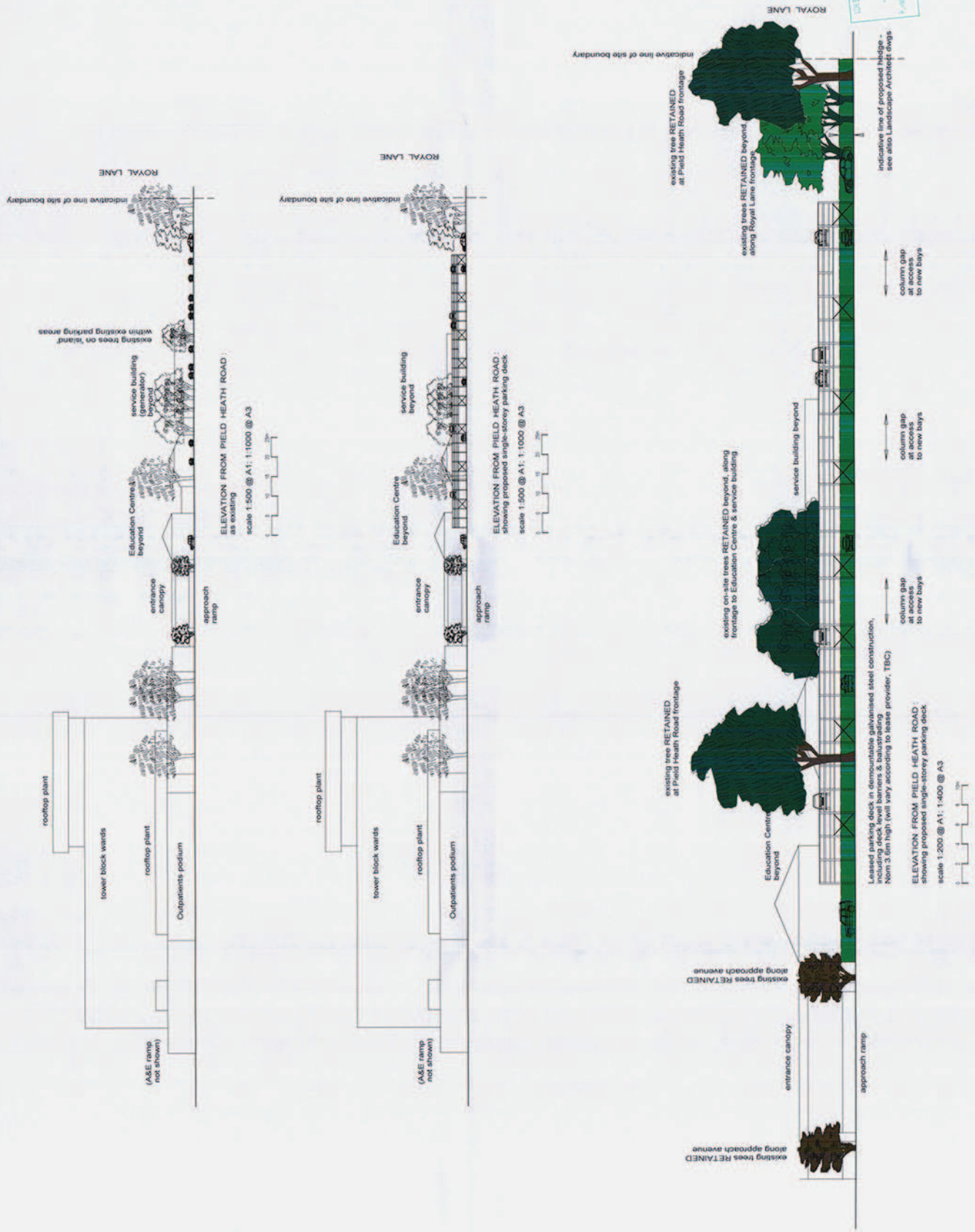
**SWA**

**STANHOPE WILKINSON ASSOCIATES**  
 CHARTERED ARCHITECTS  
 9 Elm Place, Lydburn, Oxford, OX29 4BD  
 Tel: 01865 883222 Fax: 01865 883188  
 Email: stanhope@swawilkinson.co.uk

Site No. SW4  
 Date: May 2014  
 By: HW

Job No.	14170	Drawn No.	10	Rev.	P14
---------	-------	-----------	----	------	-----

DATE: 14/05/2014  
 14:00:00  
 - 7:41:22N  
 1:40:00:00  
 1:40:00:00



Notes:  
 1. All dimensions must be provided in this and not stated that this drawing

ISSUANCE & DATE	02.07.14	SW	P2
BY	SW		
DATE			

Client:  
 The Hillingdon Hospital NHS Trust

Project:  
 Car Parking Expansion Proposal

INDICATIVE ELEVATIONS (2) for  
 NEW STEEL-FRAMED PARKING DECK  
 from Royal Lane

**SWA**

**STANHOPE WILKINSON ASSOCIATES**  
 CHARLETTON ARCHITECTS  
 8 Elm Place Lymington Dorset SO40 4DD  
 Tel: 01865 983222 Fax: 01865 983188  
 E-mail: office@stanhope-wilkinson.co.uk

SWA as noted 12 June 2014

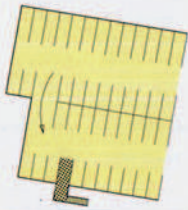
Job No.	14170	Rev.	P2
Drawing No.	11		

DATE: 12.06.2014  
 TIME: 14:35  
 BY: JAW  
 CHECKED: JAW





NOTES  
 1) Dimensions shall be measured on site and not  
 indicated from this drawing.



Tone shows parking at  
 DECK level only

Follow Drawing 01 for all  
 other parking at GROUND level.

Follow TABLE at THIS DRAWING  
 for TOTAL parking numbers  
 including on Parking Deck

1) 2000 W. 10th St.,  
 Lincoln, NE 68502  
 2) 402-441-1111

Lighting UNDER the parking deck  
 including emergency lighting, shall be  
 part of the deck package with the power  
 to be brought to a COUPLER location  
 within the deck. The COUPLER shall be  
 under-deck, to levels & number of strings.  
 Emergency lighting & "turning east" signs  
 to the stairs, including at deck level, WILL  
 be provided by the deck supplier.  
 All deck lighting shall be provided by the deck  
 supplier. All deck lighting shall be provided  
 by the deck supplier, without any supplementary  
 supplementary lighting.  
 Mezzanine (M) to check & advise further

REV	DATE	BY	CHK
01	11.14		
02	11.14		
03	11.14		
04	11.14		
05	11.14		
06	11.14		
07	11.14		
08	11.14		
09	11.14		
10	11.14		
11	11.14		
12	11.14		
13	11.14		
14	11.14		
15	11.14		
16	11.14		
17	11.14		
18	11.14		
19	11.14		
20	11.14		

Client:  
 The Hillingdon Hospital NHS Trust

Project:  
 Car Parking Expansion Proposal

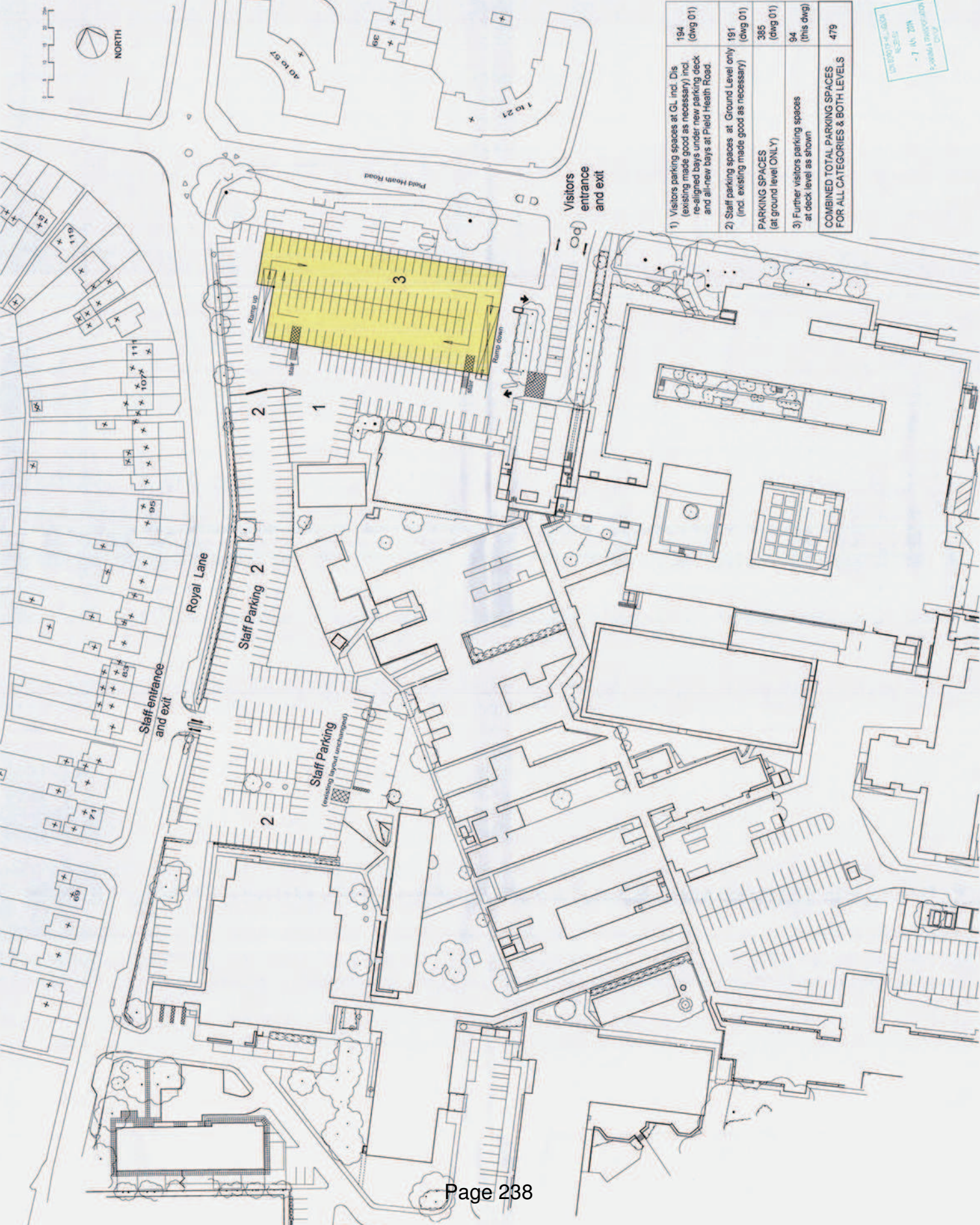
Option E: Incorporating NEW DECK  
 This plan shows PARKING DECK LEVEL  
 ONLY - see dwg 01 for layout UNDER  
 deck, see this dwg for TOTAL numbers

**SWA**

STANHOPE WILKINSON ASSOCIATES  
 CHARTERED ARCHITECTS  
 9 Elm Place, Lymington, Oxford, OX29 4BD  
 Tel: (01865)883222 Fax: (01865)883188  
 E-mail: [office@stanhopewilkinson.co.uk](mailto:office@stanhopewilkinson.co.uk)

Scale: 1:500 @ A1 1:1000 @ A2 1:2000 @ A3 1:4000 @ A4  
 Date: 11/11/2014  
 Drawn: JWP  
 Checked: JWP

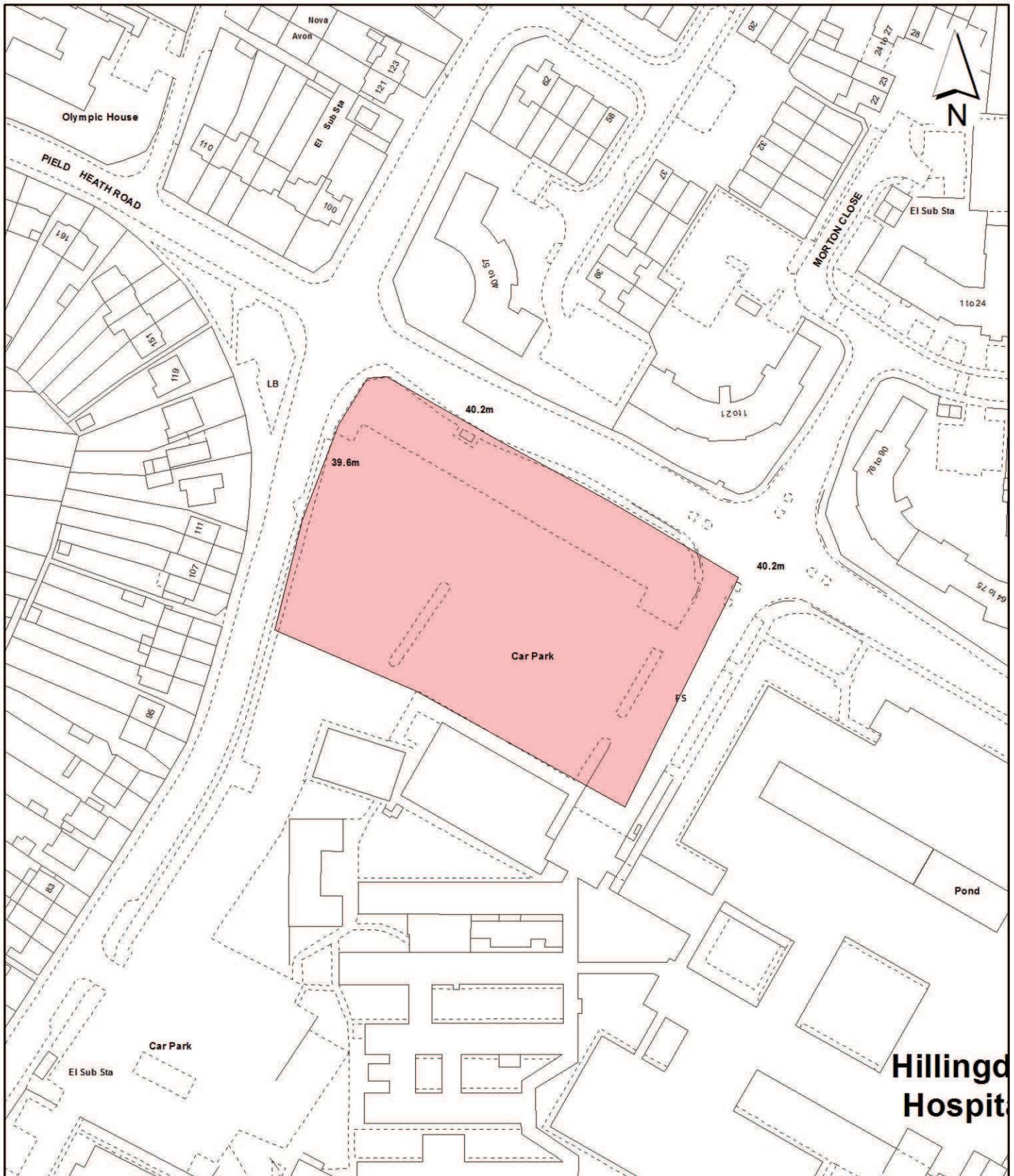
Job No.	14170	Sheet No.	02	Total	06
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1) Visitors parking spaces at GL incl Dis (existing made good as necessary) incl re-allocated bays under new parking deck and all new bays at Field Heath Road.	194 (dwg 01)
2) Staff parking spaces at Ground level only (incl. existing made good as necessary)	191 (dwg 01)
PARKING SPACES (at ground level ONLY)	385 (dwg 01)
3) Further visitors parking spaces at deck level as shown	94 (this dwg)
<b>COMBINED TOTAL PARKING SPACES FOR ALL CATEGORIES &amp; BOTH LEVELS</b>	<b>479</b>

DATE: 11/11/2014  
 TIME: 16:25:15  
 - 7 11/ 2014  
 STANHOPE WILKINSON ASSOCIATES





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Hillingdon Hospital  
Field Heath Road  
Hillingdon**

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

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

Planning Application Ref:

**4058/APP/2014/2373**

Scale

**1:1,250**

Planning Committee

**Major Page 240**

Date

**December 2014**



**HILLINGDON**  
LONDON

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

**Address** PLOT 1, PHASE 3, THE PORTAL SCYLLA ROAD HEATHROW AIRPORT  
**Development:** Reserved matters of access, appearance, landscaping, layout and scale for Phase 3 Unit 1 of outline planning permission 50270/APP/2011/2570 dated 23/12/2011.  
**LBH Ref Nos:** 50270/APP/2014/3315

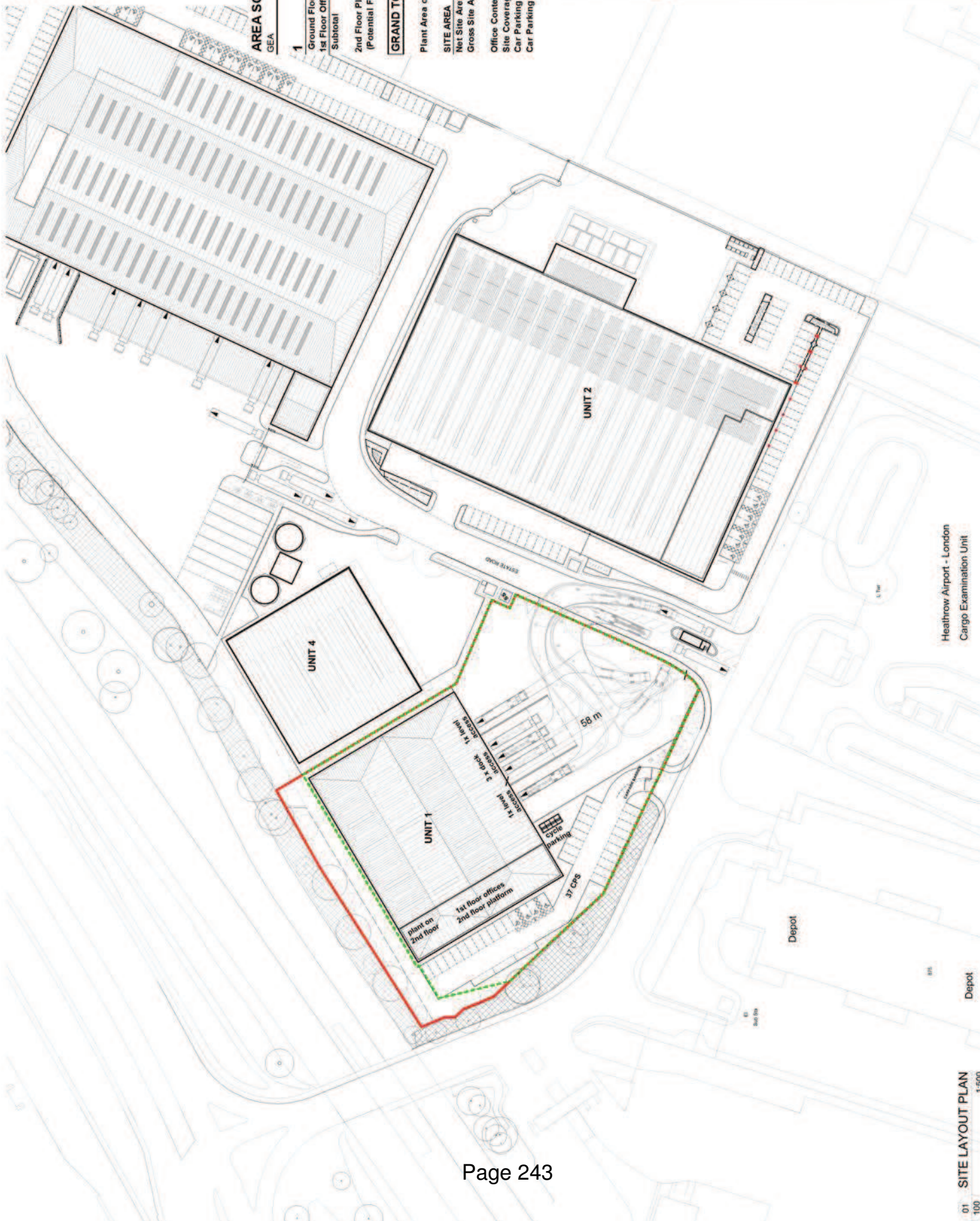
<b>Date Plans Received:</b>	17/09/2014	<b>Date(s) of Amendment(s):</b>	08/10/2014
<b>Date Application Valid:</b>	17/09/2014		17/09/2014







NOTES:  
 SUBJECT TO STATUTORY COMMENTS  
 BASED ON THE MAP DEVELOPED BY PERMISSION OF  
 THE LONDON AIRPORT AUTHORITY (LAA) AND  
 THE AIRPORT AUTHORITY OF GREAT BRITAIN (AAGB)  
 COPYRIGHT RESERVED  
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 WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES  
 MICHAEL SPARKS ASSOCIATES IS NOT RESPONSIBLE FOR  
 ANY ERRORS OR OMISSIONS IN THIS DRAWING.



