



HILLINGDON
LONDON



Major Applications Planning Committee

Date: THURSDAY, 16 JULY 2015

Time: 6.00 PM

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

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

To Councillors on the Committee

Eddie Lavery, Chairman of North
Planning and Major Applications Planning
Committees (Chairman)

Ian Edwards, Chairman of the Central &
South Planning Committee (Vice-
Chairman)

Peter Curling

Jazz Dhillon

Janet Duncan, Labour Chief Whip
(Labour Lead)

Carol Melvin

John Morgan

Brian Stead

David Yarrow

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further information.**

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Contact: Ainsley Gilbert

Tel: 01895 250 692

Fax: 01895 277373

democratic@hillington.gov.uk

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Lloyd White

Head of Democratic Services

London Borough of Hillingdon,

3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW

www.hillingdon.gov.uk

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A useful guide for those attending Planning Committee meetings

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Mobile telephones - Please switch off any mobile telephones and BlackBerries before the meeting.

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 4
- 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.

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Tommy Flynn's PH, Sutton Court Road, Hillingdon 8396/APP/2014/4118	Hillingdon East	Redevelopment of the site to provide a part 3, part 4 storey building containing 30 flats (Class C3) with associated parking, landscaping and rear communal amenity space (involving the demolition of the existing public house). Recommendation: Refusal	5 - 30 222 - 237

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Former EMI site, Dawley Road, Hayes 8294/APP/2015/1406	Botwell	Redevelopment of the site to provide 10,728sq metres of Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping. Recommendation: Approval subject to a S106 Agreement	31 - 72 238 - 270
8	The Old Vinyl Factory, Blyth Road, Hayes 59872/APP/2015/1329	Botwell	Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775. Recommendation: Approval	73 - 94 271 - 283
9	Hillingdon Court, 108 Vine Lane, Hillingdon 2393/APP/2015/1146	Uxbridge North	Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Full Planning Permission). Recommendation: Approval	95 - 136 284 - 327

10	Hillingdon Court, 108 Vine Lane, Hillingdon 2393/APP/2015/1147	Uxbridge North	Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Listed Building Consent). Recommendation: Approval	137 - 152 328 - 371
11	Padcroft Works, Tavistock Road, Yiewsley 45200/APP/2014/3638	Yiewsley	Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles. Recommendation: Approval	153 - 220 372 - 400

PART I - Plans for Major Applications Planning Committee

Agenda Item 3

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

2 June 2015

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Jazz Dhillon, Janet Duncan (Labour Lead), John Morgan, Brian Stead and David Yarrow and Alan Chapman</p> <p>LBH Officers Present: James Rodger, Head of Planning and Enforcement, Joanna Hart, Principal Planning Officer, Meg Hirani, Planning Service Manager, Syed Shah, Highway Engineer, Tim Brown, Legal advisor, Danielle Watson, Democratic Services Officer.</p>
3.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Carol Melvin with Cllr Alan Chapman substituting.</p>
4.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Janet Duncan declared a non-pecuniary interest in Item 8 as she was a trustee of Frays Academy Trust and left the room during the discussion and consideration of this item.</p>
5.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS HELD ON 13 MAY AND 14 MAY 2015 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 13 and 14 May 2015 were agreed as a correct record.</p>
6.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
7.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1 public.</p>
8.	<p>NEWNHAM INFANT & NURSERY SCHOOL, NEWNHAM AVENUE, RUISLIP - 12713/APP/2015/1364 (<i>Agenda Item 6</i>)</p> <p>Erection of a temporary double modular classroom unit, relocation of the existing modular library unit and associated external works (amended plans</p>

received to retain willow tree).

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

The application sought planning permission for the erection of a new temporary classroom unit, the relocation of an existing unit which accommodated the school's library, and associated works at Newnham Infant and Junior Schools in Ruislip.

Members noted that the latest population figures indicate that there was growing demand for primary school places within the north of the Borough. As such, applications had been submitted for the provision of temporary accommodation to accommodate bulge classes, at this school and at other schools in the north of the Borough, to provide sufficient capacity to accommodate the additional pupil numbers over coming years. The unit would accommodate one additional class of 30 children.

Members noted that there had been numerous objections to the proposed loss of a large willow tree at the site as part of the proposals and following discussions with the Council's Green Spaces Team and negotiations with the applicant, the scheme had been amended to allow the retention of the tree, albeit that some crown reduction would be required.

The proposal complied with current local, regional and national planning policies, which sought to encourage new and enhanced educational facilities. Furthermore, due to its location and temporary nature it would have very limited impact on the character or appearance of the school site or on the visual amenities of the surrounding area.

The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential units and it was not considered that it would result in such an increase in traffic to/from the site that refusal could be justified. The proposal was considered to comply with relevant Local Plan and London Plan policies.

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

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

9. **HAREFIELD HOSPITAL, HILL END ROAD, HAREFIELD - 9011/APP/2014/3602**
(Agenda Item 7)

Temporary retention of Acorn Ward and Oak Ward; temporary extension above Acorn Ward to provide new 18 bed ward with associated access, linking it to the existing main block via a new bridge; and single storey extension to provide additional ITU accommodation, CT and MRI scanners and associated patient, user and staff accommodation.

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

This application comprised two distinct elements on two separate parts of the hospital grounds which formed part of the Green Belt and were located within the Harefield Village Conservation Area.

The proposal involves development over a 1,000sqm in the Green Belt, which would normally mean that the application would need to be referred to the Mayor of London, but the GLA advised that the additional hospital development within the Green Belt would not raise any strategic issues and the Mayor of London would not need to be consulted further on this application.

Although within the Green Belt, site specific policy applies to Harefield Hospital which did allow infilling and redevelopment for health purposes in principle. The proposed buildings would be sited within the built envelope of existing hospital buildings and be of an appropriate scale, height and design so that they would not be harmful to the openness of the Green Belt or the character and appearance of the conservation area.

Members noted that the scheme would provide adequate provision for the protection of existing trees and new planting, including a new 'instant' hedge along the Rickmansworth Road boundary which had already been planted. Members stated that landscaping would be appreciated in this area and officers confirmed that the landscaping condition would cover any concern; however, an informative could also be added.

Members agreed to give delegated authority to the Head of Planning and Enforcement for condition 15 to be reworded which related to the water management of the site.

Members noted that the scheme would likely increase car parking at the hospital, this increase would be modest and through the use of a Travel Plan and a study/ scheme for on-street parking management in the area, which would be secured through a S106 Agreement, the scheme provided a proportionate means by which parking pressures associated with the hospital, particularly on surrounding streets could be assessed and hopefully alleviated over time.

With the number of visitors increasing and current staff parking being underutilised Members were concerned about the ratio of visitor and staff parking. The Chairman requested that the Heads of Terms be amended to address Members concerns.

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

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

10. **LAND TO THE WEST OF LAUREL LANE, WEST DRAYTON - 70019/APP/2015/1340**
(Agenda Item 8)

Variation of conditions 2 (approved plans), 3 (approved documents), 4 (materials) and 5 (landscaping) of planning permission ref: 70019/APP/2014/1807 (for the erection of a new 2 storey Junior School (5 forms of entry) to provide a 3 Forms of Entry Primary School with 630 pupil places and 90 nursery places with associated adjustments to play areas to reflect nursery and reception age groups requirements including addition of covered play canopies to nursery classrooms along with amendment to boundary treatment.

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

	<p>The application proposed a number of minor amendments to the previously approved drawings, documents and external materials for the development. It also sought the approval of landscaping details by way of varying condition 5. Members noted that the amendments did not raise any material planning concerns.</p> <p>Members noted that the report should read 'primary school' not 'junior school'.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>Resolved - That the application be approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.25 pm.</p>

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

Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address FORMER TOMMY FLYNNS P.H. SUTTON COURT ROAD HILLINGDON

Development: Redevelopment of the site to provide a part 3, part 4 storey building containing 30 flats (Class C3) with associated parking, landscaping and rear communal amenity space (involving the demolition of the existing public house).

LBH Ref Nos: 8396/APP/2014/4118

Drawing Nos: DESIGN AND ACCESS STATEMENT PART 1
030 Rev 01
012 Rev 01
040 Rev 01
011 Rev 01
010 Rev 01
TREE CONSTRAINTS PLAN
200 Rev 00
201 Rev 01
202 Rev 01
Stroma Code for Sustainable Homes Pre-assessment report
Stroma Energy Statement
Planning Statement
Planning Statement Appendix
Transport Statement
BNP Paribas Real Estate Financial Viability Assessment
GHA Trees Arboricultural Impact Assessment GHA/DS/19960:1
Sitecheck Assessment reference SAS_63389385_1_
Air quality Assessment
203 01
204 01
300 01
301 02
Design and Access Statement revision
100 01
Financial Viability Assessment Bordersley Limited

Date Plans Received:	20/11/2014	Date(s) of Amendment(s):	20/11/2014
Date Application Valid:	06/01/2015		22/11/2014
			23/01/2015
			06/01/2015
			22/01/2015

1. SUMMARY

This application seeks consent for the redevelopment of the site to provide a part 2, 3 and 4 storey building containing 30 residential flats (12x1 bed, 16x2 bed and 2x3 bed), with 33 car parking spaces and associated landscaping.

The scheme has been considered by Officers, and the design and scale of the building revised in an attempt to overcome concerns with the scheme. The revised proposal, by reason of its density, scale, massing, bulk, height and form, is considered to be acceptable in the context of the site and surrounding street scene. The scheme would be of a scale and

character that is acceptable in terms of its impact on the amenities of the surrounding occupants. The proposed parking provision and layout is considered acceptable and to not give rise to unacceptable overspill or congestion in the surrounding roads.

Notwithstanding such, the scheme fails to provide 35% of the proposed units as affordable homes. A Financial Viability Assessment has been submitted by the applicants, however, when reviewed by the Council's appointed consultants, it has been noted that there are significant discrepancies in the development costs. Given the conclusions of the Council's consultant that the scheme is viable and in the absence of an on site provision of affordable units on the site, the scheme would fail to comply with policies 3.10, 3,12 and 3.13 of the London Plan, Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), SPD 'Planning Obligations' July 2014 and National Planning Policy Framework.

The proposal is therefore recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The scheme, in the absence of the on-site provision of 35% of the proposed units as affordable homes and absence of a Legal Agreement to secure such, would fail to comply with policies 3.10, 3,12 and 3.13 of the London Plan, Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), SPD 'Planning Obligations' July 2014 and National Planning Policy Framework.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
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 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
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
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two storey former public house located on the corner of Sutton Court Road and Snowden Avenue. The surrounding area is mixed use in nature with residential semi-detached dwellings to the south and east of the site and retail units with residential flats on the upper floors to the west. Also within the surrounding area are a number of community facilities.

Whilst the site is not located within any flood zones, it is located within a Critical Drainage Area.

3.2 Proposed Scheme

This application seeks consent for the redevelopment of the site to provide a new building containing 30 residential flats, with associated parking, balconies, landscaping and amenity space.

The scheme was amended on the 4th March 2015, and again on the 21st May 2015, to try and address the concerns of Officers in relation to the overall size, scale, bulk and massing of the building proposed. It is the latest revisions from the 21st May 2015 that are the subject of this application.

30 residential units are still proposed as part of the application however the unit mix has altered to increase the number of two bed units being proposed and decrease the number of three bed units. The unit mix now proposed is 12 x 1 bed flats, 16 x 2 bed flats and 2 x 3 bed flats.

The building proposed has been located to appreciate the corner location of the site. It has been brought forward from the existing position of the public house, to align with the building lines along Sutton Court Road and Snowden Avenue. The proposed building varies in its height, rising from a two storey structure adjacent to No. 76 Snowden Avenue to four storey structure within the corner part of the site. Along the Sutton Court Road frontage, the building steps down to three storeys adjacent to No. 60 Sutton Court Road.

Car parking is proposed to the rear of the site and proposes 31 car parking spaces.

The main changes between the initial submission to the Council and the amendments received on the 21st May 2015 are as follow:

1. Removal of blank facing elevation of the previously proposed stair core adjacent to No. 76 Snowden Avenue and reduction in the height, width and overall bulk of the building. The building now proposes to match the height and eaves line of No. 76 Snowden Avenue.
2. The height and bulk of the building has been reduced further adjacent to No. 76 with the portion matching the height of No. 76, extending 6.4 metres in width into the site (6 metres

from the flank wall of No. 76), before increasing to a height of 8.3 metres eaves/10.3 metres to the ridge. Previously, it was proposed that the building would be at a height of 10.5 metres only 5.3 metres from the flank wall of No. 76 Snowden Avenue;

3. Removal of pitched roofs from centre portion of roof and decrease in the height of these parts of the proposed building from 13.8 metres to 11.8 metres in height;

4. Alterations to the proposed materials in the development to ensure a more consistent appearance to the building;

5. Change in the overall unit mix from 12x1, 12x2 and 6x3 bed units to 12x1, 16x2 and 2x3 bed units;

6. Alterations to the car parking layout to include additional landscaping and reduction in the number of car parking spaces from 33 to 31 to reflect the greater proportion of smaller units

3.3 Relevant Planning History

8396/APP/2013/1057 Tommy Flynn's Public House Sutton Court Road Hillingdon

Demolition of two storey public house and associated cellar and car park (Application for Prior Notification of Demolition)

Decision: 23-05-2013 PRN

Comment on Relevant Planning History

The planning history for the site is listed above. The only application of relevance to this scheme is:

- 8396/APP/2013/1057 - Demolition of two storey public house and associated cellar and car park (Application for Prior Notification of Demolition. This determined that prior approval was not required and the demolition could therefore go ahead.

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.H2 (2012) Affordable Housing

Part 2 Policies:

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM7 Consideration of traffic generated by proposed developments.

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
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BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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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
R16	Accessibility for elderly people, people with disabilities, women and children

SPD-NO Noise Supplementary Planning Document, adopted April 2006
SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd December 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

64 residents were notified of the application and 21 responses and three petitions were received to the initial consultation on the 27th November 2014.

The main concerns raised by residents to the initial consultation were as follows:

1. Scheme will block sunlight to garden in Snowden Avenue;
2. Overlooking from residents to surrounding garden areas;
3. Concerns with regards to noise coming from flats;
4. concern that parking provision is insufficient and residents cars will overspill onto Sutton Court Road;
5. Blocked drains in the area are caused by the old drainage system, and adding more flats will worsen this problem;
6. Building would dominate the area and not blend in harmoniously with the surrounding area;
7. Building would result in overlooking and overshadowing to neighbouring properties;
8. Proposal exceeds density requirements;
9. Scheme is an overdevelopment of the site;
10. Concern with crime as views from high vantage points would allow criminals to view all of the surrounding properties;
11. Removal of nearly all the trees in the rear garden is unacceptable and destroys the character of the area;
12. Location of the car parking would result in disturbance to properties to rear by virtue of headlights and noise;
13. TV signal will be affected;
14. Whole development should be scaled down to two storeys for the whole development;
15. Building will be too close to the road, leaving potential residents on the ground floor suffering from noise disturbance from road and public;
16. Concern over what will happen to the air raid shelter in the rear;
17. No visitor parking is proposed, so visitors would park on the roads causing congestion;
18. Increase in traffic to area raises highway safety concerns as already a busy area;
19. Noise, disruption and dust during construction;
20. No real landscaping is proposed;
21. There will be problems with groundwater and surface water;
22. Scheme should incorporate affordable housing;
23. An additional 30 households will put an unnecessary burden on schools and doctors;
24. The Travel Plan is inaccurate as the estimate of 80 cars for the existing pub does not reflect the actual number of cars that would be parked. It was always lower as most would walk;
25. Concern with waste and the proposed bin store being located adjacent to No. 76 Snowden Avenue;
26. Bin store is not accessible to all residents as positioned at the far end. It will attract vermin and smell.
27. Unacceptable loss of community asset/facility;
28. Loss of outlook;

CONSULTATION RESPONSES FROM 5th MARCH 2015 CONSULTATION

9 comments were received in respect of this consultation which raised the following concerns:

29. Do not consider that 30 flats in this location is a good idea;
30. Loss of light to main living area;
31. Parking concerns;
32. Scheme should be affordable housing;
33. Insignificant changes to the design;
34. Building not proportionate to the surrounding buildings and public realm;
35. Building will overlook surrounding properties;
36. Insufficient car parking included in the development which will impact negatively on the local area;
37. Safety of road users and pedestrians as concern;
38. Roof garden and terraces will significantly impact on the privacy of neighbouring properties and increase anti social behaviour and crime;
39. Relocation of bin store will still impact greatly on residential amenity and be next to the main living room windows and windows used for ventilation 76 Snowden Avenue;
40. Concern with smells coming from refuse store to the adjacent property;
41. The refuse from one public house is no comparison to the amount that will be generated from 30 residential units. There are concerns that this will overflow and be insufficient;
42. Disabled parking is on the opposite side of the development to the waste store, which is not compatible with disability law requirements;
43. Development is not the same height or roof style as the existing buildings;
44. Oak Farm Estate already suffers from considerable traffic and parking problems with the many schools and existing residents, this will increase and road safety will be a real problem;
45. No assessments or safety reports have been submitted regarding the safety of the roof terrace;
46. 33 car parking standards fall short of the Council's standards. 1:1 allocation is insufficient;
47. This is a prominent corner site which must be treated with care in terms of the design and scale of any proposal;
48. The scheme exceeds the density margins and is an overdevelopment;
49. Overlooking, noise and light from the balconies and roof gardens will have a detrimental impact on the amenities of the surrounding occupiers;
50. Vehicles will be parking beneath the bedroom windows of the properties in Silver Way, which will be unacceptably noisy and cause disturbance with the headlights;
51. The open communal space will attract anti social behaviour;
52. The site would be better suited to a community use.

CONSULTATION RESPONSES FROM 26th MAY 2015 CONSULTATION

16 responses were received in respect of this consultation which raised the following concerns:

53. Modification to the roof has done nothing to improve the scheme and it will still dominate the area;
54. Increase in the central part will result in increased overlooking to the surrounding area;
55. The scheme is an overdevelopment of the site and any development here should be modest in size;
56. The loss of the garden to car parking will have a detrimental impact on residential amenity;
57. The lack of parking would lead to intolerable parking problems ;
58. The building is tall and overbearing in scale and would be out of keeping in the surrounding area
59. The open access to the car park is unacceptable as it would be a security risk to the adjoining properties;
60. Sutton Court Road is already chaos as it is a major route to and from Swakeleys, Abbotsfield, St Bernadettes and Oak Farm schools;
61. The three storey building will intrude on privacy as overlooking;
62. Concerns with regards to water pressure, sewage and drainage coping with more residential properties;
63. Landscaping proposed is inadequate;

64. Noise from the road will be disturbing to the ground floor residents of the development;
65. Light pollution from flats

PETITIONS

Three petitions have been received, one with 101 signatures, a second with 57 signatures and third with 94 signatures. The concerns raised within the petitions have been summarised above.

METROPOLITAN POLICE

1. Car Park

1.1 If, due to Planning/Overlooking Constraints, windows from habitable rooms in the eastern side wall are not acceptable, CCTV will have to be installed to monitor any area of the car park which cannot be overseen from habitable rooms within the building. (Post Meeting Note: This has been discussed with the Planning Officer and windows from habitable rooms in this facade would not be acceptable due to overlooking.)

1.2 Tree canopies within the car park need to be sufficiently high to allow visibility across the car park.

2. Boundaries

2.1 Refer to the Ground Floor Plan Mark-Up for agreed boundary heights.

2.2 Rear Boundaries: 2.1m high brick walls or close boarded fencing. If fencing, the upper 300mm can be open trellis, preferably diamond trellis.

2.3 Garden Fences to private gardens within the site: 1.8m high close boarded fencing. The upper 300mm can be open trellis, preferably diamond trellis.

2.4 Front Boundary (5 - on Mark-Up): 1.1m low level brick wall with brick posts and open metal infill. Metal infill to be positioned so it stops anyone from sitting on the brick plinth.

2.5 Separation between front gardens (4 - On Mark-Up): 1.1m low level brick wall

2.6 Side Pedestrian Gate between escape stair and 76 Snowden Avenue (1 - on MarkUp): 2.1m open metal pedestrian gate - code operated

2.7 Open Metal Fencing and Gate to Car Park (2 and 3 - on Mark-Up): 1.8m high. Sliding Vehicle Gate fob operated. Separate Pedestrian Gate code operated.

OFFICER COMMENTS: Officers have discussed the provision of a gate across the vehicular entrance to the site with the Councils Highways Officers and it is not considered appropriate in this instance to install such. A gate of the size required, would require space for cars to wait whilst the gate opened, so as to avoid obstructing the highway. In order to provide this space within the site boundary, it would require the loss of car parking spaces, which the Council would be unwilling to accept. This has been discussed with the Crime Prevention Officer, who accepts the constraints in providing such, and considers that the change of use of the site, lighting, and CCTV will be sufficient to address his concerns.

3. Lighting

3.1 Car Park Lighting to BS5489; no bollard lighting; lighting wall mounted or column lighting

3.2 Even lighting required. Min. 40% uniformity not falling below 25% uniformity.

3.3 Reading of 60 on colour rendering index.

4. Entrance

4.1 Entrance door and wall recess max. 600mm

4.2 Airlock to be created with space for mailboxes

4.3 AV Access Control; no Trade button; if Trade button on panel, this needs to be disabled

4.4 No letterbox slots to individual units

5. Doors and Windows

- 5.1 Communal Entrance door, Airlock door, Bin Store door and door into Escape Stair to LPS 1175 SR2 Standard
- 5.2 Bin Store door ideally 1 large and 1 small leaf, with the smaller being a slave leaf, with slam shut lock with thumbturn on the inside
- 5.3 All easily accessible doors and windows need to comply with BS: PAS 24
- 5.4 Balconies on 1st Floor need to be designed with minimum gaps between balustrade and posts and floor - if not, windows and doors onto 1st Floor Balconies have to comply with BS: PAS24
- 5.5 In addition to 5.3 and 5.4 glazing in easily accessible areas needs to be to P1A standard
- 5.6 All floors to be compartmentalised by secondary access doors (PAS 24 or LPS 1175) as marked on attached sketches for added access control/security. Remote doorbell to units at secondary access doors.

6. Additional Comments

- 6.1 Each unit to be fitted with 13 amp non-switchfuse spur for potential future fitting of an alarm
- 6.2 Ensure escape doors don't automatically open but just release in event of fire
- 6.3 If fobs are used for access to units they need to be encrypted
- 6.4 No voids under staircases on Ground Floor
- 6.5 Party walls to be in accordance with Secure by Design Standards.

Internal Consultees

HIGHWAYS

a. The traffic generation for the proposed residential development is considered to be underestimated. The transport assessment should demonstrate the suitability of the TRICs sites used for this assessment by demonstrating that the corresponding details of car-parking provision, on-street parking/restrictions, public transport accessibility and car ownership for these individual sites are comparable to the development site.

b. Given the pre-application advise regarding car parking, the proposed provision of 33 spaces is acceptable.

Further information was sought from the applicants in relation to part a) of the Highways Officers comments.

Further comments received from the highways officer relating to the additional information received:

It appears that the additional information has simply confirmed my concern that the comparator sites used for the assessment were not comparable to the development site in Hillingdon. Furthermore, no information has been provided regarding the provision of car parking within these sites and availability on-street parking.

I suspected the forecast traffic generation to be low because generally sites with high PTAL would have lower provision for car park and would also be subject to more restriction / controls for on-street parking.

In brief, the additional information provided actually reinforces my concern.

ENVIRONMENTAL PROTECTION UNIT

Regarding the above application, as a major app within the AQMA and air quality assessment needs to be submitted with the application. If they have at least desk top information on contamination, could they provide this as well. This is less of an issue as we can use a condition.

OFFICER COMMENT: An Air Quality Management Assessment and Desktop Contaminated land

report was submitted and reviewed by the officer who raised no objection and recommended that should planning permission be granted, any permission should include a standard contaminated land condition and an imports/landscaping condition to ensure the development is made suitable for use. It may be also advisable to include a details of energy provision condition to ensure NOx emissions are kept to a minimum.

N2 Sound insulation scheme (~ old N2)

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from [road traffic] and [air traffic] noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall [meet an acceptable internal noise design criteria] . Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (air traffic) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

INF 20 Control of environmental nuisance from construction work (~ Informative 20)

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

I suggest you also ask them whether they are planning any ventilation for this room because if they are it would be worth looking at the details.

WASTE

1) Flats

a) I would estimate the waste arising from the development to be 5100 litres. The number of bulk bins required = 5 (of 1,100 capacity)

The above is a minimum figure. The number of flats using the bins would have to be checked against the above. Initially all bulk bins on site would be for residual waste; then some of these could be

exchanged for recycling at a latter date, or an additional recycling bins added.

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

1,100 litre Eurobin: - 1,370 mm (H), 990 mm (D), 1,260 mm (W).

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

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate/door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

h) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

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

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

OFFICER COMMENTS:

The plans were revised following the reconsultation on the 5th March 2015 and the Officer confirmed that the design had factored in the points in the earlier memo, and is therefore satisfactory from a waste management prospective.

A reminder was added to the comments to ensure that the developer installs a dropped kerb for transfer of bins from the pavement to the collection vehicle and suggests that this is marked with a thick white line (on the carriageway) to discourage parking.

TREES AND LANDSCAPE
REVISED COMMENTS

AMENDED OBSERVATIONS

(Following the submission of drawing No. 100 Rev 00, Proposed site plan, on 04/03/2015)

- The current layout indicates the loss of private/defensible space for the ground floor flats (to the rear). This should be re-instated.
- Some breaks have been made in the rows of parking spaces. However, the 'gaps' are too narrow to sustain structure planting / hedges and will be trampled by feet, or destroyed by car doors. Further sacrifice of parking spaces is required to provide suitable space for soft landscape.
- No further evidence / details as to how the existing trees can be retained with so much hard surfacing /parking adjacent to mature trees.

LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by a former pub at the junction of Sutton Court Road and Snowden Avenue, at the interface between a shopping parade and a residential area.
- The 'L'-shaped site fronts onto both roads with parking along the site frontage accessible from both roads.
- There is large pub garden to the rear of the site and there were substantial trees along the south and east boundaries which contributed to the character and appearance of the area - and provided screening for the adjacent houses. Most of these trees are thought to have been removed shortly before the application was lodged.

Landscape Planning designations:

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

Landscape constraints / opportunities:

- A new Tree Preservation Order has been served on an oak, one of the few remaining trees.
- Any new development should provide suitable landscape enhancement / replacement tree planting, to mitigate the loss of the mature tree cover.

PROPOSAL:

The proposal is to demolish the public house and redevelop the site to provide a part 3, part 4 storey building containing 30 flats (Class C3) with associated parking, landscaping and rear communal amenity space..

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.

- Mature trees with high amenity value have been removed from the site in order to facilitate the development (prior to the submission of the application).
- An Arboricultural and Planning Integration Report, by GHA Trees, dated 14th November (after the removal of much tree cover). The report assesses the condition and value of two remaining individual trees and one group.
- GHA's Tree Protection Plan indicates the protection and retention of all of the remaining trees within the proposed site layout. However, it is not clear how feasible it is to retain these trees, which are currently in a soft landscaped /garden situation, within the proposed areas of hard surfacing and car parks.
- Further information is required to show how the proposed no-dig construction, around the protected oak tree, will be incorporated into the surrounding landscaping scheme (the area of no-dig construction will be several inches higher than the surrounding area).
- The Design and Access Statement notes that the site frontage will be improved by the removal of hard standing (currently car parking) and replacement with 'high quality' landscaping intended to

provide privacy for residents and a landscape buffer between the site and the public realm.

·To the rear of the site the D&AS describes 'an important retreat and amenity space for the residents'. On plan this appears to be a minimal area, dominated by hard-standing required for cycle storage and car parking.

·This section also states that trees will be planted among the parking spaces. On plan the trees are indicated within the parking spaces with insufficient dedicated space to establish trees.

·The uninterrupted lines of parking spaces are visually unacceptable and contrary to Hillingdon's design guidance. There is no objection in principle to the proposed development subject to the loss of selected car parking spaces so that sustainable tree replacement can be secured along the east boundary.

·A third distinctive landscape feature is the provision of an intensive green roof / roof garden, providing external amenity / recreational space for residents. This feature will need to be designed as an integral part of the building. It should be capable of supporting structure planting (for example, trees, large specimen shrubs, tall bamboos) which will create attractive spaces for residents to enjoy - and be visible from ground level. Further information is required.

·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:

There is no objection in principle to the proposed development subject to the loss of selected car parking spaces so that sustainable tree replacement can be secured along the east boundary.

If this cannot be secured, the development will be harmful to the character and appearance of the area.

OFFICER COMMENTS: This will be discussed in more detail within the relevant section of the report

FLOODWATER MANAGEMENT

The site lies in a Critical Drainage Area and therefore any proposals must control surface water on site to greenfield run off rates and a plan showing that an appropriate sustainable drainage arrangement is feasible.

ACCESS

The site is occupied by a two storey former public house set in 0.25 hectares on a corner parcel of land. The proposal is to demolish the existing building and erect a part 3 and 4 storey building to contain 30 apartments. The proposed unit mix is 12, one bedroom units, 12, two bedroom units, and 6, three bedroom units.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

All 30 apartments are said to have been designed to meet the Lifetime Home Standards, three of which have been upgraded to be accessible to wheelchair using occupiers. 33 car parking spaces are to be provided, which includes 4 accessible spaces.

The following access observations are provided:

1.It is unclear from the submitted plans whether a passenger lift has been incorporated into the design. Although the wheelchair home standards units would be located on the ground floor, a minimum of one passenger lift should nonetheless be provided.

2.To allow minimum of one bathroom within every flat to be used as a wet room in future, plans should indicate floor gulley drainage.

OFFICER COMMENTS - One passenger lift has been shown on the submitted plans. The applicant was advised of the floor gulley drainage requirement and had the scheme been acceptable, an informative requesting such would have been added.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Council has approved the demolition of the building within application reference 8396/APP/2013/1057. Given this consent, and that the building is not considered to be of any particular architectural merit, no objection is raised to the demolition of the existing building and its replacement with a building of an appropriate design and scale.

The London Plan (March 2015) aims to provide more homes within a range of tenures across the capital meeting a range of needs, of high design quality and supported by essential social infrastructure. In terms of new housing supply, the Borough of Hillingdon has been allocated a minimum target of 4,250 in the period from 2011-2021.

The National Planning Policy Framework (NPPF) and Hillingdon's Local Plan support the provision of residential accommodation in appropriate locations. The surrounding area is predominantly residential and therefore there is no objection to the redevelopment of the site for residential purposes, provided this is an appropriate design and scale, and meets the requirements of all the relevant criteria and policies of the Council's planning policies.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (July 2011) advises that Boroughs should ensure that development proposals maximise housing output having regard to local context, design principles, density guidance in Table 3.2 and public transport accessibility. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The scheme proposes a density of 320 hr/ha and 120 units/hectare, which is considerably higher than the London Plan policy target for this area which is 150-250 hr/ha.