**AREA SCHEDULE**

GEA	sqm	sqft
1		
Ground Floor Unit	2,818	30,330
1st Floor Offices	478	5,150
Subtotal		
2nd Floor Platform (Potential Future Offices)	421	4,520
<b>GRAND TOTAL</b>	<b>3,717</b>	<b>40,010</b>

	Ha	acres
Plant Area on 2nd Floor	76	810
<b>SITE AREA</b>		
Net Site Area	0.708	1.751
Gross Site Area	0.784	1.838
<b>Office Content %</b>		13%
Site Coverage (Gross Site)		47.4%
Car Parking Spaces		37
Car Parking Ratio		1:100

NO.	REVISION	DATE	BY	CHKD	DATE
1	ISSUED FOR PERMITTING	15/01/2014	MS	MS	
2	ISSUED FOR PERMITTING	15/01/2014	MS	MS	
3	ISSUED FOR PERMITTING	15/01/2014	MS	MS	
4	ISSUED FOR PERMITTING	15/01/2014	MS	MS	
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49	ISSUED FOR PERMITTING	15/01/2014	MS	MS	
50	ISSUED FOR PERMITTING	15/01/2014	MS	MS	

THE PORTAL - HEATHROW  
 PHASE 3  
 UNIT 1 - OFFICES CONTENT 28%

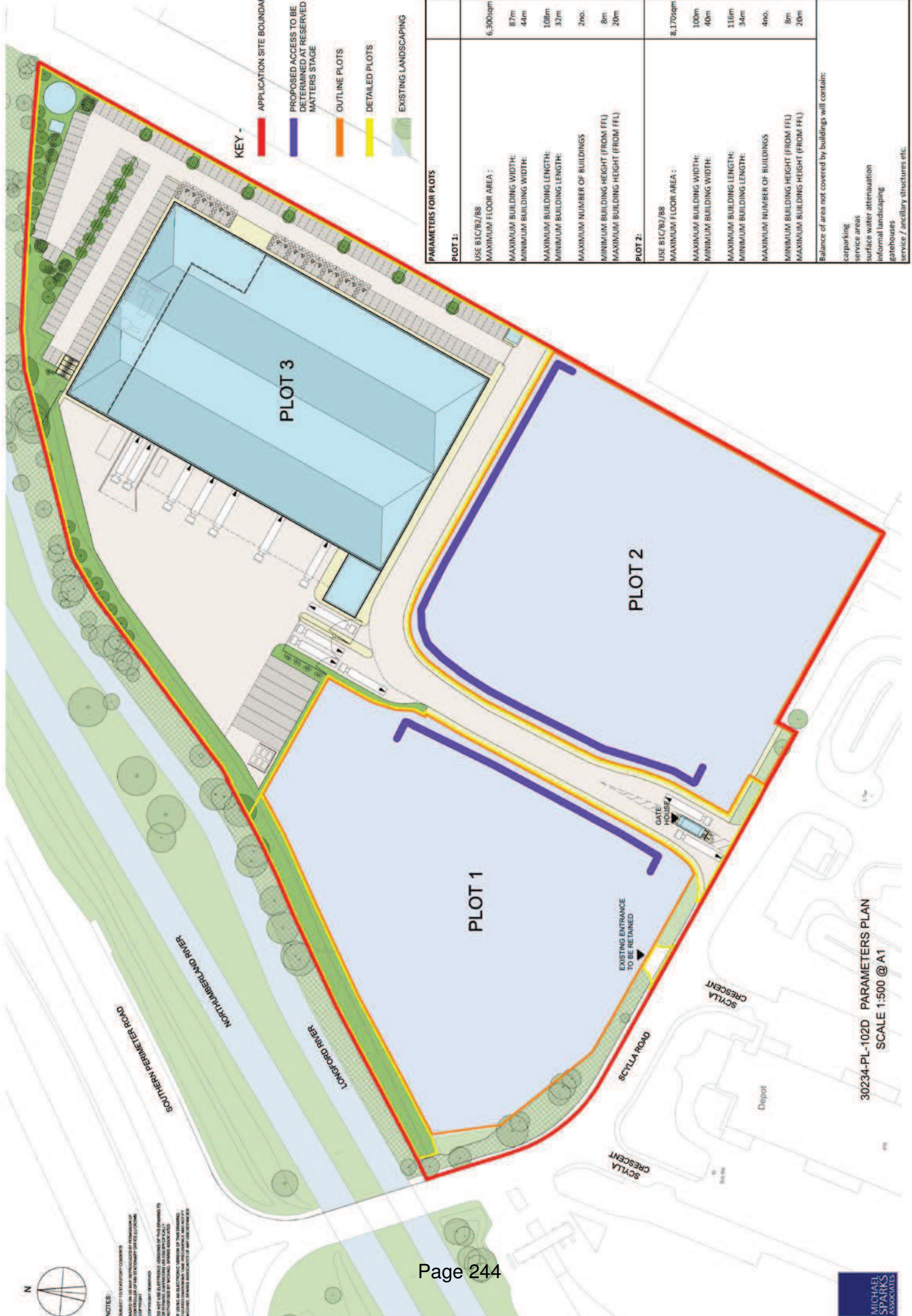
CLIENT	AIRPORT PROPERTY GP (NO.2) LTD
DATE	JANUARY 2014
SCALE	1:500 @ A1
DRAWN	AT
CHECKED	AC
FOR INFORMATION	AC
DRAWING NUMBER	30430 / FE / 100G

Heathrow Airport - London  
 Cargo Examination Unit

Depot



**NOTES:**  
 SUBJECT TO ALL APPLICABLE CODES  
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- KEY -**
- APPLICATION SITE BOUNDARY
  - PROPOSED ACCESS TO BE DETERMINED AT RESERVED MATTERS STAGE
  - OUTLINE PLOTS
  - DETAILED PLOTS
  - EXISTING LANDSCAPING

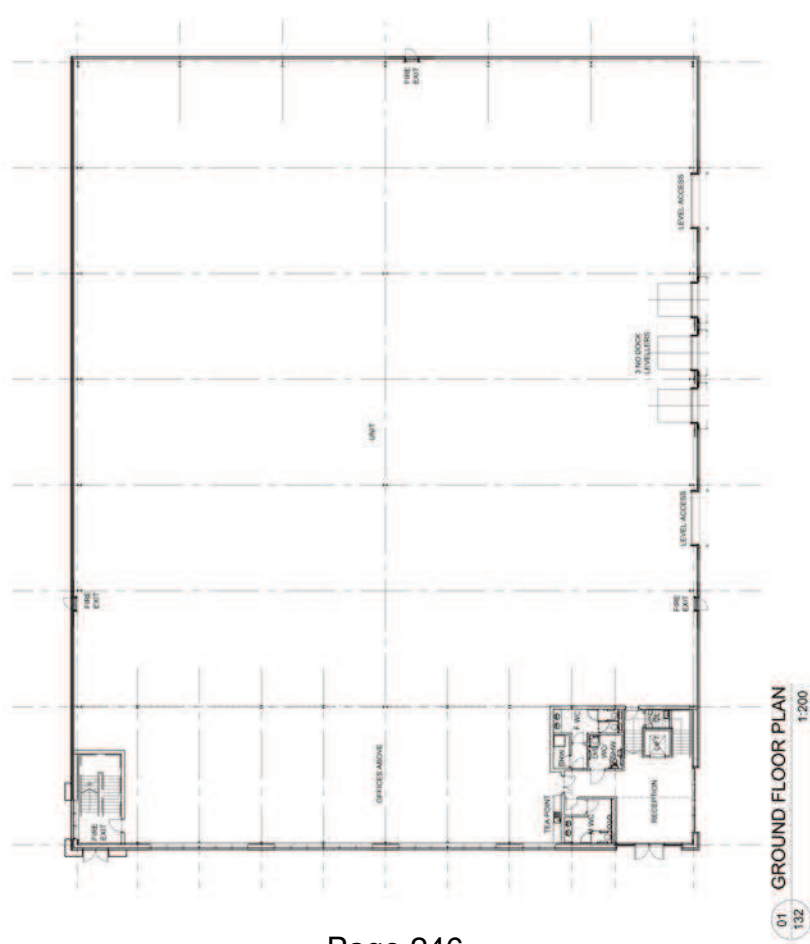
PARAMETERS FOR PLOTS	
<b>PLOT 1:</b>	
USE B1C/B2/B8	6,300sqm
MAXIMUM FLOOR AREA :	
MAXIMUM BUILDING WIDTH:	87m
MINIMUM BUILDING WIDTH:	44m
MAXIMUM BUILDING LENGTH:	108m
MINIMUM BUILDING LENGTH:	32m
MAXIMUM NUMBER OF BUILDINGS	2no.
MINIMUM BUILDING HEIGHT (FROM FFL)	8m
MAXIMUM BUILDING HEIGHT (FROM FFL)	20m
<b>PLOT 2:</b>	
USE B1C/B2/B8	8,170sqm
MAXIMUM FLOOR AREA :	
MAXIMUM BUILDING WIDTH:	100m
MINIMUM BUILDING WIDTH:	40m
MAXIMUM BUILDING LENGTH:	116m
MINIMUM BUILDING LENGTH:	34m
MAXIMUM NUMBER OF BUILDINGS	4no.
MINIMUM BUILDING HEIGHT (FROM FFL)	8m
MAXIMUM BUILDING HEIGHT (FROM FFL)	20m
Balance of area not covered by buildings will contain:	
<ul style="list-style-type: none"> <li>carparking</li> <li>service areas</li> <li>surface water attenuation</li> <li>informal landscaping</li> <li>gatehouses</li> <li>service / ancillary structures etc.</li> </ul>	

30234-PL-102D PARAMETERS PLAN  
 SCALE 1:500 @ A1

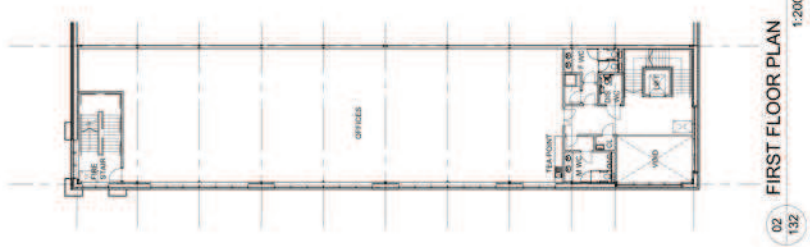




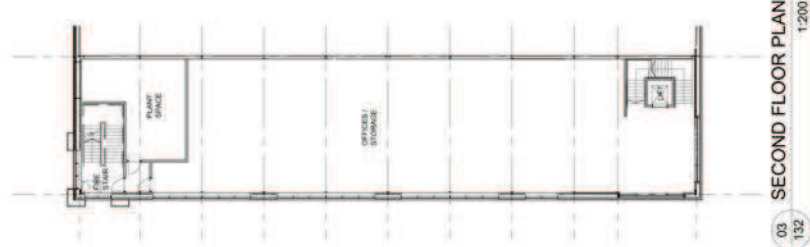
**NOTES:**  
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 SUBJECT TO DRAINAGE  
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 11, SAUNDERS ROAD, WINDYBUSH, NSW 2150  
 PHONE: (02) 7538 8182  
 FAX: (02) 7538 8183  
 WWW: WWW.MSPARKS.COM.AU  
 MICHAEL SPARKS ASSOCIATES IS AN AFFILIATE COMPANY OF MICHAEL SPARKS ASSOCIATES OF AUSTRALIA



01 GROUND FLOOR PLAN 1:200



02 FIRST FLOOR PLAN 1:200

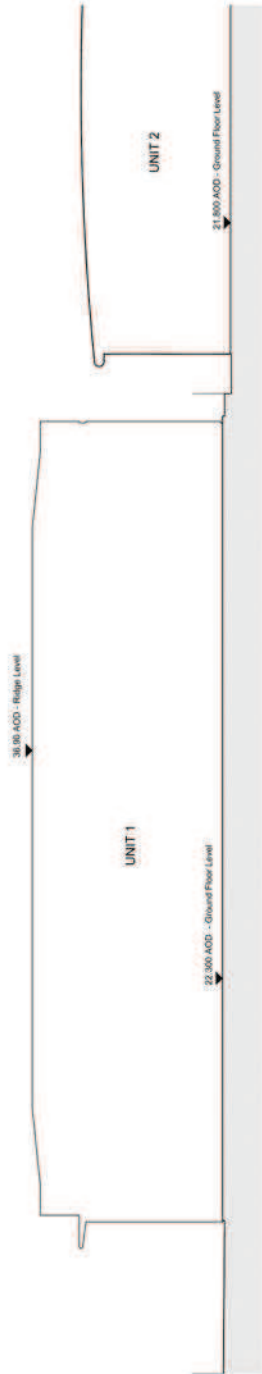


03 SECOND FLOOR PLAN 1:200

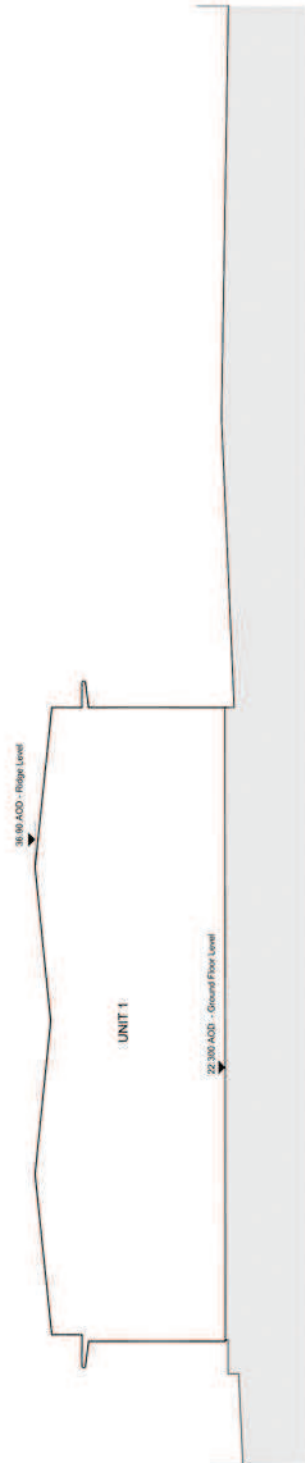
NO	DATE	NOTE	DRAWN	CHECK
 				
<b>MICHAEL SPARKS ASSOCIATES</b> ARCHITECTS & INTERIORS 11 SAUNDERS ROAD WINDYBUSH NSW 2150 PHONE: (02) 7538 8182 FAX: (02) 7538 8183 WWW: WWW.MSPARKS.COM.AU				
<b>THE PORTAL, HEATHROW</b> PHASE 3 UNIT 1 - FLOOR PLANS CLIENT: AIRPORT PROPERTY GP (NO.2) LTD				
DATE	SCALE	DRAWN		
SEPTEMBER 2014	1:200 @ A1	GZ		
	STATUS	ISSUED		
	PLANNING	AC		
DRAWING NUMBER		30755 / PL / 132		

**NOTES:**

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01  
134  
UNIT 1 - SECTION A-A  
1:200




02  
134  
UNIT 1 - SECTION B-B  
1:200

NO.	DATE	REVISION	BY	CHKD.
1	15.09.14	ISSUE FOR PERMIT		



**MICHAEL SPARKS ASSOCIATES**



**SEGRO**  
WHERE BUSINESS WORKS

---

**THE PORTAL, HEATHROW**  
 DRAWING  
**PHASE 3**  
**UNIT 1 - SITE SECTIONS**  
 CLIENT  
**AIRPORT PROPERTY GP (NO.2) LTD**

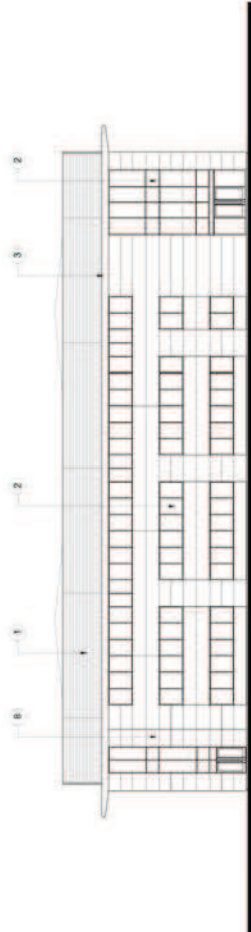
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30755 / PL / 134A			

**NOTES**

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- 3. MADE IN THE USA
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**SCHEDULE OF EXTERNAL FINISH MATERIALS**

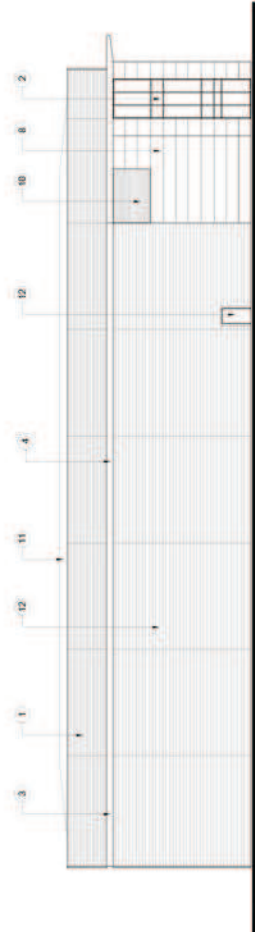
- 1. Upper Profiles And Chalking  
 EPDM Coating - Dual Component Primer color Match (RAL 9005)  
 100% Solids  
 2. Chalking  
 3. Other Coating  
 4. High Content Horizontal Band  
 5. Loading Doors - steel access  
 6. Loading Doors - oak level access  
 7. Dock Canopy  
 8. Profiles And Chalking  
 9. Paintwork Detail  
 10. Metal Coatings  
 11. Roof  
 12. Lower Profiles And Chalking



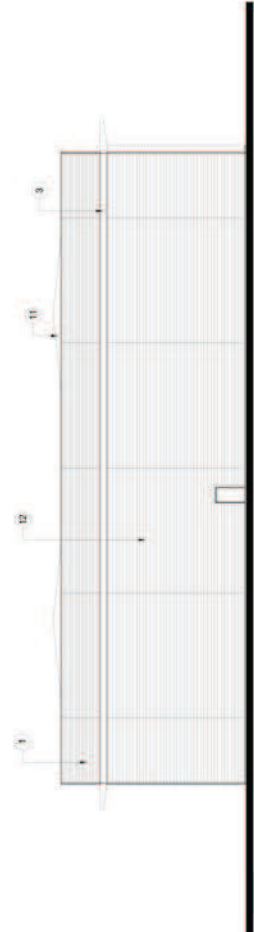
01. SOUTHWEST ELEVATION  
1:200



02. SOUTHEAST ELEVATION  
1:200



03. NORTHWEST ELEVATION  
1:200



04. NORTHEAST ELEVATION  
1:200

REV	DATE	NOTE	ISSUE	DATE



**MICHAEL SPARKS ASSOCIATES**



**SEGRO**  
WHITE BUSINESS WORKS

---

**TITLE**  
 THE PORTAL, HEATHROW  
**ISSUES**  
 PHASE 3  
 UNIT 1 ILLUSTRATIVE ELEVATIONS  
**CLIENT**  
 AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	STATUS
JUNE 2014	1:200 @ A1	02Z
DESIGNED BY	DRAWN BY	CHECKED BY
PLANNING		ALC

DRAWING NUMBER  
**30755 / PL / 133**



**NOTES**

1. SUBJECT TO EXISTING CONDITIONS

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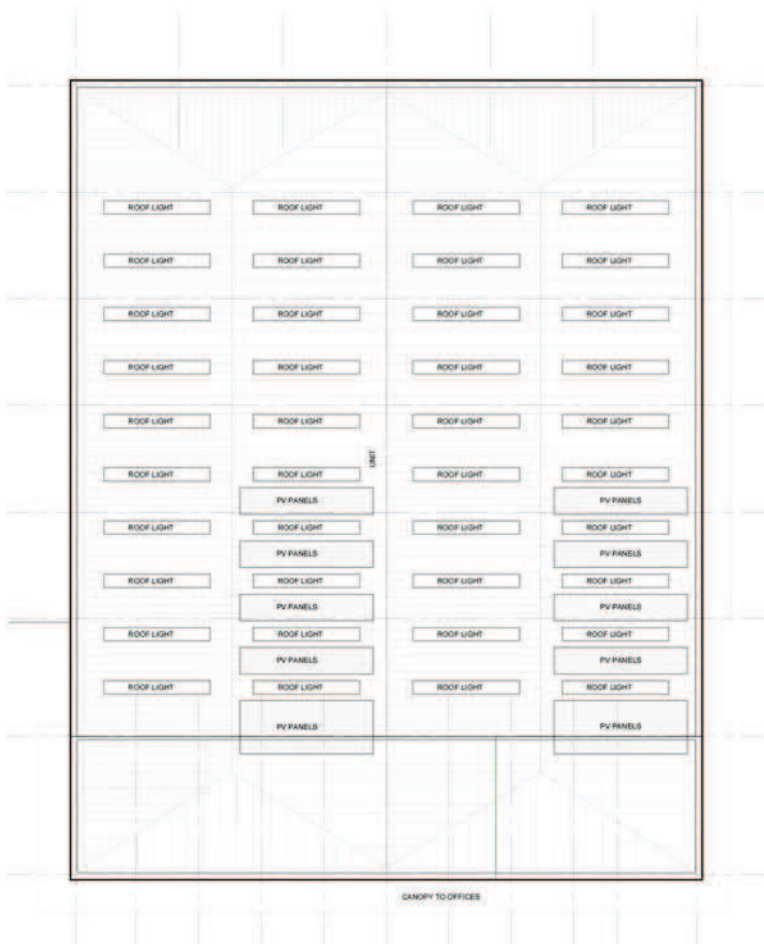
3. THIS PLAN IS A PRELIMINARY DESIGN AND SHOULD BE USED AS A GUIDE ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS EVIDENCE OF ANY AGREEMENT

4. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES

5. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES

6. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES

INDICATIVE LOCATIONS SHOWN FOR PV'S AND ROOFLIGHTS



01  
137  
ROOF PLAN  
1:200

REV	DATE	NOTE	DRAWN	CHECK
 				
<p>TITLE THE PORTAL, HEATHROW, UNIT 1</p> <p>STAGE PHASE 3</p> <p>ROOF PLAN</p> <p>CLIENT AIRPORT PROPERTY GP (NO.2) LTD</p>				
DATE	NO. OF SHEETS	SHEET NO.	SCALE	STATUS
NOVEMBER 2014	1:200 @ A1	01	1:200	PLANNING
DRAWING NUMBER 30765-PL-137				

**Comments:**

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- The drawing is for information only and is not intended to be used for construction.
- The drawing is for information only and is not intended to be used for construction.
- The drawing is for information only and is not intended to be used for construction.

CCTV PILE  
MAX 6m HIGH

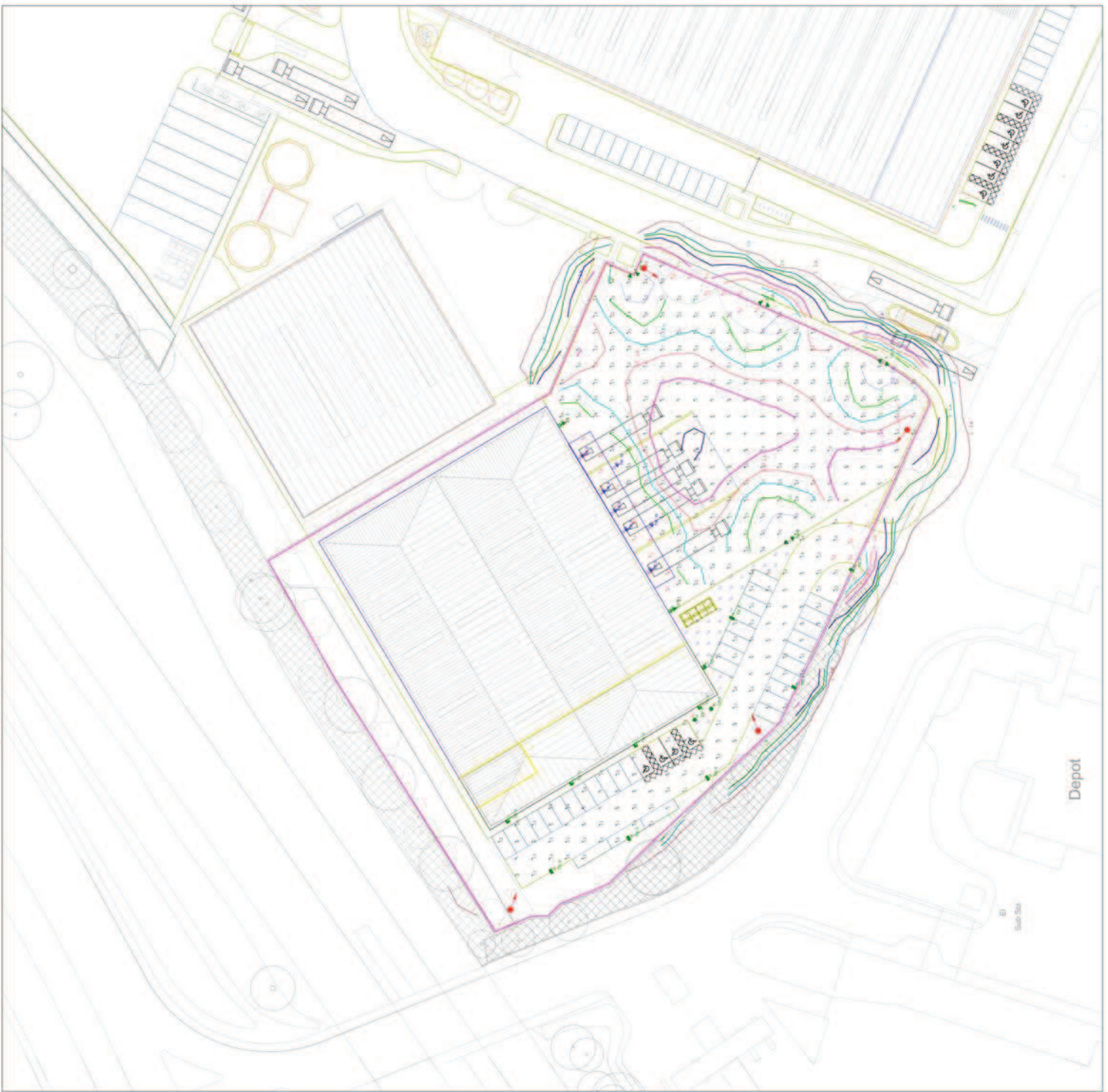
NO.	REV.	DATE	DESCRIPTION
1			ISSUED FOR TENDER