Whilst it is acknowledged that the scheme exceeds the density targets for such an area, given the sites corner position and architectural approach, mixed pattern of surrounding development, which contains family housing as well as flats and maisonettes, the scheme is considered to be of a wholly appropriate density for the site, which is in close proximity to services, shops and bus routes.

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

The proposal is not sited within or close to a conservation area or an area of special local character. The scheme would also not affect any listed or locally listed building, nor is it sited within an area that is of archaeological interest.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Not applicable to the consideration of this application as the site is not located within the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context and local character and Policy 7.4 states that buildings, should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.

The site is located on a prominent corner. At present the existing building is set back from the building lines on both Snowden Avenue and Sutton Court Road, and maintains a significant separation distance to the east and south boundaries. Whilst the existing building is notably higher than those adjacent, its set back and hipped roofs, ensure that this building does not dominate its setting. Car parking for the existing Public House is sited along the street fronting elevations.

In terms of the character of the surrounding development, the existing and surrounding buildings are modest in scale and largely two storey, some with accommodation in the roof. The development to the west of the site is three storeys, however given the design and flat roof form of these buildings, they remain relatively modest in appearance.

This scheme proposes to locate the building to follow the established building lines of both the Sutton Court Road and Snowden Avenue dwellings. No objection is raised to the proposed siting of the building which is considered appropriate for its corner setting.

The scheme has been revised in an attempt to address the concerns of Officers in respect of the bulk, scale, design and massing of the building. The main changes have occurred to the elevation adjacent to No. 76 Snowden Avenue and the corner element of the building. The elevation adjacent to No. 76 Snowden Avenue, has been reduced in height and scale so as to create more a stepped elevation and reduce the impact on this dwelling. The building will be set 6 metres from the flank wall of No. 76 and match the height of the eaves/ridge of No. 76. This height will be maintained for a width of 6.4 metres and will then increase to 10.5 metres (8.3 metres to the eaves) and then increase to the maximum height of 11.8 metres, some 21 metres from the flank wall of No. 76.

It is considered that the reduction in the height of this portion of the proposed building and alterations to the overall design of this, to remove the incongruous flat roof element that was previously proposed, have reduced the massing and appearance of this element to an acceptable degree. The design has been further altered to remove the pitched roof features that were present on the central core of the building, and replace these with a flat roof.

Overall, whilst it is acknowledged that the central portion of the building is higher than those existing dwellings within the street scene, this is considered acceptable. This is because of the sites corner setting, which allows for and can accommodate the additional height proposed in this central portion of the building. The additional height proposed creates a

focal point for the building, which replicates on a larger scale, the design and appearance of the existing Public House. The design of the building, stepping up in height on each side from the existing residential dwellings is considered to respect the character, scale and appearance of the street scene. The overall scale of the building is considered acceptable in the context of the site and the surroundings.

The design approach of the building has been revised from the original submissions to propose a simplified palette of materials, design and form of the elevations. It is considered that the overall design and form of the buildings are acceptable and respect the general mixed design approach of buildings within the surrounding area.

Overall, the scheme is considered to comply with Policies BE1, BE13 and BE19 of the Hillingdon Local Plan (March 2015).

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

Paragraph 4.9 of the SPD, the Hillingdon Design & Accessibility Statement: Residential Layouts (July 2006) further advises that all residential developments and amenity spaces should receive adequate daylight and sunlight and that new development should be designed to minimise the negative impact of overbearing and overshadowing. Generally, 15m will be the minimum acceptable distance between buildings. Furthermore a minimum of 21m overlooking distance should be maintained.

Paragraph 4.11 of HDAS Residential Layouts states that the 45° principle will be applied to new development to ensure the amenity of adjoining occupiers and future occupiers are protected. Paragraph 4.9 states that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15m. Paragraph 4.12 requires a minimum of 21m distance between facing habitable room windows to prevent overlooking and loss of privacy. Policy BE21 states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in significant loss of residential amenity.

The proposed development would decrease the separation distances between the existing and adjoining properties. The proposed building would be located approximately 6.2 metres away from the flank wall of No. 76 Snowden Avenue (approximately 8 metres closer) and 18 metres from the flank wall of No. 60 Sutton Court Road (approximately 10 metres closer).

In terms of the impact on No. 76 Snowden Avenue to the south of the application site, the proposed development would be 8 metres closer to the flank wall of this property than exists at present. A separation distance of approximately 6.2 metres is proposed between the flank wall of the No. 76 and the proposed development. The development has been reduced in height, and the form of this element of the building altered to incorporate a hipped roof. This part of the building extends approximately 7 metres beyond the rear elevation of No. 76. Notwithstanding such, in this instance, given the 6 metre separation distance between the two buildings, the lowered height, scale and form of the element closest to No. 76, and the proposal meeting the 45 degree line, on balance, the proposal is not considered to appear

unduly overbearing to this occupant, nor to result in an unacceptable loss of light or privacy

It is noted that No. 76 has two windows in the ground floor side elevation. These are both obscurely glazed and a secondary and bathroom window. Given the use and secondary nature of the windows, limited weight is given to the impact on these windows and it is considered that refusal could not be justified on such grounds.

It is also noted that consent has recently been granted for a two storey side and rear extension to this property (17008/APP/2015/1158) which was submitted to the Local Planning Authority in April 2015 and determined on the 26th May 2015. It is worth noting that this is a re-submission of a previous application (17008/APP/2006/1225) which was granted permission in July 2006. Neither the previous consent or the recent permission have been implemented on site. It is considered that regard has to be had to this in consideration of the application, but given the extension has not been and may not be commenced limited weight should be attached to the impact on this extension.

Notwithstanding this, were both applications to be implemented, the impact would be that part of this proposed building would slightly impinge on a 45 degree line taken from the centre of new windows in the extension of 75 Snowden Avenue. The HDAS Residential Layouts indicates in what situations such an arrangement may, although not always, have unacceptable impacts on the amenity of the neighbouring property. This being where a 45 degree horizontal angle measured from the middle of a principle window to a habitable room on the adjoining dwelling is breached. In this case the first floor window impacted in the extension would serve a bathroom and not a habitable room, whereas the ground floor room impacted would be an open plan kitchen/dining space served by three windows in total. As such, this scenario would not be contrary to the Council's adopted guidance and the extended property at no. 76 Snowden Avenue would benefit from appropriate living conditions in this scenario.

Accordingly, the extant permission at no. 76 Snowden Avenue is not considered to weight against the grant of permission in this case.

In terms of the impact of the proposal on No. 60 Sutton Court Road, this property has a window in the side elevation which serves a staircase. Given the separation distance between the proposed development and this property, the scheme is not considered to have a detrimental impact on the amenities of this occupier.

Distances of between 24-29 metres are maintained between the proposed development and the nearest surrounding residential properties in Sutton Court Road and Snowden Avenue. A distance of over 40 metres would be maintained between the proposed development and the rear elevations of the properties in Silver Way. These distances are considered sufficient to ensure that the proposed building and amenity spaces would not give rise to unacceptable levels of overlooking to the surrounding occupiers. In any case, there is a certain degree of common overlooking which occurs to each resident in the area as a result of the common pattern and layout of the existing streets. Given that the scheme complies with the Councils separation distances in terms of privacy and overshadowing/overbearing, the Council consider that the scheme is acceptable on these grounds.

Concerns have been raised in relation to the noise impact from the proposed development which will be addressed within section 7.18 of the report.

7.09 Living conditions for future occupiers

INTERNAL FLOOR SPACE

The London Plan (March 2015) in Policy 3.5 sets out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants. This scheme provides a mix of 1, 2 and 3 bed units, of varying sizes. The London Plan standards for the accommodation proposed is as follows:

1-bed 2-person 50m²
2-bed 3-person 61m²
2-bed 4-person 70m²
3-bed 4-person 74m²
3-bed 5-person 86m²

The gross internal floorspace for the proposed flats would be in excess of these requirements. In terms of the internal layout of the proposed units, these are generally considered acceptable and therefore the level of residential amenity provided for future occupiers would be considered to be in accordance with Policy 3.5 of the London Plan (November 2012).

EXTERNAL AMENITY SPACE

The Hillingdon Local Plan: Part Two Policy BE23 states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

In terms of the garden space requirements, if the spaces are to be shared, the Council would expect there to be 20sqm for 1 bed flat, 25sqm for a 2 bed flat and 30sqm for a 3 bed flat. Balconies should be provided where possible for upper floor flats, along with private patio or garden areas for ground floor units.

The scheme would be expected to provide a minimum of 700sqm of amenity space. Overall the scheme provides approximately 843.5sqm of amenity space, in the form of 134sqm, ground floor shared space, 273.8 sqm rooftop space and 435.9sqm of balconies/patio/garden areas for the flats.

The proposal meets with the Council's requirements in terms of amenity space. Had the scheme been found acceptable in all other regards, a condition would have been recommended requiring details of the treatment proposed around the balconies and terrace areas. Of most concern is the rooftop terrace and the relationship between this and the flats on this level. The majority of the windows to these flats face onto the Sutton Court Road and Snowden Avenue. However, the main living window/door would also be visible from part of the communal terrace area. However, adequate screening around the private terrace for this flat could adequately overcome any overlooking into the flats, and could be secured by condition. Similarly the treatment proposed around the terrace and to the balconies would be important to ensure that this is acceptable in visual terms.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

London Plan policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the parking requirements for developments.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

It is important to note that at the time of pre-application discussions and the initial submission of this application, that the parking requirements for the site were based on the London Plan (June 2011) requirements set out in Table 6.2. Further amendments have been made to the parking requirements for sites within the London Plan following a review by the Mayor of car parking standards. Parking provision for residential developments now sets out the parking provision required for developments, dependant on the density and PTAL of the development. The London Plan states therefore that such a scheme should provide up to 1.5 spaces per unit, with the maximum residential parking standards for 1-2 bed units being less than 1 space and 3 bed units, up to 1.5 per unit.

This scheme provides 1 space for each of the 1 and 2 bed units and 1.5 spaces for each of the three bed units, which includes 4 disabled parking bays. Whilst concerns have been raised in relation to the number of spaces proposed and the impact of overspill parking in the surrounding streets, the scheme has been reviewed by the Council's Highways Officers, who consider that this provision is acceptable. The general parking arrangement and provision is considered acceptable for this site and no objection is raised.

Concerns were raised by the Highways Officer in respect of the data received in relation to traffic generation from the proposed development. It is considered by Officers that whilst the number of trips to and from the site during the day will be higher than that generated by the existing public house, this is not predicted to be of such a number that the existing highway network could not accommodate such. On balance, the scheme is not considered to give rise to an unacceptable impact on the general highway conditions of the surrounding area.

CYCLE PARKING

Secure, covered cycle parking is required as part of any scheme and this is located adjacent to the southern boundary of the site. A minimum of one space is required for 1-2 bed units and 2 spaces for 3+ units. This scheme would require 32 cycle spaces to be provided, which the plans illustrate. Had the scheme been found acceptable, details of the design and scale of the proposed cycle storage would have been requested.

REFUSE

A bin store is located at ground floor level on the southern part of the building. This is an integral feature of the building and the doors to this space open out onto Snowden Avenue. The store is accessed by residents from inside the building, and the intention is that the external doors will be solely for the collection of the bins. The scheme has been reviewed by the Council's Waste Officer who raises no objection to the location of the refuse store, its size and arrangements for collection.

Concern has been raised by residents in relation to the location of the bin store, its smell and the potential for this to attract vermin to this part of the site. The doors of the bin store have been relocated from the southern elevation to the western elevation of the building, and the applicants have confirmed that the external doors to the store will remain locked shut until collection day. Had the scheme been found acceptable, a condition could have been added to ensure that the external doors were only used during rubbish collection days.

This would ensure that no smells or rubbish would overspill onto the site and reduce the risk of vermin being attracted to the site. With regards to the location of the store and how accessible this would be for flats in the eastern parts of the building and any disabled occupants for example, the scheme has been reviewed by the Council's Waste and Access Officer, who consider that the siting of the bin stores is acceptable for this development.

7.11 Urban design, access and security

URBAN DESIGN

See section 7.07

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The scheme proposes predominantly 1 and 2 bed units, with the majority of the two bed units, in excess of the adopted floor space standards. Overall, the mix proposed is considered acceptable for the location of the building and no objection is raised.

SECURITY

The scheme has been reviewed by the Metropolitan Police Liaison Officer, who raises no objection to the scheme but raises a number of suggestions to improve the security of the site. Where possible, the applicants have discussed the comments of the Officer with the Council and sought to incorporate the most suitable suggestions within the amended plans, to which no objection is raised. Had the scheme been found acceptable in all other respects, a 'Secure by design' condition would have been added to ensure that these suggestions were considered and incorporated on any approved scheme.

7.12 Disabled access

The scheme has been reviewed by the Council's Access Officer who raises no objection to the scheme. The applicants confirm that the scheme would be constructed in accordance with Lifetime Homes Standards and would be compliant with London Plan Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013. Given such, no objection is raised to the application in this respect.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10-3.13 requires that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, and therefore on site provision of affordable housing would be expected on such a scheme. The applicants have not provided any on site affordable housing and a Financial Viability Report has been submitted with the application.

In order to establish the level of planning contributions and affordable housing that can be supported by the proposed development the Council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the site. In such cases, the Council will request that the developer provides a financial appraisal of the scheme so that a fair contribution

can be agreed.

In this case, it is stated by the applicant that the provision of 35% affordable housing and Hillingdon and Mayoral CIL compared with the construction costs, would render the development 'unviable'. The Council's independent consultant has reviewed the viability appraisal submitted and disagrees with the applicants assessors costs and conclusions. There are a number of costs included for the development such as those for utilities, landscaping, fencing etc, which are in dispute. The Council's consultant therefore considers that the actual costs of developing this site are such that the scheme could support the required affordable housing, contributions and remain viable.

Based on the assumptions and comments of the Councils Consultant, the scheme is considered to provide a positive policy compliant Residual Land Value, which when set against the adopted Site Value, provides a surplus and is therefore considered viable. In light of the conclusions that the scheme is viable, the failure to provide 35% of the proposed units as affordable housing, would be contrary to the Councils adopted policies and guidance.

7.14 Trees, landscaping and Ecology

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

Mature trees with high amenity value have been removed from the site in order to facilitate the development. An Arboricultural and Planning Integration Report has been produced by GHA Trees, dated 14th November (after the removal of much tree cover). The report assesses the condition and value of two remaining individual trees and one group.

GHA's Tree Protection Plan indicates the protection and retention of all of the remaining trees within the proposed site layout. However, it is not clear how feasible it is to retain these trees, which are currently in a soft landscaped /garden situation, within the proposed areas of hard surfacing and car parks. The tree report states at section 6.15 of the report that the 'design for this proposed access route must be drawn up by a structural engineer, in close co-ordination with the retained Arboriculturist'.

Had the scheme been found acceptable, further information would be required to show how the proposed no-dig construction, around the protected Oak tree, would be incorporated into the surrounding landscaping scheme.

The Design and Access Statement notes that the site frontage will be improved by the removal of hardstanding (currently car parking) and replacement with 'high quality' landscaping intended to provide privacy for residents and a landscape buffer between the site and the public realm. To the rear of the site the D&AS describes 'an important retreat and amenity space for the residents'.

The size and scale of this landscaping is very minimal in this area and the majority is dominated by the hardstanding required for cycle storage and car parking. The revised plans have resulted in a reduction in the number of car parking spaces required, which has allowed for more landscaping to the rear. Whilst the comments of the Council's Landscape Officer are noted in respect of the amount of soft landscaping for the site, it is considered that with careful consideration, a meaningful and appropriate landscaping scheme could be

implemented on the site. There are several areas where planting/green walls could be used so as to soften the appearance of the building and if the application was recommended for approval, landscape conditions would have been imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

A Code Pre-Assessment and Energy Statement have been provided with the application, which confirms that the scheme would achieve a 34% reduction in carbon dioxide emissions against the 2013 Building Regulations and also achieve Code Level 4. This complies with the London Plan and Council's policies.

7.17 Flooding or Drainage Issues

The site lies in a Critical Drainage Area and therefore any proposals must control surface water on site to greenfield run off rates and a plan showing that an appropriate sustainable drainage arrangement is feasible. Had the scheme been found acceptable, this would have been requested via a planning condition

7.18 Noise or Air Quality Issues

Concerns have been raised in relation to the juxtaposition of car parking spaces and existing residential houses. The car parking spaces are shown abutting the boundaries with the residential properties to either the east or south.

The applicant has submitted a noise assessment, which looked at the potential noise levels likely from within and between the flats, the roof terraces, garden and balconies and car park. The conclusions are that subject to adequate design measures, which for the car park, would include the installation of a suitable fence along the south/east boundaries, the scheme would not give rise to unacceptable levels of noise disturbance to the surrounding residents. The levels of noise predicted within the survey, comply with the Council SPG 'Noise' and therefore no objection is raised to the scheme on noise grounds.

7.19 Comments on Public Consultations

The comments arising from the public consultation have been dealt with throughout the body of the report.

In relation to comments concerning noise and dust from construction and the scheme decreasing house prices, these are not material planning considerations and therefore cannot be considered in the assessment of the application.

7.20 Planning obligations

As of 1st August 2014, the Council's CIL would become effective which replaces a number of S106 requirements. Planning Obligations are still relevant for securing the provision of Affordable Housing, Air Quality Improvements, Employment training provision and open space and recreation.

Given the size of the development proposed, the scheme would be expected to provide 35% of the housing proposed as affordable housing. This provision is sought on site, except in exceptional circumstances.

The applicants advise that as a result of the development costs and land value associated with this scheme, that affect the viability, no affordable housing can be provided. The application was referred to an independent third party, appropriately qualified, financial

advisor who concluded that there were several discrepancies in the development costs, and overall, the scheme would be viable if the level of affordable housing sought by the Council's policies was provided. In its current form, the scheme fails to comply with the Councils adopted policies and guidance.

CIL

In this instance the new floorspace is CIL liable, which would require a payment calculated as £199,315.61. The new floorspace would also be liable for the Mayoral CIL at a payment calculated as Mayoral CIL = £78,042.15.

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 with this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

In terms of the overall size, scale, siting and design of the proposal, this is considered to be appropriate to the surrounding street scene and is not considered to have a detrimental impact on the amenities of nearby occupants. The proposed parking provision and layout is considered acceptable and to not give rise to unacceptable overspill or congestion in the surrounding roads.

Notwithstanding such, the scheme fails to provide 35% of the proposed units as affordable homes. A Financial Viability Assessment has been submitted by the applicants, however, when reviewed by the Councils appointed consultants, there are significant discrepancies in the development costs and the Councils conclusions are that the scheme is viable and could provide the required affordable units.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
HDAS: Residential Layouts
The London Plan 2015
The Mayor's London Housing Supplementary Planning Document
HDAS: Accessible Hillingdon
National Planning Policy Framework
SPD 'Planning Obligations' July 2014

Contact Officer: Charlotte Bath

Telephone No: 01895 250230

Agenda Item 7

Report of the Head of Planning, Sport and Green Spaces

Address	FORMER EMI SITE DAWLEY ROAD HAYES
Development:	Redevelopment of the site to provide 10,728sq metres of Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping.
LBH Ref Nos:	8294/APP/2015/1406
Drawing Nos:	30034 PL 102 30034 PL 103 30034 PL 108 30034 PL 110 30034 PL 111 30034 PL 112 30034 PL 113 30034 PL 114 30034 PL 115 30034 PL 116 30034 PL 121 30034 PL 122 30034 PL-117 30034 PL 120 Design and Access Statemen Final Covering Letter 30034 PL 100 8721/01 8721/02A Energy and Sustainability Statement, March 201! 14038/5 14038/4A PM-1501-03 Rev. C PM-1501-04 Rev. C Transport Assessment dated 14th April 2015 as amended by Revise Section 8 and Appendices U and V received on 2/7/15 Ecological Appraisal, January 201! D25935/JM/B 30034-PL-119 Habitat Management Plan, March 201! Management Strategy and Maintenance Plan, Rev. A, March 201 Planning Statement, 16 April 201! Soft Landscaping Specification, March 201! Tree Survey, Part 1 Unit 1 BREEAM Industrial 2014 (Shell Only) Design Stage Pre-Assessme Report - Issue Draft, January 2015 Unit 6 BREEAM Industrial 2014 (Shell Only) Design Stage Pre-Assessme Report - Issue Draft, January 2015 Units 2 - 5 BREEAM Industrial 2014 (Shell Only) Design Stage Pre Assessment Report - Issue Draft, January 2015 30034-PL-101 B Flood Risk Assessmen

Phase I Environment Review, May 2014
 Supplementary Phase II Environmental Site Assessment, December 2014-075/300 Rev. P1
 Archaeological Desk Based Assessment, April 2014
 Environ letter dated 17/6/15
 Agent's email dated 17/6/15
 Delivery Noise Management plan
 30034-PL-104 A
 30034-PL-106 A
 30034-PL-107 A
 30034-PL-109 A
 30034-PL-124
 BREEAM 2014 Assessment
 Ecological Appraisal and BREEAM Ecology Assessment, March 2014
 Bird Hazard Management Plan, November 2014
 Section 106 Draft Heads of Terms, 16 April 2014
 30034-PL-123
 Acoustic Planning Report dated 17/4/2014
 Consideration of Additional Improvements to Improve Capacity at Junction dated 24/6/15
 Air Quality Assessment Report, April 2014

Date Plans Received:	16/04/2015	Date(s) of Amendment(s):	24/06/2015
Date Application Valid:	20/04/2015		02/07/2015
			16/04/2015
			17/04/2015
			17/06/2015

1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide 10,728sq metres of Class B1(c), B2 (General Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping.

No objections are raised to the principle of the redevelopment of this site within the Blyth Road and Printing House IBA for Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) purposes. The proposal would present an acceptable appearance within the surrounding mainly industrial area and along Dawley Road, by maintaining and enhancing the existing landscape buffer along the site's frontage.

The scheme would not be harmful to the amenities of surrounding residential occupiers, would provide appropriate access and servicing arrangements, including improvements to the access roundabout junction on Dawley Road which would be controlled through a S106/S278 Agreement, together with other appropriate contributions.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106/278 Agreement of the Town and Country Planning Act 1990 as amended and relevant conditions.

2. RECOMMENDATION

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

A) That the Council enter into a Section 106/S278/S38 Agreement or other appropriate legislation to secure:

1. Access junction works to be completed before occupation.
2. Travel Plan, to include a £20,000 bond.
3. Construction Logistics Plan before start of construction.
4. Refuse and delivery management scheme.
5. Energy contribution of £82,800
6. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
7. Air Quality: A financial contribution of £12,500 required for air quality monitoring made necessary by the development.
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

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 31st July 2015, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, construction and employment training, air quality monitoring and project management. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (March 2015) and the NPPF.'

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

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

1 COM3 Time Limit

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

REASON

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

2 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:-

30034 PL 100, 30034-PL-101 B, 30034 PL 102, 30034 PL 103, 30034-PL-104 A, 30034-PL-106 A, 30034-PL-107 A, 30034 PL 108, 30034-PL-109 A, 30034 PL 110, 30034 PL 111, 30034 PL 112, 30034 PL 113, 30034 PL 114, 30034 PL 115, 30034 PL 116, 30034 PL-117, 30034-PL-119, 30034 PL 120, 30034 PL 121, 30034 PL 122, 30034 PL 120, 30034-PL-123, 30034-PL-124, 14038/4A, 14-075/300 Rev. P1, PM-1501-03 Rev. C and PM-1501-04 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

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:

Delivery Noise Mitigation [Delivery Noise Management Plan]

Reduction in energy use and renewable technology installation [Energy and Sustainability Statement]

Bird Hazard [Bird Hazard Management Plan]

Landscaping [Soft Landscaping Specification, March 2015]

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

REASON

To ensure that the development complies with the objectives of Policies OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies %2 and 5.13 of the London Plan (March 2015).

4 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 NONSC Noise rating

The rating level of the noise emitted from the site shall be at equal to or below the typical background noise level. The noise levels shall be determined at the nearest residential

premises. The measurements and assessment shall be made in accordance with British Standard 4142:2014- Methods for rating and assessing industrial and commercial sound. Where night time operations are likely, the assessment should consider the impact of the operations at night time with residents' bedroom windows open.

REASON

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

6 COM26 Ecology

Prior to the commencement of landscaping works, an ecological enhancement plan (based upon the Habitat Management Plan, March 2015 but also having regard to the control measures included within the Bird Hazard Management Plan, March 2015) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate the inclusion of specific habitat enhancement areas within the landscaping and also the enhancement measures to be included within the fabric of the building. The development shall proceed in accordance with the approved plan.

REASON

To ensure the protection and enhancement of the natural environment, in accordance with policy 7.19 of the London Plan (March 2015) and policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, intensity of illumination and hours of use. Any lighting that is so installed shall not thereafter be altered 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and to protect the ecological value of the adjoining Grand Union Canal in accordance with Policies EC3 and BE32 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 COM30 Contaminated Land

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

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

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

the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

9 NONSC Gas mitigation

Suitable gas protection measures, on the basis of the site investigations and best practice guidance such as CIRIA 665, shall be implemented at the new buildings to the satisfaction of the LPA.

REASON

To protect the new commercial buildings from elevated levels of gas found by monitoring during the site investigations carried out on site, in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Secure 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 Policies 7.1 and 7.3 of the London Plan (July 2011).

11 NONSC Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority, in consultation with the Canal and River Trust. The scheme shall clearly demonstrate how it:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site, including any discharge to the canal.
 - i. following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Bradbrook Consultants dated 27 Jan 2015 rev P
 - ii. incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.
 - iii. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

- b) Foul water
 - i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.
- c) Ground water
 - i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the risk of groundwater flooding on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- d) Minimise water use. 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.
- e) Long Term Management and Maintenance of the drainage system.
 - i. 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. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
 - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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 (March 2015) 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 (March 2015).

12 NONSC PV Panel scheme

Prior to the above ground structural works a final roof plan showing the inclusion of the required PVs set out in the Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The development must be completed in accordance with the approved roof plan.

REASON

To ensure the roof includes the necessary quantum of PVs to reach the CO2 reduction target set out in the London Plan (Policy 5.2).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 2.18	(2011) Green Infrastructure: the multi functional network of open and green spaces
LPP 4.1	(2015) Developing London's economy
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 4.12	(2015) Improving opportunities for all
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
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LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime

LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2015) Trees and woodland
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.25	(2015) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2015) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.30	(2015) London's canals and other rivers and waterspaces
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 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.

4 I21 Street Naming and Numbering

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

5

The applicant is advised that any surface water discharge to the adjoining waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust utilities team (nick.pogson@canalrivertrust.org.uk).

6

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>)

7

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

8

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

9

Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

10

In terms of condition 10, the Secure by Design Officer advises:-

Monitored Central Station alarm: The monitored security system should be equipped with a signal terminating at a recognised Alarm Receiving Centre (ARC), comply with the current version of the EN 50131-1 standard and be eligible for a "Level 1 status" police response as defined by the ACPO Policy on Police Response to Security Systems.

Consideration should be given to protecting the communication path between the alarm and the ARC should a landline be cut. E.g. dual communication.

Vehicle Access Doors:

Roller shutter vehicle access doors should be tested and certificated to LPS 1175 Security Rating 2 or equivalent (Minimum). If the Roller shutter vehicle access door is vulnerable to a 'ram-raid' attack it should be further protected by a security gate, barrier or bollard(s). All such products should be certified to BS PAS 68: 2007 'Specification for vehicle security barriers' or Sold Secure Gold.

Doors:

Doorsets offering pedestrian access to commercial units should be certified to LPS 1175 security rating 2 or equivalent (minimum). All glazing in and adjacent to doors shall include one pane of laminated glass to a minimum thickness of 7.5mm and securely fixed in accordance with the manufacturers specifications.

Windows:

Window apertures should be protected by a shutter, grille or certified secure window, or combination thereof. Any one of which shall have been successfully tested and certificated to the Loss Prevention Certification Board Standard LPS 1175 Security Rating 2 or equivalent (minimum).

(If this is not the case then Ground floor windows and those easily accessible above ground floor, must be Certificated (BSI Kitemark or similar) to PAS 24: 2012 or Loss Prevention Certification Board standard LPS 1175 Security Rating 1 and include one pane of laminated glass to a minimum thickness of 7.5mm.)

Graffiti

Exposed areas of commercial buildings would benefit from graffiti coating, I suggest consultation with LBE enviro-crime unit as to type used. This enables graffiti to be easily and, importantly, quickly removed to deter further attacks.

Smoke Generating Device

If premises include the storage of high value / desirable items then consideration should be given incorporating an artificial smoke generating device into the intruder alarm system.

Secure Storage

Consider creating a secure storage area inside the premises to provide a delay before intruders can reach their target. This assists the Intruder alarm / Smoke generating device in providing a suitable deterrent or reduces the amount of loss before they feel pressured into leaving.

11

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of approximately 2.6ha and is located on the eastern side of Dawley Road (a London Distributor Road), opposite Swallowfield Way.

The site was formally used by EMI, before part of the site was redeveloped to provide office and research accommodation for Scipher.

To the north, the site backs onto a retained EMI archive building (outside the application site) and the Grand Union Canal. The opposite side of the canal is designated as Green Belt, and part of this area forms the Lake Farm Country Park, a Borough Grade 1 Site of Importance for Nature Conservation.

On the opposite side of Dawley Road, midway along the length of the site, there is a row of six residential properties with the Industrial and Business Area. To the north of these residential properties is a three-storey factory building, and to the south are two two-storey factory buildings. To the east of the site is a large scale storage building which has a 150m frontage to Blyth Road and a two-storey office building on Clayton Road.

At the time of the original application, the site comprised two office buildings, the octagonal

two storey CRL building and the predominantly one and part two storey Mermaid building which is made up of a series of interlinked octagonal units. These buildings have since been demolished. The buildings were previously used for light industrial, research and development and associated office uses. The area where the buildings were located is currently used as a car park.

The site and surrounding area is designated as an Industrial and Business Area (IBA) in the UDP. The surrounding large scale office, industrial and warehousing development reflects this designation.

3.2 Proposed Scheme

Full planning permission is sought for a total of six employment units on the site, accommodated within five detached modern industrial buildings of varying size and bulk, with a total gross external floorspace of 11,338sq.m.

The proposed area schedule is as follows:

Unit 1 - 270sq.m
Unit 2 - 581sq.m
Unit 3 - 2,305sq.m
Unit 4 - 2,636sq.m
Unit 5 - 1,275sq.m
Unit 6 - 4,271sq.m

The smaller units tend to be sited towards the front of the site, adjoining Dawley Road with the larger units sited towards the rear, adjoining the site's north eastern and south eastern boundaries.