**MOHAMED SHAWKI ASSOCIATES**  
 CHARTERED ARCHITECTS  
 PLANNING & DESIGN  
 208 BATH ROAD  
 BRISBANE, QLD 4000

**HAIRLEA**  
 www.hairlea.com  
 1200 BATH ROAD  
 BRISBANE, QLD 4000

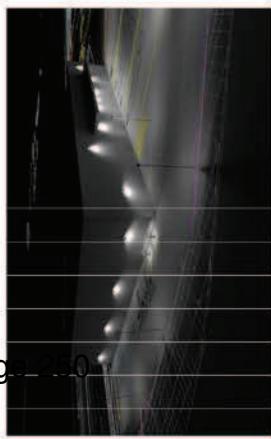
**ELECTRICAL SERVICES**  
 ELECTRICAL SYSTEMS, LIGHTING & CCTV PILE  
 STRATEGY

**PRELIMINARY ISSUE**



**BREEM**

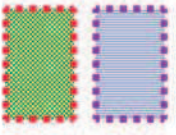
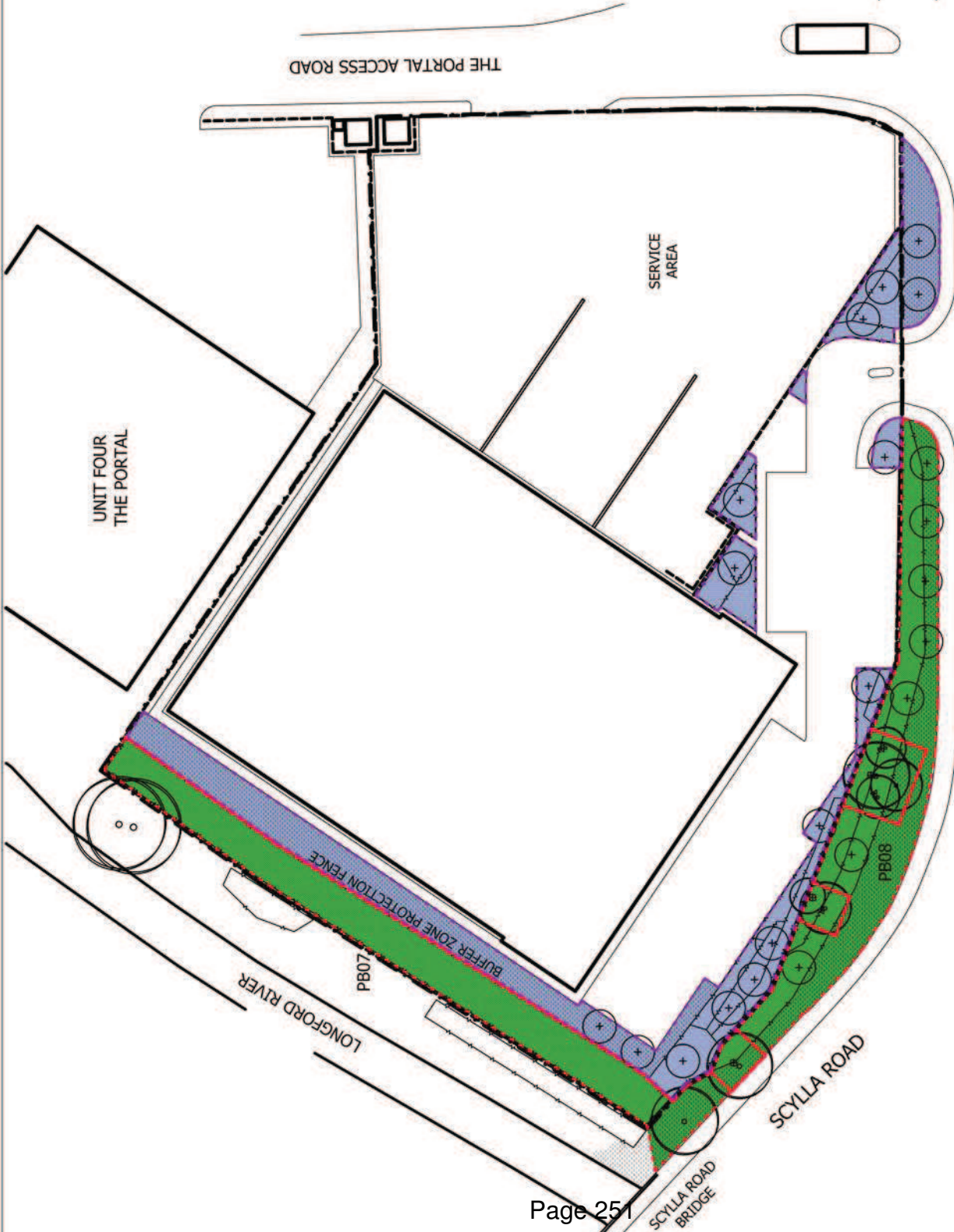
Item	Description	Quantity	Unit	Value
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Item	Description	Quantity	Unit	Value
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Item	Description	Quantity	Unit	Value
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3	...	...	...	...





**TEMPORARY PROTECTIVE FENCES**  
Refer to Drawing: 643.19.01 for location and specification of fences.

All fences to be erected prior to commencement of the Main Contract.

Tree protection fences along Scylla Road to be removed on completion of planting in March 2015

Buffer Zone protection fence to be dismantled on completion of the Development.



**SEGRO**  
SLOUGH ESTATES GROUP  
258 BATH ROAD  
SLOUGH SL1 4DX  
Tel: 01753 637171

PHASE 3 THE PORTAL,  
SCYLLA ROAD, HEATHROW

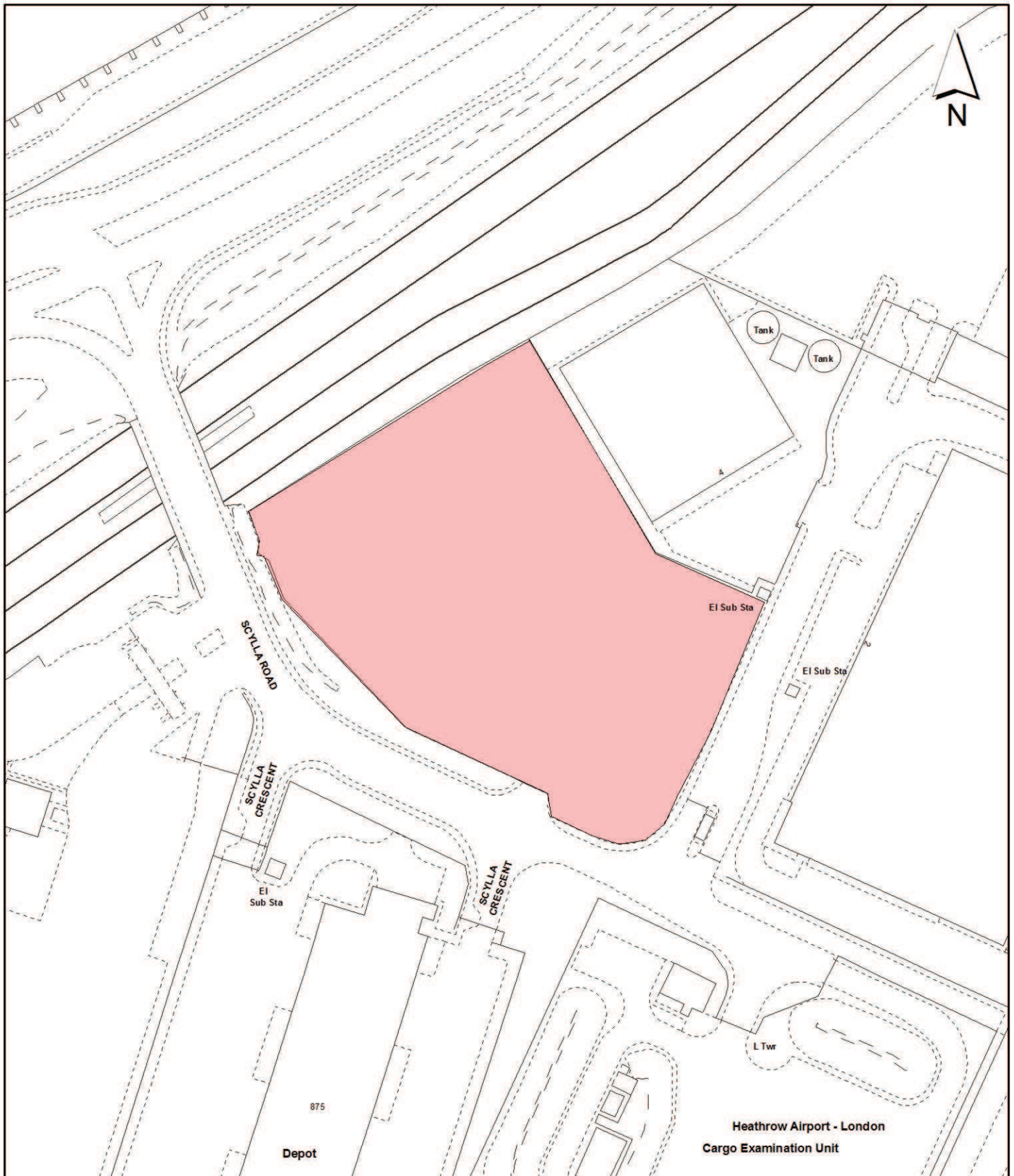
PLANTING PROGRAMME  
PHASED WORKS

Scale	1:500 @ A3	Date	NOV 2014
Drawing	643.10.01	Revision	

**TALA**  
TERRY ANDERSON  
LANDSCAPE ARCHITECTS  
54 Kentworth Avenue, Wimbledon, London SW19 7LW Tel: 020 8947 6859  
info@terryanderson.co.uk







**Notes**

 Site boundary

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Site Address

**Plot 1, Phase 3  
The Portal  
Scylla Road  
Heathrow Airport**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**50270/APP/2014/3315**

Scale

**1:1,250**

Planning Committee

**Major Page 254**

Date

**December 2014**

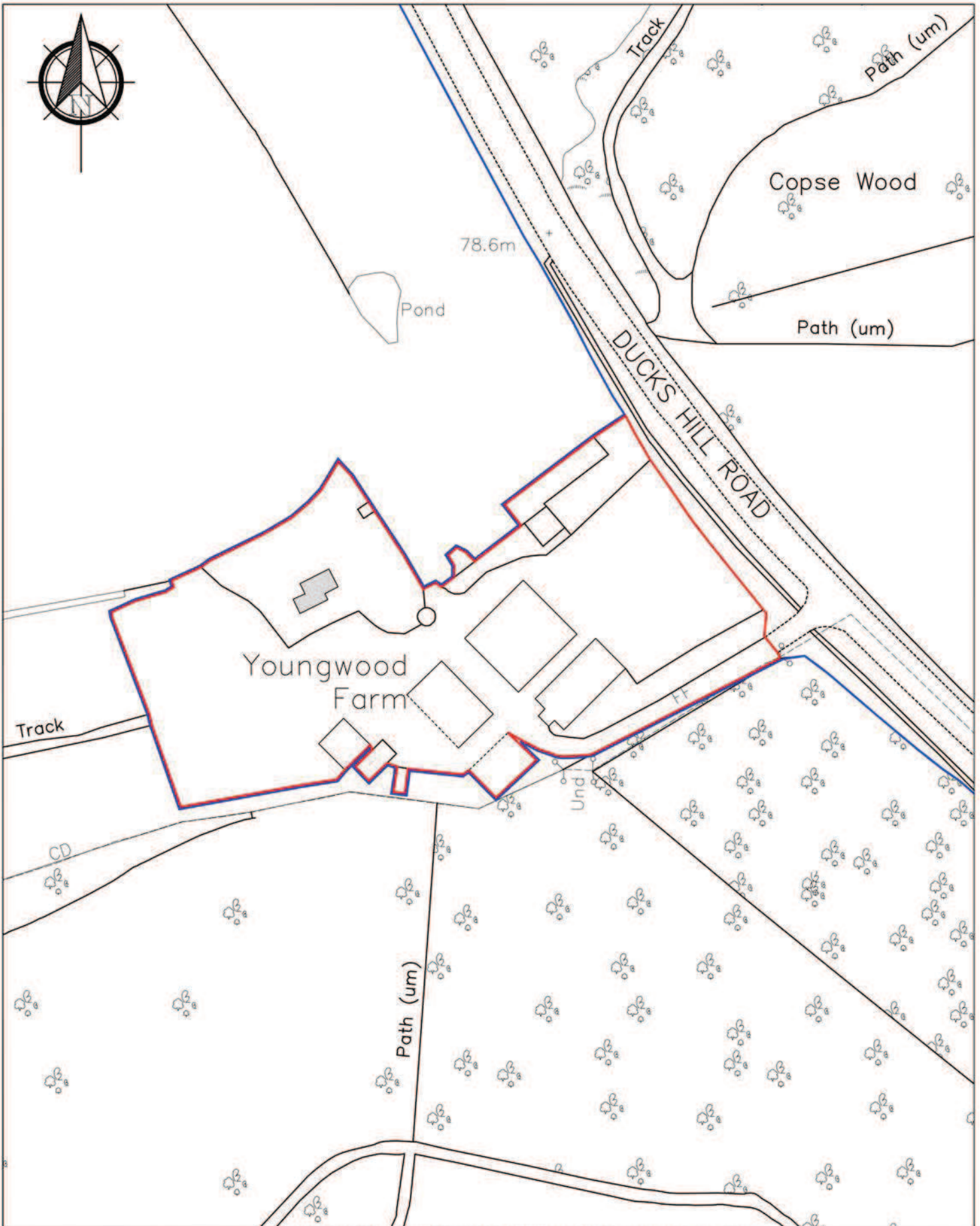


**HILLINGDON**  
LONDON

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

**Address** YOUNGWOOD FARM DUCKS HILL ROAD NORTHWOOD  
**Development:** Replacement of timber framed single glazed windows with timber framed double glazed windows and replacement of doors (Listed Building Consent)  
**LBH Ref Nos:** 11944/APP/2014/3678

**Date Plans Received:** 14/10/2014                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 14/10/2014



NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project WINDOW REPLACEMENT - FARMHOUSE YOUNGWOOD FARM, NORTHWOOD, HA6 2SS		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date 15/08/13	Checked by JR
		Drawing No. 2014/D142/P/01	Rev.

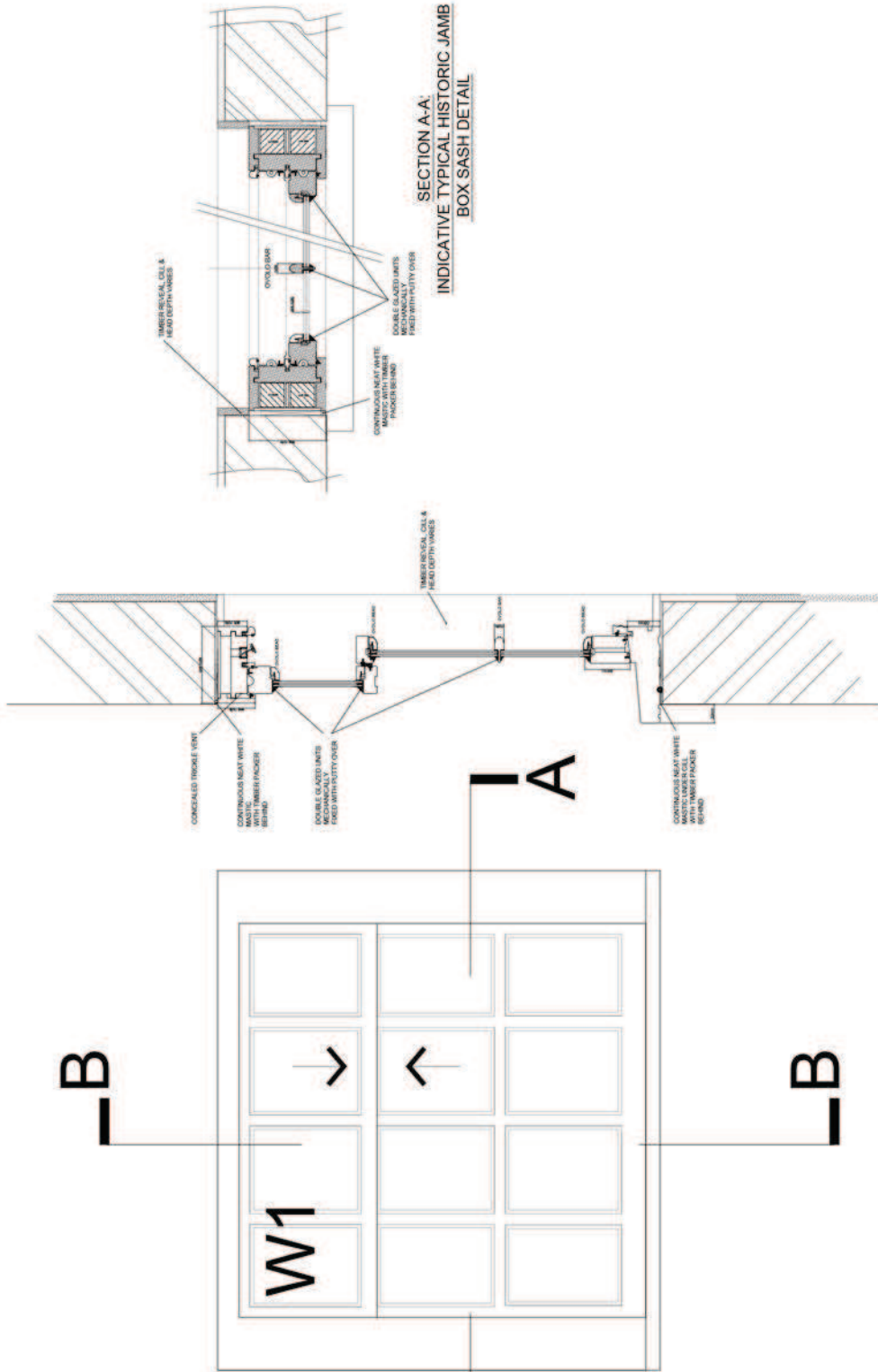


**HILLINGDON**  
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP  
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW  
Tel: 01895 250 111  
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# TYPICAL INDICATIVE HISTORIC BOX SASH DETAILS



INDICATIVE TYPICAL ELEVATION HISTORIC BOX SASH

SECTION B-B INDICATIVE TYPICAL HISTORIC SECTION BOX SASH DETAIL

SECTION A-A INDICATIVE TYPICAL HISTORIC JAMB BOX SASH DETAIL

**NOTES**

The Contractor shall verify all dimensions at the site before setting out. All work shall be carried out in accordance with the relevant British Standards and specifications mentioned in the Bill of Materials and the Contract Documents. All work shall be carried out in accordance with the relevant British Standards and specifications mentioned in the Bill of Materials and the Contract Documents.

- WINDOWS & DOOR REPLACEMENTS WORKS NOTES**
- The elevations of these windows are indicative for pattern only. The windows are to be manufactured in the style applicable to 1820/30s in terms of timber construction as outlined in English Heritage best practice guidance & requirements as set out in document "Traditional Windows, their care, repair and replacement" Produced October 2010.
  - Spacers shall be fitted to the gaskets, cam springs bars and padded into place with traditional putty to suit time period.
  - Double glazing units to have a typical U Value of 1.8 or better.
  - 4mm Outer Glass, Pleated, 4mm Spacer 30% Argon Gas, 4mm Inner Glass, Pleated.
  - Mullion & transom bead sections to be Ovolo beading internally, and generally to same size profile as original.
  - Any glazing alternatives with agreement with LBB Project Manager.
  - The window manufacturer is to provide full set of construction drawings showing cross section details for approval by the Listed Building Officer as those windows are part of a listed building application for removal. The contractor must comply with any additional requirements of the Listed Building Officer.
  - Windows to be painted to match existing windows internally to all box sash windows, to be painted gloss white internally with 2 coats undercoat, area made good around frame.
  - Propose the use of door sets to be Lodge & Stone.
  - Doors to be made to be in accordance with the Bill of Materials and the Contract Documents.
  - Supply and fit all ironmongery & locks throughout to suit period windows, and to be in line with Secure by Design requirements.
  - Doors to be made good any areas affected during the works to the window and door surrounds internally & externally.
  - The Contractor must verify all dimensions at the site before setting out, commencing work, or making any other commitments to the Client or the Contract Administrator before proceeding.



REGENT'S SERVICES  
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PROPOSED INDICATIVE TYPICAL WINDOW / DOORS & WINDOW REPLACEMENT

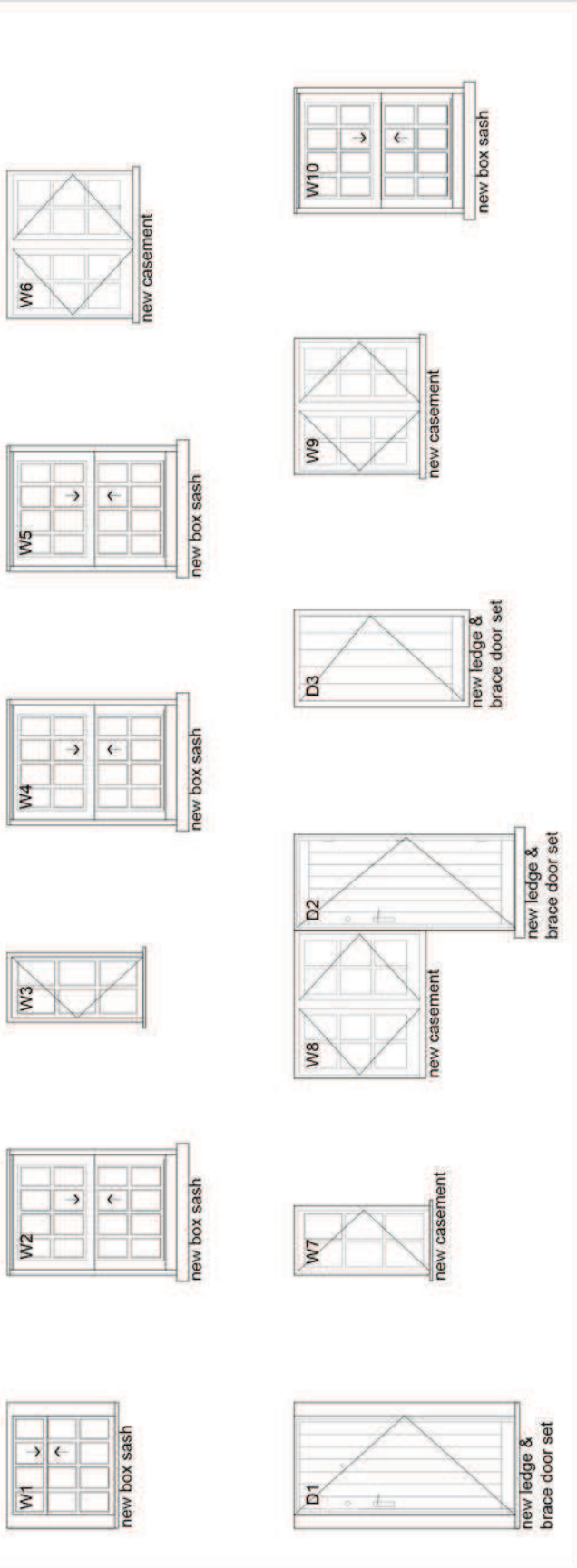
LOCATION: YOUNGWOOD FARM DUCK HILL RD. UXBIDGE

DATE	DRAWN BY	CHECKED BY	SCALE	REV
NTS	DB		10/14	

2014/D142/P04



# PROPOSED INDICATIVE WINDOWS ELEVATION SCHEDULES



## REPLACEMENT WINDOW & DOOR SCHEDULE YOUNGWOOD FARM, DUCK HILL ROAD, UXBRIDGE

WINDOW ELEVATION REF	EXISTING INTERNAL HEIGHT (H)	EXISTING INTERNAL WIDTH (W)	EXISTING INTERNAL DEPTH (M)	EXISTING TYPE	PROPOSED TYPE
W1	1130	1100	No reveal	Spring 'box' sash window	Conservation box sash to suit s/c - double glazed
W2	1370	1050	140	Spring 'box' sash window	Conservation box sash to suit s/c - double glazed
W3	1110	550	160	Casement window	Replace with double glazed casement to suit s/c
W4	1350	1020	340	Spring 'box' sash window	Conservation box sash to suit s/c - double glazed
W5	1400	1050	120	Spring 'box' sash window	Conservation box sash to suit s/c - double glazed
W6	870	1175	260	Casement window	Replace with double glazed casement to suit s/c
W7	1215	645	70	Casement window	Replace with double glazed casement to suit s/c
W8	910	1200+ 870	230	Casement window	Replace with double glazed casement to suit s/c
W9	1050	1220	140	Spring 'box' sash window	Conservation box sash to suit s/c - double glazed
W10	1050	1015	235	Casement window	Replace with double glazed casement to suit s/c
D1	1850	930	100	External door set	Ledge & Brace Door Gloss White Finish
D2	1850	870	230	External door set	Ledge & Brace Door Gloss White Finish
D3	750?	500?	n/a	External door set	Ledge & Brace Door Gloss White Finish

**NOTES**

The Contractor must verify all dimensions at the site before setting out. All dimensions are to the face of the work unless otherwise stated. All dimensions are to the centre of the work unless otherwise stated.