Units 1 and 2 would align with and be set back from Dawley Road at the northern end of the site either side of the access road, units 5 and 6 would be angled to the road frontage at the southern end of the site and units 3 and 4 would occupy a single block towards the rear of the site at 90 degrees to units 5 and 6.

Given the speculative nature of the proposal a flexible planning permission, in terms of land use, is sought to ensure that the units can be marketed to the widest possible market. Specifically, the ability to occupy any of the units within use classes B1(c) (Business), B2 (General Industrial) and B8 (Storage and Distribution) is sought.

All the units, (with the exception of unit 1), incorporate a first floor mezzanine for ancillary office space (and as such, this floorspace will not fall into use Class B1(a)).

The buildings would incorporate shallow pitched roofs, largely concealed behind parapet walls on all the building elevations to give the impression of flat roofed structures. The height of the buildings to the top of the parapet walls would range from 8.7m on the smaller units to 12.6m on the larger units. The buildings would have a modern industrial design, with glazing to the ancillary mezzanine office elements with the elevations using contrasting grey coloured profiled and plain cladding, with a green coloured horizontal highlight band some two thirds up the building elevations.

Pedestrian and vehicular access will be obtained from the existing access to the site at the roundabout at the junction of Dawley Road and Swallowfield Way. Pedestrian access will

also be provided to Clayton Road. Inside the site, a central spine access road will feed into the units, which will all have their own dedicated parking and service areas.

Overall, the development will accommodate 114 parking spaces, of which 13 would be disabled spaces and 35 would provide electric vehicle charging. In addition, 4 motorcycle spaces and cycle parking spaces in accordance with relevant standards would be provided

3.3 Relevant Planning History

Comment on Relevant Planning History

Full planning permission was granted for redevelopment of the site in 2005 (ref: 8294/APP/2005/952) for "The redevelopment of the site to provide Class B1(b) and B1(c) (business) and B8 (Storage and Distribution) uses including some trade counter uses with associated parking, servicing, access and landscaping", and subsequently extended on 30 March 2012 (planning permission ref: 8294/APP/2010/867) for a further 3 years.

The total gross external floorspace of the above proposal was 11,088sq.m, broadly similar to that proposed within this application.

The above permissions were not implemented, albeit the permissions confirm that the proposal is acceptable, in principle, relative to the proposed land uses and the broad quantum of floorspace.

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.E1 (2012) Managing the Supply of Employment Land
- PT1.E7 (2012) Raising Skills
- 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.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport

NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
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EC5	Retention of ecological features and creation of new habitats
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BE20	Daylight and sunlight considerations.
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BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
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AM7	Consideration of traffic generated by proposed developments.
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th May 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

38 neighbouring residential and commercial properties have been consulted on the proposals and the application has been advertised in the local press on 6/5/15. No comments have been received.

GLAAS:

Although we were not formally consulted on this application, we have seen the assessment and confirm that it is a very thorough and informative report that complies with relevant standards and guidance. Having reviewed the assessment, I concur that archaeological survival within the site is likely to have been heavily compromised by 19th century quarrying and subsequent building phases and that any archaeological remains will be extremely fragmentary. I am therefore happy to recommend the assessment for approval and that no further archaeological works will be required.

BAA SAFEGUARDING:

Thank you for sending me the Bird Hazard Management Plan. I have reviewed the BHMP against safeguarding criteria and can confirm that this meets our requirements for the management of the roof structure/s. I can therefore amend my original response dated 28th April 2015 and supersede it with the following response.

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>)

CANALS & RIVER TRUST:

After due consideration of the application details, the Canal & River Trust has no objection to the proposed development, subject to the imposition of suitably worded condition.

Surface Water

The Trust notes that the applicant intends to discharge surface water to the canal. There is currently no agreement or licence currently in place for this. The Trust requests that the following condition is placed upon the planning permission:

Details of the proposed surface water run-off and ground water discharge to the canal shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

If the Council is minded to grant planning permission, it is requested that the following informative is attached to the decision notice:

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust utilities team (nick.pogson@canalrivertrust.org.uk).

In addition, in order for the Canal & River Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

INLAND WATERWAYS ASSOCIATION (MIDDLESEX BRANCH):

We have no particular objection to this application but we would wish to ensure that the existing soft landscaping on the narrow strip of land between the service yard of Unit 1 and the canal is retained or enhanced. This land would appear to be outside the application site boundary but it is not clear whether the construction of the development will impact on the canal side landscaping.

Internal Consultees

HIGHWAY ENGINEER:

Site and Transport Network

The site is located to the east of the A437 Dawley Road with access off the existing Dawley Road / Swallowfield Way roundabout. The site is bounded to the west by Dawley Road, to the south-west by Blyth Road and to the south-east by the existing employment / industrial development on Clayton Road and to the north-east by the existing EMI archive site.

In terms of the road network in proximity to the site, to the west is Dawley Road, which is a Classified Road (A437) and is also designated as a Borough Main Distributor Road within the Hillingdon Local Plan Part-2. It is a 7.3m wide single carriageway with a 30mph speed limit and has footpaths on both

sides.

The site has a PTAL rating of 2 (poor), which is estimated to increase to 3 (good) in future once the Crossrail route is in operation.

Traffic Impact

Three junctions in the vicinity of the site were subject to detailed capacity analysis.

- a. A447 Dawley Road / Swallowfield Way / Site Access roundabout.
- b. A437 Dawley Road / Blythe Road / Betam Road/ Kestrel Way roundabout.
- c. A437 Dawley Road / A437 North Hyde Road/ Bourne Avenue / Millington Road roundabout.

The transport assessment included allowance for traffic generation from committed development in the wider area and for traffic growth to 2021 before adding the traffic generation (worst case) from the current proposals as follows:

Time period: Arrival Departure Two Way

AM PEAK	48	9	57
PM PEAK	17	48	65

The results of traffic modelling indicate that the performance of the Dawley Road / site access junction will be significantly improved (ie. experience reduced delays and queuing from that which would otherwise be experienced with the just the committed developments), following the implementation of proposed development and junction improvements. With the improved access junction operating at capacity rather than over-capacity, the impact of the proposed development has been mitigated albeit that some congestion will continue to be experienced at peak periods.

The other two junctions listed above are subject to improvements proposed as part of the approved development at The Old Vinyl Factory, off Blythe Road, Hayes. However, the transport assessment for the current proposal has identified minor modifications that could further improve performance of the Dawley Road / North Hyde Road / Bourne Avenue / Millington Road roundabout.

Notwithstanding the above, in future the A437 Dawley Road will experience an increase in congestion over current conditions due to the cumulative impact of developments in the area.

Accident Analysis

An analysis of the recorded road accidents over a period of 5 years to end of 2013 indicated there were a total of 7 slight PIAs in the study area. This analysis did not identify any specific location where there was a particularly high incident of accidents.

Parking

The proposed car parking provision is 115 spaces including 13 disabled spaces. A total of 20% active and 10% passive electric vehicle charging points are proposed, which is considered in line with London Plan 2015 requirements.

Provision for cycle parking spaces is presently based on use of B8 standards (1/250sqm), with a commitment to increase provision upto B1(c) / B2 use standards (1/75sqm) to reflect actual mix of future use / occupiers of the units. The proposed cycle parking provision is considered acceptable.

Motorcycle parking proposed in line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces.

Access and Layout

The site will be served by an improved existing roundabout at Dawley Road / Swallowfield Way. The improvements include widening of the site access road approach, provision of pedestrian refuge island and realignment of Dawley Road. These proposals are considered acceptable subject to safety audits prior to implementation. The new pedestrian island and the adjacent footways will be dedicated as highway via a s106 agreement.

Vehicular swept path have demonstrated large articulated goods vehicles can satisfactorily enter and exit the service yards and site in forward gear.

Construction Traffic

In case of any permission, a Construction Logistics Plan can be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

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

Travel Plan

The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The highways/transport obligations listed below should be covered within the S106 agreement:-

1. Access junction works to be completed before occupation.
2. Travel Plan.
3. Construction Logistics Plan before start of construction.
4. Refuse and delivery management scheme.

A condition restricting any increase of car parking on site (including within the units). This is required to prevent the adverse traffic impacts of additional traffic movements on the performance of the highway network.

There are no highway objections to the proposed development.

TREE/ LANDSCAPING OFFICER:

INITIAL COMMENTS:

Site description:

- The site is located approximately 1Km west of Hayes Town Centre, between the Old Vinyl Factory complex and Lake Farm Country Park.
- The main access to the 2.6 hectare site is from Dawley Road which defines the south-west boundary.
- The Grand Union Canal defines part of the north-east boundary, with two canalside buildings (formerly EMI) remaining along part of this edge.
- Part of the east boundary can be accessed from the end of Clayton Road, although this access has been unused for some years.
- Roughly triangular in shape, the Dawley Road boundary is defined by an elaborate line of railings

set in panels between brick piers and a brick wall, which was built in the 1990's.

- On the inside of this boundary there is a screen of mixed trees and shrubs within a raised planting bed supported by an inner retaining wall.
- A mature conifer hedge along the eastern boundary was recently removed, together with other trees and shrubs, as part of the site clearance work associated with the removal of the former Thorn EMI office complex.
- The cleared site is generally level, other than the ramped vehicular access up to the Dawley Road, which is some 1.5metres higher than the site.

Landscape Planning designations:

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

Landscape constraints / opportunities:

- The existing planting and raised bed along the Dawley Road is a significant landscape feature, albeit in need of some management and restoration.
- The importance of this vegetation screen and the need to retain and enhance it was acknowledged in pre-application discussions.

Proposal:

The proposal is to redevelop the site to provide 10,728sq metres of Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping.

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 more trees or other landscape features of merit will be affected by the proposal. - As noted a valuable evergreen screen of conifers was removed prior to the tree survey.
- The Design & Access Statement, by Michael Sparks Associates confirms (2.6) that the planted green buffer along the Dawley Road will be retained, managed and restored / refreshed with additional planting of trees and ground cover.
- Within the site and on the other boundaries the scope for landscape enhancement is limited due to the density of the built development and the need for associated parking and manoeuvring space.
- An extended Phase 1 Ecological Appraisal by Environ has been submitted.
- The ecological report notes that the Grand Union Canal is a Site of Metropolitan Importance (MSINC). Slightly further away, other designated sites include, Lake Farm Country Park, Bolingbroke Way sunken pasture and Stockley Park Business park lakes and meadows.
- The survey confirms (chapter 6) that the site is of limited nature conservation value.
- In line with national and local policies, the report notes opportunities to enhance the biodiversity through appropriate landscaping, the avoidance of light pollution and the introduction of bird and bat boxes. This should be conditioned.
- A Tree Survey has been prepared Ian Keen, document reference JTK/8721/so, dated February 2015.
- The survey assesses the condition and value of the 33No. trees which were left on site following the site clearance.
- There are no 'A' grade (good condition and value) trees, but there are 12No. 'B' grade (fair) trees: Birch T6, T7, T12, T13, T17, Norway Maple T15, T25, Red Oak T24, T27, T32, Ash T21 and Cherry T30 - whose quality and value merits retention / safeguarding.
- There are two 'U' grade trees: Beech T9 and Crab apple T20, whose poor condition justifies removal.
- The remaining trees are 'C' grade. These trees may collectively have a greater landscape

contribution than their grade implies and should be retained if possible. If they are to be removed they should be replaced.

- According to the Tree Protection Plan, 8No. trees will be removed including one grade B tree and one of the U grade trees.

- It is not understood why the other U grade tree (T20) is being retained given the opportunity to refresh and upgrade the planting stock. In other respects there is no objection to the tree strategy.

- Landscape Plans, ref. PM-1501-03 Rev A and 04 Rev A, by Pauline May show the proposed planting along the Dawley Road boundary.

- 7No. new / replacement trees are indicated on plan but only 6No. appear on the schedule. Additional tree planting is required to fill gaps and mitigate the loss of significant vegetation across the site.

- The boundary planting features large blocks of new ground cover (shrub) planting. Much of this is very low growing and will have little visual impact or screening capacity. - The planting plan should incorporate some taller growing shrubs / hedges.

- The planting proposals are supported by a Soft Landscape Specification, and a Management Strategy and Maintenance Plan, which sets out the management objectives and operations and makes provision for the replacement of any plants which fail.

- Michael Sparks drawing No. 30034-PL-120, Site Boundary Conditions, clearly shows the existing / proposed boundary treatments. The Dawley Road boundary will be retained and an old / disused entrance blocked off with matching materials. New fencing is specified as Paladin welded mesh panels, illustrated in green. Either green or black (visually recessive) will be acceptable.

- A Bird Hazard Management Plan, by Environ, has been submitted which includes a number of design / management proposals and a licence from Natural England to kill (or take) specific wild birds to preserve air safety.

- A Habitat Management Plan, by Environ, details the objectives and specific measures to enhance biodiversity on the site. (Some of the objectives are incompatible with the Bird Hazard Management Plan.)

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to a pre-application meeting and the proposed tree retention and landscape proposals only partly reflects the outcome of the landscape discussions.

No objection, subject to the above observations and COM9 (part 1).

COMMENTS ON AMENDED PLANS:

Further to the submission of Pauline May's amended drawing Nos. PM_1501_03 Rev B and 04 Rev B, (amended 16/06/2015) I confirm that additional planting has been incorporated into the scheme, in response to my comments of 4th June (see below). The landscape proposals are now acceptable.

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

I refer to the above application for redevelopment of the site to provide 10,728sqm of class B1(b) and B2 (general Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping.

My comment on noise issues are given below. I have considered the acoustic planning report prepared by WSP dated 17 April 2015.

Industrial units noise

The noise assessment was carried out as per the British Standard 4142: 2014, however as the industrial units are not yet operating, details of specific sound level is not available. However, a range

of activities could be carried out including:

- vehicle movements at the yards outside the proposed buildings, including loading / unloading;
- fixed mechanical plants;
- vehicles entering / exiting the staff car parks

Both long and short term noise measurements were undertaken. Table 5 shows the typical background sound levels at the nearest residential properties (1-6 UK Cottages and 18 Orchard Cottages) and table 8 states the rating level limits for sound of an industrial nature. The rating level following any correction for the characteristic features of the sound is then compared with the background sound level. According to BS4142, if the rating level is +10 above background level then there is likely to be an indication of significant adverse impact, a +5dB above is adverse impact and where the rating level does not exceed the background level then this is indication of specific source having a low impact. In making an assessment the site context needs to be taken into account i.e. is it in a mainly residential/industrial area, next to a busy road etc..

The proposed rating levels in table 8 are equal to background levels in table 5, however, these are not the corrected levels for any acoustic features such as tonality or impulsivity as stated in paragraph 6.2.6 of the report. According to this para a 5dB correction could apply to the rating levels in table 8 which would mean the rating level could be +5B above background levels and therefore according to BS4142 an indication of adverse impact.

I have no objection to the corrected rating level being equal to the background level in the context of this site being in a mainly industrial site, although I would recommend the rating level should be below the background level. As such I recommend the following condition:

Condition

The rating level of the noise emitted from the site shall be at equal to or below the typical background noise level. The noise levels shall be determined at the nearest residential premises. The measurements and assessment shall be made in accordance with British Standard 4142:2014- Methods for rating and assessing industrial and commercial sound. Where night time operations are likely, the assessment should consider impact of the operations at night time with residents' bedroom windows open.

REASON

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

In addition I recommend the following condition to minimise delivery noise:

Condition - Delivery management plan

The development shall not begin until a delivery management plan which specifies the provisions to be made for the control of noise from delivery, loading and unloading activities at the industrial units has been submitted to and approved in writing by the Local Planning Authority. The delivery management plan shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

Road traffic noise

A road traffic noise assessment was not carried out as part of this report. A full assessment should be undertaken to determine the impact of any change in road traffic noise at nearby residential premises.

Construction noise

In order to control environmental problems during demolition and construction, I recommend use of the following informative.

Informative - construction

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

FURTHER COMMENTS:

The delivery management plan was developed in discussion with EPU and I have no further comments/observations.

ENVIRONMENTAL PROTECTION OFFICER (CONTAMINATED LAND):

Initial comments:

The site has been subject to a number of investigations for contamination in the past by different consultants, particularly Waterman Environmental and QDS Environmental. The work has been updated by Environ who have investigated more land on the site and provided reports based on their work and earlier reports.

The first report is an updated desk study (Phase 1). This draws together the work by other consultants on the site and assesses the potential pollutant pathways from the past use as a gramophone factory and brick field. The site has a potential for contamination in the soil and ground water. In the past there was also a turpentine factory either on site or at the border to the site. The Phase 1 is comprehensive and provided the basis for the Phase II investigation of the identified issues which included solvents and gas as well as soil and water contamination.

The supplementary investigation has assessed the soil contamination, gas and vapour issues and controlled waters contamination in sufficient detail. Some hydrocarbon smearing perhaps diesel was found in the soils. Chlorinated Solvents (Acronyms PCE, TCE and VC) were found in the south eastern part of the site. The risk from solvent vapour was assessed and some compounds would be a risk for residential properties if built at the site. There would be exceedances of target levels for a residential use. However since this is a commercial development the risk is not thought significant. It was also concluded by Environ there was also no risk to the off site residential housing. Other contaminants in soil do not seem to have been exceeded for a commercial use. Gas has also been assessed and the conclusions in the reports were that a membrane on top of the solid slab to CIRIA Characteristic 2 protection standards is required. A 1200 gauge is proposed by Environ at present. Gas may be due to the breakdown of the solvents in the groundwater as well as made ground gas.

Controlled waters have been assessed for this development by Environ in their Phase II report. The conclusions are that remediation is not required as the solvent contamination is contained within the south east part of the site. It is indicated that the containment by a clay depression will stop any migration to the aquifer. This is really a matter for the Environment Agency to assess and agree with Environ and I do not think they have commented yet.

Some informal discussions with the EPU were carried out by Environ after the Phase 2 report was written. These mainly centred on gas and vapour risks. In the Phase 2 Environ carried out supplementary gas and vapour monitoring. A letter was sent to the EPU and the assessment seemed comprehensive. The letter is attached below, and should be submitted formally to the planning officer. The letter concludes that the basic gas protection by a gas membrane on the slab is required but there is no risk to indoor air from vapours. No enhanced protection from vapours is proposed after the Environ assessment.

I would conclude that the information submitted is sufficient to support the application and that the reports are comprehensive for the Phase 1 Desk study and Phase 2 Supplementary Site Investigation. I think remediation will be required on landscaping and some further contamination in the old industrial ground is always possible. Therefore our land contamination condition must be attached. Parts a and b would be complied with using the desk study and investigations to date. I would also attach a gas condition to ensure the Characteristic 2 measures are employed as proposed (solid slab plus 1200 gauge membrane currently) as indicated vapour is not taken into account in the protection measures.

Further comments:

I refer to your e mail of 2 July 2015 and my previous consultation e mail to Matt Kolaszewski dated 29 May 2015. The e mail was prior to the letter of 17 June from Environ, environmental consultants to the developer. I can comment as below.

Environ continued the work previously carried out at the site by two other consultants. Environ have carried out a preliminary desk study followed by a Phase 2 Site Investigation dated June 2014. The main report is the Supplementary Phase 2 Site investigation dated December 2014. Separate letters were sent to the EPU on 11 March 2014 (regarding vapour and gas protection) and the aforementioned letter dated 17 June (outlining the measures at the site to be undertaken to make the site suitable for use but confirming there is no stand alone remediation strategy necessary). One report is missing, the Phase 2 report that is incorporated into the Supplementary Phase 2, could we have this to complete the Environ reports on the website for the site. I have attached the letter of 11 March 2015 which is not on the website.

It would appear from Environ's recent letter, investigations and risk assessment that remediation is not

required of the contamination on human health grounds for this commercial use. The levels found would require remediation for a residential use especially with respect to volatiles, but fall below the target levels for a commercial use.

After reviewing the reports it would appear that Environ have completed sufficient site investigatory work upon which to base their human health risk assessment in the Phase 2 Supplementary Report (December 2014). However I do not discount the possibility of unknown contamination as the site is industrial and covers a significant area.

I would not object to the pre commencement part of the condition (parts (i) a, b and c) being left out up to the unknown contamination. The verification part should also be kept. Therefore Condition (ii) (unknown), Condition (iii) (Verification) and Condition (iv) (imported soil tests) should all be retained. If necessary you could add an informative clarifying the verification condition (iii) and what is required to comply in the verification letter or report. This would basically be 'On completion of the development the verification report should include the details of any unknown contamination if found during the site works and verification of the remediation of the affected soil, water or other materials, gas protection details on the buildings, and the testing of imported soils and other materials'. This is confirmed in the letter of 17 June to which you could refer. The recommended gas condition should be retained to confirm that the membrane above the slab has been installed.

As regards the Environment Agency Environ did contact them in January 2015 and I have attached the e-mail trail. There are some solvents and hydrocarbons on the site. Environ have proposed that the remediation of groundwater is not required at the site in the Supplementary Site Investigation (paragraph 6). The key area as in my e-mail to the case officer is in the SE corner of the site. Although I am not anticipating problems from this solvent affected groundwater to the buildings it is a matter for the Agency as regards protection of the groundwater body. They would need to approve the technical assessment in Paragraph 6. I am not sure what can be done about this as it appears the site is not a priority.

FLOOD AND WATER MANAGEMENT OFFICER:

There are no objections to the proposed development following the submission of the FRA.

However the Flood Risk Assessment proposes to reduce the surface water flows off site by only 20% and not the minimum of 50% required. Although a drainage plan has been produced the FRA states that this plan will be subject to the detailed design as options of infiltration methods such as permeable paving are further investigated.

In order to discharge the following condition requested as final details of the drainage design are to be provided, it should be demonstrated that greenfield run off rates are aimed for.

Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.
 - i. following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Bradbrook Consultants dated 27 Jan 2015 rev P
 - ii. incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.
 - iii. provide information on all Suds features including the method employed to delay and control the

water discharged from the site to Greenfield run off rates and:

a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Foul water

i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.

c) Ground water

i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the risk of groundwater flooding on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

d) Minimise water use. 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.

e) Long Term Management and Maintenance of the drainage system.

i. 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. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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 (March 2015) 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 (March 2015).

The site lies alongside the Grand Union Canal which is a strategic waterway within the London Borough of Hillingdon, Policy EM3 Blue Ribbon Network in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) states:

The Council will continue to promote and contribute to the positive enhancement of the strategic river and canal corridors

Development located in or adjacent to the Blue Ribbon Network should enhance the waterside environment, by demonstrating high design quality which reflects the character of the waterway and provide access and improved amenity to the waterfront.

In respect of development proposals and in assessing how they can make a positive contribution to the Network as required by Policy EM3 the following considerations will apply:

- 1) For the rivers Colne, Pinn, Crane, Yeading Brook and some minor local tributaries to continue to play their role providing space for water.
- 2). To reduce flood risks to property and road, rail or other infrastructure located in proximity to water courses.
- 3). To make best use of river and canal corridors for active and passive recreation, increasing accessibility as part of a living corridor for people across the Borough, and in promoting its use as a link to recreational spaces.
- 4). To maintain and improve the river and canal corridors links as a linear feature in both town and countryside which serve as an "ecological corridors", as a habitat which enables species to migrate and colonise over wider areas.
- 5). To support the Rivers and Canal Trust aims and ensure that the historic structure of the canals is preserved and support for its continued use as navigable waterways is maintained.
- 6) To promote and develop the Grand Union Canal as a navigational waterway of national significance.

The varying development and land uses along the Blue Ribbon Network need to be understood and balanced in order to have a co-ordinated and cohesive approach to land use planning and other activities with the use of the Blue Ribbon Network. These should be acknowledged within any application within the different elements of a scheme such as within a landscaping plan, considering its location in relation to the river in its treatment of boundary fences and the provision of habitat for wildlife part of the wildlife corridor along the river.

Any application should demonstrate that:

- 1) Development proposals will not prejudice the delivery of the outcomes and targets of the Catchment Management Plans for the River Crane and Colne, and should contribute towards the delivery of the actions identified in the Catchment Management Plans.
- 2) Development proposals should protect and improve the Network Corridors and access points to and along the blue ribbon network and have regard to and if necessary contribute to the Rights of Way and Permissive Route Improvement Plan for Hillingdon.
- 3) Development proposals should seek to address the points above and explain how these elements have been considered either on site or by contribution to off site improvements.

Development that encroaches on watercourses has a potentially severe impact on their ecological value. As stated by the Environment Agency artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.

This is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that

opportunities to incorporate biodiversity in and around developments should be encouraged. Such networks may also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the Thames River Basin Management Plan.

It is unclear regarding the ownership of the land between the site and the Grand Union canal, however the development site relies on the landscaping outside the site to screen the uses on the site from the Canal. The site should contain some screening of the use of the site from the Canal should the land along the Canal edge be cleared for Canal and River Trust purposes to maintain the Canal, and Canal walls.

DISABLED ACCESS

The site is located in Hayes, off Dawley Road which was occupied by offices demolished in circa 2005.

The proposal is to develop a multi-unit scheme, comprising six independent industrial buildings for yet to be identified occupiers. The car park areas would be surfaced in bitumen and block paviers. Accessible parking is proposed for each industrial unit, with the overall percentage in excess of the council's 10% requirement. The Design & Access Statement further reports on a pedestrian environment featuring dropped kerbs and tactile paving in appropriate locations.

Having reviewed the plans, it is noted that only the larger industrial units seem to incorporate a passenger lift to the mezzanine and/or first-floor. Provision should be made within all the units for a wheelchair user to gain access to the first floor where office accommodation and/or meeting rooms are proposed.

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

The following observations are provided:

1. Multi-storey buildings should have at least one lift that is sufficient size to be accessible by wheelchair users and people with mobility difficulties. From a planning perspective however, it would be acceptable in this instance for the design to demonstrate 'capability of adaptation' to allow an enclosed platform lift to be installed should the need arise in future. NB: building control may require a lift to be installed at the construction stage.

Recommended Informatives

2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

4. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

SUSTAINABILITY OFFICER

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

Energy

The development needs to achieve the London Plan target of 35% reduction of CO2 emissions from 2013 Building Regulations. The development needs to achieve a reduction of 114.6 tCO2 to meet this required target. The energy assessment sets out the broad efficiency measures that will result in a carbon emissions reductions of around 6% (20tCO2). The energy assessment then sets out the measures to achieve the final 94tCO2 reductions.

Half of this has been achieved through the use of PVs and the other half is proposed as an allowable solution (or offsetting contribution).

Therefore in order to make the development policy compliant the applicant needs to provide an offsetting payment of £60 per carbon tonne over the lifetime of the 'carbon' lifetime of the development of 30 years.

Therefore $46\text{tCO}_2 \times 30\text{years} \times £60 = £82800$

The following condition is also necessary:

Prior to the above ground structural works a final roof plan showing the inclusion of the required PVs set out in the Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The development must be completed in accordance with the approved roof plan.

Reason - to ensure the roof includes the necessary quantum of PVs to reach the CO2 reduction target set out in the London Plan (Policy 5.2).

Ecology

The development has some ecological value on the site and this value should be retained and enhanced where possible in the final designs. The following condition is therefore necessary:

Prior to the commencement of landscaping works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate the inclusion of specific habitat enhancement areas within the landscaping and also the enhancement measures to be included within the fabric of the building. The development shall proceed in accordance with the approved plan.

Reason - To ensure the protection and enhancement of the natural environment.

CRIME PREVENTION DESIGN ADVISOR METROPOLITAN POLICE

Regarding this application I would encourage the applicant to adopt the physical security standards of Secured By Design, especially as they will be storing items that would be attractive to thieves.

In principle, I have no major objections regarding this development. The Design and Access statement clearly states under points 2.4 and 2.8, that security considerations have been considered already.

However, due to the size of the development and the influence it will have in the local area, I would ask that a condition of Secured by Design is stipulated.

Recommendations:

Monitored Central Station alarm: The monitored security system should be equipped with a signal terminating at a recognised Alarm Receiving Centre (ARC), comply with the current version of the EN 50131-1 standard and be eligible for a "Level 1 status" police response as defined by the ACPO Policy on Police Response to Security Systems.

Consideration should be given to protecting the communication path between the alarm and the ARC should a landline be cut. E.g. dual communication.

Vehicle Access Doors:

Roller shutter vehicle access doors should be tested and certificated to LPS 1175 Security Rating 2 or equivalent (Minimum). If the Roller shutter vehicle access door is vulnerable to a 'ram-raid' attack it should be further protected by a security gate, barrier or bollard(s). All such products should be certified to BS PAS 68: 2007 'Specification for vehicle security barriers' or Sold Secure Gold.

Doors:

Doorsets offering pedestrian access to commercial units should be certified to LPS 1175 security rating 2 or equivalent (minimum). All glazing in and adjacent to doors shall include one pane of laminated glass to a minimum thickness of 7.5mm and securely fixed in accordance with the manufacturers specifications.

Windows:

Window apertures should be protected by a shutter, grille or certified secure window, or combination thereof. Any one of which shall have been successfully tested and certificated to the Loss Prevention Certification Board Standard LPS 1175 Security Rating 2 or equivalent (minimum).

(If this is not the case then Ground floor windows and those easily accessible above ground floor, must be Certificated (BSI Kitemark or similar) to PAS 24: 2012 or Loss Prevention Certification Board standard LPS 1175 Security Rating 1 and include one pane of laminated glass to a minimum thickness of 7.5mm.)

Graffiti

Exposed areas of commercial buildings would benefit from graffiti coating, I suggest consultation with LBE enviro-crime unit as to type used. This enables graffiti to be easily and, importantly, quickly removed to deter further attacks.

Smoke Generating Device

If premises include the storage of high value / desirable items then consideration should be given incorporating an artificial smoke generating device into the intruder alarm system.

Secure Storage

Consider creating a secure storage area inside the premises to provide a delay before intruders can reach their target. This assists the Intruder alarm / Smoke generating device in providing a suitable deterrent or reduces the amount of loss before they feel pressured into leaving.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is identified as falling within a designated Industrial and Business Area (IBA) and, in accordance with table 10.1, is part of the Hayes Strategic Employment Site (SES). IBAs are designated for business, industrial and warehousing purposes and appropriate sui generis uses.

The site is identified, within the saved policies of the UDP, as falling within an Industrial and Business Area (IBA). Further, within the Local Plan: Part 1 the site overlaps a Locally Significant Employment Location (LSEL) and a "growth area". Within the London Plan, and confirmed within the emerging local policy, the site is indicated as lying within a Hayes Strategic Industrial Location.

The relevant policies within the UDP are considered to be as follows Policy LE2 of the Local Plan Part 2, states that the Local Planning Authority will not permit development for other uses other than B1, B2, B8 or appropriate sui generis in industrial and business areas unless it is satisfied that:-

- (i) There is no realistic prospect of the land being used for industrial and warehousing purposes in the futures; and
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan.
- (iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy LE3 states that redevelopment in IBAs should, where appropriate and practical, include the provision of small units in designated industrial and business areas.

Hillingdon Local Plan Part 1: Strategic Policies (adopted November 2012) contains the planning vision and strategy for the borough over the next 15 years up to 2026.

The site is located within the Heathrow Opportunity Area, which is a key growth area, and the Hayes and West Drayton Corridor, intended to be a key location for employment growth

In addition, within this document the site overlaps a proposed Locally Significant Employment Location (LSEL). An LSEL is a designated employment area suitable for light industrial, office and research uses.

The relevant policies within the Local Plan Part 1 are considered to be the following:

Policy E1 outlines that the Council will protect Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy E2 indicates that the Council will promote employment growth and will direct most of this towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs), Locally Significant Employment Locations, Uxbridge and Hayes Town Centre.

The proposed uses involve a mix of light industrial, warehousing uses and primarily fall within Use Classes B1(c), B2 and B8. The land uses proposed within this development are entirely in accordance with policies relative to the aforementioned designations and as such the proposal is, in principle, in accordance with the Development Plan and emerging policy.

7.02 Density of the proposed development

This is not relevant to non-residential development.

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

The site is not located within a conservation area or an area of special local character and there are no statutory or locally listed buildings within or close to the site that would be

affected by the proposals.

Although the site does not form part of an Archaeological Priority Area, an Archaeological Desk Based Assessment has been submitted in support of the proposal. This advises that any archaeological remains are unlikely to have survived the 19th quarrying and subsequent building phases on the site so that any remains would be extremely fragmentary. GLAAS advise that the submitted document is very thorough and informative which complies with relevant standards and guidance. Furthermore, they concur with the report's findings and advise that no further archaeological work is required.

7.04 Airport safeguarding

All relevant authorities have reviewed the application and no objections in relation to airport safeguarding are raised. A recommended informative regarding the use of cranes has been attached.

7.05 Impact on the green belt

The nearest part of the proposed development to the Green Belt which forms the northern side of the adjoining Grand Union Canal is Unit 1. This is a small building with a maximum height of 8.7m. It would largely be screened from the open Green Belt by the public house which fronts Dawley Road on the northern side of the canal, whilst the rest of the site is screened by the retained EMI archive building immediately adjoining the south side of the canal. As such, the development would not materially impact upon the openness of the Green Belt, in accordance with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE25 also supports the modernisation and improvement of Industrial and Business Areas through the careful design and landscaping of buildings.

As regards the layout, Units 1 and 2 would be adequately set back some 7.0m from the Dawley Road frontage. Whilst at their nearest points, Units 5 and 6 would be sited closer to the road (set back approximately 4.3m), due to their angled orientation, it is only the western corners of these buildings which would project further forward on site, which would not appear unduly prominent, particularly as a good depth of landscaping would be retained along the road frontage which would assist in the screening of the buildings.

The design of the scheme has been determined by the need to make efficient use of this irregular shaped industrial site and the constraints imposed by its defined boundaries. The building containing Units 3 and 4 has been set back from the rear boundary adjoining the retained EMI archive building, a good depth of landscaping would be retained along the Dawley Road frontage and the boundary adjacent to Clayton Road where Units 4 and 6 are proposed has had its screening reduced which will assist in the integration of the built form

and surrounding external areas between this and the adjoining industrial site.

The proposed buildings are of an appropriate size, massing and design for an Industrial and Business Area. Furthermore, the layout allows for car parking and servicing areas to be provided, together with a good landscape buffer at the front of the site and some limited landscaping between the buildings. The scheme is considered to enhance the visual amenity of the area and make an appropriate contribution to the improvement of the IBA, in accordance with Policies BE13 and BE25 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 (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively.

The nearest residential properties to the application site are Nos. 1 - 6 UK Cottages sited on the opposite side of Dawley Road where the proposed development would have no implications in terms of loss of sunlight. These properties would mainly overlook parking and servicing areas with the nearest proposed building (Unit 2) being sited some 43m from the front elevation of the nearest property (No. 6). Given that this distance greatly exceeds the Council's 15m recommended minimum distance when two or more storied development can appear unduly dominant and the proposed relationship would not encroach upon a 45 degree visibility splay from No. 6's habitable room windows, the development would not appear unduly dominant from its residential neighbours. Similarly, given the separation distances involved, there would be no implications in terms of loss of privacy.

Noise issues are considered in Section 7.18 below.

The proposed development is therefore fully compliant with Policies BE20, BE21 and BE24 of the Local Plan.

7.09 Living conditions for future occupiers

Not applicable to this commercial development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Pedestrian and vehicular access would be obtained from the existing access to the site at the roundabout at the junction of Dawley Road and Swallowfield Way. Pedestrian access would also be provided to Clayton Road. Inside the site, a central spine access road will feed into the units, which would all have their own dedicated parking and service areas. Overall, the development would accommodate 114 parking spaces, of which 13 would be disabled spaces and 35 would provide electric vehicle charging. In addition, 4 motorcycle spaces and cycle parking spaces would be provided in accordance with standards once the occupiers were known.

A Transport Assessment has been submitted in support of the proposals.

The Council's Highways Engineer has reviewed the application and considers that car parking and bicycle parking provision is acceptable and would satisfy relevant standards. Shower and locker facilities for cyclists within each of the units would be required, which

would be dealt with for each unit in the Travel Plan.

Swept path drawings are included in the Transport Assessment, and these drawings indicate that internal circulation to service all of these units is acceptable. The application has also now been revised and the application now includes the proposed improvement works to the Swallowfield Way/ Dawley Road roundabout to assist articulated vehicles to access the main site entrance.

The improvements include widening of the site access road approach, provision of pedestrian refuge island and realignment of Dawley Road. These proposals are considered acceptable subject to safety audits prior to implementation. The new pedestrian island and the adjacent footways will be dedicated as highway via a s106 agreement. The applicant has reaffirmed that they agree to undertake these works.

The Transport Assessment contains a framework for a future Travel Plan for the site. A legal agreement is recommended requiring the submission and approval of a full travel plan prior to occupation of the development to enable the specifics of the occupiers to be incorporated into the Travel Plan.

No objection is raised to the proposed junction works and the proposed development is not considered to result in detriment to the local highway network. Accordingly, the application is considered to comply with UDP Policies AM2, AM7, AM9, AM14 and AM15 and remains acceptable 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 perimeter paladin fencing, secured yards with sliding gates, CCTV and external lighting.

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

7.12 Disabled access

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

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

7.13 Provision of affordable & special needs housing

Not applicable to this type of application.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that amongst other things, development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees and Landscape Officer advises that there are no Tree Preservation Orders or conservation area designations that affect the site. Although a conifer screen was removed prior to the carrying out of the Tree Survey, the officer advises that with the retention, management and restoration of the planted green buffer along Dawley Road, which will be refreshed with additional tree planting and ground cover, no other landscape features of merit would be affected by the proposals. The officer confirms that following his initial comments, additional planting has been incorporated into the scheme and as such, no concerns are raised as regards the landscape layout within the development site, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting mainly along the frontage and main access into the development.

Although the scheme does not provide any additional landscaping along the canal, there is an adjoining landscaping strip of land which is outside of the application site and does provide adequate screening. The development proposals would not affect this land.

Therefore, the Council's Trees and Landscaping Officer advises that the scheme is acceptable, in compliance with Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012).

Ecology

An extended Phase 1 Ecological Appraisal has been submitted in support of the proposals, which identifies the site as being of only limited value for nature conservation. The report notes that opportunities should be taken to enhance the biodiversity of the site through appropriate landscaping, the avoidance of light pollution and the introduction of bird and bat boxes. This has been progressed through the submission of a Habitat Management Plan, which details the objectives and specific measures to enhance biodiversity on the site.

A Bird Hazard Management Plan, has also been submitted which includes a number of design / management proposals and a licence from Natural England to kill (or take) specific wild birds to preserve air safety.

The Council's Sustainability Officer advises that as the site has some ecological value, this should be retained and enhanced where possible in the final designs. As part of the officer's recommendation, a condition is recommended.

7.15 Sustainable waste management

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

The application shows the location of dedicated timber screened waste and recycling

facilities within the servicing yards of each of the units.

The proposals therefore accord with local planning policy requirements.

7.16 Renewable energy / Sustainability

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

Energy

The development does not meet the 40% energy reduction target of the London Plan 2011. However, the applicant has undertaken best endeavours to reach the target and this approach is broadly accepted.

However, the development is 25 tonnes short of the target and under Policy 5.2 of the London Plan, an offsite contribution is required to enable the Local Authority to make up for the shortfall. The applicant has agreed to provide a contribution to meet this shortfall which be secured through the S106 agreement at this site and therefore the proposals fully accord with the London Plan policy requirements.

7.17 Flooding or Drainage Issues

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

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

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

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

7.18 Noise or Air Quality Issues

NOISE

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

residential window fall below general background noise levels.

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

AIR QUALITY

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

7.19 Comments on Public Consultations

No comments to the public consultation have been received.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) 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 educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that the S106 needs to cover/seek contributions for the following:-

1. Access junction works to be completed before occupation,
2. Travel Plan, to include a £20,000 bond,
3. Construction Logistics Plan to be agreed before start of construction,
4. Refuse and delivery management scheme,
5. Energy contribution of £82,000
6. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
7. Air Quality: A financial contribution of £12,500 required for air quality monitoring made necessary by the development.
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

The scheme is also Mayoral and Council CIL liable.

7.21 Expediency of enforcement action

There are no relevant planning enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

The Council's Environmental Health Officer (Land Contamination) advises that the information submitted with the application is sufficient to support the proposals and that the reports are comprehensive for the Phase 1 Desk study and Phase 2 Supplementary Site Investigation. The officer does advise that a condition will be required to deal with any unknown contamination on site and to ensure that gas membranes are installed within the buildings. These conditions form part of the officer's recommendation.

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

No objections are raised to the principle of the redevelopment of this site within the Blyth Road and Printing House IBA for Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) purposes.

The scheme would make a valuable contribution to improving this part of the IBA. The scheme is also acceptable in terms of its impacts upon surrounding residential properties and with junction improvements, on highway grounds.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

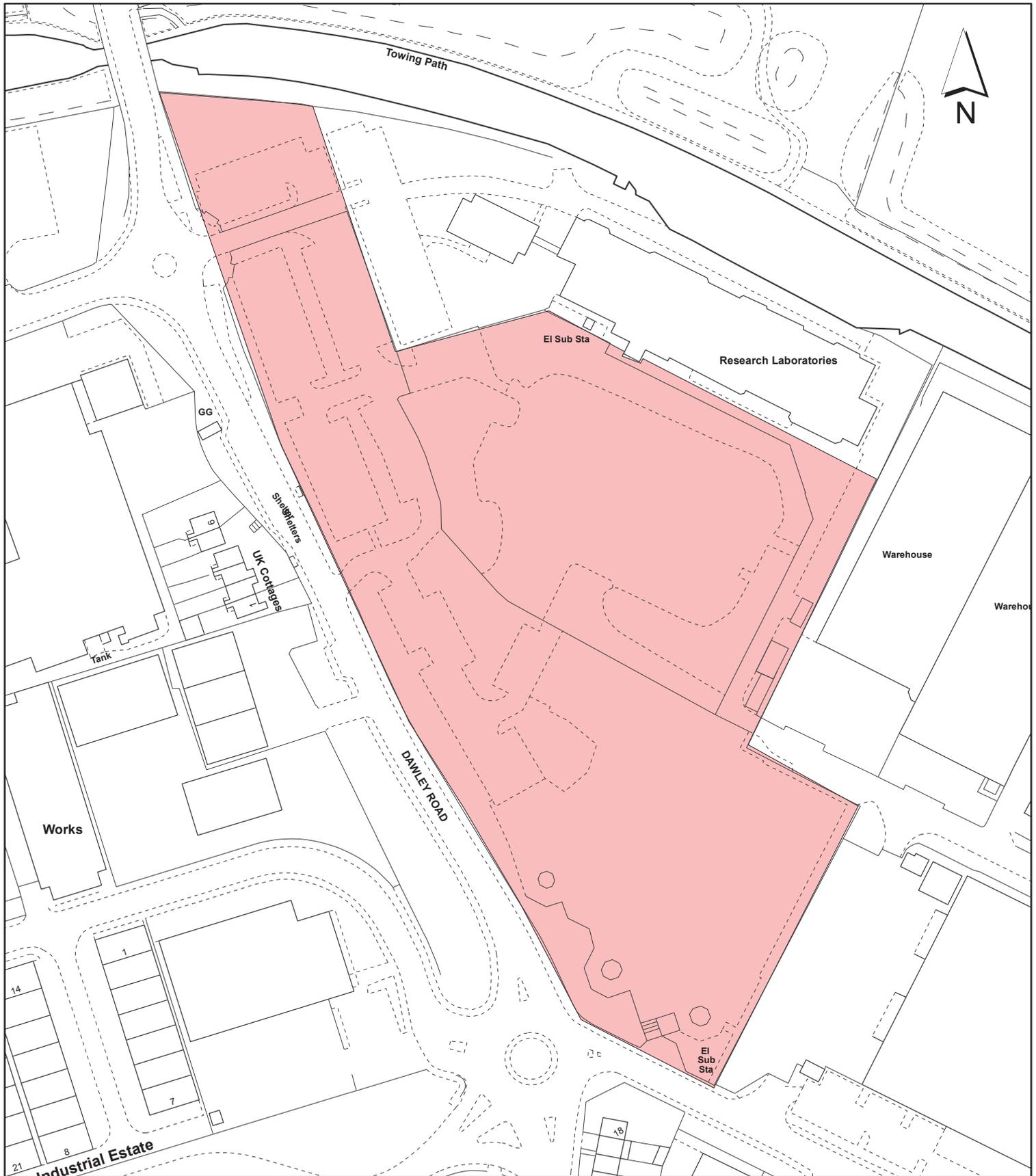
Planning Obligations Supplementary Planning Document (July 2014)

London Plan (March 2015)

National Planning Policy Framework (March 2012)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former EMI site
 Dawley Road
 Hayes**

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

Planning Application Ref:

8294/APP/2015/1406

Scale:

1:1,500

Planning Committee:

Major Page 71

Date:

July 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

LBH Ref Nos: 59872/APP/2015/1329

Drawing Nos:

- 14034-01-011-P Rev A Roof Plan
- 14034-99-001-P (June 2015) DAS 1 of 6
- 14034-99-001-P (June 2015) DAS 2 of 6
- 14034-99-001-P (June 2015) DAS 3 of 6
- 14034-99-001-P (June 2015) DAS 4 of 6
- 14034-99-001-P (June 2015) DAS 5 of 6
- 14034-99-001-P (June 2015) DAS 6 of 6
- 14034-01-000-P Rev A Level C
- 14034-00-002-P Rev A Site Plan
- 0228_SEW_MS_7103
- 0228_SEW_MS_8600
- 0228_SEW_MS_8601
- 0228_SEW_MS_8602
- 0228_SEW_MS_8603
- 14034-00-001-P Location Plan
- 14034-01-003-P Level 3
- 14034-01-004-P Level 4
- 14034-01-005-P Level 5
- 14034-01-006-P Level 6
- 14034-01-007-P Level 7
- 14034-01-008-P Level 8
- 14034-01-009-P Level 9
- 14034-01-010-P Level 10
- 14034-02-001-P
- 14034-02-002-P
- 14034-02-004-P
- 14034-02-005-P
- 14034-02-006-P
- 14034-02-007-P
- 14034-02-008-P
- 14034-10-000-P External Building Material:
- 14034-10-001-P Typical Bay-Double window-balcony
- 14034-10-002-P Typical Bay -Single window
- 14034-10-003-P Lower level Bay - Commercial unit
- 14034-10-004-P Lower level bay - Duplex unit
- 14034-10-005-P Lower level Bay - Block entrance
- 14034-10-006-P Roof Level Bay - Block C
- 14034-97-001-P Summary Accommodation Schedule
- BD 0121 SD 001 R00
- BD 0121 SD 002 R00
- BD 0121 SD 003 R00
- BD 0121 SD 101 R01

BD 0121 SD 102 R01
BD 0121 SD 801 R04
BD 0121 SD 802 R00
14034-01-002-P Rev A Level 2
14034-02-003-P Rev A South Elevator
14034-02-010-P Rev B Section A-1
14034-02-011-P Rev A Section B-E
14034-01-001-P Rev A Level 1
14034-01-012-P Rev A Level -1
0228_SEW_MS_7101 Rev 02
0228_SEW_MS_7102 Rev 02

Date Plans Received:	10/04/2015	Date(s) of Amendment(s):	21/05/2015
Date Application Valid:	13/04/2015		06/07/2015
			10/04/2015

1. SUMMARY

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 for of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located centrally within the wider site, directly to the south of the Power House (formerly known as the Neptune) which a locally listed building.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The overall development is in accordance with the outline consent, therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

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

14034-00-001-P
14034-00-002-P Rev A
14034-01-000-P Rev A
14034-01-001-P Rev A
14034-01-002-P Rev A

14034-01-003-P
14034-01-004-P
14034-01-005-P
14034-01-006-P
14034-01-007-P
14034-01-008-P
14034-01-009-P
14034-01-010-P
14034-01-011-P Rev A
14034-01-012-P Rev A
14034-02-001-P
14034-02-002-P
14034-02-003-P Rev A
14034-02-004-P
14034-02-005-P
14034-02-006-P
14034-02-007-P
14034-02-008-P
14034-02-010-P Rev B
14034-02-011-P Rev A
14034-10-000-P
14034-10-001-P
14034-10-002-P
14034-10-003-P
14034-10-004-P
14034-10-005-P
14034-10-006-P
14034-97-001-P
BD 0121 SD 001 R00
BD 0121 SD 002 R00
BD 0121 SD 003 R00
BD 0121 SD 101 R01
BD 0121 SD 102 R01
BD 0121 SD 801 R04
BD 0121 SD 802 R00
0228_SEW_MS_7100
0228_SEW_MS_7101 Rev 02
0228_SEW_MS_7102 Rev 02
0228_SEW_MS_7103
0228_SEW_MS_8600
0228_SEW_MS_8601
0228_SEW_MS_8602
0228_SEW_MS_8603;

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 (2015).

2 **COM5** **General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:
Design and Access Statement June 2015 (document reference no. 14034-99-001-P)
Bird Hazard 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 within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals

LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
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
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

3 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' (<http://www.aoa.org.uk/policy-safeguarding.htm>)

4

Notwithstanding the details shown on plan numbers 14034-01-000-P Rev A and 14034-01-012-P Rev A submitted as part of this application, matters relating to parking and highways details are required to be discharged under Condition 7 and Condition 26 of planning permission application reference 59872/APP/2013/3775 (dated 18/03/14). The details

included within plan numbers 14034-01-000-P Rev A and 14034-01-012-P Rev A are therefore considered indicative for the purposes of this application.

3. CONSIDERATIONS

3.1 Site and Locality

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site is located centrally within the wider site, directly to the south of the Power House (formerly known as the Neptune) which a locally listed building. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2015).

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 for Phase 2 of The Old Vinyl Factory Masterplan - The Materials Store.

The scheme proposes four residential blocks, over a plinth of part commercial and part parking. The Material Store would consist of 183 residential units of 1, 2 and 3 bed apartments spreading over 10 floors. There are 459sqm of commercial floorspace on the ground and first floor that would fall within use classes A1, A2, A3, A4, A5 or B1. Parking will be provided over two levels centrally within the building with additional on-street parking

proposed externally.

Overall heights and massing principles have been established in the outline planning consent, with 4 distinct blocks sitting above a clearly defined 2 storey podium which links the blocks together. The two storey base contains double height commercial space along the northern frontage to The Groove, and service and residential space at ground and first floors respectively to the southern railway frontage. Side streets, along Powerhouse and Pressing Plant Lane, are lined with duplex family units at Ground and First Floor Levels. This allows the base to be expressed as a distinct element and different from the residential blocks above podium level. From Level 2 up, the four blocks house simply stacked apartments and rise to different heights allowing variation against the skyline and relationships to surrounding buildings and established datum levels as set out in the approved masterplan and amendments as approved under application reference 59872/APP/2015/1330.

3.3 Relevant Planning History

Comment on Relevant Planning History

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of the approved development.

Application reference 59872/APP/2015/1330 granted a Non-material Amendment to planning permission ref: 59872/APP/2013/3775 to amend the approved parameter plans and Development Specification (condition 31) and amend the wording of Condition 13 (acoustic buffering) in connection with the Material Store development.

This reserved matters application is therefore submitted as Phase 2 of the revised application, as allowed as per ref. 59872/APP/2013/3775 and 59872/APP/2015/1330.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
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OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and

- community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **14th May 2015**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 115 local owner/occupiers, the Hayes Village Conservation Panel and the Hayes Town Centre Residents Association on 21/04/2015. The application was also advertised by way of site and press notices. No responses have been received.

HEATHROW AIRPORT LIMITED (HAL):

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition/s detailed below:

Submission of a Bird Hazard Management Plan

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for further information *

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

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

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We would also make the following observations:

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/policy-safeguarding.htm>)

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

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

Officer's Comments

Following receipt of HAL's comments the Applicant provided a Bird Hazard Management Plan which HAL have reviewed and provided the following response:

'I have reviewed the proposed Bird Hazard management Plan and can confirm that this meets our requirements. I therefore agree to the removal of the 'Flat Roof Condition' that was applied to my original response dated 13/05/15.'

HAL have therefore agreed to the removal of the Bird Hazard Management Plan condition.

NATS:

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

I have no adverse comments as these matters are not relevant to EPU.

DESIGN AND CONSERVATION

The current scheme is in line with previous and extensive discussions at pre application stage. Overall, this is considered to be a very well designed and carefully detailed large building.

Whilst the details of the materials proposed for the elevation appear acceptable in principle, I would like to see samples for approval. With regard to the Old Vinyl factory site as a whole, we will need to take care with the materials proposed for the next phases of development, to ensure that there is some consistency in the appearance of the development.

Officer's Comment:

Following receipt of these comments the applicant has provided materials samples for the development. These samples have been considered by the Council's Design and Conservation Officer who has confirmed their acceptability.

HIGHWAYS

The proposal cannot be agreed until a revised scheme is accepted under application refs. 59872/APP/2015/1305 and 59872/APP/2015/1330.

The drawings show proposed works on the Highway, which cannot be considered under this application.

Officer's Comment:

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 for Phase 2 of The Old Vinyl Factory Masterplan. Issues regarding Highways matters are covered under separate conditions and in the applications referred to in the Highway Engineer's comments. An informative has been added to cover this issue.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As stated in the assessment of the original outline application, the existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the, still to be refurbished, Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The applicant has stated that the scheme will deliver up to 4000 jobs at the site and will also provide up to 510 dwellings, both of which accord with the objectives of the Heathrow Opportunity Area. In addition the proposal would result in a net increase of up to 10,800 square metres of B1 floor space (including 2,914 square metres in a separate application for the cabinet building) at TOVF site.

The proposed development was approved within this area of the site as part of the outline consent for the redevelopment of the wider site. Approved as part of the outline consent was a parameter plan, which included the parameters within which the buildings should be located. The proposed building is in accordance with the parameter plan in terms of height and footprint.

As such, the use and scale of the building would be in accordance with the approved parameter plan which established the principle of the development as acceptable.

7.02 Density of the proposed development

Density was considered as part of the originally approved outline application, and was deemed acceptable. The site wide density of the development is not proposed to change significantly as part of this application.

The outline application proposed a maximum of 510 residential units across the site. The current application proposes the erection of 183 units, which is an increase of 28 flats in this building compared to the original masterplan that proposed 155. This follows design development, including a more efficient layout, for the Material Store which now allows for an increase in the number residential units from 155 to 183 units within the same building envelope, including the provision of two-storey units at street level on both side of the roads

These changes have been subject to various lengthy pre-application discussions with officers at the Council who have confirmed that they constitute a Non Material Amendment

(NMA). A NMA application was submitted for these changes (ref. 59872/APP/2015/1330) and approved on the 15th of June 2015.

As such the minimal change in density above that approved at outline stage has already been considered by the Council and deemed acceptable.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved at outline stage. BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to pre-application discussion with the Council's Conservation and Design Team. The height and footprint of the building are in accordance with the outline planning permission and the amendments approved under application reference 59872/APP/2015/1330.

The Council's Design Officer has reviewed the proposals and has commented that 'The current scheme is in line with previous and extensive discussions at pre application stage. Overall, this is considered to be a very well designed and carefully detailed large building.'

This proposed building forms part of the masterplan for the regeneration of this particular site and to make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

The building proposed is located adjacent to the Great Western Railway Line and new buildings proposed within the wider TOVF site. The 'Boiler House' and the 'Pressing Plant' will be positioned between the proposal and existing residential properties on Blyth Road.

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 183 flats within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2015). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

EXTERNAL AMENITY SPACE

The overall amenity requirements of the proposed The Material Store are as follows:

- 1B - 20sqm per dwelling x 58units - 1160sqm
- 2B - 25sqm per dwelling x 106 units - 2650sqm
- 3B - 30sqm per dwelling x 19 units - 570sqm

Total amenity requirement- 4380sqm

The majority of the amenity space for the Materials Store is proposed within the public podium on level 1, shared terrace and private terraces on Level 2, and the four public roof gardens on the top of each residential block. In addition to this, balconies are provided to individual flats, adding a further 336sqm of amenity space provision to the building.

In addition to space provided for residents of The Material Store, an additional 259sqm of amenity space and 27sqm of playspace is to be incorporated to provide for requirements of residents of The Boiler House, who will have controlled access to the podium garden and playspace via the concierge entrance on Powerhouse Lane.

Total amenity requirement (including provision for Boiler House residents)-
4666sqm

Total amenity provision - 4669sqm

The proposed shared amenity space for the flats will be a mixture of formal and informal space that will provide an attractive setting for the new apartment block, together with the further buildings to be constructed around the site. The high quality landscaping throughout the site and the creation of new spaces, will benefit both future residents and workers.

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

LIGHT AND OUTLOOK

All of the habitable rooms within the dwellings would be provided with an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 the London Plan (2015).

OVERLOOKING

In terms of outlook for future residents, Policy BE21 of the Local Plan seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the site layout would provide a high standard of amenity for future occupiers. The layout provides sufficient space within the block and ensures that there is adequate separation between the units. This will result in a satisfactory outlook from the proposed units in the block and reduces the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Part of the consideration of the outline application included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent and access was amended under application reference 59872/APP/2015/1330. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences are posed in the current application.

The reserved matters application for landscaping and appearance for this phase accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal and details approved under application reference 59872/APP/2015/1330.

The Council's Highways Engineer is awaiting further details in relation to the discharge of Highways related conditions for this phase of the development as part of a supporting condition discharge application (reference 59872/APP/2015/1305). Whilst this condition has not yet been satisfactorily discharged, the current application relates to appearance and landscape only and the details provided for the consideration of the current application are deemed acceptable.

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

All homes are designed to meet Lifetime Homes Standards. These standards ensure adaptability to the changing needs of the household as well as ease of access for family and friends who might have a disability.

10% of the units will be easily adaptable to wheelchair housing standards and will be provided in a range of sizes reflecting the mix provided in the building.

1B - 4 adaptable units

2B - 14 adaptable units

3B - 1 adaptable unit

The scheme would provide for an accessible building on all floors with the provision of DDA compliant lifts to access the upper floors of the building. Level access is provided from the building to the external areas and to the car parking areas. All new doors and finishes will fully comply with Part M of the Building Regulations. Accordingly the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.13 Provision of affordable & special needs housing

As per the original outline approval, the applicant proposes to provide 5% social/affordable housing within Phase 3 of the development. The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context. It will continue to be secured through the accompanying S106 legal agreement. As such the current phase of development is not required to provide affordable housing.

7.14 Trees, landscaping and Ecology

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application.

The landscaping proposals include the provision of areas of hard and soft landscaping around the building, including along the boundary of the site, and the planting of new trees along the site frontage. The proposal also includes the permanent landscaping of the amenity space.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The sustainable waste features of the proposed development were considered as part of the outline application. The application was supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

7.16 Renewable energy / Sustainability

Given the proposed change in phasing, it has been agreed with Council Officers that the Energy Centre will be brought forward under application reference. The current proposal will

be built to connect to the site wide energy network following the construction of the Power House.

Conditions imposed on the outline consent included details for renewable energy and sustainability. These details have been considered by the Councils Sustainability Officer for the current phase of development and are deemed acceptable.

7.17 Flooding or Drainage Issues

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment.

7.18 Noise or Air Quality Issues

Noise and air quality aspects were considered as part of the outline application. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

No public responses were received as a result of the consultation on this application.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

There are no other issues.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

Therefore, the application is recommended for approval.