DO NOT SCALE FROM THIS DRAWING

**WINDOWS & DOOR REPLACEMENTS WORKS NOTES**

The elevations of these windows are indicative for information only. The Contractor is to be responsible for the final design and construction in terms of timber size, patterns, mouldings, etc. and to traditional construction as outlined in English Heritage best practice guidance & requirements as set out in 'The Conservation of Buildings and their Contents' (Part 2) 'Repair and Upgrading' (Product Code 51819).

Thin double glazed units with white gaskets, slim spacing bars and putty into place with traditional putty to suit time period.

Units are to have a Neutral U Value of 1.8300 (m<sup>2</sup>/K) at centre of pane. Module ref 4444; 4mm Outer Glass; Planulux; 4mm Spacer 80% Krypton Gas; 4mm Inner Glass; Planitherm.

Windows & transoms should be to be Oxo-bonding material, and generally the same size profile as existing.

Any glazing alternatives with agreement with LBH Project Manager.

The Contractor is to provide full set of construction drawings showing cross section horizontally and vertically prior to manufacturer for approval by the Listed Building Officer as these windows are part of a listed building application for the proposed works. The drawings should include additional requirements of the Listed Building Officer.

Supply and fix new s/w timber window reveals. Internally to all box sash windows, to be painted glass white internally with 2 coats undercoat; area made up to suit.

Purpose made external doors sets to be Ledge & Brace Doors with water bar to threshold white gloss finish.

Supply and fix all ironmongery & locks throughout the listed period windows and to be in line with Secure by Design requirements.

Generally make good any areas disturbed during the works to the window and door surrounds internally & externally.

The Contractor must verify all dimensions at the site before setting out. All dimensions are to the face of the work unless otherwise stated. All dimensions are to the centre of the work unless otherwise stated.

All discrepancies must be reported to the Contract Administrator/Project Manager before proceeding.

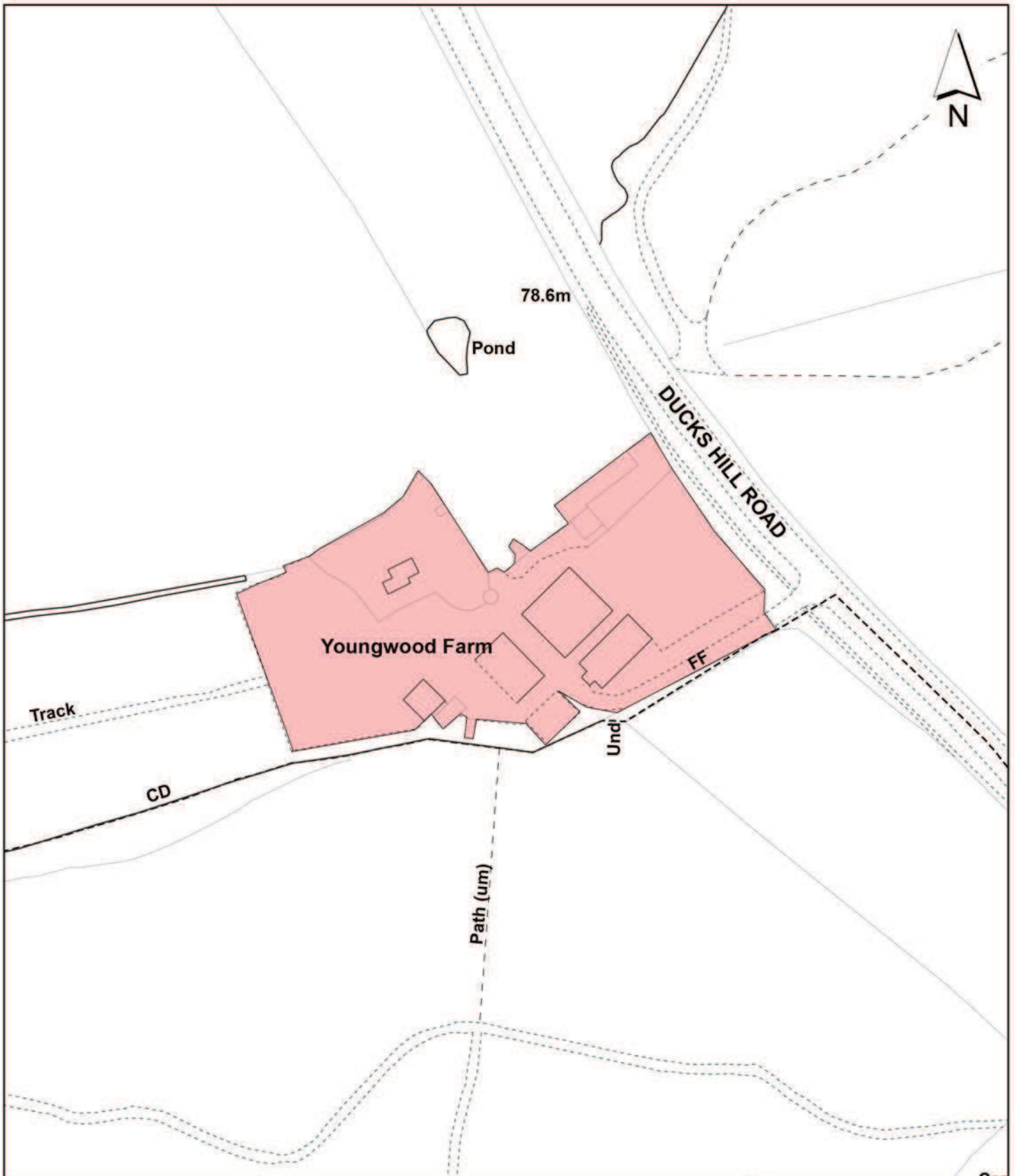
**YOUNGWOOD FARM, DUCK HILL RD, UXBRIDGE DOORS & WINDOW REPLACEMENT**

RESIDENTS SERVICES  
CORPORATE PROJECTS & CONSTRUCTION GROUP  
RE/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 3JW  
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Fax: 01895 277 214


**WINDOW ELEVATIONS & SCHEDULE**

DATE: 17/06/14  
DRAWN BY: DB  
CHECKED BY: DB  
PROJECT NO: 1700 & 150A1

**2014/D/142/P03**



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Youngwood Farm  
 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:  
**11944/APP/2014/3678**

Scale  
**1:1,600**

Planning Committee  
**Major Page 260**

Date  
**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** LAND AT GARAGES/NURSERY BRACKENBRIDGE DRIVE RUISLIP

**Development:** Demolition of existing lock up garages, erection of 6 x 2 storey, 3 bed houses with associated parking and landscaping and erection of 14 replacement lock up garages

**LBH Ref Nos:** 56805/APP/2014/3033

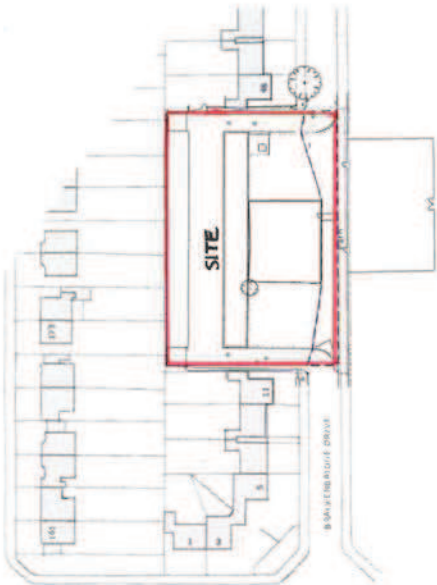
**Date Plans Received:** 22/08/2014

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

**Date Application Valid:** 04/11/2014



Aerial View



Site Location Plan  
1:500 @ A3



View towards North-East



View from the Street to the site



View towards South-West



Key Plan

**PLANNING PERMISSION**

Application No.	21/0148
Site Address	111-113, 115-117, 119-121, 123-125, 127-129, 131-133, 135-137, 139-141, 143-145, 147-149, 151-153, 155-157, 159-161, 163-165, 167-169, 171-173, 175-177, 179-181, 183-185, 187-189, 191-193, 195-197, 199-201, 203-205, 207-209, 211-213, 215-217, 219-221, 223-225, 227-229, 231-233, 235-237, 239-241, 243-245, 247-249, 251-253, 255-257, 259-261, 263-265, 267-269, 271-273, 275-277, 279-281, 283-285, 287-289, 291-293, 295-297, 299-301, 303-305, 307-309, 311-313, 315-317, 319-321, 323-325, 327-329, 331-333, 335-337, 339-341, 343-345, 347-349, 351-353, 355-357, 359-361, 363-365, 367-369, 371-373, 375-377, 379-381, 383-385, 387-389, 391-393, 395-397, 399-401, 403-405, 407-409, 411-413, 415-417, 419-421, 423-425, 427-429, 431-433, 435-437, 439-441, 443-445, 447-449, 451-453, 455-457, 459-461, 463-465, 467-469, 471-473, 475-477, 479-481, 483-485, 487-489, 491-493, 495-497, 499-501, 503-505, 507-509, 511-513, 515-517, 519-521, 523-525, 527-529, 531-533, 535-537, 539-541, 543-545, 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**Application Site Boundary**

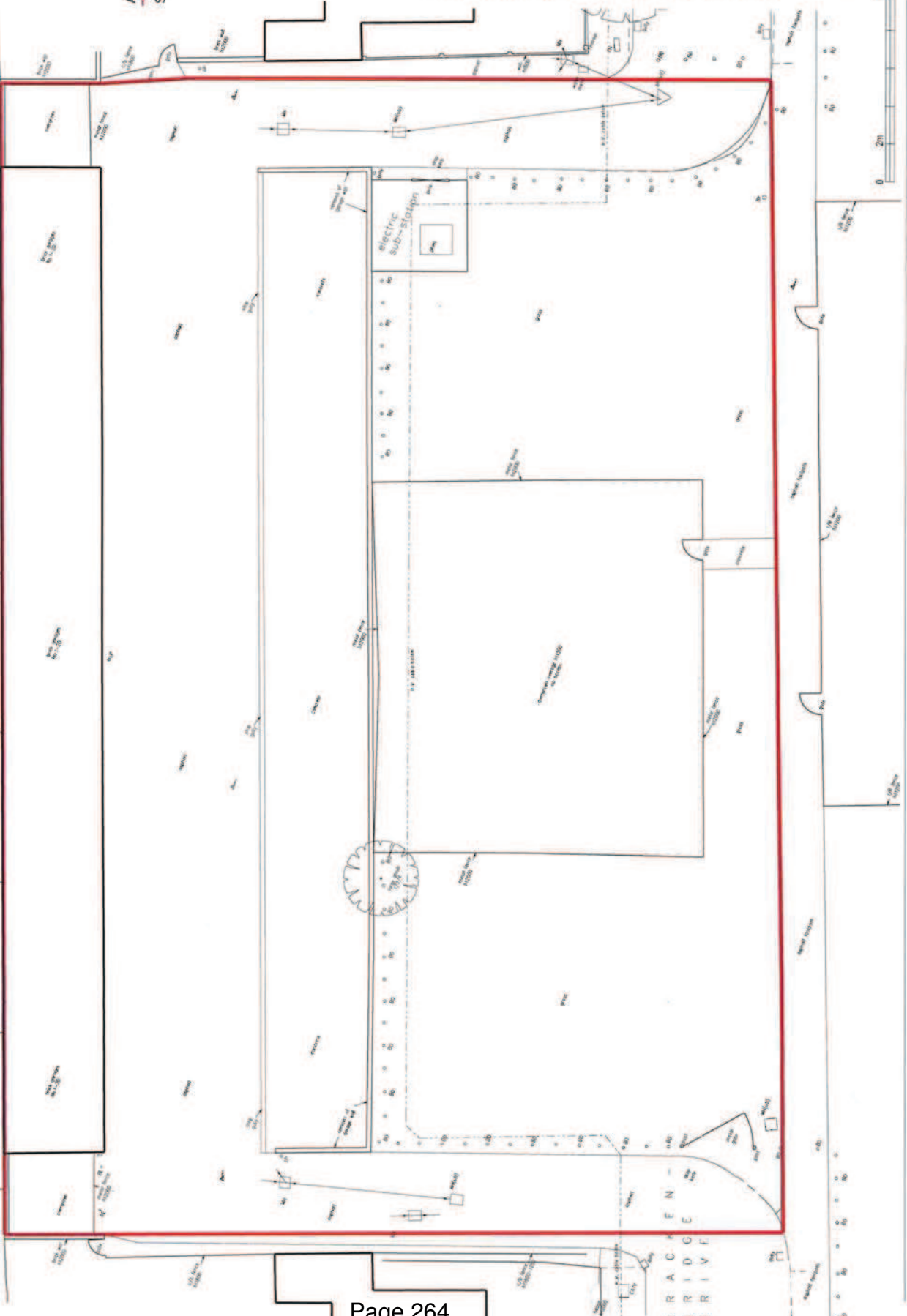
Site area: 0.254 ha

C Site boundary revised 19/09/2011  
 B Scale sheet format amended 16/09/2010  
 A Amended in accordance with mfg 14/10/08 comments 19/09/11/09

THE ARCHITECT  
 I.B. Millington  
 Pipeline Sites  
 Brackensbridge Drive  
 Site Plan  
 Existing

DATE: June 2010MS  
 SCALE: 1:200@A3  
 DRAWING NO: 25888  
 PROJECT NO: 038 002 C

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Key Plan



Indicates space for lift

Unit # released  
 Unit # revised  
 Issued for Information  
 10/18/2010  
 10/18/2010  
 10/18/2010

LB Hillington  
 Pipeline sites  
 Brackensbridge Drive

Project Name  
 First Floor Plan A  
 Proposed

DLG Architects  
 Information

Date  
 17/6/10  
 Scale  
 1:100@A3

Plot No.  
 3588  
 Drawing No.  
 D(1) 038 14  
 Rev.  
 b

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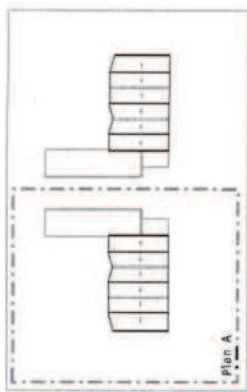
First Floor Plan A





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Key Plan



Indicates space for lift



Roof Plan A

Unit 4 removed  
 Unit 4 revised  
 Date for Information: 19/11/2019  
 16/12/2019  
 19/12/2019

DLG ARCHITECTS  
 1B Hillingdon  
 Pipeline sites  
 Brackensbridge Drive

Roof Plan A  
 Proposed

Information

DATE: 17/6/10  
 SHEET NO: tg  
 SCALE: 1:100@A3

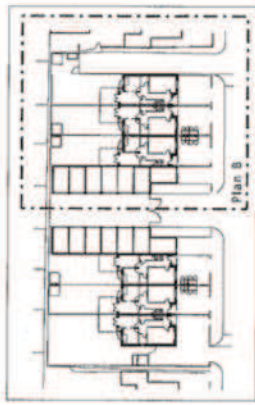
JOB NUMBER: 3588  
 CODE: D(-)  
 DRAWING NUMBER: 038 16  
 DATE: b

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Period Use & Renewed  
 19/12/2010  
 19/12/2010  
 19/12/2010  
 19/12/2010

B Hillingdon  
 Pipeline sites  
 Breckenbroige Drive  
 Proposed  
 Ground Floor Plan B

Information

Date: 17/6/10  
 Scale: 1:100@A3

Drawn: D(-) 038 12  
 Rev: b

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Key Plan



Indicates space for lift



First Floor Plan B

B Former Unit 5 removed  
 A Unit 5 reworked  
 Issued for information  
 19/11/2019  
 09/26/2019  
 19/11/2019  
 DLG ARCHITECTS  
 1000001000

LB Hillingdon  
 Pipeline sites  
 Brackensbridge Drive

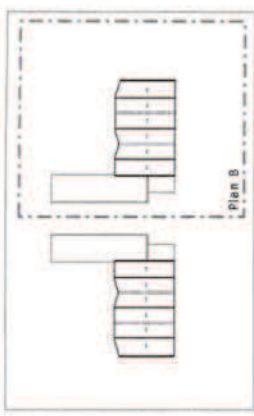
First Floor Plan B  
 Proposed

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Key Plan



Indicates space for lift



Roof Plan B

Project No: 16/17/09/16  
 Date: 17/06/10  
 Project Name: 16/17/09/16  
 Project Address: 16/17/09/16  
 Project Location: 16/17/09/16

Client: 16/17/09/16  
 Project Name: 16/17/09/16  
 Project Address: 16/17/09/16  
 Project Location: 16/17/09/16

Project Name: 16/17/09/16  
 Project Address: 16/17/09/16  
 Project Location: 16/17/09/16

Project Name: 16/17/09/16  
 Project Address: 16/17/09/16  
 Project Location: 16/17/09/16

Project Name: 16/17/09/16  
 Project Address: 16/17/09/16  
 Project Location: 16/17/09/16



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- Key**
- 2.0m high brick wall
  - 1.8m high white barbed fence
  - ▭ Proposed with landscape/vegetation
  - ▭ Proposed (except set backtable floors)
  - ⊙ Proposed low level lighting



H Road changed to two-way traffic, further to be confirmed  
 G General Revision 05/08/2011  
 F Units 4 & 5 removed 14/17/06/10  
 E Car parking layout revised 16/20/08/10  
 D Stair and sheet format amended 05/18/06/10  
 C National drainage added 02/03/02/10  
 B Amended in accordance with client comments 06/15/01/10  
 A Approved with m19 14/10/05 comments 14/04/11/09

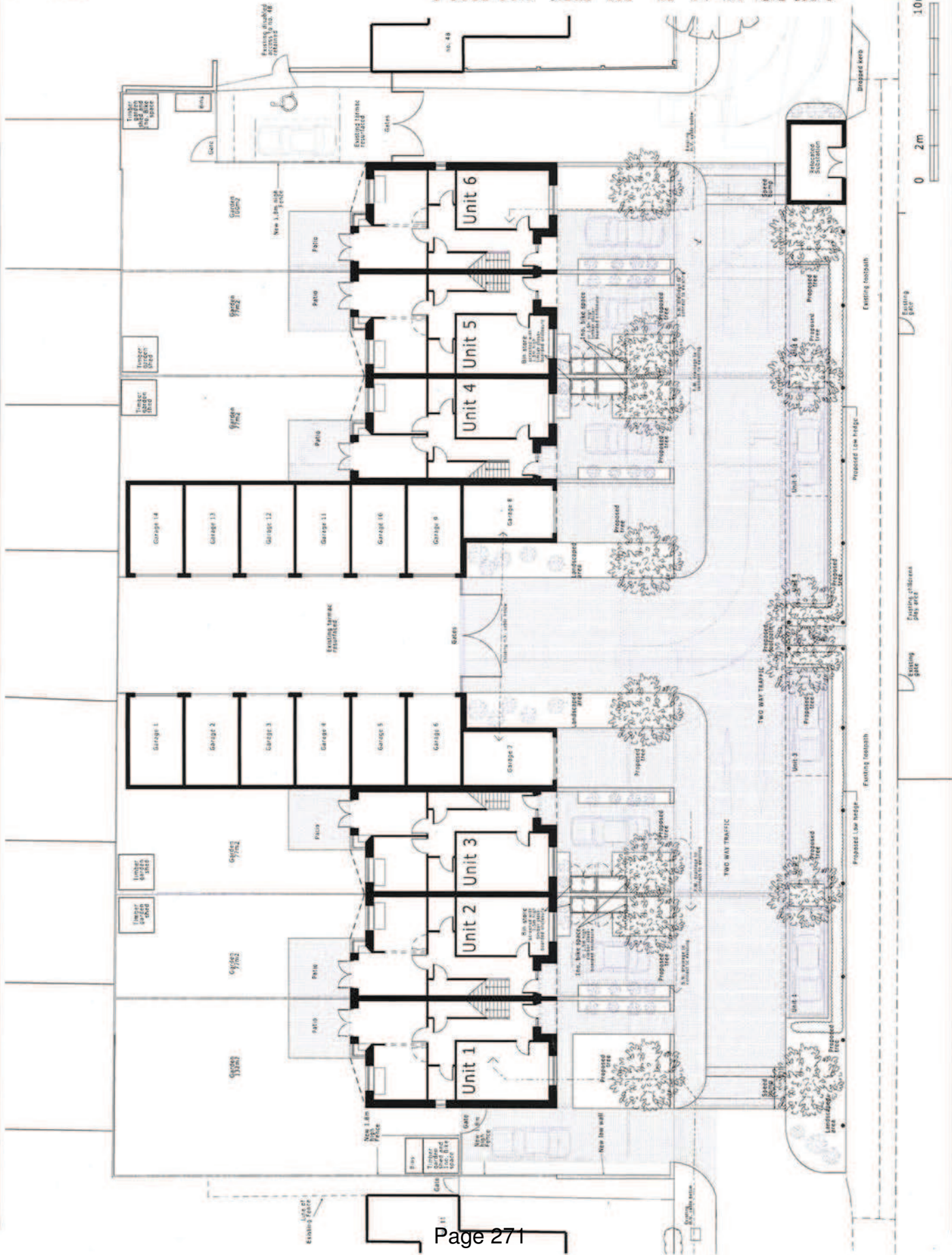
LB Hillingdon  
 Pipeline sites  
 Brackensbridge Drive

Ground Floor  
 Proposed

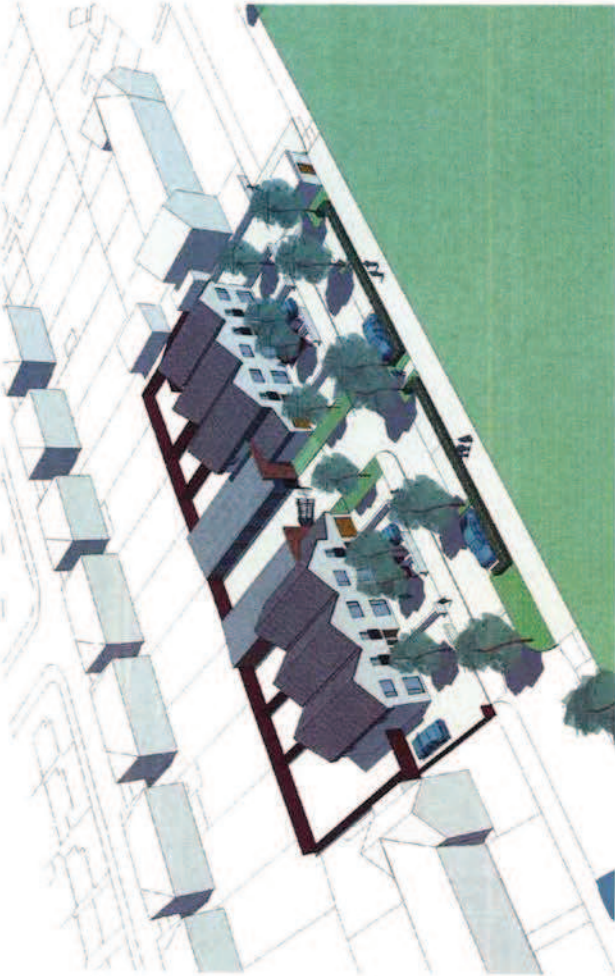
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DATE: June 2010  
 DRAWING NO: 3588  
 CLIENT: D(-) 038 003 h