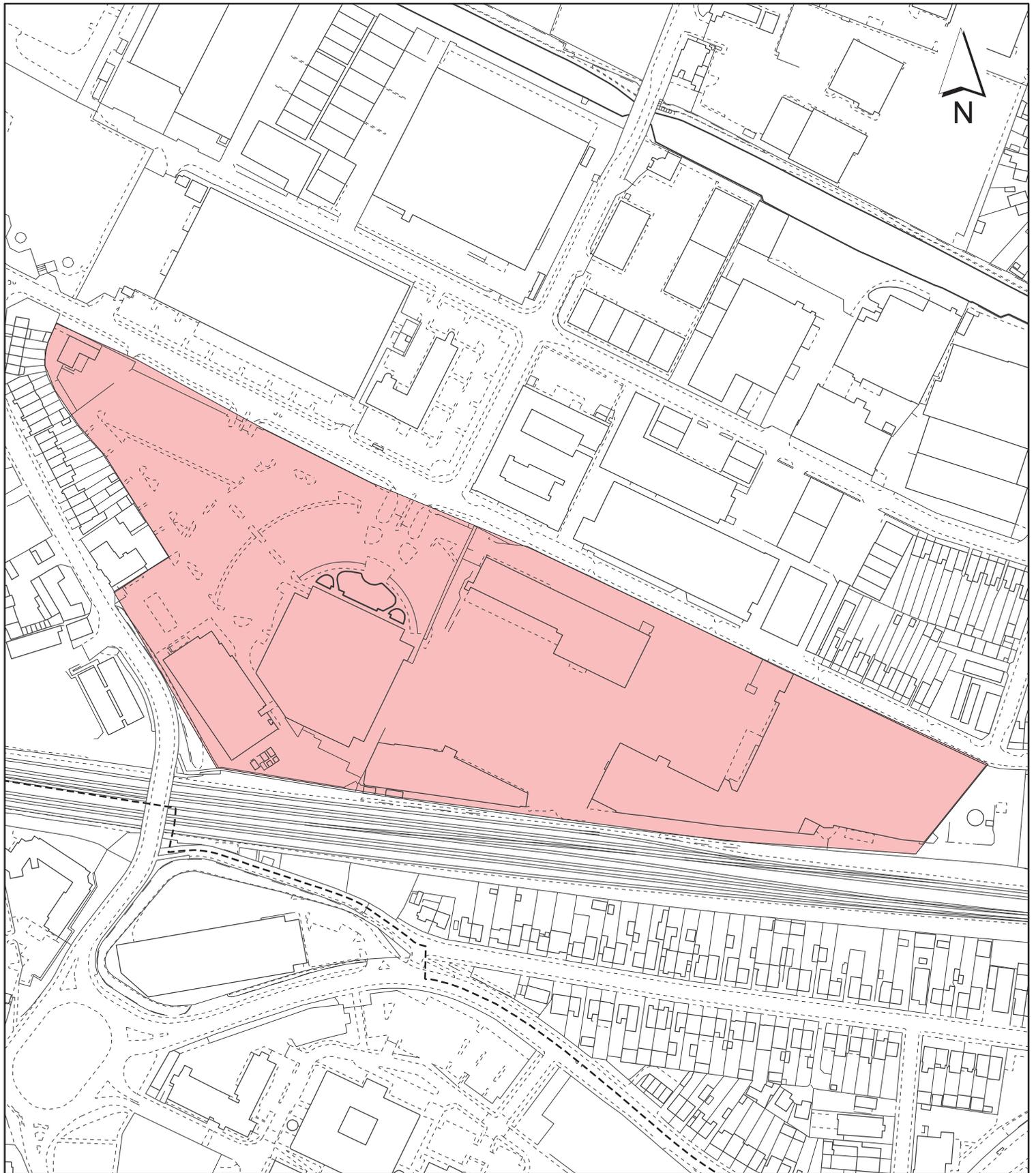
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**The Old Vinyl Factory
 Blyth Road
 Hayes**

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

Planning Application Ref:

59872/APP/2015/1329

Scale:

1:2,800

Planning Committee:

Major Page 94

Date:

July 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** HILLINGDON COURT 108 VINE LANE HILLINGDON
- Development:** Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Full Planning Permission).
- LBH Ref Nos:** 2393/APP/2015/1146
- Drawing Nos:**
- Sur-A-02-010 Rev.P (Site Location Plan
 - L-90-001 (Existing Landscape Plan
 - A-Ex-A-03-001 Rev.P1 (Existing Lower Ground Floor Plan
 - A-Ex-A-03-002 Rev.P1 (Existing Ground Floor Plan
 - L-90-003 (Landscape - Proposed Sections
 - L-90-004 A (Landscape - Proposed Hard Materials
 - A-02-Pro-030 PD1 (Lower Ground Floor
 - A-02-Pro-031 PD1 (Ground Floor
 - A-02-Pro-032 PD1 (First Floor
 - A-02-Pro-033 PD1 (Second Floor
 - A-02-Pro-034 PD1 (Roof Plan
 - PrA-A-35-100 PD (Science Roof Top Extension to West Wing Propose Ceiling Finishes)
 - PrA-A-40-100 PD (Science Roof Top Extension to West Wing Propose Floor Finishes)
 - PrB-A-35-200 PD1 (High School Hub Lower Ground Ceiling Finishes)
 - PrB-A-35-201 PD1 (High School Hub Ground Floor Ceiling Finishes)
 - PrB-A-40-200 PD1 (High School Hub Lower Ground Floor Finishes)
 - PrB-A-40-201 PD1 (High School, Hub Ground Floor Floor Finishes)
 - PrC-A-35-300 PD1 (First Floor Refurbishment - First Floor Proposed Ceiling Finishes)
 - PrC-A-35-301 PD1 (Lower Ground Floor Refurbishment -Lower Ground Floor Ceiling Finishes)
 - PrC-A-40-300 PD1 (Refurbishment - First Floor Proposed Floor Finishes)
 - PrC-A-40-301 PD1 (Refurbishment - Lower Ground Floor Proposed Floor Finishes)
 - PrD-A-22-400 PD5 (Multi-Use Hall - Ground Floor Wall Finishes)
 - PrD-A-35-400 PD1 (Multi -Use Hall - Ground Floor Ceiling Finishes)
 - PrD-A-35-401 PD1 (Multi-Use Hall - First Floor Ceiling Finishes)
 - PrD-A-40-400 PD1 (Multi -Use Hall - Ground Floor Floor Finishes)
 - PrD-A-40-401 PD1 (Multi-Use Hall - First Floor Floor Finishes)
 - PrE-A-35-500 PD1 (Staff & Administration GF & FF Ceiling Finishes)
 - PrE-A-40-500 PD1 (Staff & Administration GF & FF Floor Finishes)
 - SL-A-(02)-001 P1 (Existing Campus Site Plan
 - SL-A-(02)-002 P3 (Proposed Campus Site plan - Extent of Project)
 - SL-A-(02)-004 P2 (Existing Campus Site Layout (Front Lawn & Parking)
 - A-04-Ex-001 PD1 (Existing Site Sections & Elevations)
 - A-04-Ex-002 PD1 (Existing Building Side Elevations & Detailed Elevations Extracts)
 - A-04-Ex-003 PD1 (Existing Building Rear Elevation & Detailed Elevations Extracts)

Extracts)

A-04-Ex-004 PD1 (Existing Building Side Elevation and Courtyard Section: Planning Statement prepared by BDP, dated March 2015)

Heritage Impact Assessment prepared by Jane Seaborn Associates & Groves Lewis Associates, dated February 2015

Energy Statement (1327(002).R2 - Rev A, prepared by QODA, dated 12/02/15

Document entitled 'Principle - Scope of work' (Rev 1

Noise Survey Report, prepared by Ion Acoustics, dated 30/01/15

Acoustic Design Report, prepared by Ion Acoustics, dated 23/01/15

Phase 1 Habitat Survey, prepared by Arbtch Consulting Limited

Flood Risk Assessment & Drainage Strategy, prepared by AKS Ward, dated January 2015

PrA-A-04-Pro-100 PD6 (Science Extension Section PrA-04-100)

PrA-A-04-Pro-101 PD6 (Science Extension Section PrA-04-101)

PrA-A-04-Pro-102 PD6 (Science Extension Section PrA-04-102)

PrA-A-22-100 PD3 (Science Extension Wall, Floor & Windows Scope)

PrB-A-03-200 PD3 (High School Hub Lower Ground Floor Proposed Plans)

PrB-A-03-204 PD4 (High School Hub Staircase Plans & Section)

PrB-A-04-Pro-200 PD4 (High School Hub Section A - South Facing)

PrB-A-04-Pro-201 PD3 (High School Hub Section B - East Facing)

PrB-A-04-Pro-202 PD2 (High School Hub Section A - South Facing Surrounding Mansion House)

PrB-A-22-200 PD5 (High School Hub Lower Ground Finishes and Intervention to Fabric)

HS Hub Scene 1

HS Hub Scene 2

HS Hub Scene 3

HS Hub Scene 4

HS Hub Scene 5

South Colour Elevation

Design & Access Statement, prepared by Broadway Malyan dated March 2015 and Issued 30/06/15

Planning Construction Management Plan, dated 17/06/15

Transport Statement, prepared by Mayer Brown, dated July 2015

Access Management Plan

PrE-A-22-500 PD4 (Staff & Administration GF & FF Finishes & Intervention to Fabric)

PrE-A-03-500 PD3 (Staff & Administration Proposed Plan GF & FF)

PrC-A-22-401-PD5 (Multi-Use Hall - First Floor Finishes)

PrD-A-04-400-PD4 (Multi-Use Hall - Section PrD-01 & 02)

PrD-A-03-400-PD4 (Multi-Use Hall Extension - Proposed Plan Ground Floor)

PrD-A-03-401-PD4 (Multi-Use Hall Extension - Proposed Plan First Floor)

PrC-A-22-301 PD4 (Lower Ground Floor Repurpose - Finishes & Intervention to Fabric)

PrC-A-22-300 PD4 (First Floor Repurpose - First Floor Finishes & Intervention to Fabric)

PrC-A-03-Pro-300 PD2 (First Floor Refurbishment GA Proposed Plan)

PrB-A-22-201 PD4 (High School Hub Ground Floor Finishes & Intervention to Fabric)

Fabric)
 Arboricultural Report, prepared by Crown consultants, dated 10/12/1
 Surface Water & Foul Drainage Survey (Sheet 2 of 4
 Foul Drainage Survey (Sheet 3 of 4
 Foul Drainage Survey (Sheet 4 of 4
 Extract from SI Soakage Test:
 Table 12.12 - Pervious pavement operation and maintenance requirements
 SW -C91002 - P1 (External Works Build Up - Sheet 2
 SW -C90001 - P1 (Drainage Layout - Sheet 1
 SW -C90002 - P1 (Drainage Layout - Sheet 2
 SW -C90003 - P1 (Drainage Layout - Sheet 3
 SW -C90004 - P1 (Drainage Layout - Sheet 4
 A-Ex-A-03-003 Rev.P1 (Existing First Floor Plan
 A-Ex-A-03-004 Rev.P1 (Existing Second Floor Plan
 Email from AKS Ward Ltd, dated 04/06/15
 A-Ex-A-03-005 P2 (Existing Roof Plan
 A-03-Pro-001 P1 (Proposed Lower Ground Floor Plan
 A-03-002 P3 (Proposed Ground Floor Plan
 A-03-Pro-003 P1 (Proposed First Floor Plan
 A-03-Pro-004 P1 (Proposed Second Floor Plan
 A-03-Pro-005 P3 (Proposed Roof Plan
 PrA-A-05-Pro-100 PD6 (Science Extension Elevation North & South
 PrA-A-05-Pro-101 PD6 (Science Extension West & East
 PrA-A-03-Pro-100 PD5 (Science Roof Top Extension to West Wing Proposed
 Plan)
 PrA-A-03-101 PD5 (Science Roof Top Extension to West Wing Proposed
 Roof Plan)
 PrD-A-05-400 (Multi-Use Hall Elevation North & West
 A-27-100 PD (Existing Sports Roof Proposed PV Plan
 A-04-Ex-005 PD (Existing Sports Hall Section
 PrB-A-03-201 PD3 (High School Hub Ground Floor Proposed Plans
 PrC-A-03-301 PD2 (Lower Ground Floor Reurbishment GA Proposed Plan
 PrD-A-22-400 PD5 (Multi-Use hall Ground Floor Finishes
 CGI - Sports Hall Render with Plants
 CGI - Viewpoint from South East Close
 CGI - Viewpoint from South East Distance
 CGI - Viewpoint Link Road
 L-90-005 B (Planting Strategy)
 L-90-006 B (Landscape - Proposed Master Plan
 L-90-002 A (Landscape - Proposed General Arrangements)

Date Plans Received:	27/03/2015	Date(s) of Amendment(s):	26/06/2015
Date Application Valid:	22/04/2015		05/06/2015
			27/03/2015
			02/07/2015
			04/06/2015

1. SUMMARY

This application seeks full planning permission for various extensions and alterations to the American Community School (ACS), which occupies Hillingdon Court, a Grade II* Listed

Building and its grounds, in Hillingdon. An application for Listed Building consent has been submitted in parallel with this application and is reported on this same agenda.

The school has identified a number of shortcomings relating to its existing facilities, many of which no longer meet the current needs of a learning environment and, as such, a Strategic Campus Plan has been developed which seeks to address these issues by making a number of modifications and extensions to the buildings over the next 15 years. This has in turn been developed into a 'Main Project' which forms this planning application and consists of the following works:

Project A: Provision of a rooftop extension over the West Wing to provide accessible science classrooms.

Project B: Refurbishment and provision of a roof over an existing courtyard to create new internal courtyard space for a High School Hub.

Project C: Refurbishment of existing science laboratories to create general classrooms.

Project D: Extension to the West Wing/Sports Hall to create a new multi-use hall and fitness teaching suite.

Project E: Reconfiguration on internal space within the Mansion House to create enhanced staff and administration facilities.

Project F: External works to include provision of a one-way system around the site and extension/alterations to coach parking area.

It is understood that these works are proposed in order to modernise and enhance the existing facilities on offer at the site and to enable ACS Hillingdon to better compete with ACS' other campuses and also with other similar institutions. The school is currently operating below capacity at approximately 550 pupils and it is hoped that these improvements will bring pupil numbers back up to recent figures of 700.

The Council's Urban Design and Conservation Officer has raised no objections to the proposals, particularly in light of the planning history which shows planning permission was granted for a roof top extension in 2001. Whilst Historic England's view is that the development would cause visual harm to the building, particularly with regard to the roof top extension, they have confirmed that this would not be substantial and so have raised no objections.

It is not considered that the development would have any significant detrimental impact on the setting of the listed building, the character or appearance of the school site or on the openness of the Green Belt in this location. Furthermore, it is not considered that the proposals would have any significant adverse impact on the amenity of the nearest residential occupants.

It is considered that the small increase in bus and car parking bays would have a negligible impact on the local highway network and the school's sustainable approach to travel is supported.

The development is considered to comply with current planning policies which support the expansion and enhancement of existing school sites and the proposal is considered to comply with Local Plan and NPPF policies which allow small infill development to already developed sites.

The development is considered to comply with relevant current planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

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 following plans and shall thereafter be retained/maintained for as long as the development remains in existence:

Sur-A-02-010 Rev.P (Site Location Plan)
L-90-001 (Existing Landscape Plan)
A-Ex-A-03-001 Rev.P1 (Existing Lower Ground Floor Plan)
A-Ex-A-03-002 Rev.P1 (Existing Ground Floor Plan)
L-90-003 (Landscape - Proposed Sections)
L-90-004 A (Landscape - Proposed Hard Materials)
A-02-Pro-030 PD1 (Lower Ground Floor)
A-02-Pro-031 PD1 (Ground Floor)
A-02-Pro-032 PD1 (First Floor)
A-02-Pro-033 PD1 (Second Floor)
A-02-Pro-034 PD1 (Roof Plan)
PrA-A-35-100 PD (Science Roof Top Extension to West Wing Proposed Ceiling Finishes)
PrA-A-40-100 PD (Science Roof Top Extension to West Wing Proposed Floor Finishes)
PrB-A-35-200 PD1 (High School Hub Lower Ground Ceiling Finishes)
PrB-A-35-201 PD1 (High School Hub Ground Floor Ceiling Finishes)
PrB-A-40-200 PD1 (High School Hub Lower Ground Floor Floor Finishes)
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A-04-Ex-003 PD1 (Existing Building Rear Elevation & Detailed Elevation Extracts)
A-04-Ex-004 PD1 (Existing Building Side Elevation and Courtyard Sections)

PrA-A-04-Pro-100 PD6 (Science Extension Section PrA-01)
 PrA-A-04-Pro-101 PD6 (Science Extension Section PrA-02)
 PrA-A-04-Pro-102 PD6 (Science Extension Section PrA-03)
 PrA-A-22-100 PD3 (Science Extension Wall, Floor & Windows Scope)
 PrB-A-03-200 PD3 (High School Hub Lower Ground Floor Proposed Plans)
 PrB-A-03-204 PD4 (High School Hub Staircase Plans & Section)
 PrB-A-04-Pro-200 PD4 (High School Hub Section A - South Facing)
 PrB-A-04-Pro-201 PD3 (High School Hub Section B - East Facing)
 PrB-A-04-Pro-202 PD2 (High School Hub Section A - South Facing & Surrounding Mansion House)
 PrB-A-22-200 PD5 (High School Hub Lower Ground Finishes and Intervention to Fabric)
 Unnumbered South Colour Elevation
 PrE-A-22-500 PD4 (Staff & Administration GF & FF Finishes & Intervention to Fabric)
 PrE-A-03-500 PD3 (Staff & Administration Proposed Plan GF & FF)
 PrC-A-22-401-PD5 (Multi-Use Hall - First Floor Finishes)
 PrD-A-04-400-PD4 (Multi-Use Hall - Section PrD-01 & 02)
 PrD-A-03-400-PD4 (Multi-Use Hall Extension - Proposed Plan Ground Floor)
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 Foul Drainage Survey (Sheet 3 of 4)
 Foul Drainage Survey (Sheet 4 of 4)
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 SW -C90002 - P1 (Drainage Layout - Sheet 2)
 SW -C90003 - P1 (Drainage Layout - Sheet 3)
 SW -C90004 - P1 (Drainage Layout - Sheet 4)
 A-Ex-A-03-003 Rev.P1 (Existing First Floor Plan)
 A-Ex-A-03-004 Rev.P1 (Existing Second Floor Plan)
 A-Ex-A-03-005 P2 (Existing Roof Plan)
 A-03-Pro-001 P1 (Proposed Lower Ground Floor Plan)
 A-03-002 P3 (Proposed Ground Floor Plan)
 A-03-Pro-003 P1 (Proposed First Floor Plan)
 A-03-Pro-004 P1 (Proposed Second Floor Plan)
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 PrA-A-05-Pro-101 PD6 (Science Extension West & East)
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 PrD-A-22-400 PD5 (Multi-Use Hall Ground Floor Finishes)
 L-90-005 B (Planting Strategy)
 L-90-006 B (Landscape - Proposed Master Plan)
 L-90-002 A (Landscape - Proposed General Arrangement)

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 (2015).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the following specified supporting plans and/or documents:

Energy Statement (1327(002).R2 - Rev A, prepared by QODA, dated 12/02/15
Noise Survey Report, prepared by Ion Acoustics, dated 30/01/15
Acoustic Design Report, prepared by Ion Acoustics, dated 23/01/15
Phase 1 Habitat Survey, prepared by Arbtech Consulting Limited
Flood Risk Assessment & Drainage Strategy, prepared by AKS Ward, dated January 2015
Email from AKS Ward Ltd, dated 04/06/15
Access Management Plan
Arboricultural Report, prepared by Crown consultants, dated 10/12/14
Planning Construction Management Plan, dated 17/06/15
Transport Statement, prepared by Mayer Brown, dated July 2015

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 (2015).

4 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including those for the courtyard infill structure, 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 texture, colour, finish, make and product/type and photographs/images and/or samples shall be provided as relevant.

REASON

To ensure that the development presents a satisfactory appearance in accordance with

Policies BE8, BE13 and BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM8 Tree Protection

No site clearance or construction work shall take place until the tree protection measures, including drawing no. CCL09219 /TPP Rev.1, specified in the Arboricultural Report prepared by Crown Consultants and dated 10/12/14, have been fully implemented. The development shall be carried out in accordance with the approved method statement as detailed in the report and tree protection measures shall be retained in position until development is completed. Unless otherwise agreed in writing by the Local Planning Authority 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.

A qualified arboriculturalist shall be employed throughout construction to supervise all on site works which have the potential to harm trees, shrubs and vegetation which is to be retained.

REASON

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

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

No external works 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, where relevant
 - 2.b Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
 - 3.a Details of the proposed living walls to the multi-use hall extension
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

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

9 COM15 Sustainable Water Management

The development hereby approved shall be carried out in complete accordance with the submitted Flood Risk Assessment & Drainage Strategy prepared by AKS Ward, dated January 2015, the email from AKS Ward dated 04/06/15 and its associated attachments, as listed in condition 2, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

10 NONSC Ecological enhancements

Prior to the commencement of any external development works an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.19 of the London Plan (2015).

11 NONSC Noise

The rating level of the noise emitted from the site by any Air Conditioner or other mechanical plant shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142.

REASON

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

12 NONSC Lighting

No external lighting shall be installed on the land unless the details have first been submitted to and approved in writing by the Council. Any installation of external lighting shall only be carried out in accordance with the previously approved details.

REASON

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

13 NONSC Non Standard Condition

Prior to the installation of any external flues, vents and roof plant, including air conditioning units and air source heat pumps, full details to include exact location, height, size and design shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE8, BE13 and BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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

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 **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).

5 **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).

6 **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.

7 **I14** **Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

8 **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.

9 119 Sewerage Connections, Water Pollution etc.

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

10 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive

environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

11

With regard to condition 6, the importance of having a qualified and experienced arboriculturist on-site to supervise works throughout construction is emphasised and you are strongly encouraged to provide the Council's Trees/Landscape Officer with Inspection reports carried out by the arboriculturist at regular intervals throughout the construction process.

12

The Council's Access Officer has provided the following advice:

a) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

b) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

c) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

13

Thames Water have advised as follows:

Surface Water Drainage:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or offsite storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

14

Residents have advised that a verbal undertaking has been given by the school to provide additional tree planting between the proposed multi-use hall and the western boundary. You are strongly encouraged to undertake such works, which will provide additional screening for residents and enhance the visual amenities of the school site. The Local Planning Authority has no objection to details of such planting forming part of the submission of landscaping details which will need to be submitted in compliance with condition 7, as this will enable the Council's Trees/Landscape Officers to assess the appropriateness of any planting proposed and to provide advice if needed.

3. CONSIDERATIONS

3.1 Site and Locality

The ACS Hillingdon campus occupies an approximately 4.5 hectare irregularly shaped plot located on the eastern side of Vine Lane in Hillingdon.

Now occupied by the school, Hillingdon Court, a two-storey former residential property dating back to the mid 19th century, is located relatively centrally to the site. The original part of the building is now known as the 'Mansion House.' That building has been significantly extended in the past with more modern large additions, dating from the 1980s (Sports Hall and Cafeteria) and 1990s (West Wing), extending towards the western site boundary. A stand alone building, known to the school as 'Pavilion' is located along the west boundary to the south of the main school buildings. A number of smaller detached buildings, which are more residential in their scheme and character, are located towards the north western most part of the site, detached from the main school building and close to the school's vehicular and pedestrian entrance.

Located within a parkland setting, the school's grounds comprise a sweeping driveway which skirts the northern most boundary and culminates in a turning circle in front of the Mansion House. Staff car parking is located off this to the east. Further staff and coach parking is also located immediately in front (north) of the West Wing and Sports Hall.

Formal gardens are located immediately to the south and east of the main building beyond which are outdoor sports facilities including an all weather pitch, tennis courts and playgrounds.

The site falls within a predominantly residential area, bounded by residential properties and their gardens to the north, west and south. To the east the site is bounded by Hillingdon Court Park.

The entire site falls within the Green Belt as designated in the Hillingdon Local Plan. The Mansion House buildings are Grade II* Listed. A Tree Preservation Order covers the site and it is bounded by Hillingdon Court Park Area of Special Local Character on all sides.

3.2 Proposed Scheme

This application seeks full planning permission for a range of works, including extensions, refurbishment works and alterations to the external landscape. The school has identified a number of shortcomings relating to its existing facilities and these works are proposed in order to modernise and enhance the existing accommodation on offer at the site and to enable ACS Hillingdon to better compete with ACS' other campuses and also with other similar institutions. The school is currently operating below capacity and it is hoped that these improvements will bring pupil numbers back up to recent figures of approximately 700. The applicant has clearly confirmed that no expansion in pupil numbers above the school's existing capacity of 700 is however proposed.

The scheme is split into six projects, as follows:

Project A - Science Laboratory

This project comprises the construction of a roof top extension above the West Wing, which would be accessed via two sets of stairs on both the eastern and western ends of the development with a lift located at the western end.

The extension, which would provide approximately 833m² of floorspace, would comprise four High School laboratories, three Middle School laboratories, a preparation room, office, store, WC's and circulation space. It is anticipated that each science laboratory would accommodate up to 22 pupils.

The extension has been designed so as to be located as centrally to the roof as is possible and would have a split pitched roof with a central cavity. This allows the provision of clerestory windows, which would provide natural daylight and ventilation into the new space, and also enables the screening of roof plant and equipment, which would be located within the cavity space.

Project B - Mansion House Lower Ground and Ground Floors

This project comprises the lower ground floor courtyard of the Mansion House, connecting with the ground floor rooms and corridor of the building. The 132m² courtyard and adjacent rooms on the lower ground and ground floors would be repurposed to consolidate central school functions which are currently spread across the campus.

At lower ground level this will provide a new 'High School Hub,' which will serve as an informal social and study space, doubling up as a teaching and presentation space, and provide IT services, staff suite, additional language suite, locker banks, staff workrooms and WCs.

At ground floor level this would create staff rooms, admissions and secretary's offices, school councillor's room, a High School library and a cafe and gallery space.

To achieve the above the courtyard would be enclosed by a lightweight glazed roof structure, supported on new columns, which avoid the need for substantial fixings to the walls of the listed building.

In order to conserve the heritage significance of the building, the majority of the rooms would be refurbished and repurposed. However this, with the creation of additional openings, would help to consolidate High School and Middle School uses into a single location rather

than having them spread across the campus.

The sympathetic enclosure of the courtyard, would provide a multi-purpose area for students to sit, socialise or study and is particularly aimed at given students a place to congregate, particularly at the start of the day when students travelling by bus often arrive early.

The lower ground and ground floor floors would be connected via a new wide stair case which would be provided within the courtyard area. Lift access would be available via the West Wing.

Project C - Mansion House First Floor

Project C comprises internal refurbishment works and repurposing of existing classrooms to create three additional classrooms through the introduction of lightweight and reversible stud partition walls. This includes the splitting of two science labs into three general classrooms and the subdivision of two existing classrooms. No new floorspace would be provided as part of these works.

Project D - Multi-Purpose Hall

This comprises the erection of an approximately 384m² extension to the north west corner of the existing building , within the recess currently formed by the West Wing to the east and the existing Sports Hall to the south. This would displace hardstanding currently used for car and coach parking. The extension would provide additional space for sport, drama and dance, exams and gatherings of pupils and staff. The majority of the extension would be double height, although part of it would be two-storey. The ground floor would accommodate the multi-use hall, an equipment store, a climbing wall and a lobby. The first floor would accommodate a fitness suite and plant room.

Externally, the hall's design would reflect that of the existing West Wing and large windows would be provided to naturally light the space. A green wall would also be provided to soften the visual appearance of the front elevation.

Project E - Mansion House - Staff and Accommodation

This relates to repurposing of rooms at both ground and first floor levels. The existing library is located within a historic and intact wood panelled room, which no longer provides an appropriate space to accommodate the required multi-media functions of a contemporary library. Accordingly, at ground floor level the library and library store will become the whole school staff rooms and the study room will become an administrative space for the Principal. At first floor level existing rooms would be repurposed to provide the Principal's office, administrative space, a meeting room and offices.

Project F - External Works

This project relates to the external area along the northern facade of the building and proposes the provision of a new parking layout for mini-buses and coaches to minimise the amount of reversing they need to do; the construction of a drive in front of the building to provide one-way circulation around the site; pedestrian pathways to enable children to be safely dropped-off and picked-up by car and coach/bus; and hard and soft landscaping works to enhance the setting of the main building and to reflect the historic landscape setting

of the site.

A total of 45 bus parking spaces would be provided, representing an increase of 7 spaces. Six additional staff parking spaces would also be provided, providing a total of 40 spaces.

3.3 Relevant Planning History

2393/APP/2001/923 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING A NEW LIFT SHAFT AND STAIRCASE ENCLOSURE

Decision: 06-11-2002 Approved

2393/APP/2001/924 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING AND NEW LIFT SHAFT INCLUDING STAIRCASE ENCLOSURE (APPLICATION FOR LISTED BUILDING CONSENT)

Decision: 06-11-2002 Approved

2393/APP/2001/925 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING NEW LIFT SHAFT AND STAIRWAY ENCLOSURE

Decision: 06-11-2002 Approved

2393/APP/2001/926 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING A NEW LIFT SHAFT AND STAIRCASE ENCLOSURE (APPLICATION FOR LISTED BUILDING CONSENT)

Decision: 06-11-2002 Approved

Comment on Relevant Planning History

The site has an extensive planning history. Most relevant to this scheme are two 2001 consents relating to the provision of a rooftop extension to the West Wing. Whilst slightly smaller in scale the extensions allowed at that time were not insignificant in size and although never implemented, they do set some precedent. The details of those applications are summarised above.

4. Planning Policies and Standards

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

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.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- OL4 Green Belt - replacement or extension of buildings
- OL5 Development proposals adjacent to the Green Belt
- 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
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th May 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 62 local owner/occupiers and Court Drive householders Association. One response has been received. One letter of comment was also made on the application for Listed Building Consent for these proposed works, which also appears on this Committee Agenda. The issues raised are however considered to better relate to this application. The comments made in both letters are therefore summarised below:

- i) Further to a meeting with the head teacher and the architect it was agreed that the hedge and trees between the school and 98 and 100 Vine Lane (west of the site) would be renewed to provide a visual and noise screen.
- ii) The height of the new hall should be reduced to limit its visual impact on neighbouring properties.
- iii) Noise from the air conditioning unit should be monitored as it would be close to the boundary and could cause a nuisance.
- iv) Further tree planting should be provided along the southern boundary area of the school (abutting Harwood Drive). Several trees have been removed from this area in recent years and this has resulted in an increase in visibility and noise levels from the school buildings and outdoor sports areas.
- v) It would show goodwill if further tree planting could be included along the southern perimeter to mitigate the inevitable noise which will arise from these extensive building works, and reinstate some landscaping where it has previously been removed.

It should be noted that one response was also received to the consultation relating to the application for Listed Building Consent for these proposed works, which appears on this Committee Agenda. The issues raised are considered to better relate to this application and, as such, are summarised below: I have no objection in principle to the proposals. I would however like to request that consideration be given to further tree planting, along the southern boundary area of the school (abutting Harwood Drive). Several trees have been removed from this area in recent years and this has resulted in an increase in visibility and noise levels from the school buildings and outdoor sports areas. It would show goodwill, and assist both the local ambience and the quiet enjoyment of local residents, if further tree planting could be included in this scheme along the southern perimeter of the site (not currently included in tree plans), to mitigate the inevitable noise which will arise from these extensive building works, and reinstate some landscaping where it has previously been removed. Thank you for your consideration.

HISTORIC ENGLAND

We received notification of the revised or amended information in respect of the application for listed building consent relating to the above site on Friday 26 June 2015. Thank you for involving Historic England in discussions regarding the proposals.

Amendments have been made to several areas we raised concerns about in our initial response of 12 May 2015. Our updated position on each point is as follows.

Science roof extension (Project A)

We initially raised concerns about the cluttered appearance of the roof forms and structures proposed, and the prominence of the pitched roof which we felt did not chime well with the existing

extension. The design has developed in response to feedback, removing the lift overrun, adding a pitched element to cover an exposed vertical face, and continuing the bay rhythm along the majority of the length of the structure. We consider that these changes have improved the appearance of the roof extension in comparison to that initially proposed. However, we must note that these works would still have an impact on the listed building. The current extension is characterised by a steady rhythm of bays with a simple roof form in a matching brick, which is a relatively elegant, considered response to the original building. The extension now proposed increases the prominence of the extension partly through increasing the building's height and proportions, and reduces its simplicity through use of different forms and materials, which draws attention to the extension in views of the original grade II* building's facade. We consider that the extension would cause some harm.

Multi-use hall (Project D)

In pre-application discussions, the size of this hall was reduced in response to feedback so that it would have a smaller impact on views of the building. We raised some concerns about the facade treatment, stating that a better articulated facade without the two blank panels would be preferable. It was explained that glazing in place of the blank panels would cause difficulties in environmental controls. As an alternative, the blank panels are proposed to be screened to their full height with climbing plants. The glazing has been recessed further in response to feedback, which will go some way towards continuing the definition of the existing extension. Planting will also shield views of this element from in front of the main entrance.

Courtyard 'hub' (Project B)

We commented that the principle of this project would be acceptable as long as care was taken to retain the sense of the space as a courtyard. We noted that the proposed roof, including plant, was rather heavy, and that acoustic panels would be potentially harmful. The panels have been removed and the roof structure lightened, with a less visible ventilation scheme proposed. We are content that this would be an acceptable approach, subject to all walls and floors being made good over and around the sunken ventilation duct. The alterations to windows to create access to the space should preserve the width of the openings and the brick arches above.

Kitchenette in room G06 and other internal works (Projects B, C and E)

The proposed works to G06 have now been shown on the drawings, to clarify that a free-standing unit which does not impact on existing fabric is proposed, rather than a fitted kitchenette. On the first floor, the plans of finishes and interventions (PrC-A-22-300 rev. PD4) shows changes to a ceiling annotated as follows: 'removed feature ceiling over (modern plasterboard ceiling) to hide air conditioning units to existing corridor areas.' We are unclear as to whether this means a plasterboard ceiling will be removed, removed and replaced, or that an original ceiling above it will be altered. We recommend that this is clarified.

Summary of impact and recommendation

In all, the proposal will cause some harm to the listed building, largely due to the impact of the science extension on views from the south. We would note that the design has developed to reduce the harm since the submission of this application in response to feedback, as explained above, and that the harm caused to the significance of the building would be less than substantial. We would also note that the applicants have presented their reasoning as to why the required plant could not be relocated to other areas to eliminate any need for a pitched roof. According to NPPF paragraph 134, the harm caused should therefore be weighed against the benefits of the proposal, including securing the building's optimum viable use.

We enclose the draft letter authorising the granting of consent (draft attached) and have referred the case to National Planning Casework Unit. Subject to the Secretary of State not directing reference of

the application to him, they will return the letter of direction to you.

If your authority is minded to grant listed building consent, you will then be able to issue a formal decision. Please send us a copy of your Council's decision notice in due course. This response relates to listed building matters only. If there are any archaeological implications to the proposals please contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

MINISTRY OF DEFENCE (MOD)

No objection.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

THAMES WATER

Waste Comments:

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Surface Water Drainage:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or offsite storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge into a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

GREATER LONDON AUTHORITY (GLA)

The application does not raise any strategic planning issues. The application is considered as an exceptional case within the context of Para 89 of the NPPF.

Therefore, under article 5(2) of the Town and Country Planning (Mayor of London) Order 2008 the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

TRANSPORT FOR LONDON (TfL)

1. A full trip generation and full mode share assessment for staff and pupils, trips for travelling on public buses and school buses must be disaggregated. The current transport statement only stated that 84% of pupils and staff travel by bus, but it does not clearly state how many are on school buses

or by public buses.

2. Provision of additional school bus bays needs justifying; it appears that the school has a large scale school bus operation, does the school intend to rationalise / re-organise this to reduce the number of vehicles required to operate?

3. Justification for the increase of car parking spaces should be provided.

4. Further details of proposed cycle Parking provision are required.

5. Does the school intend to implement a travel plan? Are there any existing travel plans? Would the plan be 'STAR' accredited?

Officer comment:

The applicant has provided the following response to TfL's comments:

"School Expansion

In recent years the number of pupils on the school roll has reduced for a variety of reasons, with around 550 students currently on the roll against recent levels of 700 students. Whilst the proposed development will not increase the existing student roll capacity, it is hoped that the upgraded facilities will enable a return to student levels closer to 700. Therefore the proposed development is not an expansion of the existing school capacity, and is considered an upgrade of facilities to enable greater take up of existing school places.

Bus Use

In relation to bus use, the proposed development is aimed at improving the operation and safety of the existing bus access and parking arrangements. Currently, circa 84% of students travel to the school by bus, this is considered to be exceptional for this type of school and clearly demonstrates that the school is very sustainable with a current effective travel plan. Indeed, the 38 buses that serve the site have a total capacity of 673 people, which equates to 673 cars (assuming a car occupancy of 1). This clearly has significant highways and environmental benefits.

TfL appear to be suggesting that the school should look to reduce the level of buses that visit the site.

This is considered contrary to sustainable transport policies and the aims of the school's travel plan to minimise car trips to the site. The number of buses used by the school is set at a level that allows a wide catchment area to be covered to ensure maximum take up of bus travel by school pupils. The buses which serve the school are private buses organised by ACS International Schools and therefore the proposed development will not result in a detrimental impact on the TfL bus network."

The Council's Highway Engineer has also commented specifically on TfL's view as follows:-

The TfL request for additional information is not considered to be reasonable because:

a. the proposals includes extension of school sports hall that affects the existing parking area. The proposals would also improve the internal access and parking arrangements, including the drop off arrangements to mitigate concerns over student safety. The application does not increase pupil or staff numbers above existing capacity and does not propose any change to cycle parking (application form indicates there is no provision on site). There would also be no adverse impact on public transport (buses).

b. the provision for additional school buses should be encouraged to reduce reliance on use of private car and the proposed change in number of parking bays is relatively insignificant in terms of traffic impacts on the highway.

c. The increase in proposed parking would be negligible.

- d. Regarding the Travel Plan, the Transport Consultant has advised that it is intended that the school will implement a school travel plan and for it to be 'STAR' accredited.
- e. The transport statement and the Design and Access statement satisfactorily consider / explain the proposals.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER

Hillingdon Court dates from the mid 1850s, it is grade II* listed and is the work of the prominent Victorian architect P C Hardwick. It ceased to be private house in the 1920s, when it became a Catholic convent and later a convent school. It has been in use as a private school by its current owners since the late 1970s.

The works subject of this application have been discussed in detail with officers and also with representatives of Historic England. Apart from its historical significance, the architectural significance of this building lies in the architectural quality of its external appearance, its finely decorated principal rooms (at ground floor), the entrance hall and staircase. Its attractive mature garden and remaining garden features are important elements that contribute to the setting of the building.

The proposals are for a roof extension and a new gym, both requiring changes to the modern wing of the school and the infill of an internal courtyard within the service wing of the original house. There are also proposed changes to the car park and a new access road in front of the modern addition.

The works to the historic house are minor in terms of changes to historic fabric and features of the building. The principal change is the infilling of an existing internal light well. The roof of the proposed infill structure would be light- weight in appearance and partially glazed, thus allowing the courtyard to retain something of its existing character as a "open space". The walls of the building will be retained as painted brickwork and access to the space will be via existing openings at ground floor and a new staircase to the first floor. This will link to the original building via one of the wider existing window openings at this level. The internal space will be ventilated via a system that has plant within a discrete secondary internal light well, with the necessary ducting being constructed under the building to avoid having to run through the internal spaces.

The other proposed internal works are largely related to the installation and removal of partitioning, these works would not impact on any areas, or features, of historic significance.

The main external alteration is the proposed construction of an additional floor to the modern wing to the west of the house, for which consent has previously been granted. This would be set behind the existing parapet and have a part flat, but mainly pitched grey coloured metal roof. The roof slopes would screen the plant and other equipment required for the school's science labs, which would be relocated within the new floor.

The addition would be dark coloured and recessive in appearance. It would be partially screened by existing mature trees along the driveway, but would perhaps be most visible from the lawned area to the rear of the house. The addition would, however, be seen against and as part of the already extensive additions. Whilst well designed, it is considered that this alteration would have a slight negative impact on the setting of the historic building, but that this would not be severe enough to support the refusal of this application. This consideration also needs to be balanced against the need to ensure that the house is maintained long term; improvements to the school would allow it to stay on the site and to keep the building in what is a very appropriate use for a building of its type.

The work also includes the addition of a multi purpose sports hall adjacent to the existing modern sports hall. This is set slightly behind the adjacent modern wing and would be slightly lower than the

existing hall. This location is positioned well away from main listed building and the design of the new structure, which would include screening with climbing plants, is such that it would reflect the architecture of modern wing and would not impact on the setting of the original house.

Other changes include the addition of PVs to the existing sports hall roof. No objections are raised to these works as it is considered that they would not be visible from the surround gardens.

Changes to the car park and access road are also proposed. These are not ideal in terms of the setting of the listed building, however, provided additional planting is provided to screen the area and sympathetic conservation materials are used for the hard surfaces, as suggested in the Design and Access Statement, no objections are raised to these works.

Suggested elements to be covered by condition:

all new external materials and materials for light well infill structure - samples illustrating texture, colour and finish to be provided for agreement
details of new external flues, vents and plant
details of works required for the installation of the ducting for the courtyard ventilation system
drainage details for the new bathrooms and kitchenette
details of the protection of panelling to rooms G5 and G6 during works
details of new internal and external joinery for the listed building, drawings to include relevant cross-sections and to be at scale 1:10, 1:5 or to full size as appropriate; details to cover windows, doors, architraves, panelling, dado rails, skirting and glazed screens
design details of the secondary glazing
details of the windows, external doors and roof lights for the new additions
cladding system for the roof addition; eaves detail and design of the brise soleil
design of new stair within the internal courtyard and flooring for this space

Details of new planting, the layout of the car park and samples of surface materials to be agreed, or as required by the Trees/Landscape Officer.

TREES/LANDSCAPING OFFICER

Landscape Character / Context:

Site description:

- The site is occupied by Hillingdon Court, a mansion house built in the 1850's, now a Grade II* listed building.
- It was converted for use as a school in the 1920's and has been occupied by the American Community School, since 1978.
- The high quality heritage asset is situated within a landscape setting which retains parts of the original design and layout.
- Landscape features include vestiges of the ornamental gardens and parkland, which complement the setting of the listed building.
- The school grounds are managed to a high standard and new / restored facilities have been sensitively designed and detailed.

Landscape Planning designations:

- Selected trees within the parkland and shelterbelt in front of the school are protected by Tree Preservation Order No.7a.
- The site lies within designated Green Belt.
- The park is designated as a Nature Conservation Site of Borough Grade II, or Local, Importance.
- The neighbouring residential areas are designated as an Area of Special Local Character.

Landscape constraints / opportunities:

- There is a duty to preserve or enhance the character and appearance of a Conservation Area and setting of a listed building.

Proposal:

The proposal is to create science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Full Planning Permission).

Landscape Considerations:

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

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

- No trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement, (document ref. Rev B: 09.03.2015) by Broadway Malyan, describes the proposed landscape scheme and the design rationale, referring to JSA drawing Nos 240 I-90-001 -005.
- The report confirms that the hard and soft landscape proposals have been designed to mitigate the effects of the development proposals, including the screening of the new car park, the details of the new slip road accessing the car park and replacement planting with appropriate species.
- The report includes a Landscape Masterplan and indicative palettes of hard and soft materials, together with enhancements for biodiversity.
- An Arboricultural Report, by Crown Consultants, assesses the condition and value of 65No. trees within the area to the front of the school and considers the inevitable, or potential, impact of the development on nearby trees.
- The Arboricultural Impact Assessment (section 5.2) concludes that no 'A' grade trees will be removed to facilitate the development.
- Two 'B' grade trees (T27 and T31, both Yews) and 7No. 'C' grade (G23, G24, T25, T26, G33, T64 and T65) will be removed to accommodate the external works (access, car park and footpath).
- In addition, T29 (C grade Yew), T32 (B grade Yew), T46 (A grade Sycamore) and T47 (B grade Swamp Cypress) will require special protection measures to safeguard them from nearby work or encroachment within their root protection areas (RPA). The report provides details of Tree Protection Barriers (section 9.0) and Ground Protection Measures (section 10.0)
- The contents of the survey are supported by the following plans: Tree Constraints Plan, Impact Assessment Plan, Tree Protection Plan.
- The surveyed trees are all protected by TPO No. 7a, including the group edging the car park (A3 on the TPO schedule). The Yew (T19) within the parkland is T84 on the TPO schedule, and the Sycamore T46 on the submission is T126 on the TPO.
- There is no objection to the tree retention / removal strategy, subject to the protection of the remaining trees and the provision of appropriate replacement planting - to be submitted for approval through a condition.
- At section 7.0 the report refers to the need for site inspections / supervision at key stages of the development by an arborist. This detail should be conditioned.
- Notes of these arboricultural monitoring meetings should be submitted to the local planning authority.
- A Heritage Impact Assessment, by Jane Seaborn Associates (landscape architect and heritage specialist), considers the landscape significance of Hillingdon Court 3.19 - 3.21 and confirms that 'the gardens and grounds of Hillingdon Court are important today because they form part of the setting of a Grade II* listed building, a nationally important designation'.

- The report notes that there are fine ornamental and native trees on the site, some of which are protected by a Tree Preservation Order.
- At 5.25 the report confirms that the 'opportunity exists to part re-instate a tree and shrub belt as originally laid out prior to 1866'. This will 'also serve to restore the setting of the mansion and the original approach' and 'screen the expanded coach park and car park area'.
- Supporting plans by Jane Seaborne Associates include: Landscape - Proposed General Arrangement (ref. L-90-002 Rev A), Landscape - Proposed Hard Materials (L-90-004 Rev A), Landscape - Proposed Masterplan (L-90-006 Rev A)
- A Phase 1 Habitat Survey, by Arbtech, concludes that further surveys will only be necessary if there are extenuating circumstances 'eg if protected species or habitats are found at a later date.'
- Ecological enhancements should be conditioned, in accordance with the conclusions and recommendations made in Table 4.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions and the proposed tree retention and landscape proposals reflect the outcome of the discussions.

No objection, subject to the above observations and COM6, COM7, COM8 (amended to include site supervision meetings and the submission of meeting notes), COM9 (parts 1,2,4,5, and 6).

ACCESS OFFICER

ACS International Schools has occupied the site since 1978. They seek permission for works that comprise a roof extension to the West Wing for a science laboratory, Mansion House (Grade II* listed) refurbishment, First floor - High School Refurbishment, Multi-use hall - New extension to West Wing, Staff admin offices, External works - landscaping and coach drop off and parking.

The Hillingdon campus is situated on an historic 11 acre estate. The Mansion House was built between 1854 & 1858 and remains the main entrance for visitors, parents, staff and high school pupils. Under the ownership of the school, the campus has undergone various enhancements which include a single-storey teaching block constructed in 1970, a gymnasium and cafeteria in 1986, a West Wing teaching block 1997, and conversion of a two-storey 19th-century house into the Harmony House Music Centre. The external landscape is understood to have been developed to respect and preserve the historic landscape.

There is an obligation and a commitment from the school to maintain the original landscape of mature trees, paths and historic fabric. It is therefore considered that there would be limited scope to improve accessibility to any significant degree without compromising the historic vista and fabric of the buildings.

The Design and Access Statement, however, reports on the existing West Wing building having a lift and how this would be extended to serve the proposed new floor.

The conservation of The Mansion House is understood to be essential to the design proposal. Many of the existing rooms would be refurbished and repurposed. The lower ground and ground floor are accessible from the lift in the West Wing. The first and second floors are not currently accessible by lift and the view that it would be too intrusive to install a lift within The Mansion House is accepted.

The multi-use hall is accessible from the ground floor of the West Wing using the platform lift and the door from the sports hall. The multi-use hall is to be accessible from the adjoining sports hall and from

outside.

Recommendations:

Notwithstanding the constraints outlined above, the Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead and take steps to address barriers that impede disabled people. The following issues should be taken into account during refurbishment:

- a) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.
- b) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.
- c) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

Conclusion:

A management plan should be submitted as a prerequisite to any planning consent. In addition to demonstrating that the design and reconfiguration of the school has reached its maximum potential in terms of integrating disabled pupils into the full range of curricula and social interaction, the plan should also outline how the school intends to ensure that classes and peer working sessions can be easily relocated to a more accessible part of the school.

Officer comment: - following the submission of a management plan the Council's Access Officer has provided the following additional comments:

The document is acceptable and effectively confirms that the proposals have incorporated accessibility to the maximum potential. I have nothing more to add.

FLOOD AND WATER MANAGEMENT OFFICER

Further to the receipt of additional information no objections are raised subject to a condition requiring the development to be constructed in accordance with the drawings and additional details submitted.

HIGHWAY ENGINEER

- a. The proposals include revisions to the internal car / coach parking area that will increase the provision for coach parking from 38 spaces to 45 spaces.
- b. The transport statement confirms that no increase in number of pupils or staff is envisaged as a result of the proposed development. The school has a capacity of 700 pupils and currently have 600 enrolled pupils.
- c. The school has a very high sustainable transport mode share with 84% of pupils using bus / coach for journey to school.

d. The school operate an effective car / coach park management plan and this will continue with the proposed development.

There are no highway / safety objections to the proposals.

ENVIRONMENTAL PROTECTION UNIT

In the Noise report it states that as a minimum, the sound insulation requirements (new build) should be:

- Windows: at least Rw 32 dB sound insulation;
- Roof: at least Rw 44 dB sound insulation
- External walls: at least Rw 45 dB

This should be plenty to ensure that the new classrooms meet the current building regulations.

It is understood that some plant is being installed, which would only be operating during class times, but as such a condition will be required to ensure this is adhered to, so please could the following condition be added:

1) The rating level of the noise emitted from the site by any Air Conditioner or other mechanical plant shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142.

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

The following condition should also be added:

2) No external lighting shall be installed on the land unless the details have first been submitted to and approved in writing by the Council. Any installation of external lighting shall only be carried out in accordance with the previously approved details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Unitary Development Plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

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

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational

purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Whilst at national level the DCLG Policy Statement on Planning for Schools Development and the NPPF focus predominantly on provision and enhancement of state funded educational facilities, the Local Planning Authority acknowledges that there may also be a demand for private provision and that this can also, to some degree, help to meet the increasing need for additional school places. Paragraph 72 of the NPPF confirms that great importance should be attached to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and that great weight should be given to the need to create, expand or alter schools.

The proposal clearly seeks the enhancement of the existing school's facilities in order to enable the school to remain competitive with other similar institutions and to offer the best quality education possible and, as such, is considered to accord with the broad objectives of the above mentioned policies.

Notwithstanding the strong policy support to improve and enhance existing educational facilities, it must be noted that the proposed development falls within the Green Belt.

Saved Policy OL4 states that the replacement or extension of buildings within the Green Belt will only be permitted if:

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

Paragraph 89 of the NPPF reaffirms that the extension or alteration of a building can only be regarded as acceptable in the Green belt if it "does not result in disproportionate additions over and above the size of the original building."

The size, scale, height, bulk and mass of the extensions has been kept to a minimum and they design is sympathetic to the setting of the Listed Building and visual amenities of the Green Belt. Accordingly, it is considered that the scheme complies with the objectives of these policies such that it would not represent inappropriate development in the Green Belt and is considered to be acceptable in this location in Green Belt terms.

Notably, whilst under the Town and Country Planning (Mayor of London) Order 2008 the scheme is referable to the Mayor of London due to its size and location within the Green Belt, the GLA have confirmed that the development raises no strategic issues in this regard and, as such, the Mayor does not wish to comment or be consulted any further on the application.

The site has no other specific designations which would preclude development. Accordingly, no objections are raised to the principle of the development in this location, subject to the proposal meeting site specific criteria. The impact of the development on the Grade II* listed building and on existing trees, particularly those afforded protection by way of Tree Preservation Orders, are key policy considerations.

7.02 Density of the proposed development

The application proposes extensions and alterations to an existing school. Residential density is therefore not relevant to the consideration of this application.

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

The site does not fall within or close to an Archaeological Priority Area or a Conservation Area. However, land immediately adjoining the site to the north, west and south falls within the Hillingdon Court Park Area of Special Local Character (ASLC) and the Mansion House, which dates from the 1850's, is Grade II* Listed. Accordingly, the impact of the development on the setting of the ASLC and the listed building are key considerations.

With regard to impact on the ASLC, the development proposals are located relatively centrally to the site. Tree planting around the school boundaries and within the school grounds provides significant screening such that only limited views of the site are available from the ASLC. The applicant has undertaken pre-application discussions with the Council and significant negotiations have taken place between the applicant, Historic England and Council officers to ensure a scheme which is sympathetic in its design is achieved. Accordingly, it is not considered that the proposals would have any significant detrimental impact on the character and appearance or the visual amenities of the adjoining ASLC.

With regard to the impact of the development on the setting of the listed building, the various elements of the scheme are discussed below:

Roof top extension

It is the roof top extension which would have the greatest visual impact and has most potential to cause harm to the setting of the listed building. However, in considering this, it is important that due regard is given to planning permission granted for a similar roof top extension in 2001. Whilst those consents, which have long expired, were never implemented there has been no significant policy change which would deem them no longer relevant and, as such, with regard to the principle of a roof top extension, they still set a precedent.

Notably, the roof top extension would be located on the West Wing, which is a newer part of the school, understood to have been constructed in the mid-late 1990s. The West Wing adjoins the original Mansion House building and, as such, development here must be of a very high quality and sympathetic design.

As stated above, detailed pre-application discussions took place with Council Officers and with Historic England prior to submission. Furthermore, ongoing negotiation has taken place with the applicant throughout the application process and comments made by both officers and Historic England have been fully taken on board. Negotiations have resulted in the omission of a lift overrun, which although shown on the 2001 approvals, added to the bulk and height of the extension and was visually highly undesirable. Significant changes have also been made to the roof forms, including the provision of a pitched rather than a flat roof to the western end to, visually, simplify the extension and ensure that it reads as one element which would be sympathetic to the existing building. Careful consideration and negotiation has also taken place to ensure an appropriate palette of materials is proposed. Notably, a particular benefit of the design is that the roof form allows all roof plant, including the proposed air source heat pumps, to be completely hidden from view and this approach is supported, particularly given the sensitive nature of the site.

Historic England have advised that the extension would cause harm to the listed building but

that this is not considered to be substantial. Whilst the proposed extension would be larger than that approved in 2001, the applicant has fully justified the need for the development and why some design choices have been made and these have been accepted by Historic England and the Council's Urban Design and Conservation Officer. The benefits of preserving the school use of the site to ensure the long-term viability and upkeep of the building are also acknowledged.

It is considered that the development would be sympathetic to the setting of the listed building and that it would not cause such harm that refusal could be justified, particularly taking into consideration previous consents at the site. Neither Historic England or the Council's Urban Design and Conservation Officer have raised objections to this element of the development.

Multi-use hall

With regard to the extension to the multi-use hall, comments provided at pre-application stage regarding the need to reduce its size to ensure that it appears subordinate to the existing building have been taken on board. Historic England comments regarding the need to recess the fenestration to better reflect that of the existing building have also been taken on board in addition to suggestions that a green wall is provided to assist in softening the visual impact of the non-glazed element of the north elevation.

This element of the development is considered to be visually acceptable in this location, in keeping with the character and appearance of the existing West Wing and sympathetic to the setting of the listed building.

Courtyard enclosure

It is considered that the proposed enclosure of the courtyard through the provision of a lightweight glazed roof, supported by freestanding columns, has been well designed. This would clearly enhance the use of the space for the school and is considered to be sympathetic to the listed building. The Council's Urban Design and Conservation Officer has confirmed that this is acceptable and Historic England have raised no objections.

Internal refurbishment and repurposing of rooms

The proposed internal works are considered to be minor and they would have limited impact on the integrity of the listed building. Where new door openings are created these would, where possible, be where former door openings existed but have, in the past, been filled in. No objections to these works have been raised by Historic England or the Council's Urban Design and Conservation Officer.

External works

Whilst the provision of additional hard standing is regrettable it is acknowledged that this would have significant benefits to the school's operation, particularly in terms of its management of the high number of buses it accommodates. Furthermore, it is acknowledged that this would be created at the less sensitive end of the site, away from the original Mansion House building.

The reinstatement of a belt of mixed tree and shrub planting, confirmed in the submitted Heritage Impact Assessment as appearing on the 1866 OS map, would further enhance the visual amenities of the site, whilst screening the proposed coach parking area, such that despite the increase in hardstanding this would have very limited visual impact on the setting of the listed building. No objections are raised to the provision of a single track driveway in

front of the building which, due to the levels of the site, would have limited visual impact.

This approach to the landscape is supported by both the Council's Urban Design and Conservation Officer and the Council's Trees/Landscape Officer and, in light of the landscape enhancements which would be made, the proposed increase in hardstanding is considered to be acceptable in this instance.

7.04 Airport safeguarding

The relevant aerodrome safeguarding bodies have been consulted on this application and have raised no objections to the proposals.

7.05 Impact on the green belt

This is discussed in part 7.01 of the report. Given the Grade II* listing of the school Mansion House building the development proposals have been designed to a high quality and are of a sympathetic design, reflective of their sensitive setting and the character and appearance of the school site. Furthermore, they would be seen in context with the existing sizeable school buildings. Accordingly, it is not considered that the proposal would have any significant impact on the openness or the visual amenities of the Green Belt.

7.07 Impact on the character & appearance of the area

The school site is bounded by residential properties to the north, south and west. These, combined with existing tree planting in and around the school grounds, provide significant screening from public views from Vine Lane, such that the proposed development would have no impact upon the visual amenities of the street scene.

To the east, tree planting on both sides of the school's boundary provides significant screening to views from Hillingdon Court Park such that only limited views of the site would be available. Given this, combined with the significant set back of the school buildings from the site boundary, it is not considered that the development would have any adverse impact on the visual amenities of the park.

7.08 Impact on neighbours

Whilst the school falls within a predominantly residential area its site is relatively well screened by boundary planting and, as such, limited views are available from surrounding properties. The nearest residential properties are located approximately 23m away to the west of the nearest part of the proposed development. This exceeds the Council's minimum guidelines relating to overlooking, over shadowing and prominence, as set out in its Supplementary Planning Document on Residential Extensions.

Notably, residents have requested additional tree planting along the west boundary, to assist in screening the proposed new hall from properties in Vine Lane. It is not considered that this could be insisted upon as part of this application given the presence of existing planting along the boundaries and the distance between the proposed extension and those properties. It is however acknowledged that the school have given a verbal undertaking to residents to provide some additional planting along the boundary and should planning permission be granted, an informative would be attached to encourage this.

Residents have also requested additional tree planting along the southern boundary to screen the school site from Harwood Drive. The school building is located over 85m away from the nearest part of the southern boundary and no works are proposed to the south of the site. Given the distance between Harwood Drive and the nearest part of the site subject to any works forming part of this application, this could not be justified as part of this scheme.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Submitted Transport Statement confirms that the school site currently accommodates parking for up to 34 staff cars and 38 coaches/buses. The turning area in front of the Mansion House is used for bus-drop off and car pick-up. Car drop-off and bus waiting area is provided in front of the West Wing and sports hall.

Staff parking is provided in front of the west wing and towards the east of the school campus.

The Transport Statement confirms that the school is strongly committed to promoting sustainable travel to/from the school and that a Transport Manager is employed to ensure the effective operation of the school site during peak drop-off and pick-up times.

The school serves a wide catchment area, attracting pupils from west London and the home counties bounding Hillingdon. Nevertheless, approximately 84% of pupils and some staff travel by bus. The remainder predominantly travel by car. Currently 38 private buses ranging in size from 8-seat mini-buses to 49 seat coaches serve the school. When at its maximum capacity of 700 students, there would be demand for a further seven buses, which would need accommodating on the school site.

In terms of operation, current arrangements require the buses arriving to collect students from school to park in front of the West Wing in accordance with the school's existing Parking Plan, with buses parking in locations dictated by their bus number. There is however some conflict with staff parking in this area and staff are required to move their cars before the buses arrive. Children are then directed and escorted to their bus. Buses are not permitted to have their engines running or to move during this period. Once all pupils are loaded, the buses leave the site under the direction of the school's Transport Manager and team.

Existing arrangements operate efficiently and in a well controlled manner, but are reliant on particularly experienced members of staff being present and nevertheless require many vehicles to reverse out of position. Accordingly, the school wishes to improve the safety of this operation.

To allow for the expansion of the sports hall, which would result in a loss of part of the current parking area, and to enhance the efficiency and safety of the bus operation, a one-way system would operate around the site and a more effective layout provided. This would provide an increase of seven spaces to provide a total of 45 bus/coach parking spaces. A small increase in staff parking from 34 to 40 is also proposed.

The Council's Highway Engineer has notably raised no objections to the scheme and is supportive of the school's focus on sustainable travel. Whilst TfL's comments are noted, the applicant has confirmed that the development would have no impact on the TfL bus network as private buses are used. The increase in bus and parking numbers is small and would have a negligible impact on the local highway network. Officers strongly disagree with TfL's suggestion that the existing bus operation should be rationalised to provide fewer buses, which is contrary to current local, London Plan and NPPF policies which are aimed at promoting sustainable travel and reducing reliance on the private car.

7.11 Urban design, access and security

Urban Design

Issues relating to Urban Design have been addressed in part 7.03 of the report.

Security

The school operates high levels of security with the only access being via barriers and a security hut. With regard to security the applicant has commented as follows:

"ACS Schools regard security as a key priority for ACS Hillingdon and actively employ a rigorous security regime. During extended school hours and daytime hours, during school holidays, there are full time security staff located on campus. With regard to CCTV, there is an extensive system currently in place which is monitored 24/7."

Given the sensitive nature of the site the installation of a high number of CCTV cameras and other such security measures are likely to conflict with the need to preserve the heritage of the site. Furthermore, given the nature of the development, which for the most part only proposes alterations to an existing building and an extension at roof level, it is not considered that there would be any significant increase in security risk as a result of the development. Accordingly, given the measures already in place through the provision of on site security personnel and CCTV cameras, a Secure by Design condition is not considered to be justified in this instance.

7.12 Disabled access

Given the need to preserve the historic fabric of the building and protect its character and appearance both internally and externally, it is not feasible to provide disabled access to all parts of the building. With the current configuration, the first and second floors of the Mansion House are inaccessible by lift, as is the upper changing area to the sports hall and the performance space. However, the proposed extensions have been designed in order to ensure that they are fully accessible. Lift access would be provided to ensure all classrooms and associated facilities within the proposed roof-top extension are accessible to all. The multi-use sports hall will be accessible from the adjoining sports hall or from outside and the proposed fitness suite/sports teaching room at first floor level will be accessible from the first floor of the West Wing. These spaces will take some activities from the school's existing performance space, which is inaccessible by lift.