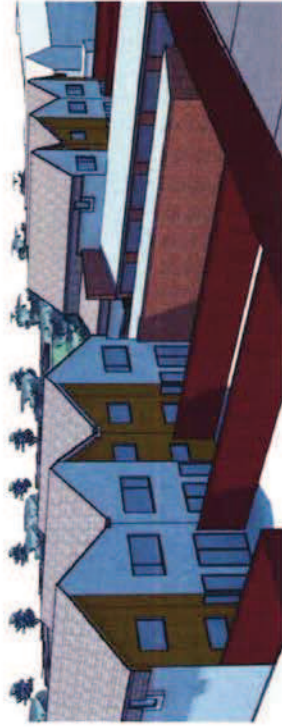
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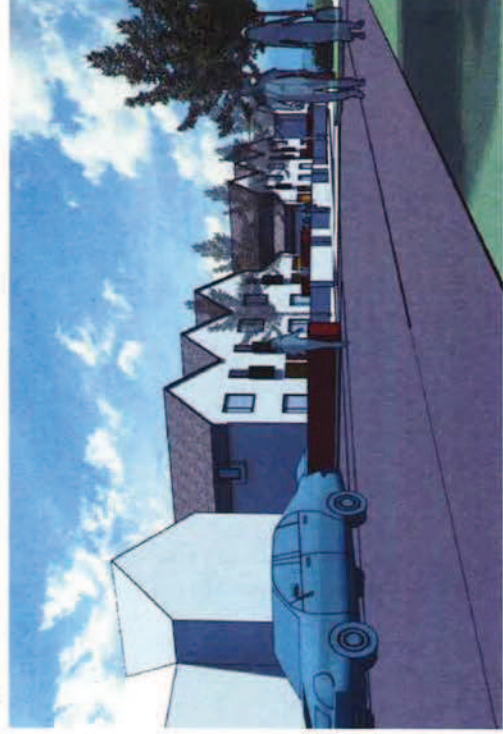
Proposed Bird's eye view



Proposed View from Rear Gardens



Proposed View Approaching Garage Court



Proposed View from Brackenbridge Drive

Project Name: 3D Model Views Proposed  
 Client: D (-) 038 23 b  
 Date: 18/5/10  
 Drawn By: T.S.  
 Checked By: N/A@A3  
 Scale: 1:100  
 Project No: 3588  
 Date of Issue: 18/5/10  
 Project Name: 3D Model Views Proposed  
 Client: D (-) 038 23 b  
 Date: 18/5/10  
 Drawn By: T.S.  
 Checked By: N/A@A3  
 Scale: 1:100  
 Project No: 3588  
 Date of Issue: 18/5/10





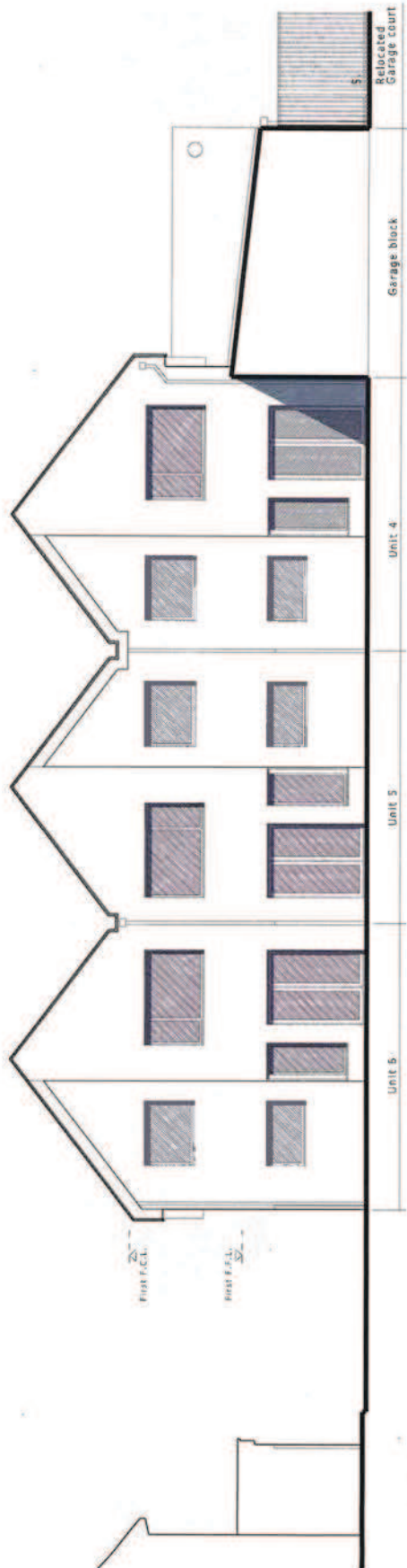
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**KEY**

- 1 Zone for Solar Panels
- 2 Proprietary sunpipe for upstairs bathrooms
- 3 Larch timber Juliet balcony
- 4 Obscured glass
- 5 Metal gates

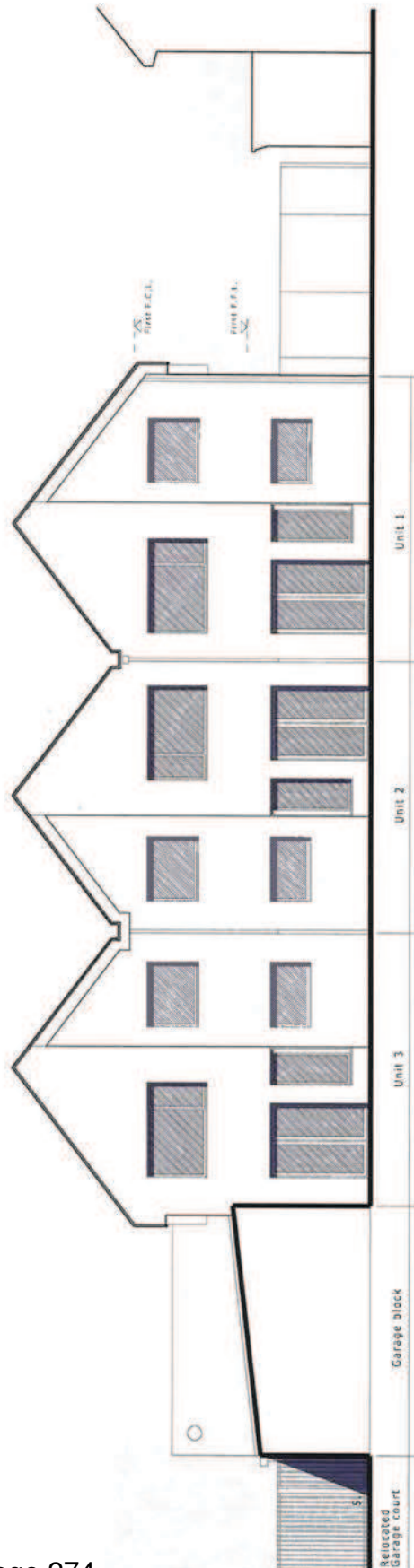
FIRST F.L.L. - Finished Floor Level  
 FIRST F.C.L. - Finished Ceiling Level



Proposed Rear Elevation A

1:100

A  
038 019



Proposed Rear Elevation B

1:100

B  
038 019

**Proposed Materials**

- Walls: (450mm thick - U-value 0.14 w/m2k). Dotted hatch indicates rendered with self coloured (sand colour) render.
- Horizontal hatch indicates thin strip square edge Larch timber cladding with rebated joints.
- (Bespoke) 'Classic Orange Nutt' or similar approved) with light grey mortar.
- Windows/Doors: (U-value 0.6 w/m2k)
- Dark grey polyester powder-coated aluminium faced timber windows
- Entrance doors, Larch timber thin strip face with rebated joints

**Garage doors:**

- Metal single 'up & over' doors, painted dark grey to match windows
- Garage no. 5, 7 & 8 - Larch timber thin strip face with rebated joints to match entrance doors
- Fibre cement slate effect tile (Eternit or similar). Recessed hidden aluminium hopper and circular weep hole.
- Roof garages: Metal flat roof with dark grey polyester powder-coated Aluminium rectangular profile gutter, hopper and circular downpipes

**Boundary treatments:**

- Close boarded timber fencing
- Low brick wall as indicated
- Metal gates, detailed design to be agreed
- Vehicle access/hard standing
- Concrete set permeable paving system (Marshalls 'Prima')

Project No: 19/17/09/10  
 Issued for Information: 19/12/08/13  
 Issued for Information: 19/10/08/10  
 Issue No: 1  
 Project Name: LB Hillingdon Pipeline sites Breckenridge Drive  
 Drawing Title: Rear Elevation Proposed

**Information**

Date: Jun 2010 MS  
 Scale: 1:100@A3  
 Plot No: 3588  
 Drawing No: 038 019 b

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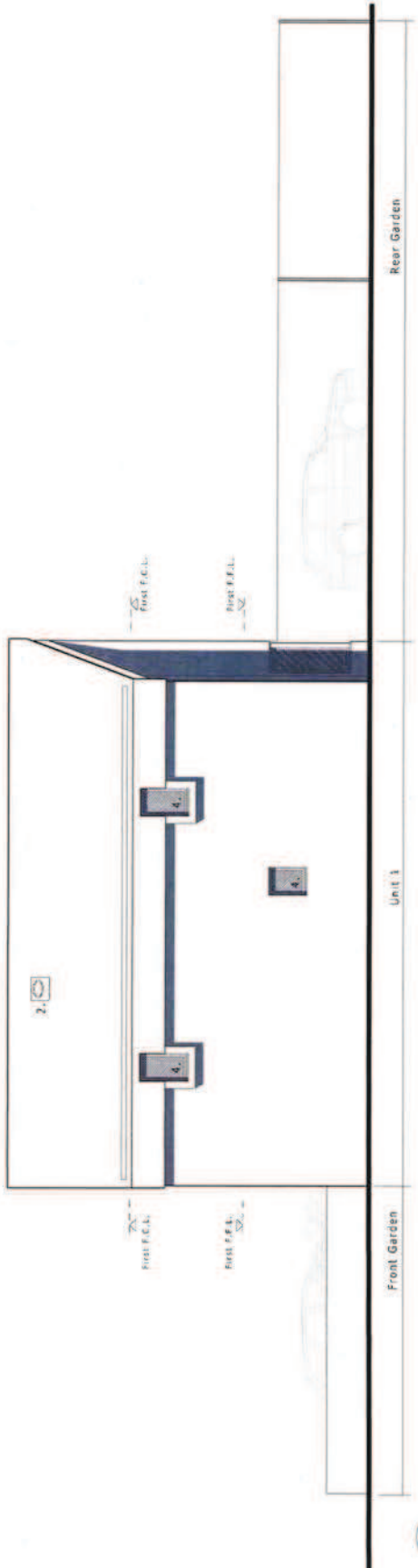


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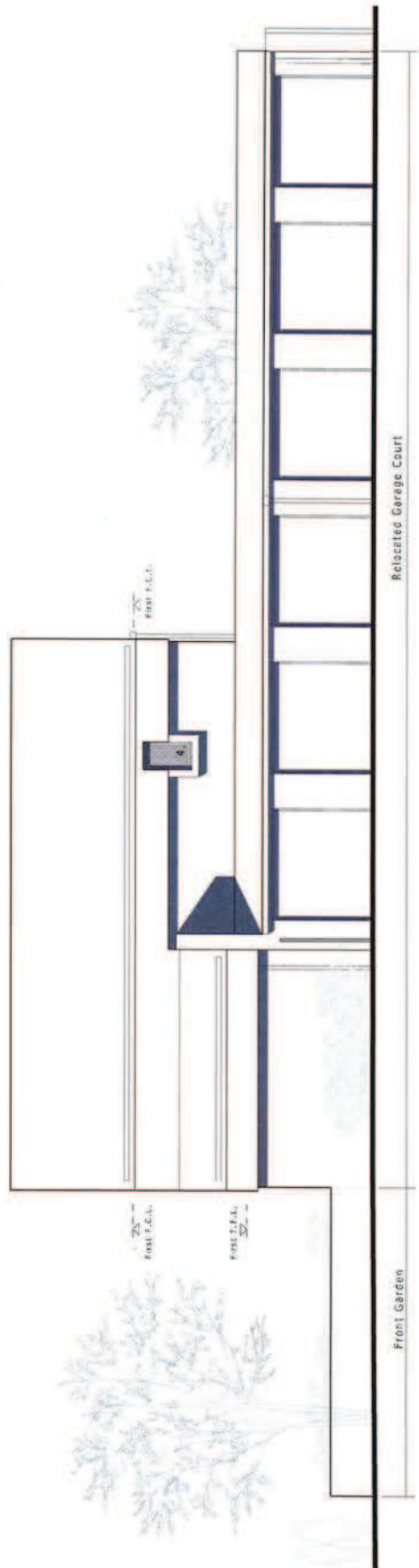
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**KEY**

- 1 Zone for Solar Panels
  - 2 Proprietary Sliding door for upstairs bathrooms
  - 3 Larch timber Juliet balcony
  - 4 Obscured glass
  - 5 Metal gates
- First F.F.L.  
 Finished Floor Level  
 First F.C.L.  
 First Floor  
 Finished Ceiling Level



A  
 038\_020



B  
 038\_020

**Proposed Materials**  
 Walls: (450mm thick - U-value 0.14 w/m2k) -  
 Dotted hatch indicates rendered with self coloured (sand colour) render  
 Hatch indicates thin strip square edge Larch timber cladding with rebated joints  
 - Horizontal hatch (Garage block) indicates red clay facing brickwork (Bogbridge 'Classic Orange Kuit' or similar) approved with light grey mortar  
 Windows/Doors: (U-value 0.6 w/m2k)  
 - Dark grey polyester powder-coated aluminium faced timber windows  
 - Entrance doors, Larch timber thin strip face with rebated joints

**Garage doors:**  
 - Garage: Metal single 'up & over' doors, painted dark grey to match windows  
 - Garage no's 7 & 8: Larch timber thin strip face with rebated joints to match entrance doors  
 Roof: (U-value 0.12 w/m2k)  
 - Fibre cement slate effect tile (Eternit or similar), recessed hidden aluminium hopper and circular downpipe  
 - Roof garages: Metal flat roof with dark grey polyester powder-coated Aluminium rectangular profile gutter, hopper and circular downpipes

**Boundary treatments:**  
 - Close boarded timber fencing  
 - Low brick wall as indicated  
 - Metal gates, detailed design to be agreed  
 Vehicle access/hard standing:  
 - Concrete set permeable paving system (Marshalls 'Prima')

8 Former units 845 retained  
 A Issued for information 16/12/2010  
 Issued for information 16/12/2010  
 02/18/2010  
 011 234 234  
 011 234 234  
 011 234 234

LB Hillingdon  
 Pipeline Sites  
 Brackensbridge Drive

East Elevation  
 Proposed

Information

DATE: Jun 2010 MS  
 SCALE: 1:100@A3

NO: 3588  
 CLIENT: D(--) 038 020 B

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 11050 Johnson Street  
 London E1 6PE  
 T +44(0)20 435 3639  
 F +44(0)20 435 3638  
 www.dlgarchitects.com  
 dlgarchitects.com

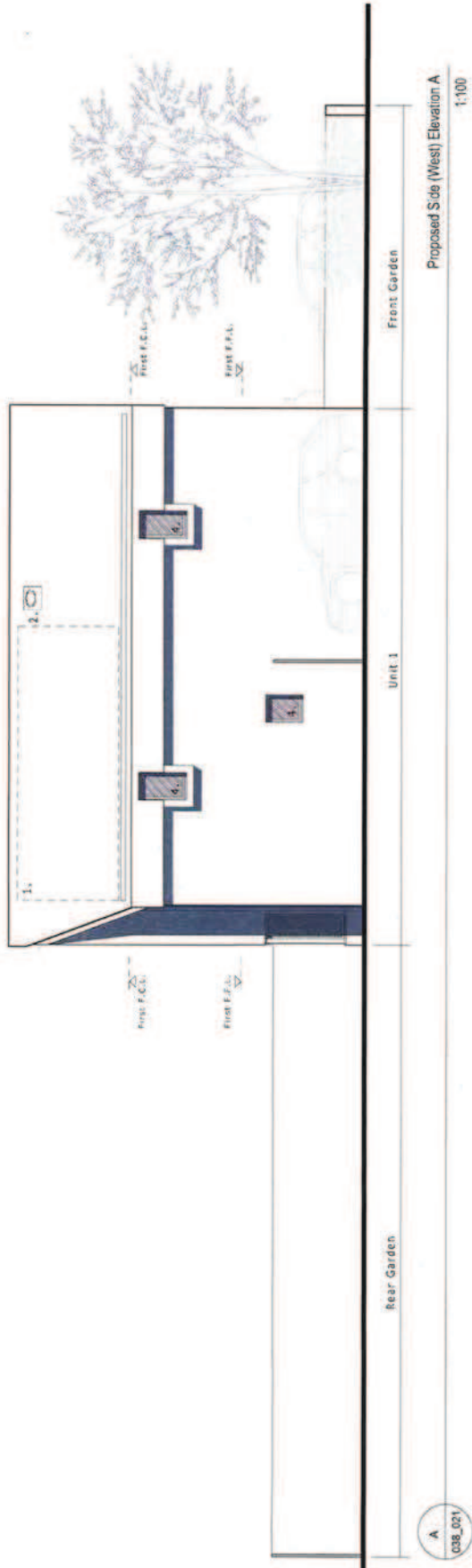


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NO DIMENSIONS ARE TO BE TAKEN FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE TAKEN FROM THE WORKING CONTRACT AND ANY OTHER DOCUMENTS REFERRED TO THEREIN.

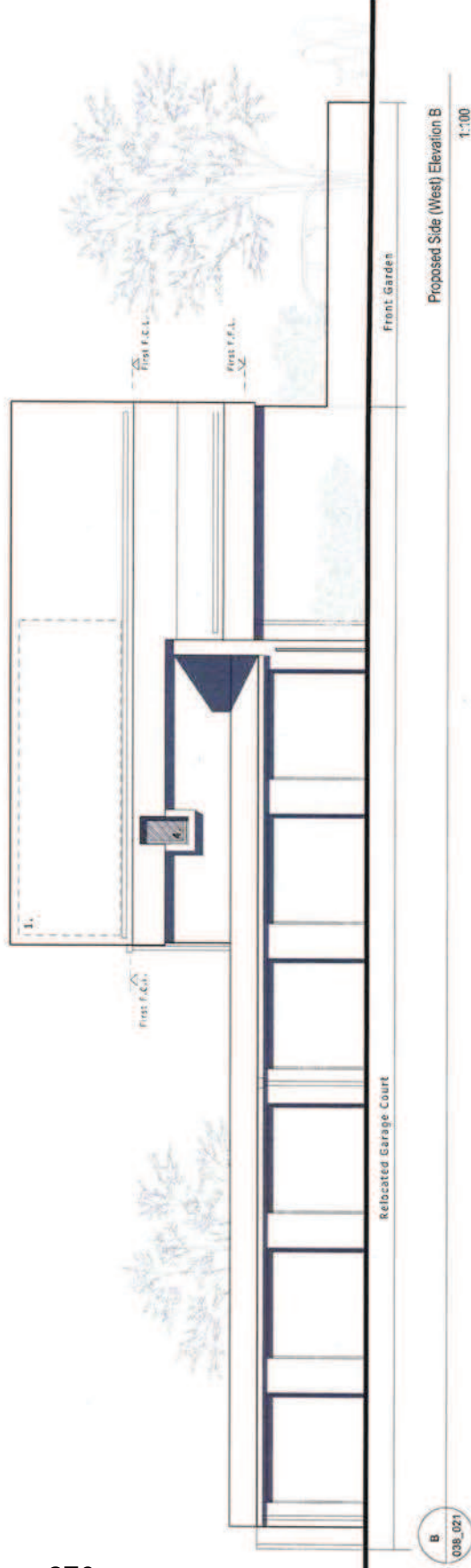
**KEY**

- 1 Zone for Solar Panels
  - 2 Proprietary supports for upstairs bathrooms
  - 3 Larch timber Juliet balcony
  - 4 Obscured glass
  - 5 Metal gates
- First F.L. -  
 First Floor  
 Finished Floor Level  
 First F.C.L. -  
 First Floor  
 Finished Ceiling Level



Proposed Side (West) Elevation A  
1:100

A  
038\_021



Proposed Side (West) Elevation B  
1:100

B  
038\_021

- Proposed Materials**
- Walls: (450mm thick - U-value 0.14 w/m2k). Dotted hatch indicates rendered with self coloured (sand colour) render.
  - Horizontal hatch indicates thin strip square edge larch timber cladding with rebated joints.
  - Horizontal hatch (Garage block) indicates red clay facing brickwork (Baggeridge 'Classic Orange Wuff' or similar approved) with light grey mortar.
  - Windows/Doors: (U-value 0.6 w/m2k)
  - Dark grey polyester powder-coated aluminium faces timber windows
  - Entrance doors, Larch timber thin strip face with rebated joints
- Garage doors:**
- Metal single 'up & over' doors, painted dark grey to match windows
  - Garage no. 5 & 8: Larch timber thin strip face with rebated joints to match entrance doors
- Roof:** (U-value 0.12 w/m2k)
- Fibre cement slate effect tile (Eternit or similar). Recessed hidden gutters with hopper and circular downpipes.
  - Roof garages: Metal flat roof with dark grey polyester powder-coated Aluminium rectangular profile gutter, hopper and circular downpipes
- Boundary treatments:**
- Close boarded timber fencing
  - Low brick wall as indicated
  - Metal gates, detailed design to be agreed with client access/hard standing.
  - Concrete set permeable paving system (Marshalls 'Priors')

19/11/2010  
 Issued for Information  
 02/06/2010  
 01/06/2010

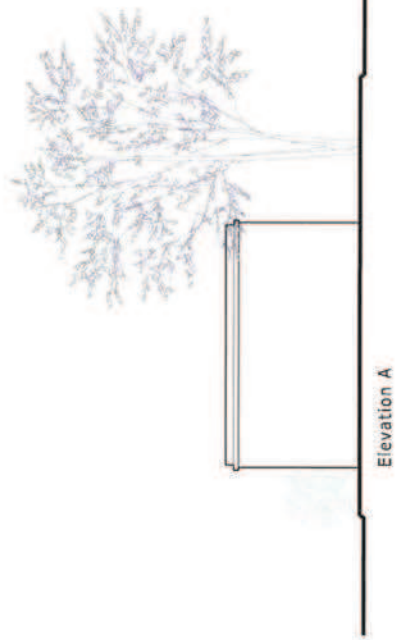
LB Hillingdon  
 Pipeline sites  
 Brackenhridge Drive  
 West Elevation  
 Proposed

**Information**  
 Date: Jun 2010 MS  
 Scale: 1:100@A3  
 Plot No: 3588  
 Drawing Number: 038\_021 b

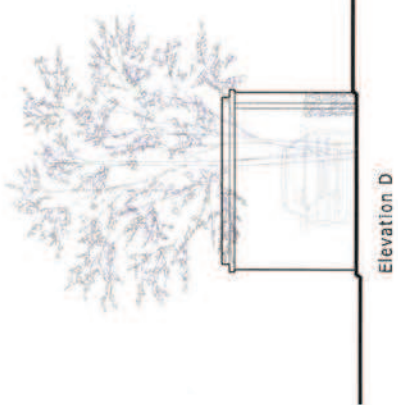
DLG Architects LLP  
 London E1 7PZ  
 T: +44(0)20 7424 3630  
 F: +44(0)20 7424 3631  
 info@dlgarchitects.com  
 dlgarchitects.com



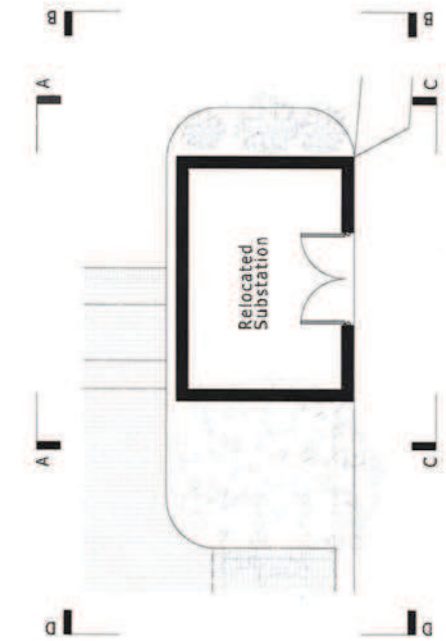
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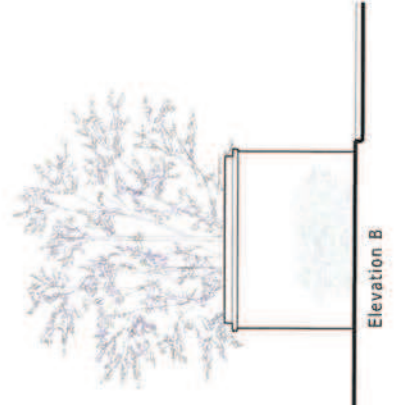
Elevation A