The lower ground and ground floors are accessible from the lift in the West Wing. The first and second floors are not currently accessible by lift and the view that it would be too intrusive to install a lift within The Mansion House is, notably, accepted by the Council's Access Officer. It must also be noted that both the Council's Urban Design and Conservation Officer and Historic England have confirmed that they would not be supportive of the provision of a lift which would be harmful to the setting of the Grade II* Listed Building.

At the request of the Council's Access Officer a management plan has been provided which confirms that measures are in place to ensure that no disabled pupils are excluded from any activity and the Access Officer has, as such, raised no objections to the scheme.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

Trees and landscaping

The school building falls within a parkland setting and the existing sweeping drive and formal gardens are reminiscent of the historic landscape character of the site. Trees across the site are protected by way of Tree Preservation Order 07 and they create a high quality

landscaped environment which complements the setting of the listed building. In accordance with pre-application advice, the proposals have sought to achieve an integrated landscape scheme, which incorporates opportunities to enhance the local character and distinctiveness of the surrounding natural and built environment and which responds appropriately to the local site context, including the setting of the listed building.

The creation of a new link road in front of the building to create a one-way vehicular route within the site is considered to be acceptable as it would be single track and effectively sunk down into the landscape in order to minimise its visual impact.

The creation of a significantly enlarged area of hardstanding in front of the building and to the west of the new proposed link road is visually undesirable. However, it is acknowledged that it would be located in front of the more modern extensions to the listed building rather than in front of the Mansion House itself and that its visual impact would be largely mitigated against through the provision of a high quality landscape scheme.

No objections are raised to the removal of younger, or poor quality, trees to provide for the proposed external works and the higher quality (more mature) trees with a useful life expectancy would be retained. The creation of a woodland buffer (tree belt) in front of the hardstanding and to the rear of the lawn, which is reflective of the historic landscape character of the site and view of the Mansion House is supported.

The Council's Trees/Landscape Officer has raised no objections to the proposals subject to standard conditions.

Ecology

A Phase 1 Habitat Report has been submitted in support of the application. This confirms that the proposed works are likely to have a negligible impact on protected species and does not suggest that any further surveys are needed in this regard. It does however suggest that some ecological enhancement could be provided on the site and a condition would be attached in this regard should approval be granted.

7.15 Sustainable waste management

No details of refuse provision have been provided. However, given the nature of the extensions, and that there would be no increase in pupil numbers as a result of the proposals, it would be reasonable to expect the school's existing waste management measures to be used. The school notably ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures relating to the building fabric, lighting, ventilation, etc, air source heat pumps would be provided on the roof of the proposed West Wing extension and photovoltaic panels would be provided on the roof of the multi-use hall to provide a portion of the site's energy needs through the use of a renewable energy.

These measures would achieve a reduction in carbon dioxide emissions in excess of 40% above Part L of the Building Regulations in compliance with London Plan requirements.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area and no specific issues relating to flooding in or around the site have been identified. In accordance with current planning policy a Flood Risk Assessment and Drainage Strategy has been submitted. This confirms that the proposed extensions will not lead to any increased risk of flooding as they are over existing areas of hardstanding. The proposed extended car parking area would however encroach onto an existing grassed area and permeable paving and a flow control to limit the flow in line with Environment Agency standards would be provided to ensure this does not lead to any increased risk of flooding.

In terms of reducing potable water demand, it should be noted that the proposed extensions do not include the provision of any new WC or kitchen facilities where it would be feasible to provide measures such as grey water recycling. Furthermore, with regard to the provision of grey water or rain water harvesting pipes, concern is raised over the potential impact these and associated pipework could have on the setting of the listed building.

Notably, the Council's Flood and Water Management Officer has raised no objections to the proposals subject to a condition requiring the application to implement the scheme in accordance with the details submitted.

7.18 Noise or Air Quality Issues

The applicant has submitted a Noise Survey and Acoustic Design Report in support of the application. These confirm that an acceptable internal teaching environment would be provided in accordance with current Building Regulations. Whilst some roof plant would be provided it is not anticipated that this would cause a noise nuisance to neighbouring residential properties. However, a condition would be attached to ensure residential amenity is safeguarded in accordance with the recommendations of Environmental Protection Officers.

With regard to air quality, the proposals would not lead to any significant increase in vehicular trips to and from the site and, accordingly, the development would have a negligible impact. The school's strong focus on sustainable transport modes which reduce reliance on private car use is supported in this regard.

7.19 Comments on Public Consultations

The comments raised have been addressed 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

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objections are raised to the principle of the development, which is considered to comply with current planning policy which allows extensions to existing developed sites within the Green Belt and which strongly supports the improvement and enhancement of existing schools.

The proposed development has been sympathetically designed and it is not considered that it would cause any substantial harm to the setting of the listed building. Accordingly, it is considered to be visually acceptable in this location and in keeping with the character and appearance of the school site and surrounding area. No objections have been raised to the scheme by Historic England or the Council's Urban Design and Conservation Officer.

It is not considered that the development would have any significant detrimental impact on residential amenity. Furthermore, the small increase in coach and car parking spaces would have a negligible impact on the local highway and the school's strong focus towards bus travel, which reduces reliance on private car trips, is supported.

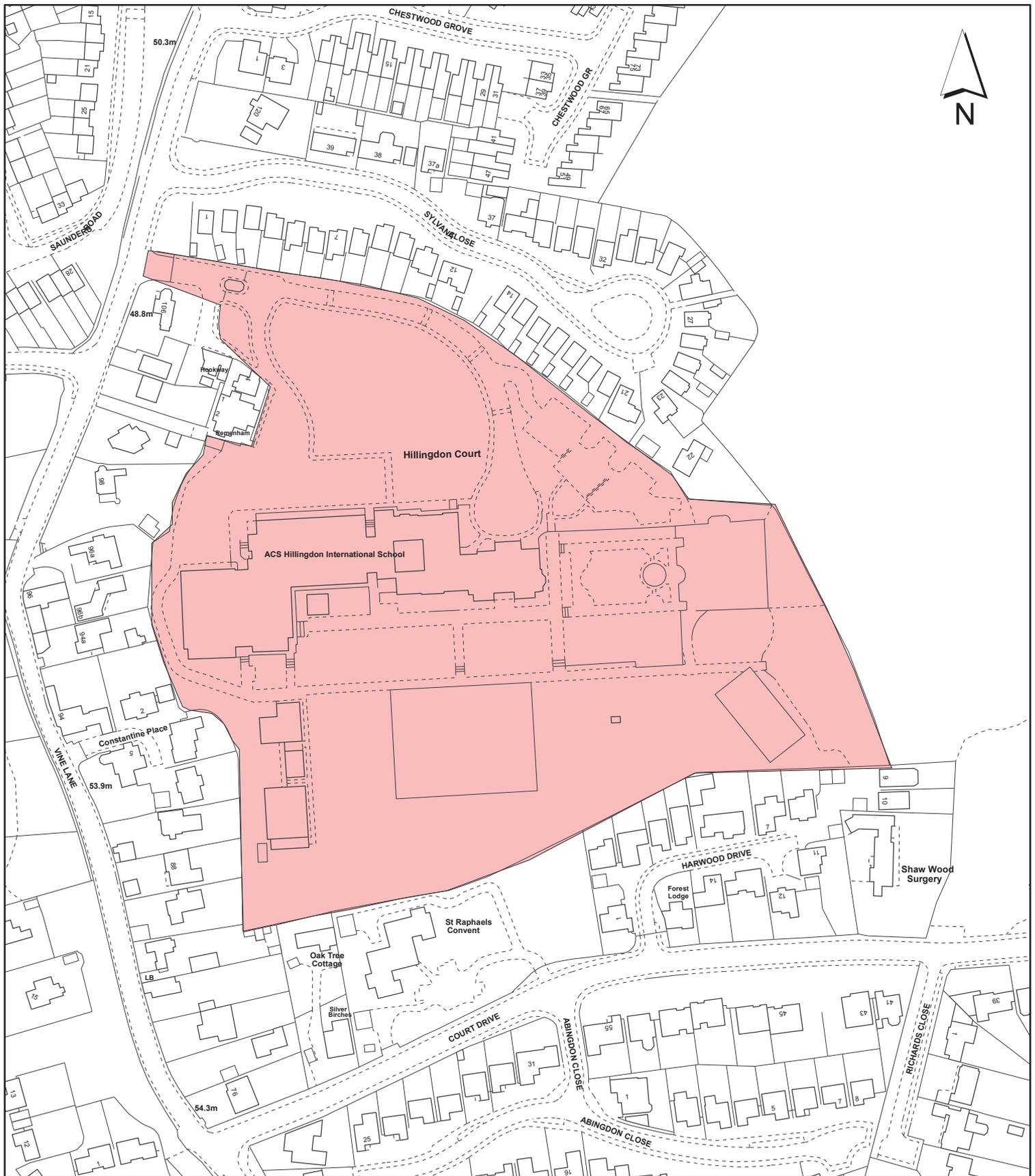
The development is considered to comply with relevant Local Plan, London Plan and NPPF policies and, accordingly, approval is recommended.

11. Reference Documents

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
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Hillingdon Court
 108 Vine Lane
 Hillingdon**

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

Planning Application Ref:

2393/APP/2015/1146

Scale:

1:2,000

Planning Committee:

Major Page 135

Date:

July 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address	HILLINGDON COURT 108 VINE LANE HILLINGDON
Development:	Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Listed Building Consent).
LBH Ref Nos:	2393/APP/2015/1147
Drawing Nos:	Sur-A-02-010 Rev.P (Site Location Plan) L-90-001 (Existing Landscape Plan) A-Ex-A-03-001 Rev.P1 (Existing Lower Ground Floor Plan) A-Ex-A-03-002 Rev.P1 (Existing Ground Floor Plan) L-90-003 (Landscape - Proposed Sections) L-90-004 A (Landscape - Proposed Hard Materials) A-02-Pro-030 PD1 (Lower Ground Floor) A-02-Pro-031 PD1 (Ground Floor) A-02-Pro-032 PD1 (First Floor) A-02-Pro-033 PD1 (Second Floor) A-02-Pro-034 PD1 (Roof Plan) PrA-A-35-100 PD (Science Roof Top Extension to West Wing Proposed Ceiling Finishes) PrA-A-40-100 PD (Science Roof Top Extension to West Wing Proposed Floor Finishes) PrB-A-35-200 PD1 (High School Hub Lower Ground Ceiling Finishes) PrB-A-35-201 PD1 (High School Hub Ground Floor Ceiling Finishes) PrB-A-40-200 PD1 (High School Hub Lower Ground Floor Finishes) PrB-A-40-201 PD1 (High School, Hub Ground Floor Floor Finishes) PrC-A-35-300 PD1 (First Floor Refurbishment - First Floor Proposed Ceiling Finishes) PrC-A-35-301 PD1 (Lower Ground Floor Refurbishment -Lower Ground Floor Ceiling Finishes) PrC-A-40-300 PD1 (Refurbishment - First Floor Proposed Floor Finishes) PrC-A-40-301 PD1 (Refurbishment - Lower Ground Floor Proposed Floor Finishes) PrD-A-22-400 PD5 (Multi-Use Hall - Ground Floor Wall Finishes) PrD-A-35-400 PD1 (Multi -Use Hall - Ground Floor Ceiling Finishes) PrD-A-35-401 PD1 (Multi-Use Hall - First Floor Ceiling Finishes) PrD-A-40-400 PD1 (Multi -Use Hall - Ground Floor Floor Finishes) PrD-A-40-401 PD1 (Multi-Use Hall - First Floor Floor Finishes) PrE-A-35-500 PD1 (Staff & Administration GF & FF Ceiling Finishes) PrE-A-40-500 PD1 (Staff & Administration GF & FF Floor Finishes) SL-A-(02)-001 P1 (Existing Campus Site Plan) SL-A-(02)-002 P3 (Proposed Campus Site plan - Extent of Projects) SL-A-(02)-004 P2 (Existing Campus Site Layout (Front Lawn & Parking) A-04-Ex-001 PD1 (Existing Site Sections & Elevations) A-04-Ex-002 PD1 (Existing Building Side Elevations & Detailed Elevation

Extracts)

A-04-Ex-003 PD1 (Existing Building Rear Elevation & Detailed Elevation Extracts)

A-04-Ex-004 PD1 (Existing Building Side Elevation and Courtyard Sections) Planning Statement prepared by BDP, dated March 2015

Heritage Impact Assessment prepared by Jane Seaborn Associates & Grover Lewis Associates, dated February 2015

PrA-A-04-Pro-100 PD6 (Science Extension Section PrA-01)

PrA-A-04-Pro-101 PD6 (Science Extension Section PrA-02)

PrA-A-04-Pro-102 PD6 (Science Extension Section PrA-03)

PrA-A-22-100 PD3 (Science Extension Wall, Floor & Windows Scope)

PrB-A-03-200 PD3 (High School Hub Lower Ground Floor Proposed Plans)

PrB-A-03-204 PD4 (High School Hub Staircase Plans & Section)

PrB-A-04-Pro-200 PD4 (High School Hub Section A - South Facing)

PrB-A-04-Pro-201 PD3 (High School Hub Section B - East Facing)

PrB-A-04-Pro-202 PD2 (High School Hub Section A - South Facing & Surrounding Mansion House)

PrB-A-22-200 PD5 (High School Hub Lower Ground Finishes and Intervention to Fabric)

HS Hub Scene 1

HS Hub Scene 2

HS Hub Scene 3

HS Hub Scene 4

HS Hub Scene 5

South Colour Elevation

Design & Access Statement, prepared by Broadway Malyan dated March 2015 and Issued 30/06/15

PrE-A-22-500 PD4 (Staff & Administration GF & FF Finishes & Intervention to Fabric)

PrE-A-03-500 PD3 (Staff & Administration Proposed PlanPlan GF & FF)

PrC-A-22-401-PD5 (Multi-Use Hall - First Floor Finishes)

PrD-A-04-400-PD4 (Multi-Use Hall - Section PrD-01 & 02)

PrD-A-03-400-PD4 (Multi-Use Hall Extension - Proposed Plan Ground Floor)

PrD-A-03-401-PD4 (Multi-Use Hall Extension - Proposed Plan First Floor)

PrC-A-22-301 PD4 (Lower Ground Floor Repurpose - Finishes & Intervention to Fabric)

PrC-A-22-300 PD4 (First Floor Repurpose - First Floor Finishes & Intervention to Fabric)

PrC-A-03-Pro-300 PD2 (First Floor Refurbishment GA Proposed Plan)

PrB-A-22-201 PD4 (High School Hub Ground Floor Finishes & Intervention to Fabric)

A-Ex-A-03-003 Rev.P1 (Existing First Floor Plan)

A-Ex-A-03-004 Rev.P1 (Existing Second Floor Plan)

A-Ex-A-03-005 P2 (Existing Roof Plan)

A-03-Pro-001 P1 (Proposed Lower Ground Floor Plan)

A-03-002 P3 (Proposed Ground Floor Plan)

A-03-Pro-003 P1 (Proposed First Floor Plan)

A-03-Pro-004 P1 (Proposed Second Floor Plan)

A-03-Pro-005 P3 (Proposed Roof Plan)
 PrA-A-05-Pro-100 PD6 (Science Extension Elevation North & South)
 PrA-A-05-Pro-101 PD6 (Science Extension West & East)
 PrA-A-03-Pro-100 PD5 (Science Roof Top Extension to West Wing Proposed Plan)
 PrA-A-03-101 PD5 (Science Roof Top Extension to West Wing Proposed Roof Plan)
 PrD-A-05-400 (Multi-Use Hall Elevation North & West)
 A-27-100 PD (Existing Sports Roof Proposed PV Plan)
 A-04-Ex-005 PD (Existing Sports Hall Section)
 PrB-A-03-201 PD3 (High School Hub Ground Floor Proposed Plans)
 PrC-A-03-301 PD2 (Lower Ground Floor Reurbishment GA Proposed Plan)
 PrD-A-22-400 PD5 (Multi-Use hall Ground Floor Finishes)
 CGI - Sports Hall Render with Plants
 CGI - Viewpoint from South East Close
 CGI - Viewpoint from South East Distant
 CGI - Viewpoint Link Road

Date Plans Received:	27/03/2015	Date(s) of Amendment(s):	26/06/2015
Date Application Valid:	22/04/2015		27/03/2015
			02/07/2015

1. CONSIDERATIONS

1.1 Site and Locality

The ACS Hillingdon campus occupies an approximately 4.5 hectare irregularly shaped plot located on the eastern side of Vine Lane in Hillingdon.

Now occupied by the school, Hillingdon Court, a two-storey former residential property dating back to the mid 19th century, is located relatively centrally to the site. The original part of the building is now known as the 'Mansion House.' That building has been significantly extended in the past with more modern large additions, dating from the 1980s (Sports Hall and Cafeteria) and 1990s (West Wing), extending towards the western site boundary. A stand alone building, known to the school as 'Pavilion' is located along the west boundary to the south of the main school buildings. A number of smaller detached buildings, which are more residential in their scheme and character, are located towards the north western most part of the site, detached from the main school building and close to the school's vehicular and pedestrian entrance.

Located within a parkland setting, the school's grounds comprise a sweeping driveway which skirts the northern most boundary and culminates in a turning circle in front of the Mansion House. Staff car parking is located off this to the east. Further staff and coach parking is also located immediately in front (north) of the West Wing and Sports Hall.

Formal gardens are located immediately to the south and east of the main building beyond which are outdoor sports facilities including an all weather pitch, tennis courts and

playgrounds.

The site falls within a predominantly residential area, bounded by residential properties and their gardens to the north, west and south. To the east the site is bounded by Hillingdon Court Park.

The entire site falls within the Green Belt as designated in the Hillingdon Local Plan. The Mansion House buildings are Grade II* Listed. A Tree Preservation Order covers the site and it is bounded by Hillingdon Court Park Area of Special Local Character on all sides.

1.2 Proposed Scheme

This application seeks full planning permission for a range of works, including extensions, refurbishment works and alterations to the external landscape. The school has identified a number of shortcomings relating to its existing facilities and these works are proposed in order to modernise and enhance the existing accommodation on offer at the site and to enable ACS Hillingdon to better compete with ACS' other campuses and also with other similar institutions. The school is currently operating below capacity and it is hoped that these improvements will bring pupil numbers back up to recent figures of approximately 700. The applicant has clearly confirmed that no expansion in pupil numbers above the school's existing capacity of 700 is however proposed.

The scheme is split into six projects, as follows:

Project A - Science Laboratory

This project comprises the construction of a roof top extension above the West Wing, which would be accessed via two sets of stairs on both the eastern and western ends of the development with a lift located at the western end.

The extension, which would provide approximately 833m² of floorspace, would comprise four High School laboratories, three Middle School laboratories, a preparation room, office, store, WC's and circulation space. It is anticipated that each science laboratory would accommodate up to 22 pupils.

The extension has been designed so as to be located as centrally to the roof as is possible and would have a split pitched roof with a central cavity. This allows the provision of clerestory windows, which would provide natural daylight and ventilation into the new space, and also enables the screening of roof plant and equipment, which would be located within the cavity space.

Project B - Mansion House Lower Ground and Ground Floors

This project comprises the lower ground floor courtyard of the Mansion House, connecting with the ground floor rooms and corridor of the building. The 132m² courtyard and adjacent rooms on the lower ground and ground floors would be repurposed to consolidate central school functions which are currently spread across the campus.

At lower ground level this will provide a new 'High School Hub,' which will serve as an informal social and study space, doubling up as a teaching and presentation space, and provide IT services, staff suite, additional language suite, locker banks, staff workrooms and

WCs.

At ground floor level this would create staff rooms, admissions and secretary's offices, school councillor's room, a High School library and a cafe and gallery space.

To achieve the above the courtyard would be enclosed by a lightweight glazed roof structure, supported on new columns, which avoid the need for substantial fixings to the walls of the listed building.

In order to conserve the heritage significance of the building, the majority of the rooms would be refurbished and repurposed. However this, with the creation of additional openings, would help to consolidate High School and Middle School uses into a single location rather than having them spread across the campus.

The sympathetic enclosure of the courtyard, would provide a multi-purpose area for students to sit, socialise or study and is particularly aimed at given students a place to congregate, particularly at the start of the day when students travelling by bus often arrive early.

The lower ground and ground floor floors would be connected via a new wide stair case which would be provided within the courtyard area. Lift access would be available via the West Wing.

Project C - Mansion House First Floor

Project C comprises internal refurbishment works and repurposing of existing classrooms to create three additional classrooms through the introduction of lightweight and reversible stud partition walls. This includes the splitting of two science labs into three general classrooms and the subdivision of two existing classrooms. No new floorspace would be provided as part of these works.

Project D - Multi-Purpose Hall

This comprises the erection of an approximately 384m² extension to the north west corner of the existing building, within the recess currently formed by the West Wing to the east and the existing Sports Hall to the south. This would displace hardstanding currently used for car and coach parking. The extension would provide additional space for sport, drama and dance, exams and gatherings of pupils and staff. The majority of the extension would be double height, although part of it would be two-storey. The ground floor would accommodate the multi-use hall, an equipment store, a climbing wall and a lobby. The first floor would accommodate a fitness suite and plant room.

Externally, the hall's design would reflect that of the existing West Wing and large windows would be provided to naturally light the space. A green wall would also be provided to soften the visual appearance of the front elevation.

Project E - Mansion House - Staff and Accommodation

This relates to repurposing of rooms at both ground and first floor levels. The existing library is located within a historic and intact wood panelled room, which no longer provides an appropriate space to accommodate the required multi-media functions of a contemporary

library. Accordingly, at ground floor level the library and library store will become the whole school staff rooms and the study room will become an administrative space for the Principal. At first floor level existing rooms would be repurposed to provide the Principal's office, administrative space, a meeting room and offices.

Project F - External Works

This project relates to the external area along the northern facade of the building and proposes the provision of a new parking layout for mini-buses and coaches to minimise the amount of reversing they need to do; the construction of a drive in front of the building to provide one-way circulation around the site; pedestrian pathways to enable children to be safely dropped-off and picked-up by car and coach/bus; and hard and soft landscaping works to enhance the setting of the main building and to reflect the historic landscape setting of the site.

A total of 45 bus parking spaces would be provided, representing an increase of 7 spaces. Six additional staff parking spaces would also be provided, providing a total of 40 spaces.

1.3 Relevant Planning History

2393/APP/2001/923 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING A NEW LIFT SHAFT AND STAIRCASE ENCLOSURE

Decision Date: 06-11-2002 **Approved** **Appeal:**

2393/APP/2001/924 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING AND NEW LIFT SHAFT INCLUDING STAIRCASE ENCLOSURE (APPLICATION FOR LISTED BUILDING CONSENT)

Decision Date: 06-11-2002 **Approved** **Appeal:**

2393/APP/2001/925 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING NEW LIFT SHAFT AND STAIRWAY ENCLOSURE

Decision Date: 06-11-2002 **Approved** **Appeal:**

2393/APP/2001/926 American Community School Vine Lane Hillingdon
ERECTION OF A ROOF EXTENSION ABOVE THE NEWLY CONSTRUCTED WEST WING INCLUDING A NEW LIFT SHAFT AND STAIRCASE ENCLOSURE (APPLICATION FOR LISTED BUILDING CONSENT)

Decision Date: 06-11-2002 **Approved** **Appeal:**

Comment on Planning History

The site has an extensive planning history. Most relevant to this scheme are two 2001 consents relating to the provision of a rooftop extension to the West Wing. Whilst slightly smaller in scale the extensions allowed at that time were not insignificant in size and although never implemented, they do set some precedent. The details of those applications are summarised above.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 19th May 2015

2.2 Site Notice Expiry Date:- Not applicable

3. **Comments on Public Consultations**

Consultation letters were sent to 62 local owner/occupiers and Court Drive Householders' Association. One response has been received quoting this application number. However, the issues raised (additional tree planting) relate to the associated planning application, which appears on this same agenda.

HISTORIC ENGLAND

We received notification of the revised or amended information in respect of the application for listed building consent relating to the above site on Friday 26 June 2015. Thank you for involving Historic England in discussions regarding the proposals.

Amendments have been made to several areas we raised concerns about in our initial response of 12 May 2015. Our updated position on each point is as follows.

Science roof extension (Project A)

We initially raised concerns about the cluttered appearance of the roof forms and structures proposed, and the prominence of the pitched roof which we felt did not chime well with the existing extension. The design has developed in response to feedback, removing the lift overrun, adding a pitched element to cover an exposed vertical face, and continuing the bay rhythm along the majority of the length of the structure. We consider that these changes have improved the appearance of the roof extension in comparison to that initially proposed. However, we must note that these works would still have an impact on the listed building. The current extension is characterised by a steady rhythm of bays with a simple roof form in a matching brick, which is a relatively elegant, considered response to the original building. The extension now proposed increases the prominence of the extension partly through increasing the building's height and proportions, and reduces its simplicity through use of different forms and materials, which draws attention to the extension in views of the original grade II* building's facade. We consider that the extension would cause some harm.

Multi-use hall (Project D)

In pre-application discussions, the size of this hall was reduced in response to feedback so that it would have a smaller impact on views of the building. We raised some concerns about the facade treatment, stating that a better articulated facade without the two blank panels would be preferable. It was explained that glazing in place of the blank panels would cause difficulties in environmental controls. As an alternative, the blank panels are proposed to be screened to their full height with climbing plants. The glazing has been recessed further in response to feedback, which will go some way towards continuing the definition of the existing extension. Planting will also shield views of this element from in front of the main entrance.

Courtyard 'hub' (Project B)

We commented that the principle of this project would be acceptable as long as care was taken to retain the sense of the space as a courtyard. We noted that the proposed roof, including plant, was rather heavy, and that acoustic panels would be potentially harmful. The panels have been removed and the roof structure lightened, with a less visible ventilation scheme proposed. We are content that this would be an acceptable approach, subject to all

walls and floors being made good over and around the sunken ventilation duct. The alterations to windows to create access to the space should preserve the width of the openings and the brick arches above.

Kitchenette in room G06 and other internal works (Projects B, C and E)

The proposed works to G06 have now been shown on the drawings, to clarify that a free-standing unit which does not impact on existing fabric is proposed, rather than a fitted kitchenette.

On the first floor, the plans of finishes and interventions (PrC-A-22-300 rev. PD4) shows changes to a ceiling annotated as follows: 'removed feature ceiling over (modern plasterboard ceiling) to hide air conditioning units to existing corridor areas.' We are unclear as to whether this means a plasterboard ceiling will be removed, removed and replaced, or that an original ceiling above it will be altered. We recommend that this is clarified.

Summary of impact and recommendation

In all, the proposal will cause some harm to the listed building, largely due to the impact of the science extension on views from the south. We would note that the design has developed to reduce the harm since the submission of this application in response to feedback, as explained above, and that the harm caused to the significance of the building would be less than substantial. We would also note that the applicants have presented their reasoning as to why the required plant could not be relocated to other areas to eliminate any need for a pitched roof. According to NPPF paragraph 134, the harm caused should therefore be weighed against the benefits of the proposal, including securing the building's optimum viable use.

We enclose the draft letter authorising the granting of consent (draft attached) and have referred the case to National Planning Casework Unit. Subject to the Secretary of State not directing reference of the application to him, they will return the letter of direction to you.

If your authority is minded to grant listed building consent, you will then be able to issue a formal decision. Please send us a copy of your Council's decision notice in due course. This response relates to listed building matters only. If there are any archaeological implications to the proposals please contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

URBAN DESIGN AND CONSERVATION OFFICER

Hillingdon Court dates from the mid 1850s, it is grade II* listed and is the work of the prominent Victorian architect P C Hardwick. It ceased to be private house in the 1920s, when it became a Catholic convent and later a convent school. It has been in use as a private school by its current owners since the late 1970s.

The works subject of this application have been discussed in detail with officers and also with representatives of Historic England. Apart from its historical significance, the architectural significance of this building lies in the architectural quality of its external appearance, its finely decorated principal rooms (at ground floor), the entrance hall and staircase. Its attractive mature garden and remaining garden features are important elements that contribute to the setting of the building.

The proposals are for a roof extension and a new gym, both requiring changes to the modern wing of the school and the infill of an internal courtyard within the service wing of the original house. There are also proposed changes to the car park and a new access road in front of the modern addition.

The works to the historic house are minor in terms of changes to historic fabric and features of the building. The principal change is the infilling of an existing internal light well. The roof of the proposed infill structure would be light-weight in appearance and partially glazed, thus allowing the courtyard to retain something of its existing character as a "open space". The walls of the building will be retained as painted brickwork and access to the space will be via existing openings at ground floor and a new staircase to the first floor. This will link to the original building via one of the wider existing window openings at this level. The internal space will be ventilated via a system that has plant within a discrete secondary internal light well, with the necessary ducting being constructed under the building to avoid having to run through the internal spaces.

The other proposed internal works are largely related to the installation and removal of partitioning, these works would not impact on any areas, or features, of historic significance

The main external alteration is the proposed construction of an additional floor to the modern wing to the west of the house, for which consent has previously been granted. This would be set behind the existing parapet and have a part flat, but mainly pitched grey coloured metal roof. The roof slopes would screen the plant and other equipment required for the school's science labs, which would be relocated within the new floor.

The addition would be dark coloured and recessive in appearance. It would be partially screened by existing mature trees along the driveway, but would perhaps be most visible from the lawned area to the rear of the house. The addition would, however, be seen against and as part of the already extensive additions. Whilst well designed, it is considered that this alteration would have a slight negative impact on the setting of the historic building, but that this would not be severe enough to support the refusal of this application. This consideration also needs to be balanced against the need to ensure that the house is maintained long term; improvements to the school would allow it to stay on the site and to keep the building in what is a very appropriate use for a building of its type.

The work also includes the addition of a multi purpose sports hall adjacent to the existing modern sports hall. This is set slightly behind the adjacent modern wing and would be slightly lower than the existing hall. This location is positioned well away from main listed building and the design of the new structure, which would include screening with climbing plants, is such that it would reflect the architecture of modern wing and would not impact on the setting of the original house.

Other changes include the addition of PVs to the existing sports hall roof. No objections are raised to these works as it is considered that they would not be visible from the surround gardens.

Changes to the car park and access road are also proposed. These are not ideal in terms of the setting of the listed building, however, provided additional planting is provided to screen the area and sympathetic conservation materials are used for the hard surfaces, as suggested in the Design and Access Statement, no objections are raised to these works.