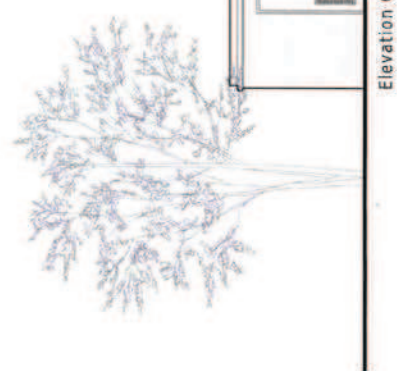
Elevation D



Relocated Substation



Elevation B



Elevation C

**Proposed Materials**  
 Walls: (225mm thick)  
 - Horizontal hatched (Garage block) indicates red clay facing brickwork  
 - Vertical hatched indicates brickwork with aggregate - Classic Orange Multicolor approved with light grey mortar  
 Doors: grey polyester powder-coated aluminium faced doors with louvred panels  
 Roof: gables: Metal fish roof with dark grey polyester powder-coated aluminium rectangular profile edge/gutter detail and circular downpipe

Issued for information 19/21/08/10  
 DATE: 17/8/10  
 DRAWN BY: tg  
 SCALE: 1:100@A3  
 PROJECT: Relocated Substation  
 PROPOSED ELEVATIONS

DLG Architects  
 PRELIMINARY  
 DATE: 17/8/10  
 DRAWN BY: tg  
 SCALE: 1:100@A3  
 PROJECT: Relocated Substation  
 PROPOSED ELEVATIONS

DLG Architects LLP  
 1-40008 7906 5830  
 1-40008 7906 5830  
 london@dlgarchitects.com  
 @dlgarchitects



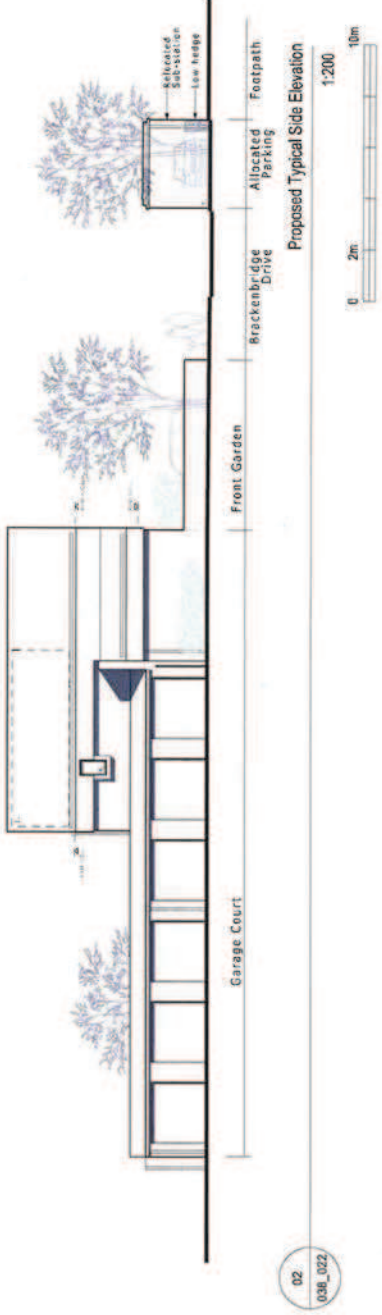
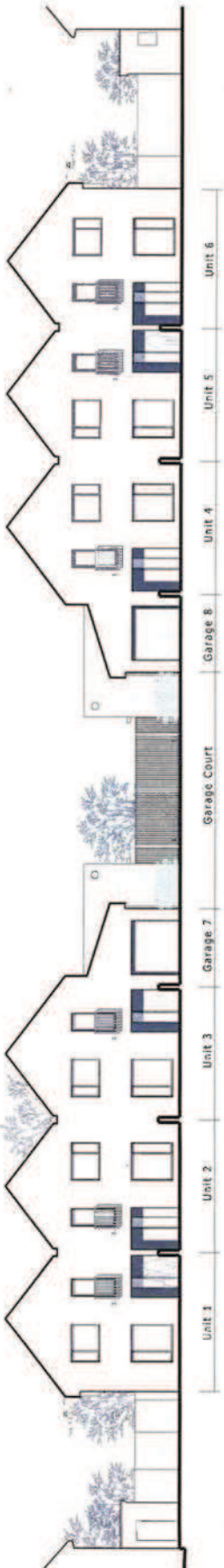
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**KEY**

- 1 Zone for Solar Panels
- 2 Proprietary 'sunpipe' for upstairs bathrooms
- 3 Birch timber 'Juliet' balcony
- 4 Obscured glass
- 5 Metal gates
- 6 Relocated Sub-station, brick enclosure with metal roof

Refer to drawing D38/D22 for elevations of relocated sub-station.  
 First F.F.L. -  
 Finished Floor Level  
 First F.C.L. -  
 Finished Ceiling Level



**Information**

DATE: June 2010MS  
 DRAWN BY: 1:200@A3  
 CHECKED BY: 038\_022 A

PROJECT NO: 3588  
 PROJECT NAME: D(-) 038 022 A

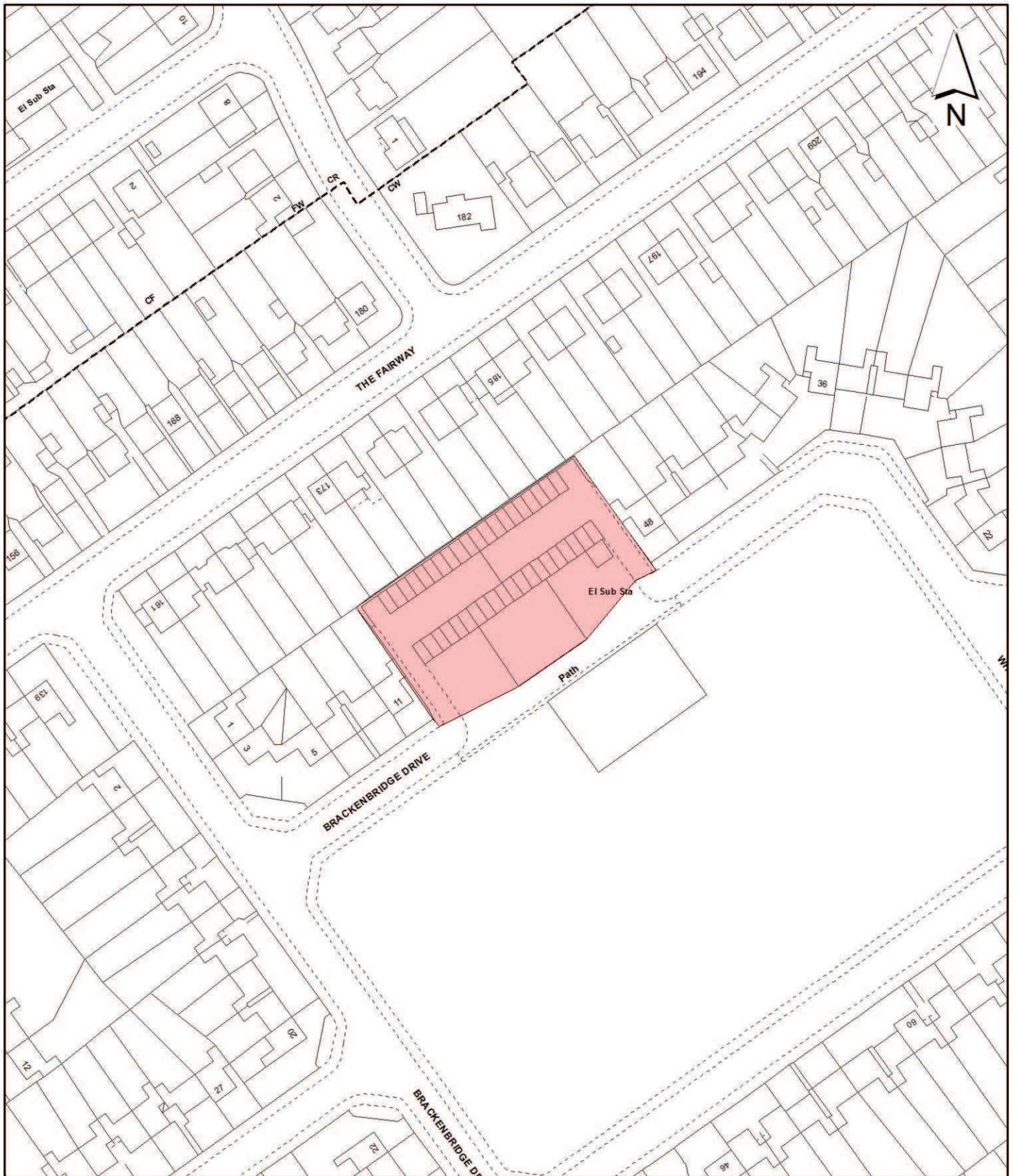
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PROJECT NO: 3588  
 PROJECT NAME: D(-) 038 022 A

ISSUED FOR INFORMATION  
 DATE: 19/08/2010  
 DRAWN BY: 1:200@A3  
 CHECKED BY: 038\_022 A

PROJECT NO: 3588  
 PROJECT NAME: D(-) 038 022 A





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Land at Garages/Nursery  
Brackenbridge Drive  
Ruislip**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**56805/APP/2014/3033**

Scale

**1:1,250**

Planning Committee

**Major Page 279**

Date

**December 2014**



**HILLINGDON**  
LONDON

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

**Address** 23 STONEFIELD WAY RUISLIP

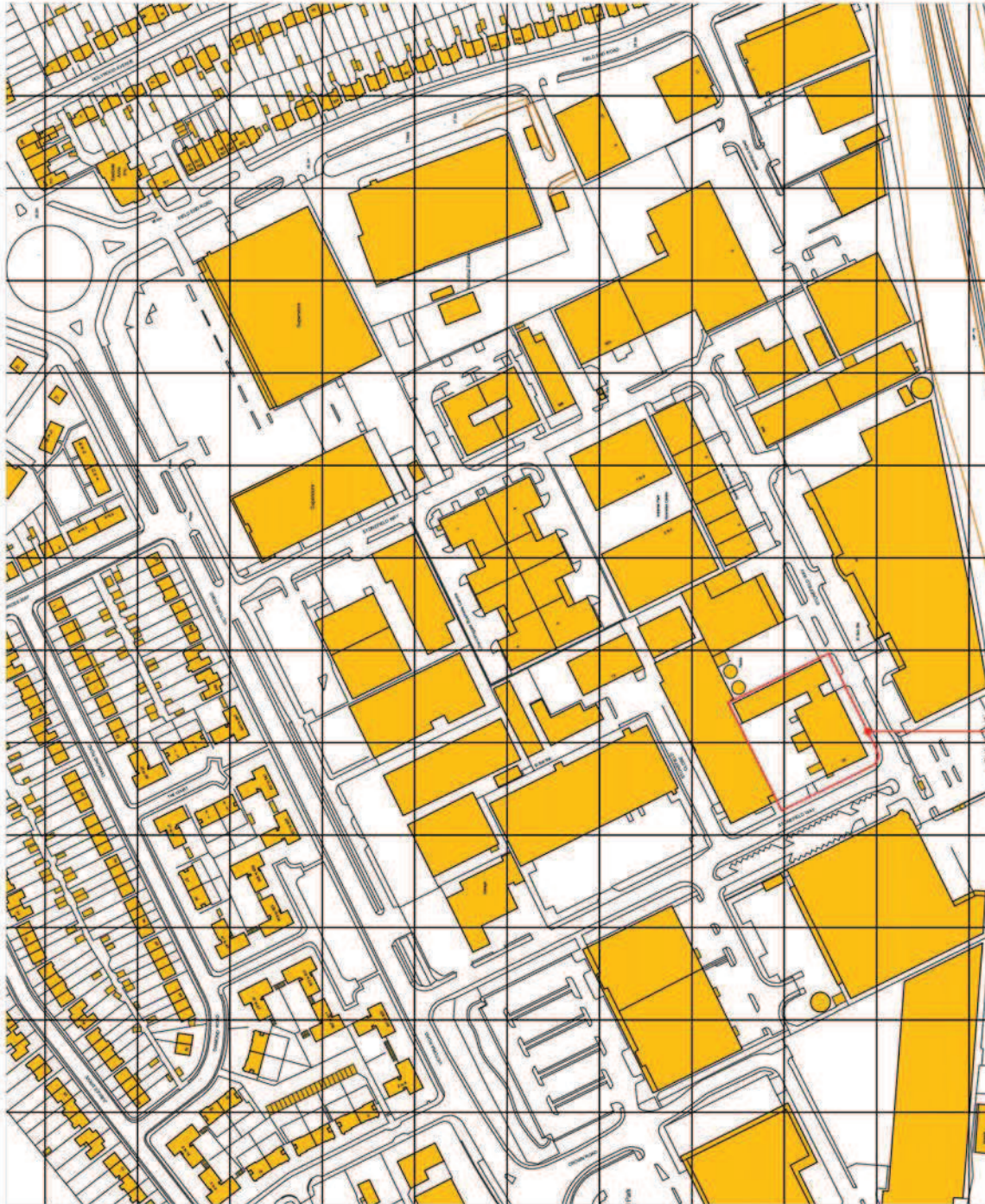
**Development:** Demolition of existing buildings and redevelopment to provide a Builders Merchants (sui generis use) with associated access, servicing, parking and outdoor storage.

**LBH Ref Nos:** 25508/APP/2014/3570

**Date Plans Received:** 06/10/2014

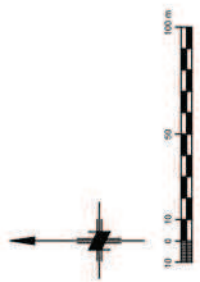
**Date(s) of Amendment(s):**

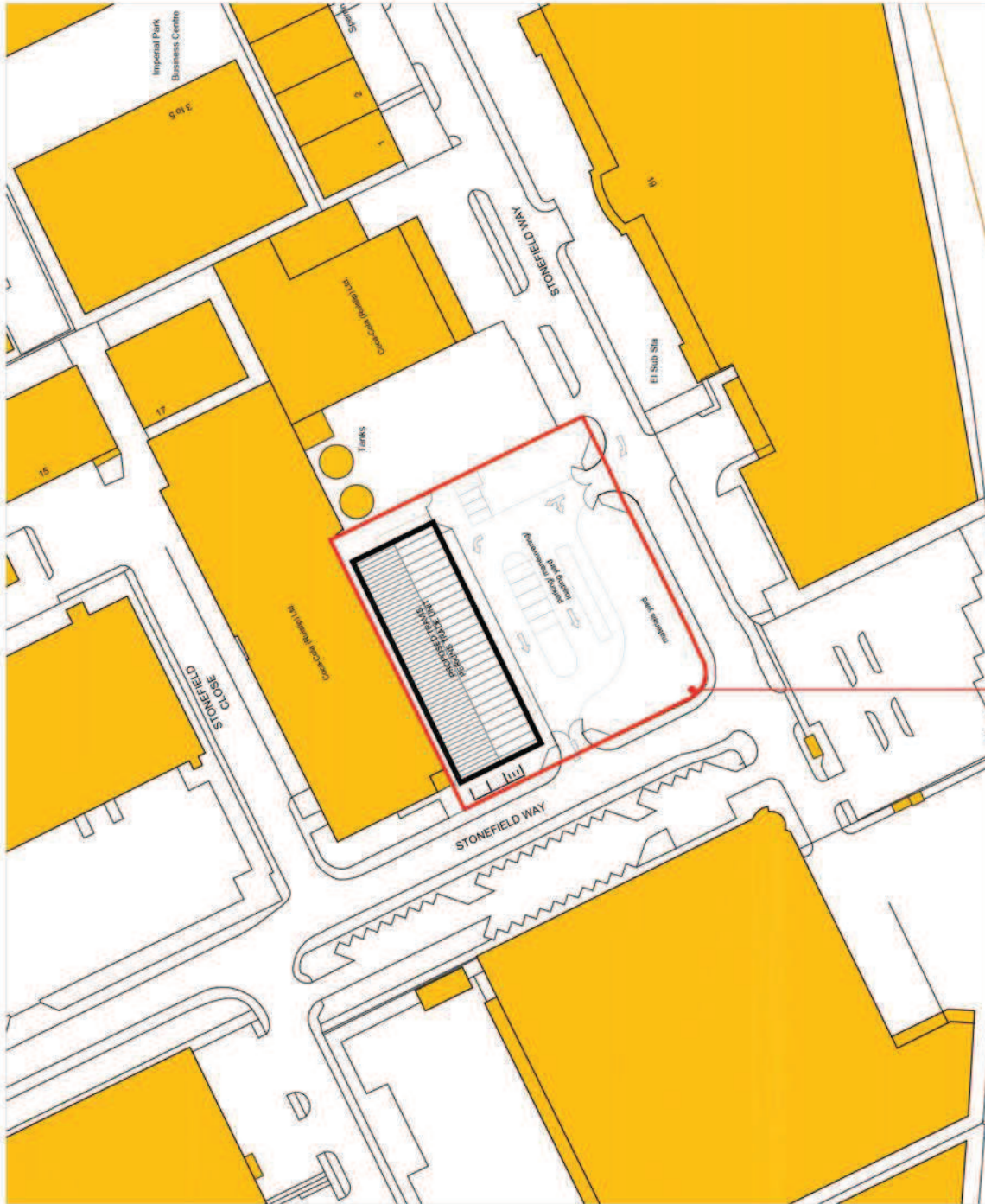
**Date Application Valid:** 15/10/2014



THE SITE  
23 STONEFIELD WAY

A OCT 2014 PLANNING ISSUE  
 ARCHITECTURE DATE COMMENTS  
 ARCHITECTURE  
 TITLE TISANIS PERKINS  
 STONEFIELD WAY - RUSLIP  
 LOCATION PLAN  
 DATE JULY 2014  
 SCALE 1:1250 @ A1  
 DRAWING No. 12001 - 101  
 AUTHOR/ CHECKED  
 PROJECT  
 PROJECT No. 12001  
 PROJECT NAME  
 PROJECT TYPE  
 PROJECT LOCATION  
 PROJECT STATUS



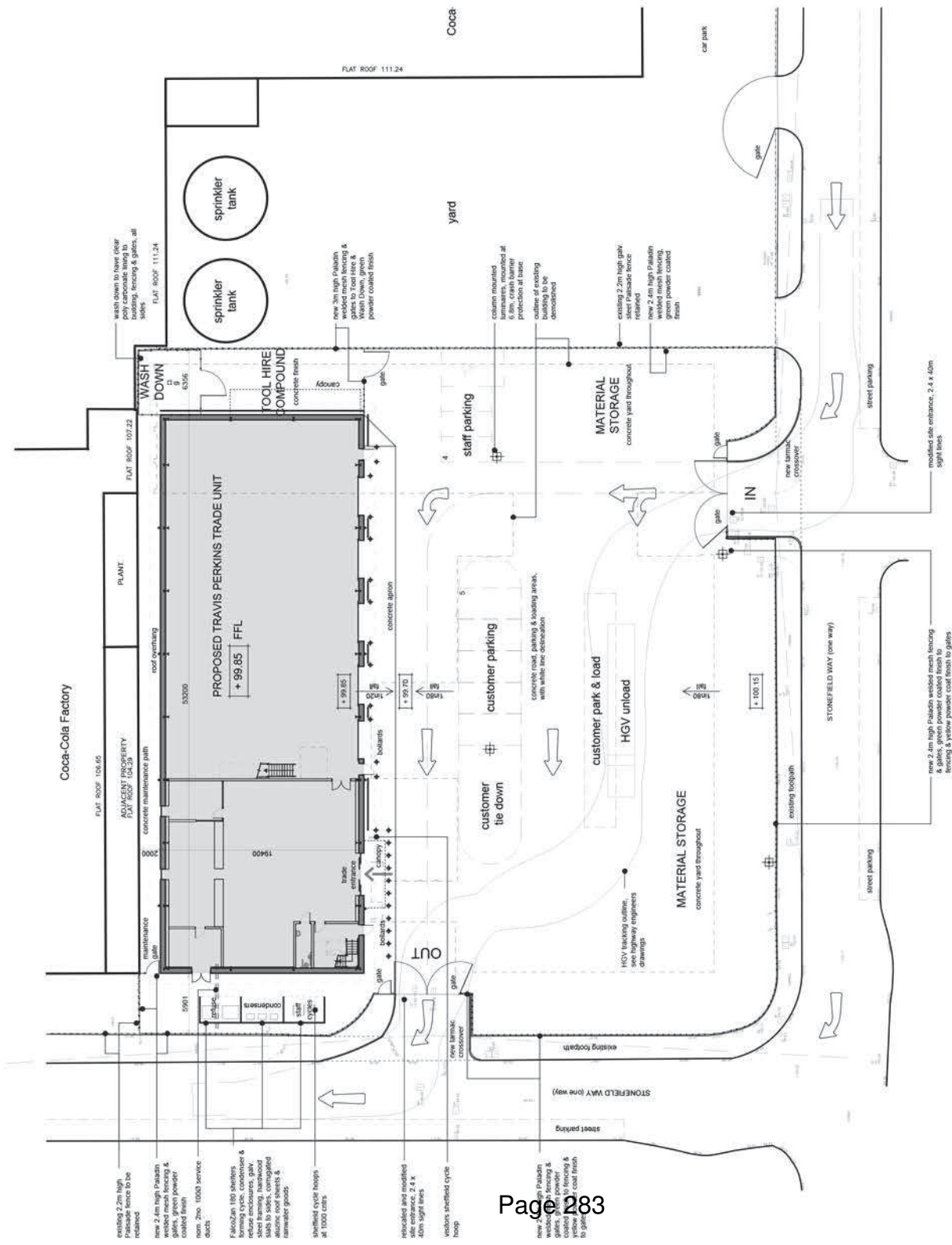


THE SITE  
23 STONEFIELD WAY

OCT 2014 PLANNING ISSUE  
 SCALE: 1:5000  
 ARCHITECTURE  
 TRAVIS PERKINS  
 STONEFIELD WAY, RUBLIP  
 BLOCK PLAN  
 DATE: JULY 2014  
 DRAWING NO: 1001 - P04  
 DRAWING TITLE: PLANNING  
 PROJECT NO: 1000 @ AT  
 REV: A  
 AUTH'D: [Signature]  
 ACCT'D: [Signature]







**SITE AREA** (measured from topographical survey)  
 - 3.97 hectares (0.98 acres)

**EXISTING BUILDING AREA**  
 - approx. 1,792 m<sup>2</sup> GIA

**PROPOSED BUILDING AREA**  
 - ground floor sales/ warehouse area: 1,032m<sup>2</sup>  
 - mezzanine storage: 360m<sup>2</sup>  
**Total: 1,392m<sup>2</sup> GE (14,983ft<sup>2</sup>)**

**PARKING PROVISION**

- 3no. car parking bays @ 2.4 x 4.8m
- 1no. disabled parking bay @ 3.6 x 6m
- 5no. customer/ van parking bays @ 3 x 6m
- customer truck park & load bay
- customer tie down bay
- 6no. covered cycle spaces (staff)
- 2no. cycle spaces (visitor)

**LEVELS**

- indicates existing levels, see topographical survey
- indicates proposed levels

OCT 2014 PLANNING ISSUE  
 DATE COMMENTS

ARCHITECTURE  
 urbanism  
 safety

lhc

TRAVIS PERKINS - STONEHAM WAY, RUISLIP  
 SITE LAYOUT

DATE: JULY 2014 SCALE: 1:200 @ A1  
 DRAWING NO.: LEB01 - P02 REV: A ARCHD: GARDNER  
 DRAWING STATUS: PLANNING

LHC GROUP: 10000000  
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 10000000



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 BIRKINGTON HOUSE  
 369 WELLSINGTON ROAD  
 NORTHAMPTON  
 NN1 4EU  
 TEL : 01604 602287  
 GOSWORTH CONSULTING LLP

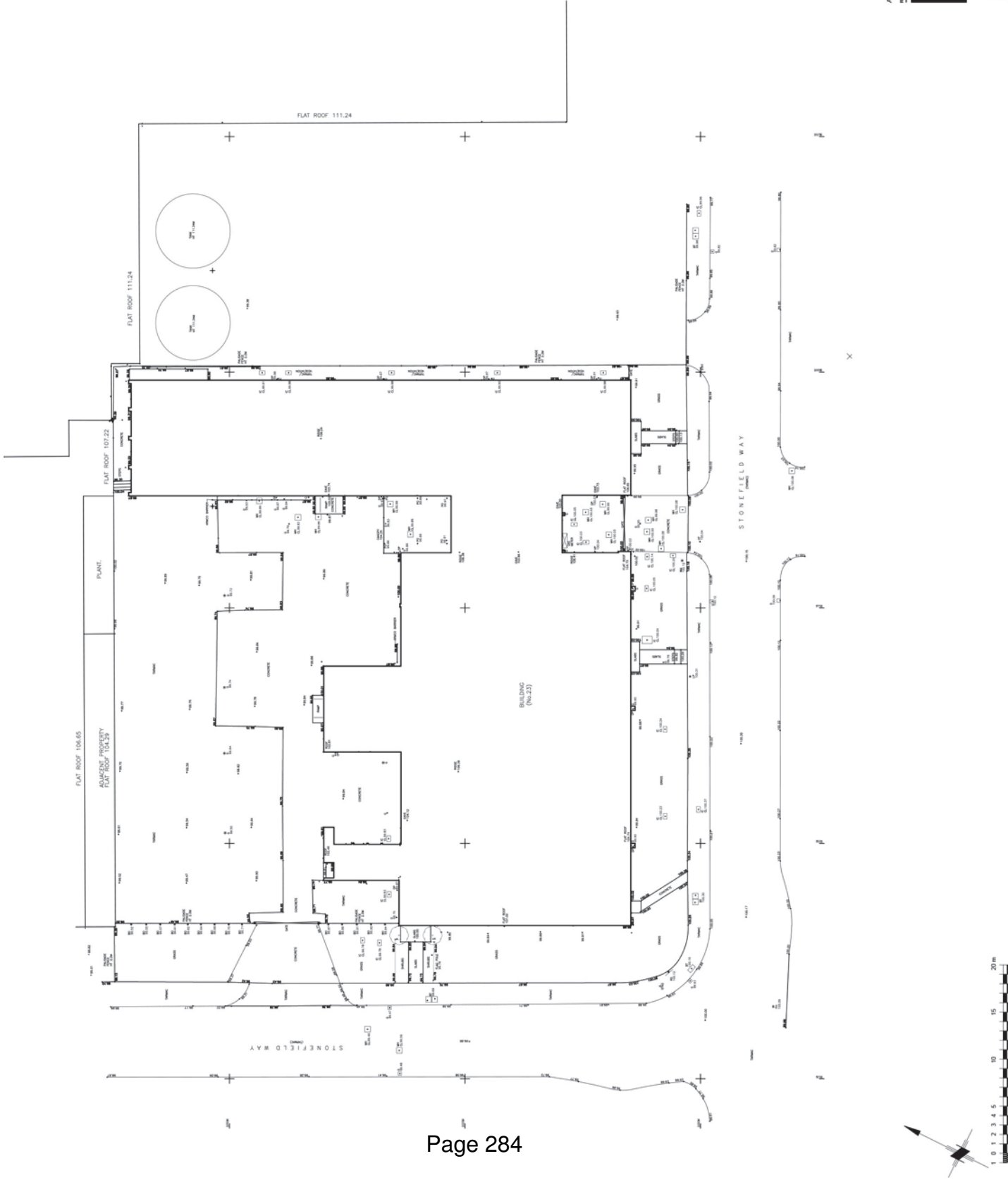
23 STONEFIELD WAY  
 RUSLIP  
 MIDX  
 11009AD  
 MAY 2014

OWNER: BFC - JCC  
 DRAWING NUMBER: MS-4418 REVISION A

**CONTROL INFORMATION**  
 S/N EASTING - NORTHING - LEVEL DESCRIPTION  
 1 1000.00 1000.00 99.84 SURVEY NAIL  
 2 924.54 1004.28 100.04 SURVEY NAIL

**NOTES**  
 GRID OF LOCAL ORIGIN.  
 LEVELS NOT RELATED TO OSBM  
 LOCAL DATUM STEP AT FRONT DOOR  
 VALUE 100.00M  
 ALL OTHER SURVEY LEVELS  
 HAVE BEEN LISTED IN THE SCHEDULES  
 DIRECTION OF FLOW AND TYPE ARE  
 INDICATED BY ARROWS  
 INFORMATION BUT ARE NOT PROVEN.

- KEY**
- BT BUSH TELEPHONE
  - BT ELECTRIC TELEPHONE
  - PH FIRE HYDRANT
  - C C
  - INSPECTION COVER
  - MANHOLE
  - CL COVER LEVEL
  - RS ROAD SURFACE
  - RS ROAD SLOPE
  - SV STOP VALVE
  - GV GULL VALVE
  - DP DOWN PIPE
  - UP UP PIPE
  - MP MANHOLE
  - FTD FINISHED FLOOR LEVEL
  - VP VENT PIPE
  - TOP TOP OF PIPE
  - TOP TOP OF WALL
  - TOW TOP OF WALL
- FENCE/BOUNDARY  
 — CHANGE OF SURFACE  
 — CONTOUR  
 — BOTTOM OF BANK  
 — TOP OF BANK  
 — OVERHEAD TELEPHONE  
 — OVERHEAD ELECTRICITY  
 — HEDGE/VEGETATION
- SPECIES  
 ○ HEIGHT  
 ○ ORTH

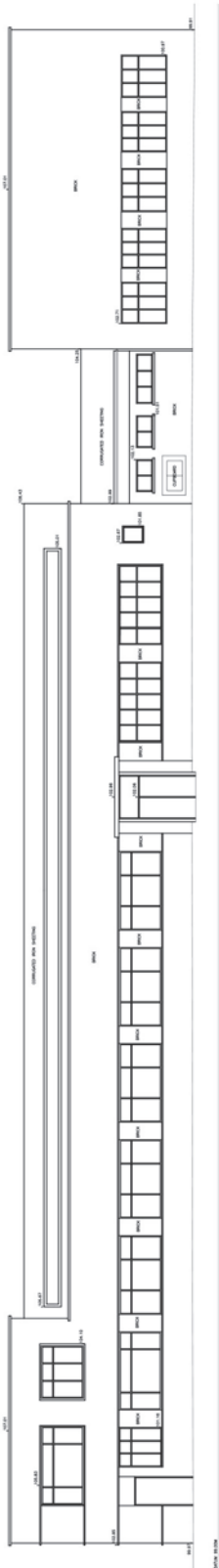


**A** OCT 2014 PLANNING ISSUE  
 PROJECT: LHC COMMENTS  
 TITLE: TRAVIS FERKINS STONEFIELD WAY, RUSLIP  
 CLIENT: TRAVIS FERKINS  
 SITE SURVEY PLAN

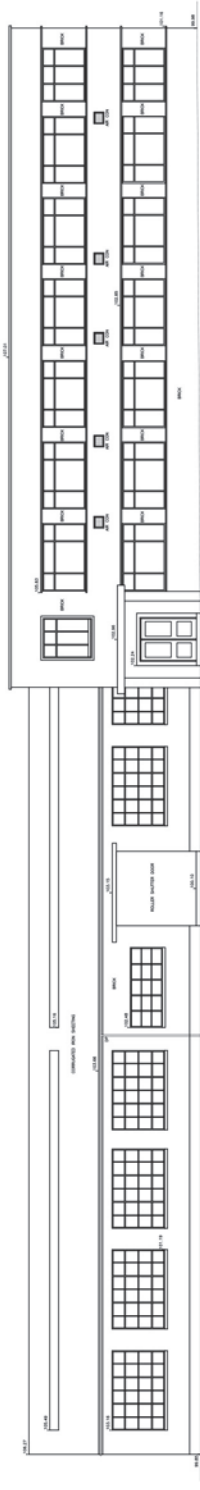
DATE: JULY 2014 SCALE: 1:200 @ A1  
 DRAWING NO.: FUS1 - P02 REV: A  
 DRAWING STATUS: PLANNING AUTHORITY COMMENT: PWR/PF

**lhc** architecture urbanism safety  
 LHC GROUP  
 100 THE QUAYS  
 101 BRISTOL  
 BRISTOL AVON BS1 6QJ  
 TEL: 01275 333333  
 WWW.LHC.CO.UK

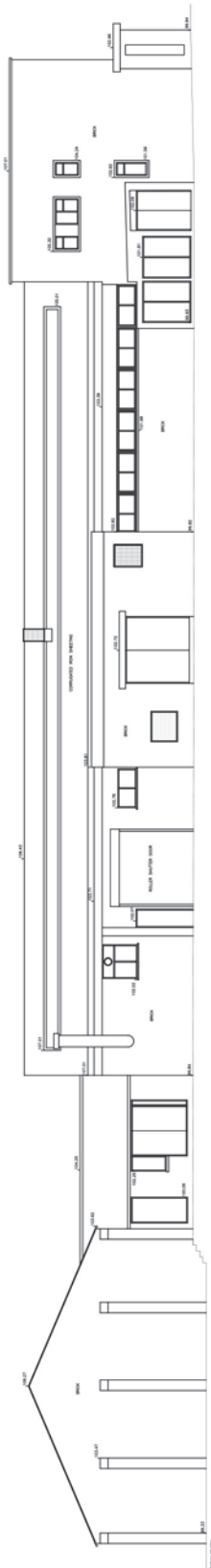
AC/PF  
 JAMES DUNN



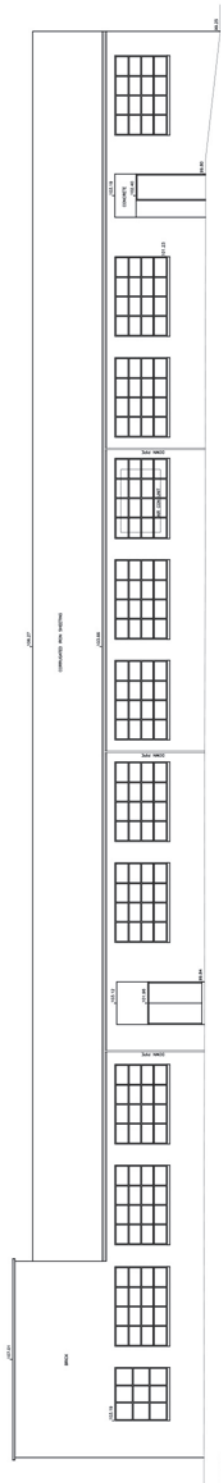
SOUTH EAST ELEVATION — STONEFIELD WAY



SOUTH WEST ELEVATION — STONEFIELD WAY



NORTH WEST ELEVATION — CAR PARK



NORTH EAST ELEVATION



A OCT 2014 PLANNING ISSUE

PRELIMINARY   
  REVISED   
  COMMENTS

**lhc**  
 architecture  
 urbanism  
 safety

TITLE TRAVIS PERKINS  
 STONEFIELD WAY, ROUSLIP  
 DATE JULY 2014  
 DRAWING NO. 14051 - P03  
 SHEET NO. 01  
 SCALE 1:100 @ A1

LHC GROUP  
 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





**FACING MATERIAL SCHEDULE**

**ROOF**

- 1 HPS200 coated galv. steel trapezoidal cladding, 'Goosewing Grey', matching flashings.
- 2 10% long strip pattern GRP translucent rooflights.
- 3 HPS200 coated galv. steel sinusoidal soffit lining, 'Merlin Grey'.
- 4 Powder coated aluminium eaves fascia & rnpvs, 'Merlin Grey'.

**WALLS**

- 5 Ibstock Rutland Red Stock, or similar approved, clay facing brick plinth in black mortar.
- 6 Micro-rib flat composite cladding panels, 'Holybush', with gabled/high level & NW elevation HPS200 coated galv. steel trapezoidal over lining sheet, 'Merlin Grey', matching colour flashings throughout.
- 7 T&G Siberian Larch timber cladding over lining to composite cladding panels behind.

**DOORS & WINDOWS**

- 8 Powder coated steel goods doors, 'Yellow' BS08E53.
- 9 Powder coated steel fire exit doors, 'Yellow' BS08E53.
- 10 Powder coated aluminium windows, entrance screen & security shutters, 'Yellow' BS08E53.

**CANOPIES**

- 11 HPS200 Ultra coated galv. steel trapezoidal weathering sheet, 'Goosewing Grey', with sinusoidal soffit lining sheet, 'White' BS00E55, and powder coated aluminium fascias, 'Yellow' BS08E53.

**SIGNAGE**

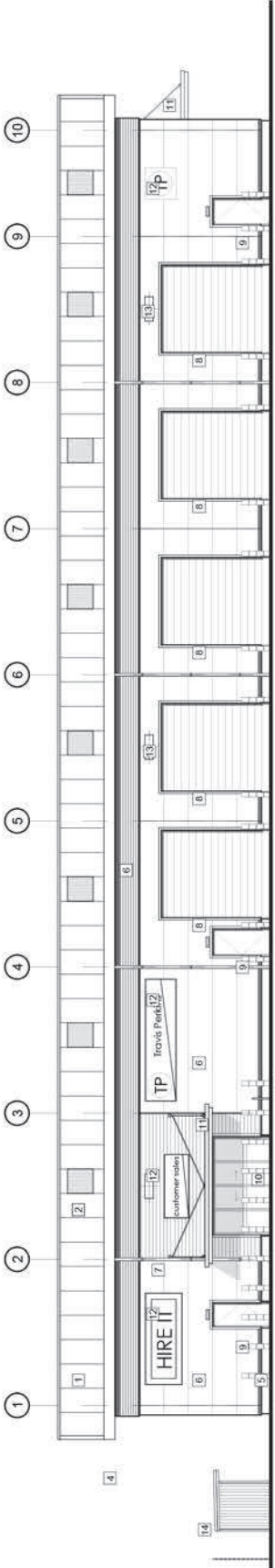
- Indicative building mounted signage shown, subject to separate planning application.

**LIGHTING**

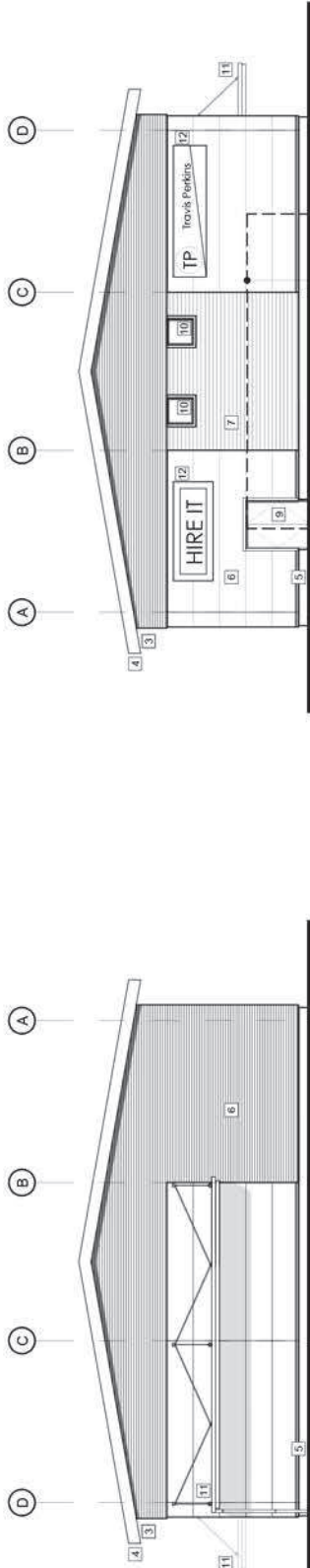
- Building mounted luminaires. Mounted at 4.9m.

**EXTERNAL ENCLOSURE**

- FalcoZan 180 enclosure with hardwood slat cladding, galv. steel frame & corrugated aluzinc roof covering.

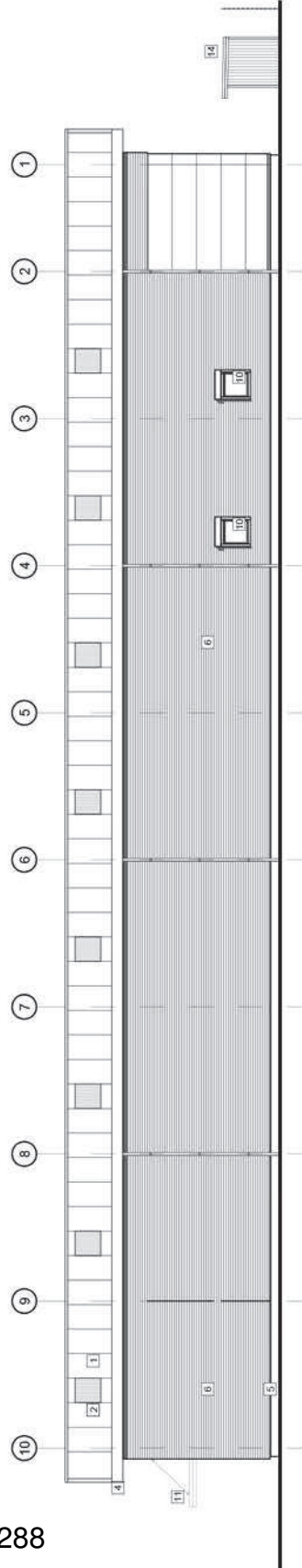


FRONT ELEVATION - SOUTH EAST

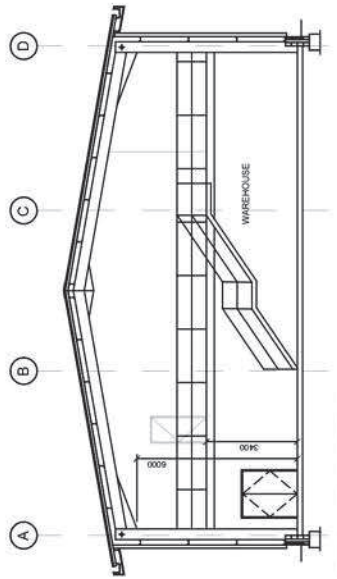


SIDE ELEVATION - NORTH EAST

SIDE ELEVATION - SOUTH WEST



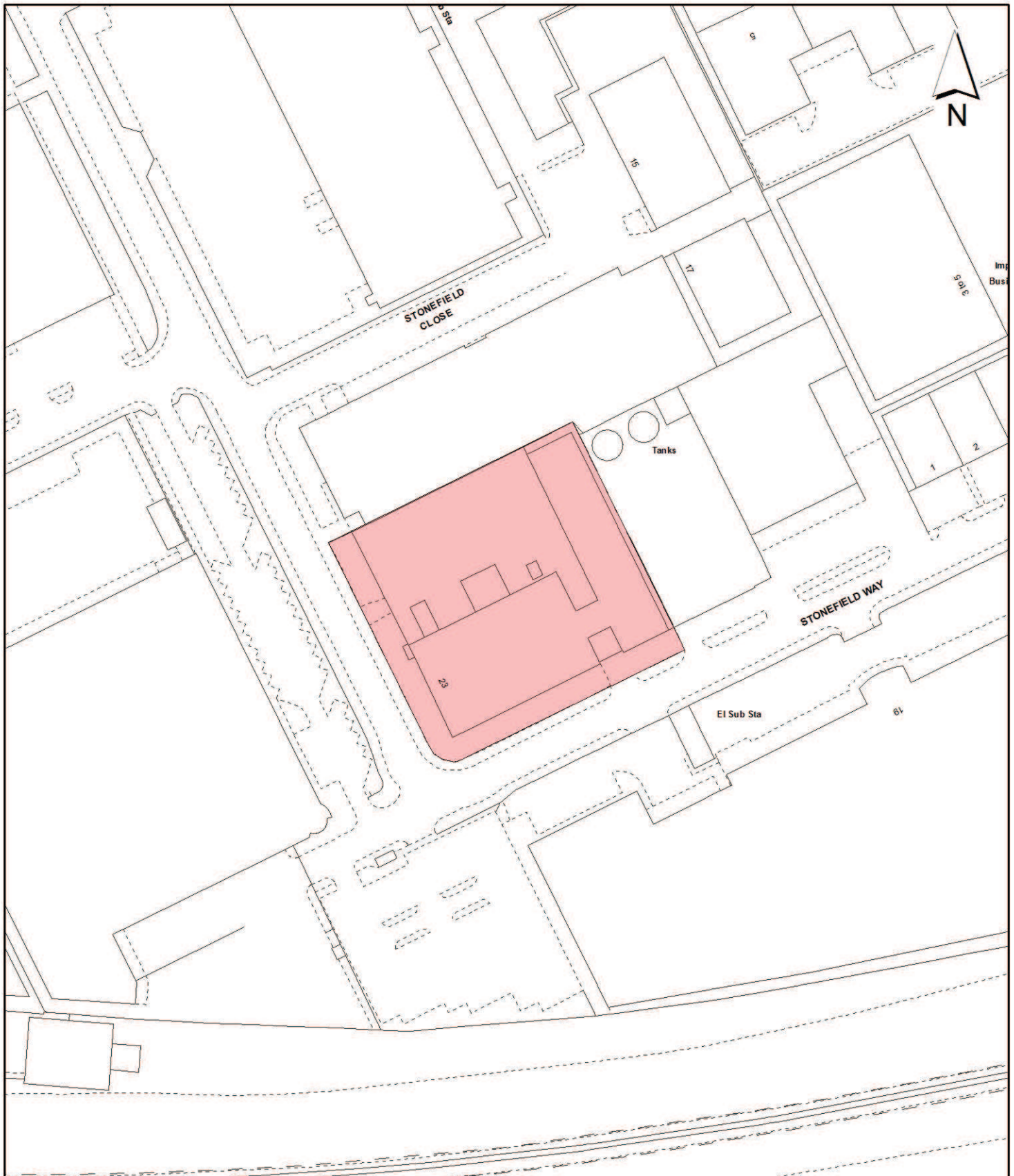
FRONT ELEVATION - NORTH WEST





TYPICAL CROSS SECTION







<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 align="center"><b>23 Stonefield Way Ruislip</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Residents Services Planning Section</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>25508/APP/2014/3570</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Major Page 290</b></p>	<p>Date</p> <p align="center"><b>December 2014</b></p>	



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

**Address** THE BATTLE OF BRITAIN BUNKER, RAF UXBRIDGE HILLINGDON ROAD  
UXBRIDGE

**Development:** Erection of a temporary modular building with associated works and installatio  
of a temporary road

**LBH Ref Nos:** 585/APP/2014/3739

<b>Date Plans Received:</b>	20/10/2014	<b>Date(s) of Amendment(s):</b>	20/10/2014
<b>Date Application Valid:</b>	27/10/2014		29/10/2014
			27/10/2014

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PLANNING

STUDIO E ARCHITECTS

RAF AUS BUILDING  
UMBRIDGE  
EXISTING SITE PLAN

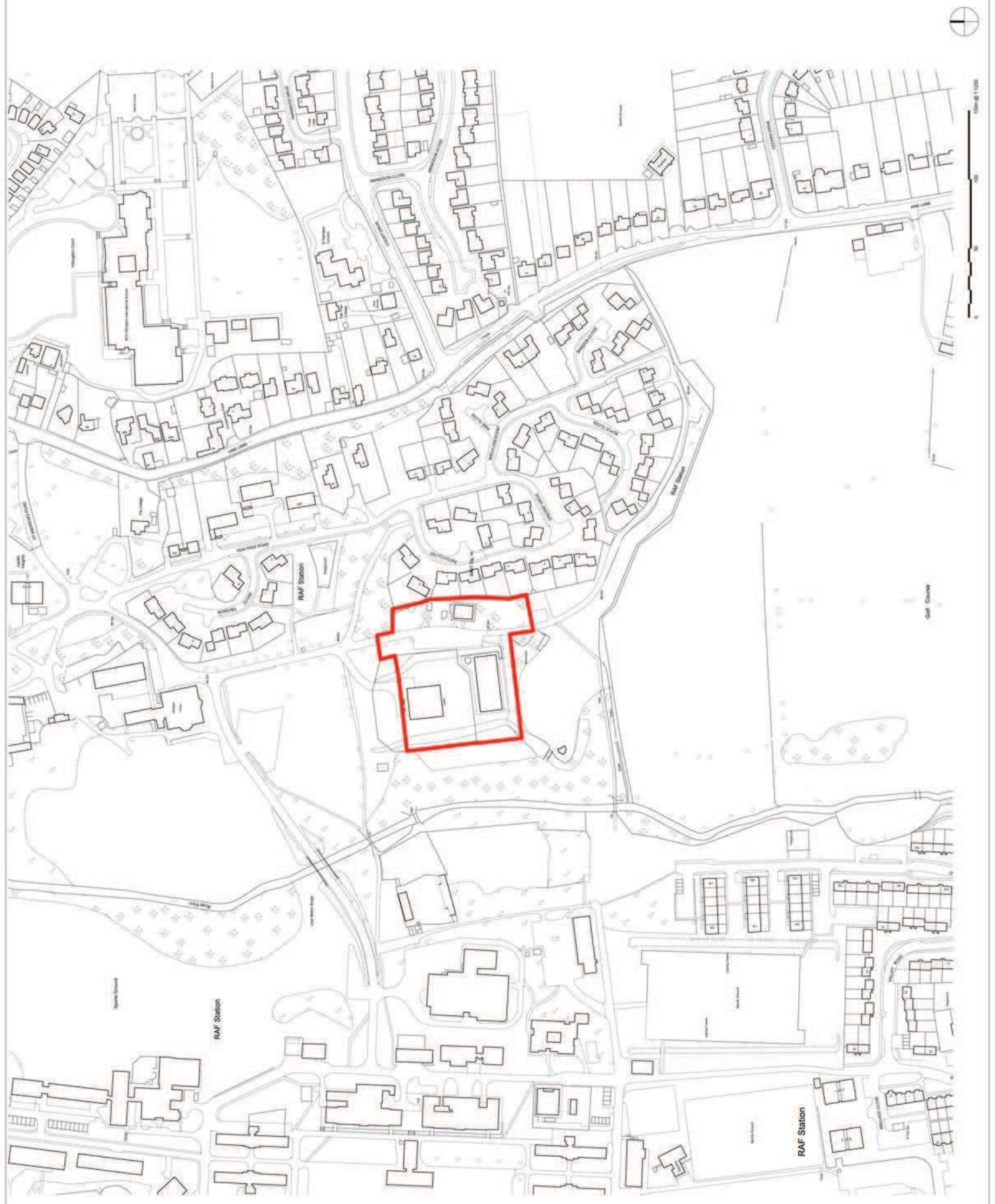
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1308 PL 002 00 BS



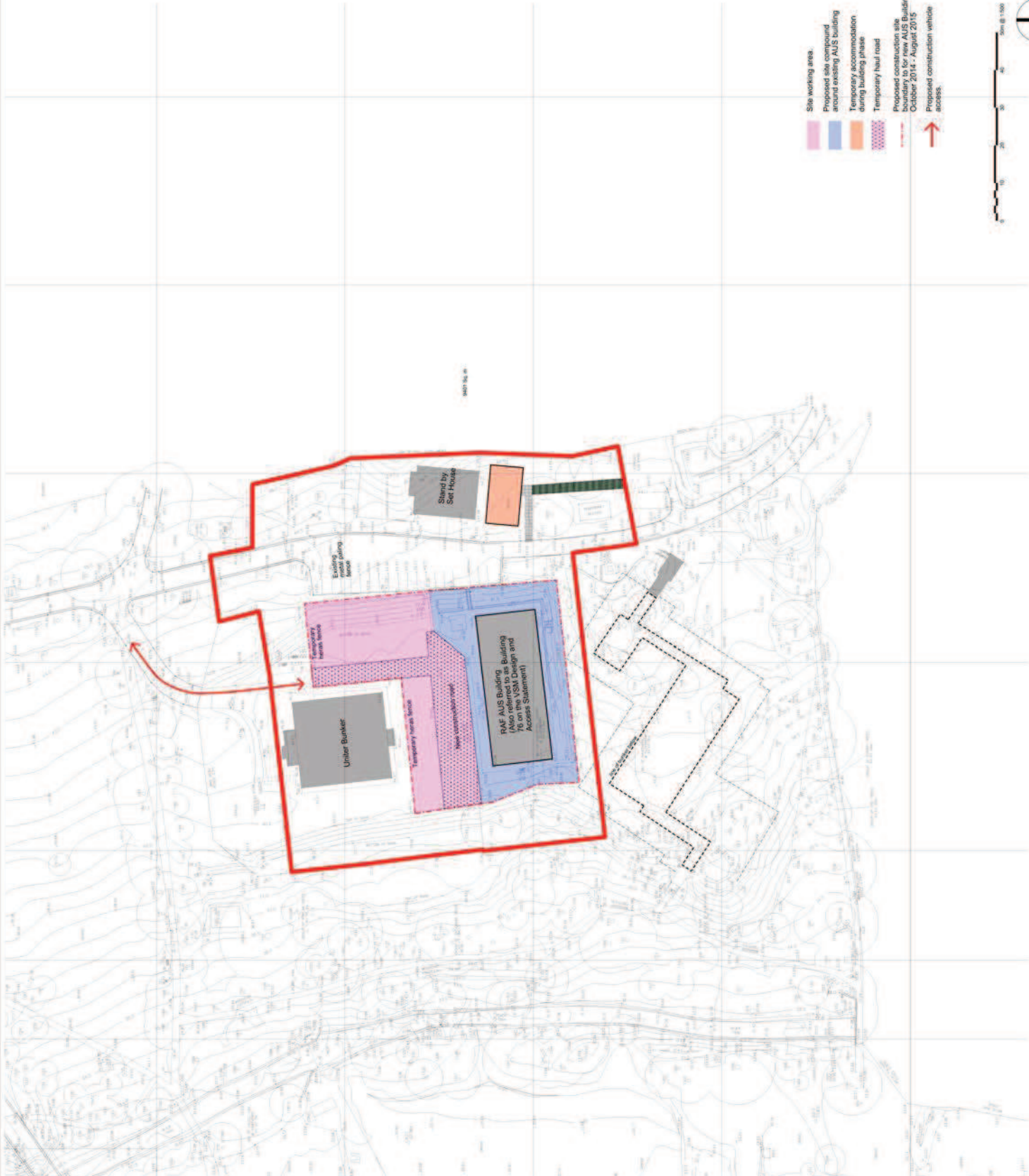
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PLANNING  
 STUDIO E ARCHITECTS  
 1308 FL 001 00 85  
 1:1250/0A1 28/09/14  
 DATE



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10. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE ARCHITECTS.



- Site working area.
- Proposed site compound around existing AUS building
- Temporary accommodation during building phase
- Temporary haul road
- Proposed construction vehicle access.

Proposed construction site for the AUS Building  
 October 2014 - August 2015

PLANNING

STUDIO E ARCHITECTS

RAF AUS BUILDING  
 UXBRIDGE

PROPOSED SITE PLAN  
 ENABLING WORK

1:500 @ A1 20/10/14

1308 PL 003 01 BS

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5. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND DOES NOT EXTEND TO ANY OTHER MATTER.

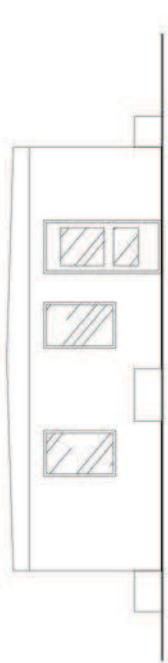


5 Site Plan  
1:200  
20m @ 1:200

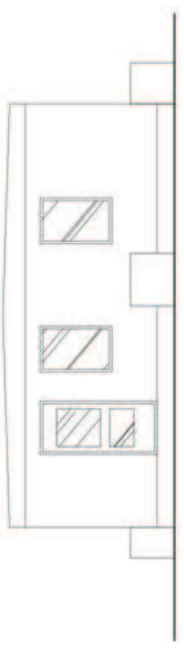


grass reinforcement mesh for disabled access pathway  
TERRAM GRASSPROTECTA or similar

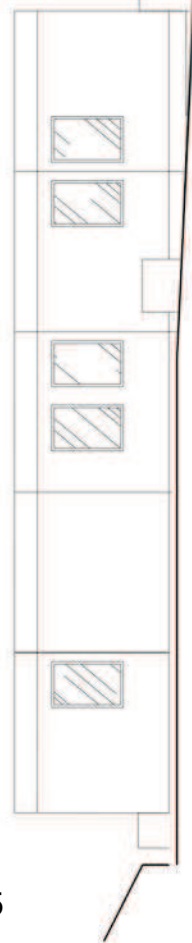
Modular classroom temporary office and meeting room



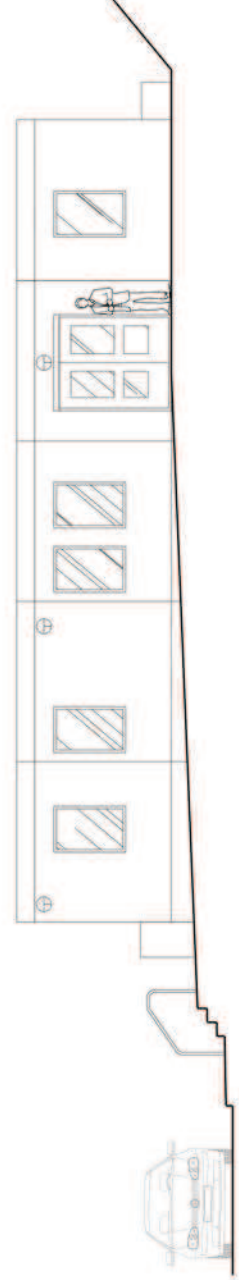
3 East Elevation  
1:50



2 West Elevation  
1:50



4 North Elevation  
1:50



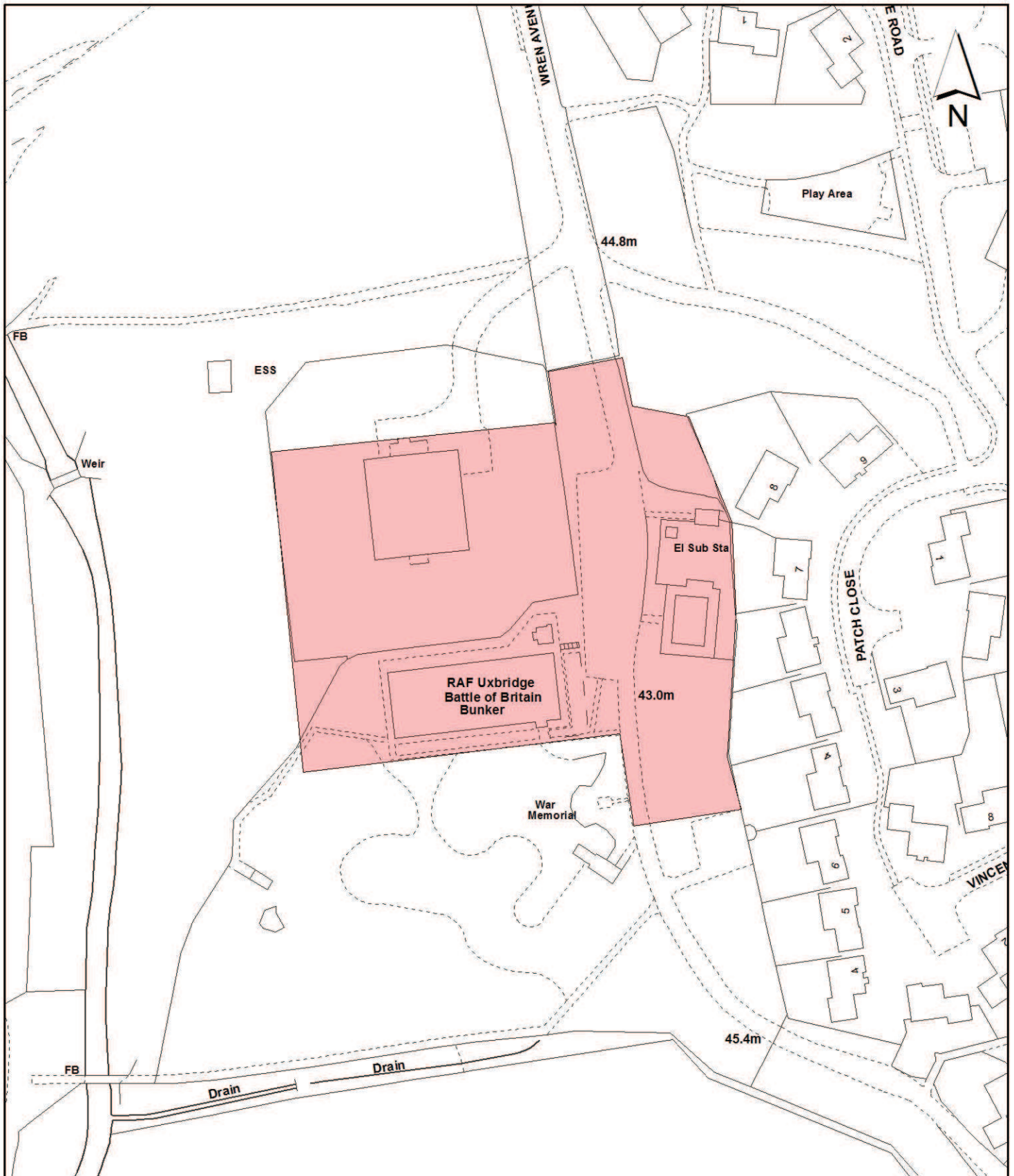
1 South elevation  
1:50



6 Reused classroom  
1:1

PLANNING
STUDIO E ARCHITECTS 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
RAF AFB BUILDING UXBRIDGE TEMPORARY ACCOMMODATION
As noted 28/09/14
1308 PL 010 00 BS
09/2014





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Site Address

**The Battle of Britain Bunker  
 RAF Uxbridge  
 Hillingdon Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:

**585/APP/2014/3739**

Scale

**1:1,250**

Planning Committee

**Major Page 297**

Date

**December 2014**



**HILLINGDON**  
 LONDON

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

**Address** WEST DRAYTON CEMETERY HARMONDSWORTH ROAD WEST  
DRAYTON

**Development:** Extension to the burial ground to accommodate a further 460 grave spaces to  
meet future needs.

**LBH Ref Nos:** 70315/APP/2014/3404

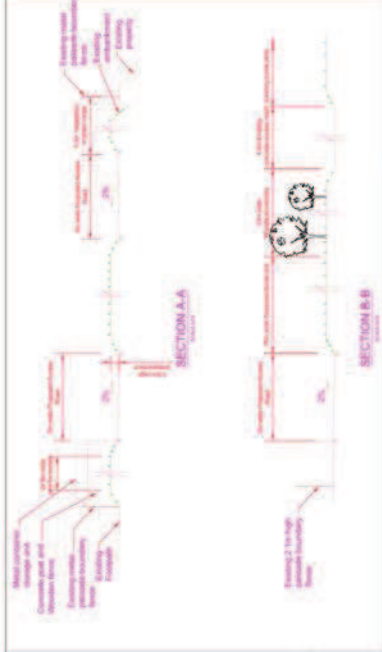
**Date Plans Received:** 22/09/2014

**Date(s) of Amendment(s):** 11/11/2014

**Date Application Valid:** 22/09/2014





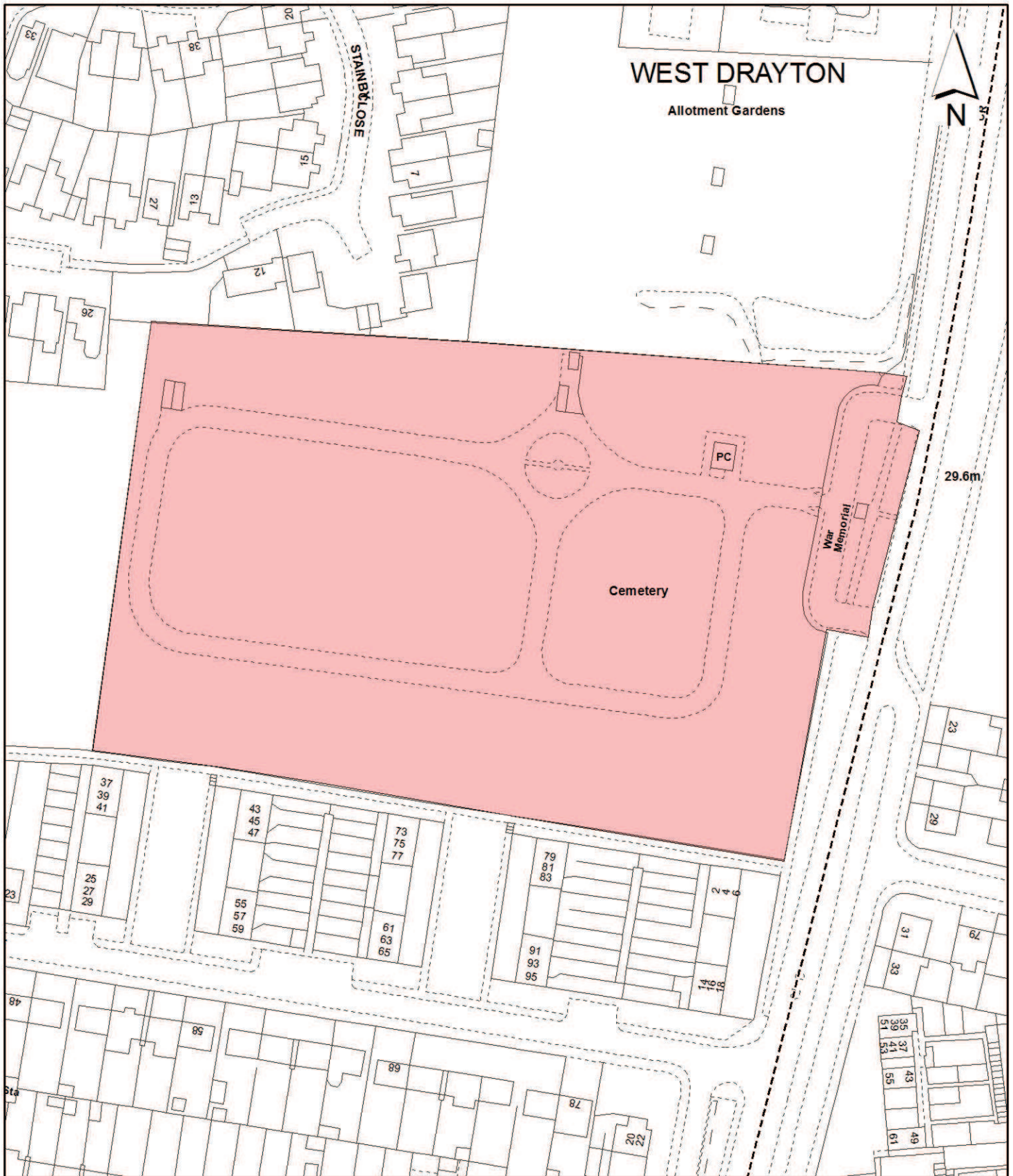


- LEGEND**
- Proposed 150mm @ 150mm concrete slabs
  - Proposed water supply from existing water main (to be confirmed)
  - Proposed 150x150mm concrete channel MB
  - Items to be removed
  - Existing structure
  - Longitudinal cut direction
  - Proposed precast concrete members
  - Proposed 150mm @ 150mm concrete boundary
  - Proposed hand rail
  - Proposed retaining walls (indicated with)
  - Area of archaeological interest (the construction limits of the works and all other works within the 100m area)



Scale	1:100
Drawn by	...
Checked by	...
Date	...
Project No.	...
Client	...
Site Name	...
Sheet No.	100-01
Total Sheets	9





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Site Address

**West Drayton Cemetery  
Harmondsworth Road  
West Drayton**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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

Planning Application Ref:

**70315/APP/2014/3404**

Scale

**1:1,250**

Planning Committee

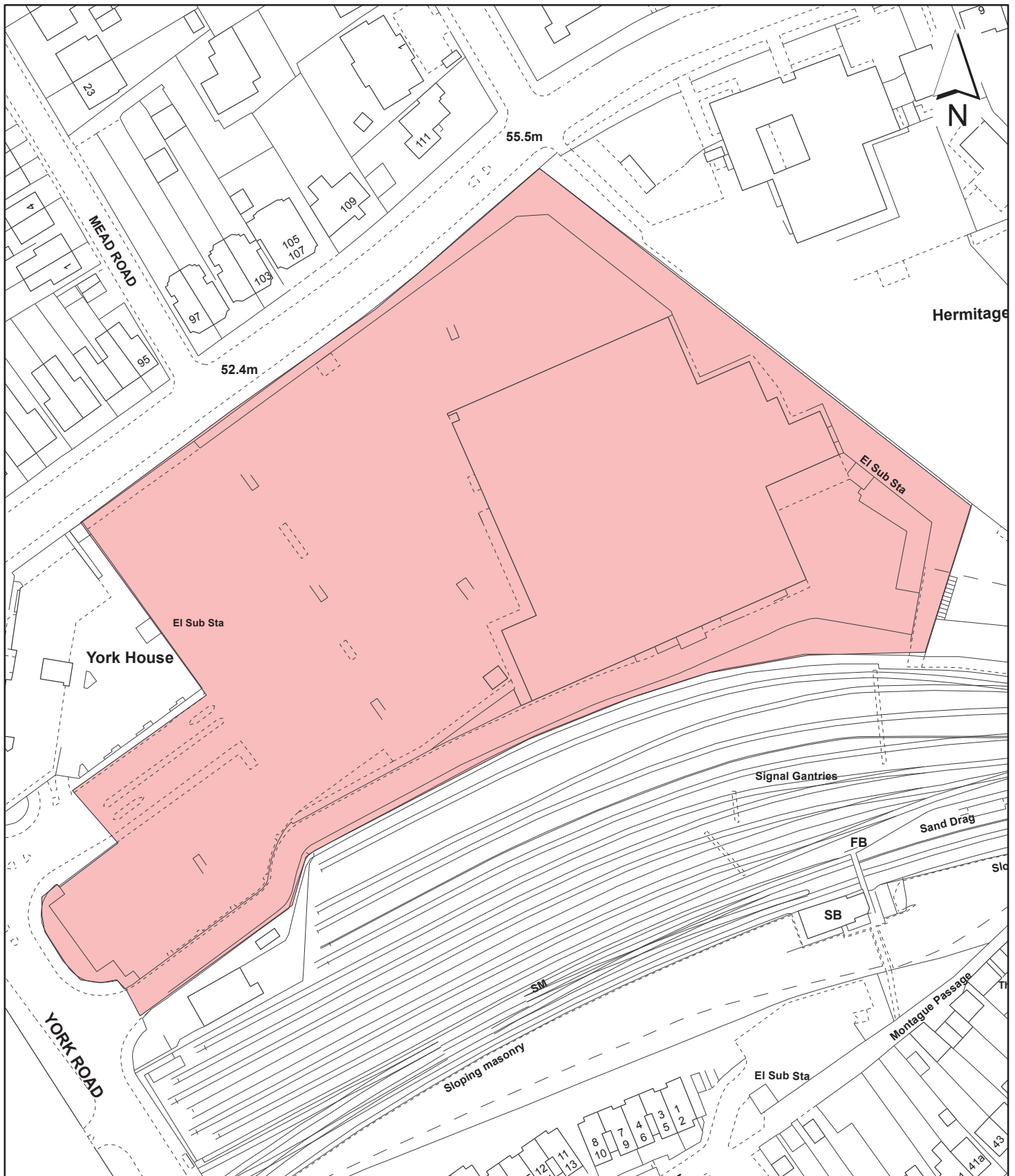
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Date

**December 2014**



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Site Address

**Sainsburys  
 York Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**DOV to S106**

Scale  
**1:1,250**

Planning Committee  
**Major Page 303**

Date  
**December 2014**



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