Suggested elements to be covered by condition:

all new external materials and materials for light well infill structure - samples illustrating texture, colour and finish to be provided for agreement

details of new external flues, vents and plant

details of works required for the installation of the ducting for the courtyard ventilation system

drainage details for the new bathrooms and kitchenette

details of the protection of panelling to rooms G5 and G6 during works

details of new internal and external joinery for the listed building, drawings to include relevant cross-sections and to be at scale 1:10, 1:5 or to full size as appropriate; details to cover windows, doors, architraves, panelling, dado rails, skirting and glazed screens

design details of the secondary glazing

details of the windows, external doors and roof lights for the new additions

cladding system for the roof addition; eaves detail and design of the brise soleil

design of new stair within the internal courtyard and flooring for this space

Details of new planting, the layout of the car park and samples of surface materials to be agreed, or as required by the Trees/Landscape Officer.

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

LPP 7.8 (2015) Heritage assets and archaeology

NPPF12 NPPF - Conserving & enhancing the historic environment

5. MAIN PLANNING ISSUES

The site does not fall within or close to an Archaeological Priority Area or a Conservation Area. However, land immediately adjoining the site to the north, west and south falls within the Hillingdon Court Park Area of Special Local Character (ASLC) and the Mansion House, which dates from the 1850's, is Grade II* Listed. Accordingly, the impact of the development on the setting of the ASLC and the listed building are key considerations.

With regard to impact on the ASLC, the development proposals are located relatively centrally to the site. Tree planting around the school boundaries and within the school grounds provides significant screening such that only limited views of the site are available from the ASLC. The applicant has undertaken pre-application discussions with the Council and significant negotiations have taken place between the applicant, Historic England and

Council officers to ensure a scheme which is sympathetic in its design is achieved. Accordingly, it is not considered that the proposals would have any significant detrimental impact on the character and appearance or the visual amenities of the adjoining ASLC.

With regard to the impact of the development on the setting of the listed building, the various elements of the scheme are discussed below:

Roof top extension

It is the roof top extension which would have the greatest visual impact and has most potential to cause harm to the setting of the listed building. However, in considering this, it is important that due regard is given to planning permission granted for a similar roof top extension in 2001. Whilst those consents, which have long expired, were never implemented there has been no significant policy change which would deem them no longer relevant and, as such, with regard to the principle of a roof top extension, they still set a precedent.

Notably, the roof top extension would be located on the West Wing, which is a newer part of the school, understood to have been constructed in the mid-late 1990s. The West Wing adjoins the original Mansion House building and, as such, development here must be of a very high quality and sympathetic design.

As stated above, detailed pre-application discussions took place with Council Officers and with Historic England prior to submission. Furthermore, ongoing negotiation has taken place with the applicant throughout the application process and comments made by both officers and Historic England have been fully taken on board. Negotiations have resulted in the omission of a lift overrun, which although shown on the 2001 approvals, added to the bulk and height of the extension and was visually highly undesirable. Significant changes have also been made to the roof forms, including the provision of a pitched rather than a flat roof to the western end to, visually, simplify the extension and ensure that it reads as one element which would be sympathetic to the existing building. Careful consideration and negotiation has also taken place to ensure an appropriate palette of materials is proposed. Notably, a particular benefit of the design is that the roof form allows all roof plant, including the proposed air source heat pumps, to be completely hidden from view and this approach is supported, particularly given the sensitive nature of the site.

Historic England have advised that the extension would cause harm to the listed building but that this is not considered to be substantial. Whilst the proposed extension would be larger than that approved in 2001, the applicant has fully justified the need for the development and why some design choices have been made and these have been accepted by Historic England and the Council's Urban Design and Conservation Officer. The benefits of preserving the school use of the site to ensure the long-term viability and upkeep of the building are also acknowledged.

It is considered that the development would be sympathetic to the setting of the listed building and that it would not cause such harm that refusal could be justified, particularly taking into consideration previous consents at the site. Neither Historic England or the Council's Urban Design and Conservation Officer have raised objections to this element of the development.

Multi-use hall

With regard to the extension to the multi-use hall, comments provided at pre-application

stage regarding the need to reduce its size to ensure that it appears subordinate to the existing building have been taken on board. Historic England comments regarding the need to recess the fenestration to better reflect that of the existing building have also been taken on board in addition to suggestions that a green wall is provided to assist in softening the visual impact of the non-glazed element of the north elevation.

This element of the development is considered to be visually acceptable in this location, in keeping with the character and appearance of the existing West Wing and sympathetic to the setting of the listed building.

Courtyard enclosure

It is considered that the proposed enclosure of the courtyard through the provision of a lightweight glazed roof, supported by freestanding columns, has been well designed. This would clearly enhance the use of the space for the school and is considered to be sympathetic to the listed building. The Council's Urban Design and Conservation Officer has confirmed that this is acceptable and Historic England have raised no objections.

Internal refurbishment and repurposing of rooms

The proposed internal works are considered to be minor and they would have limited impact on the integrity of the listed building. Where new door openings are created these would, where possible, be where former door openings existed but have, in the past, been filled in. No objections to these works have been raised by Historic England or the Council's Urban Design and Conservation Officer.

External works

Whilst the provision of additional hard standing is regrettable it is acknowledged that this would have significant benefits to the school's operation, particularly in terms of its management of the high number of buses it accommodates. Furthermore, it is acknowledged that this would be created at the less sensitive end of the site, away from the original Mansion House building.

The reinstatement of a belt of mixed tree and shrub planting, confirmed in the submitted Heritage Impact Assessment as appearing on the 1866 OS map, would further enhance the visual amenities of the site, whilst screening the proposed coach parking area, such that despite the increase in hardstanding this would have very limited visual impact on the setting of the listed building. No objections are raised to the provision of a single track driveway in front of the building which, due to the levels of the site, would have limited visual impact.

This approach to the landscape is supported by both the Council's Urban Design and Conservation Officer and the Council's Trees/Landscape Officer and, in light of the landscape enhancements which would be made, the proposed increase in hardstanding is considered to be acceptable in this instance.

In conclusion, both Historic England and the Council's Urban Design and Conservation Officer consider that the scheme is acceptable in terms of its impact on the Grade II* listed Building. The development is considered to comply with Saved Policies BE8, BE9 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and, accordingly, approval is recommended subject to conditions.

6. RECOMMENDATION

That subject to the Secretary of State not directing reference of the application to him under the Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015, that delegated authority is given to the Head of Planning and Enforcement to approve the application, subject to 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 LB3 Works to building's interior

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

REASON

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

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

5 LB11 Further Details (Listed Buildings)

Detailed drawings or samples of materials, as appropriate, 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) all new external materials and materials for the light well / courtyard infill structure - samples illustrating texture, colour and finish to be provided for agreement

- b) details of new external flues, vents and plant
- c) details of works required for the installation of the ducting for the courtyard ventilation system
- d) drainage details for the new bathrooms and kitchenette
- e) details of the protection of panelling to rooms G5 and G6 during works
- f) details of new internal and external joinery for the listed building, drawings to include relevant cross-sections and to be at scale 1:10, 1:5 or to full size as appropriate. These details should cover windows, doors, architraves, panelling, dado rails, skirting and glazed screens
- g) design details of the secondary glazing
- h) details of the windows, external doors and roof lights for the new additions
- i) cladding system for the roof addition to include eaves detail and design of the brise solei
- j) design of new stair within the internal courtyard and flooring for this space

REASON

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

6 LB9 Samples of materials

Samples of all materials and finishes to be used for all external surfaces of the building, to include the erection of a sample panel, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

REASON

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

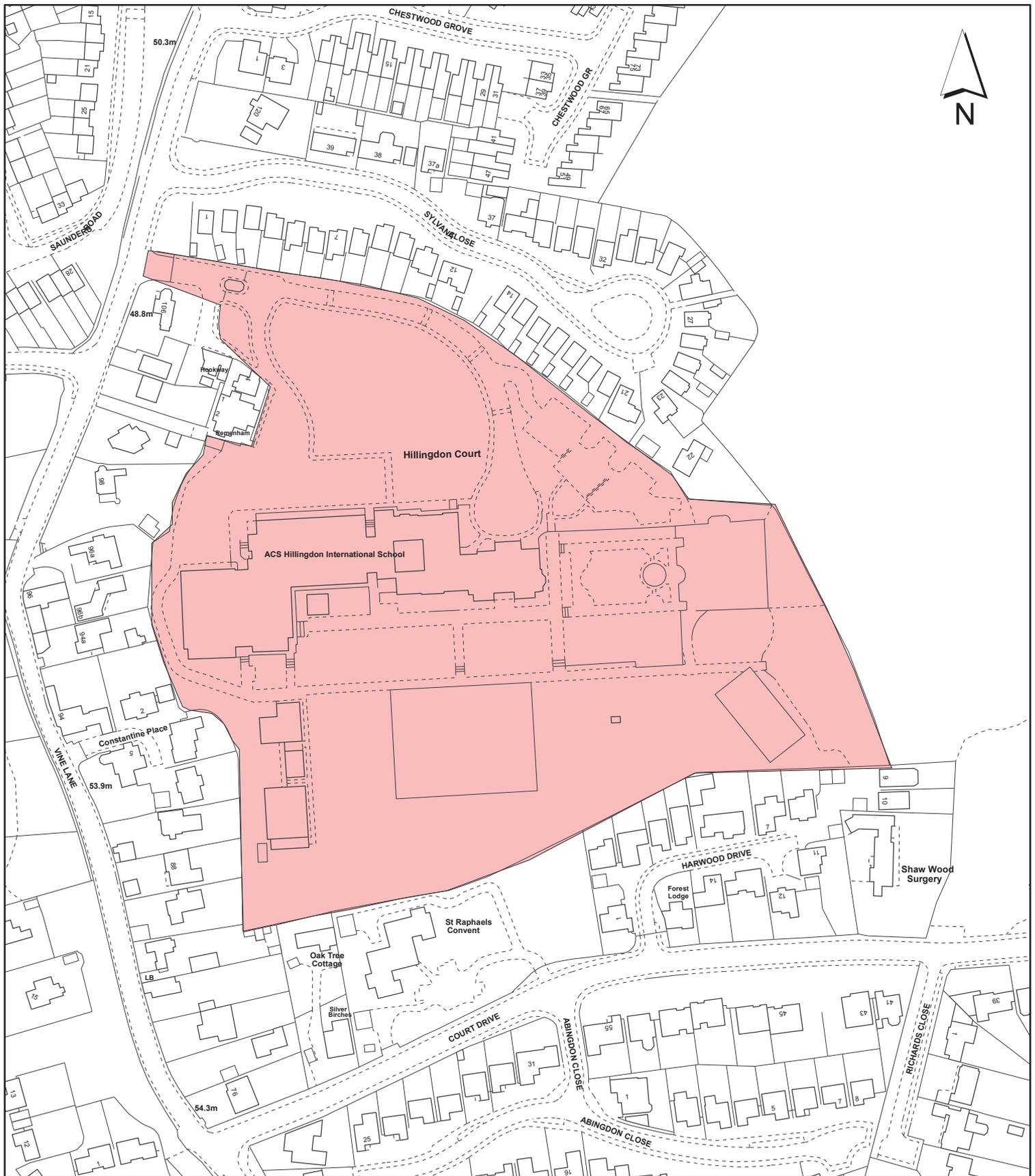
INFORMATIVES

- 1** The decision to GRANT listed building consent 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 listed building consent 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 (2015) 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
- LPP 7.8 (2015) Heritage assets and archaeology
- NPPF12 NPPF - Conserving & enhancing the historic environment

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Hillingdon Court
 108 Vine Lane
 Hillingdon**

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

Planning Application Ref:

2393/APP/2015/1147

Scale:

1:2,000

Planning Committee:

Major Page 151

Date:

July 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address PADCROFT WORKS TAVISTOCK ROAD YIEWSLEY

Development: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles.

LBH Ref Nos: 45200/APP/2014/3638

Drawing Nos: Application Cover Letter
T10P00
T10S01
T20E01
T20E02 [A]
T20E03 [A]
T20E04
T20P-1 [B]
T20P00 [B]
T20P01 [B]
T20P03 [B]
T20P04 [B]
T20P05 [B]
T20P06 [B]
T20P07 [A]
T20P08 [A]
T20S01
T20S02
T20S03
T20S04
T90P100
T20P101 [A]
5462 T(20)P02C
T20P100 [A]
Z1(20) P00-TSA

Date Plans Received: 10/10/2014 **Date(s) of Amendment(s):** 10/10/2014
Date Application Valid: 10/10/2014 14/05/2015

1. **SUMMARY**

Planning permission is sought to demolish all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (including Globe House, Globe Court, Padcroft Works the former Dairy Crest depot and TiGi Warehouse) and comprehensively redevelop the site to provide three buildings rising from three to eight storeys comprising a total of 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking.

The scheme will provide 46 social rented and intermediate affordable units, 293 parking spaces, 15 motorcycle spaces and 406 cycle parking spaces.

Planning permission for a development to provide a residential led mixed used development with 208 self contained residential units on part of the site was granted on 19th February 2015. The current application seeks to extend to the TiGi warehouse site to the west to provide a further 100 residential units in comparison to that which was previously recommended for approval. The current scheme builds substantially upon the preceding development principles, including, maximum heights, design style, residential quality and amenity provision for future occupiers with all the parking and servicing occurring totally onsite to the satisfaction of the Borough's Highway Engineer.

The application site comprises part of a wider development site, which was identified in the previous application as being a declining Industrial and Business Area and suitable for redevelopment in accordance with the NPPF, the London Plan (March 2015) and the Council's Local Development Framework. This supports the principle of a residential led mixed use development including residential and office space across the larger site. The principle of the extended site being suitable for residential and office purposes is therefore considered acceptable, and is appropriate in this part of the West Drayton Centre, where the Council seeks to maximise commercial and compatible uses such as the proposed residential and office uses.

The development itself represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre and will act as a catalyst for change in the surrounding area whilst providing an acceptable balance of employment generating uses, continuous street frontages together with a substantial amount of much needed high quality housing which include a not insignificant number of affordable homes.

It is considered that this is a well designed scheme which has an imaginative modern approach to design and it is expected that the scheme will breathe new life into this prominent site within the Town Centre and set a new benchmark for the quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the streetscene, townscape and wider views beyond.

The new public realm would provide an attractive landscaped area for both the public and residents of the development which would focus on connecting the development to the wider area to create a vibrant public space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

The future Crossrail extension will be unaffected by the current development proposals. In addition, the Council's Highways Engineer raises no objection to the scheme, subject to conditions and planning obligations. Transport for London has shown concerns with the quantum of cycle parking proposed and a condition is imposed requiring cycle spaces are increased to meet London Plan standards. The proposed ratio of 0.95 car parking spaces per unit is considered to meet the anticipated demand for parking taking into account the arrival of Crossrail, car-ownership levels in the area, and it is comparable to other schemes nearby and elsewhere in the borough.

The site is located within a sustainable location with good access to public transport and takes into account the imminent arrival of Crossrail. The impact of the

proposed development in terms of maintaining pedestrian and highway safety, limiting traffic generation and providing adequate parking is considered acceptable.

The proposal would not prejudice the development of adjoining land, should a suitable development scheme be brought forward.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (March 2015) and the Council's Local Development Framework. The applicant has also addressed all concerns raised by the GLA and TFL.

The application is referable to the Greater London Authority under Category 1C of the Schedule of the Town and Country Planning (Mayor of London) Order 2008:

"Development which comprises or includes the provision of more than 150 houses, flats or houses and flats." If the Committee resolves to grant permission, the application will be referred to The Greater London Authority which has 14 days to decide whether or not to review the planning permission (under article 4(1)(b)(l) of the Town and Country Planning (Mayor of London) Order 2008).

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

2. RECOMMENDATION

1. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:

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

Non-monetary contributions:

i. Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,

ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works

along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

- a) Access works to the site,
- b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;
- c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

- a) Stopping up of existing access and footway reinstatement;
- b) New access works; and
- c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and
- d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary

contribution towards canal side improvements)

xiii. **Project Management & Monitoring Fee:** a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D) If the Legal Agreement/s have not been finalised within 3 months, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, air quality, canal side improvements, construction and employment training and delivery of necessary offsite highway works. The proposal therefore conflicts with the National planning Policy Framework, Policies 3.11 and 7.14 of the London Plan (March 2015), Policy AM2 and AM7 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 and Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning and Enforcement 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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

Z1(20) P00-TSA
T20E02 [A]

T20E03 [A]
T20P-1 [B]
T20P00 [B]
T20P01 [B]
T20P02 [C]
T20P03 [B]
T20P04 [B]
T20P05 [B]
T20P06 [B]
T20P07 [A]
T20P08 [A]
T20P100 [A]
T20P101 [A]
T20S02
T20S04

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

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:

- Mitigation Measures in accordance with West Drayton, Hillingdon - Air Quality Assessment Report by JMP dated 7 October 2014
- Mitigation Measures in accordance with Noise survey report (job no: NW911113 prepared by JMP)
- RSK Sustainability & Energy Statement 441876R(01) of August 2014 together with recommendations in RSK letter 15 January 2015, SBEM Main Calculation Output 22 July 2014, Regulations Compliance Reports 14 August 2014, drawing no.SK01-22-10-14 [O]
- Mitigation Measures in accordance with CGMS Archaeological Desk Assessment December 2014
- Mitigation Measures in accordance with Transport Assessment Update Report dated October 2014
- Mitigation Measures in accordance with Land Contamination and Floodrisk Sitecheck (Landmark Group) report No. 49381213_1 677546851#89126704 and BRD Site Investigation Report No: BRD1535-OR1 Version A
- Mitigation Measures in accordance with RSK Flood Risk Assessment 132375-R1(0)-FRA October 2014
- Recommendations in the Donald Butler Associates (DBA) Aviation Report ref. No.DBA/1934
- Key Strategies in the Design and Access Statement
- Daylight and Sunlight Study by Right of Light Consulting 10 October 2014
- Mitigation Measures in accordance with Recommendations in the RWDI Wind Microclimate Assessment Desk Study (Wind Modelling) report No. 1300446A-PLW 19 September 2014.
- Mitigation Recommendations and Biodiversity Enhancement Recommendations in the Building Inspection Report by Applied Ecology [September 2014]
- Mitigation Measures in accordance with Proposed Foul Drainage and Proposed Surface Water Drainage recommended in the Drainage Strategy Report by Gary Gabriel Associates Job No. 28263

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 (November 2012) and the London Plan (March 2015).

4 NONSC Phasing

The development hereby approved must be implemented in accordance with the phasing drawings listed on the decision notice and in particular in accordance with drawing T(20)P02 C, unless otherwise agreed in writing by the Local Planning Authority. On completion of each phase of the development, cycle storage and a parking ratio of 0.95 spaces per residential unit must be maintained within the site at all times.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012).

6 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (March 2015).

7 COM7 Materials (Submission)

For each phase of the development, details of all materials and external surfaces, including details of balconies, obscure balustrades, winter gardens and the privacy fins shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter each phase of 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 and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

8 RES9 Landscaping (including refuse/cycle storage)

For each phase of the development a landscape scheme shall be 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 Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
- 2.c Car Parking for 293 cars (including demonstration that 59 parking spaces are served by electrical charging points and 31 parking spaces for disabled users)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

Thereafter the approved details shall be implemented prior to first occupation of the flats in each phase in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of

the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (March 2015).

9 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

REASON

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

10 RES11 Play Area provision of details

For each phase of the development, details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within each phase of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (March 2015) Policy 3.16.

11 NONSC Submission Energy Assessment

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2015).

12 NONSC Scheme for Ecological Enhancement

For each phase of the development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. 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 (March 2015).

13 NONSC Overlooking

Notwithstanding the details submitted and for each phase of the development, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

14 NONSC Noise

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

b. For each phase of the development details of a scheme for the control of noise transmission from the commercial premises to the residential units of the development shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA.

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

REASON

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

15 NONSC Pedestrian Link

Notwithstanding the details submitted, full measures to prevent public access to the pedestrian link provided alongside the western boundary shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the physical mitigation measures proposed to prevent public access including equipment specifications and maintenance responsibilities.

REASON

To reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

16 NONSC Protection from Ingress of Polluted Air

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

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

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

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2015).

17 NONSC Air pollution

Before each phase of the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of each phase of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

18 NONSC Cycle Storage

Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use) or with details of such a combination of cycle spaces

and innovative measures that meet the objectives of the London Plan standards. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (March 2015).

19 COM15 Sustainable Water Management

For each phase of the development details of a scheme for the provision of sustainable water management shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of each phase 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, each phase of the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 2015).

20 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within each phase of the development shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

21 RES16 Car Parking Layout

The last phase of the development shall not be occupied until details of the proposed car parking layout, showing parking for 293 vehicles, including 31 disabled vehicles, have been

submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the exclusive use of the occupants of the development.

REASON

In order to minimise impacts on the safety and amenity of residents.

22 NONSC Car Parking Allocation Plan

No dwelling hereby approved shall be occupied until a car parking allocation scheme for each phase of the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking spaces for each phase of the development shall be allocated in accordance with the approved scheme and the parking areas shall be permanently retained and used for no purpose other than the parking of motor vehicles.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

23 NONSC Car Parking Stackers

Detailed plans, manufacturers details and a scheme for the maintenance of the car parking stackers shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter the car parking stackers shall be installed and maintained in accordance with the approved details for as long as the building remains in use.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

24 NONSC Car Park Vents

Notwithstanding the details submitted, full measures to prevent light spillage, noise and general disturbance from the air vents located on the western side of the podium shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the proposed location for the air vents, the measurements of the air vents, full details of the physical mitigation measures proposed including screens, specifications and maintenance responsibilities, and shall be implemented prior to first occupation of the parking spaces hereby approved and shall be retained thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and to safeguard the amenity of existing occupiers in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

25 NONSC Gate Details

Prior to each phase of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event

of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long as each phase of the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS -Accessible Hillingdon.

26 NONSC GLAAS

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

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

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

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

REASON

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

27 COM30 Contaminated Land

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

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

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

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

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

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

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for each phase of the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and 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)

28 NONSC Bird Hazard Management Plan

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

- i) A Bird Hazard Management Plan which shall include the following details:
- Details of any water features,
 - Monitoring of any standing water within the site,
 - Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp
 - Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
 - Any earthworks,
 - The species, number and spacing of trees and shrubs,
 - reinstatement of grass areas,
 - maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
 - which waste materials can be brought on to the site,
 - monitoring of waste imports,
 - physical arrangement for collection and storage of putrescible waste,
 - signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

29 NONSC EA Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

30 NONSC EA Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Each phase of the development shall be carried out in accordance with the approved details.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policy 5.12.

31 NONSC B1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the floorspace permitted for B1 use shall be used only for office purposes as defined within Use Class B1(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that the floorspace is used only for purposes which are compatible with the nearby residential uses and will not have adverse impacts on the amenity of residential occupiers in accordance with Policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

32 NONSC CIL Informative

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

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

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to

	neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation

LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.3	(2015) Designing out crime
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

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 I58 Opportunities for Work Experience

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

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

5 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.

6 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.

7 I2 **Encroachment**

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

8 I21 **Street Naming and Numbering**

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

9 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 - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

10 I45 **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

11 I48 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

12 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

13

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

14

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

15 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)

16

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must

be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

17

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

18

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

19

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

20

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

21

The Air Quality conditions relate to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

22

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

23

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated towards the south side of Yiewsley in Hillingdon, West London. It is located on the north side of High Street Yiewsley. It occupies a number of derelict and under used plots behind the retail properties at the junction of Yiewsley and West Drayton High Streets.

The site of approximately 8,992sq metres in area is comprised of a number of previously unrelated plots of land. The main body of the site occupies land behind the retail properties that front the High Street. Largely surrounded by existing buildings, the site is separated from the residential buildings of Winnock Road by an expansive but low rise warehouse building. There are currently no through routes from one side of the site to the other.

The current site contains a mixture of building types and scales. The Dairy Crest depot is largely of brick construction and mostly single storey wrapped around the open yards. The other commercial buildings around the edges of the site range from one to four storeys and

are in a range of materials and styles.

The site sits immediately behind the High Street, which is a mixture of three and four storey traditional buildings with dormers and pitched roofs. These are retail and small scale commercial at ground floor with residential and further commercial units above.

There are a number of buildings opposite, on the high street, that appear to date from 1980's and 90's and these too are of three and four storeys. Bentinck Road is a mix of styles and heights along both its sides. A recent planning permission has been granted on the Harrier House site for a residential block of flats with up to 6 storeys comprising 51 residential units along the canal frontage.

The terraces on Winnock Road form a consistent and intact residential edge a short distance north of the site. These are generally of traditional form with pitched roofs, rear extensions and long narrow private gardens. At the west end of the street is a commercial property of three storeys that is higher than the terraces.

3.2 Proposed Scheme

The proposal involves the redevelopment of the application site with a mixed-use scheme comprising three main building blocks arranged around a new central open public space. The proposal would contain a mix of private and affordable residential units and a large office unit at ground floor level. The proposal involves a mix of basement level car parking, cycle parking, modifications to the highway and hard and soft landscaping.

The current application largely seeks permission to amend and extend the previously consented Padcroft Works scheme to the TiGi Warehouse site to provide a further 100 residential units within the combined wider site.

In total, the development proposes 308 residential units comprising 262 private units (1 x studio, 66 x 1 bed, 154 x 2 bed, 41 x 3 bed) and 46 affordable units (9 x 1 bed, 21 x 2 bed and 16 x 3 bed) representing approximately 15% of the total residential units. The proposal would also provide approximately 175m² of office (B1a) use. The flats all adhere to the space standards as prescribed in the London Plan Housing Design Guidelines and areas of communal amenity space would be provided at ground level and at roof level. Private amenity space would be provided by way of private courtyards at ground level together with balconies.

The proposal provides 293 parking spaces for the 308 residential units, three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided. In terms of provision for cyclists, a total of 406 cycle storage spaces are proposed comprising 364 cycle spaces for the 308 residential units, a further 32 visitor cycle spaces and 10 spaces for the commercial unit. A total of 31 disabled parking spaces are proposed for the whole development.

The proposal involves the erection of an 8 storey block (comprising buildings B, C, E, G and B1, B2 and B3) at the central part of the site comprising mainly private residential units (aside from 13 affordable rent units) including 1 studio, 54 one bed, 136 two bed and 36 three bed units. This building varies in height from 3 to 8 floors with the upper floors being considerably recessed to both boundaries and flanks.

This building would be sited to the west of the central public space and arranged with a frontage curved in the form of a crescent with three 'limbs' that would radiate out in westerly directions. To the west, at the rear, the ground floor level would effectively be double height, at podium level, to facilitate basement car parking and plant (CHP) equipment underneath. The proposed main vehicular access to the site is located to the south east of this block and would lead to a ramp continuing towards the westernmost of the site under the main body of the building.

Building A comprises a 5 storey building exclusively dedicated to affordable units and comprises 33 flats with 7 one bed, 14 two bed and 12 three bed units. It is located to the front of the site alongside Tavistock Road, fronting onto the landscaped central open space and backing onto the rear of the properties fronting the High Street. Car parking for the residents of block A is within the main larger building and servicing provision is provided at ground floor level. Building A has been amended to effectively begin at ground floor level, accessed via lift and stair core off a primary entrance located onto Tavistock Road.

The block proposed to the north eastern corner of the site (comprising buildings F and H) fronts onto Bentinck Road to the north and the public central space to the west. The building comprises a number of elements which vary in height from 3 to 6 storeys. The highest part of the building is most appropriately located towards the centre of the site. To the north eastern edge with Bentinck Road, the building is at its lowest height at 3 storeys which reflects and respects the changing scale of the surrounding context. The residential entrances are situated off the new central area.

The ground floor of the north eastern building will contain a commercial unit on its frontage in a B1(a) (office) use in the part of the site where the building most closely abuts Yiewsley and West Drayton High Streets. The office space is entranced off Bentinck Road and is prominently located at first floor level.

Tracking plans have been provided showing how service vehicles can access and manoeuvre within the site, entering and leaving the site in a forward movement. Refuse and recycling facilities for the residential units would be provided within the building itself with an outside area allocated for refuse collection. The refuse will need to be manually hauled to the outside area from the building in order for the refuse service to pick up within the required distance. This will be achieved via the adoption of a dedicated refuse management plan. Servicing is fully accommodated on site including for larger vehicles.

The development would have ground level landscaped features and upper floor roof terraces providing amenity space of sufficiently large dimensions to be able to offer a range of passive recreational activities as well as soft planting features. The large majority of the proposed flats have their own private terrace or balcony while some of the roofs of the buildings will house the scheme's photo-voltaic panels. A Combined Heat and Power (CHP) solution is proposed in combination with the proposed Photovoltaic arrays.

3.3 Relevant Planning History

45200/APP/2005/929 Land To South Of Bentinck Road Yiewsley West Drayton Middx
REDEVELOPMENT OF THE SITE TO PROVIDE 62 AFFORDABLE HOUSING UNITS IN A PA
FOUR, PART SIX STOREY BUILDING WITH ASSOCIATED ACCESS AND CAR PARKING
(INVOLVING DEMOLITION OF EXISTING PADCROFT WORKS BUILDING AND PART OF
GLOBE HOUSE)

Decision: 09-06-2005 Refused

Appeal: 03-03-2006 Withdrawn

45200/APP/2012/3082 Padcroft Works Tavistock Road Yiewsley

Comprehensive redevelopment of site to provide three buildings of part 7 storeys and part 5 storeys comprising 208 residential units, 190 sq.m (approx) of Use Class B1 floorspace with associated public and private amenity space, hard and soft landscaping, lower ground floor parking for vehicles and bicycles (involving demolition of all existing buildings).

Decision: 10-09-2013 Approved

Comment on Relevant Planning History

The most relevant planning history for the application site is the Planning Permission (LBH Ref: 45200/APP/2012/3082 granted 19 February 2012), for the comprehensive redevelopment of site to provide three buildings of part 7 storeys and part 5 storeys comprising 208 residential units.

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.EM6 (2012) Flood Risk Management
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- NPPF National Planning Policy Framework
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with

disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures

OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks

- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.26 (2015) Increasing the use of the Blue Ribbon Network for freight transport
- LPP 7.3 (2015) Designing out crime
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **21st November 2014**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 30th October 2014

Press Advertisement: 31st October 2014

Some 337 neighbouring households, amenity groups, and local businesses were notified of the proposal on 29th October 2014 with the consultation period ending on 19th November 2014.

So far nine letters have been received with six letters objecting to the proposals and three comments with advice. The letters received raised the following concerns:

- .Loss of employment floorspace will lead to a shortfall of business space
- .High density over development of the site
- .Have detrimental impact on the character and appearance of the area
- .Smaller scale development would be more appropriate to context
- .Overshadowing
- . Position of car parking vents whilst encouraging excessive use of pavements by new residents
- .Highway, pedestrian and cyclist safety
- .Traffic impacts and parking, insufficient car spaces in combination with the impacts of the existing traffic.

.The noise impact resulting from the proximity of the main railway line and adjacent sidings has not been considered in detail in the noise assessment report and scheme needs to be designed to ensure that future residents will be adequately insulated from the unavoidable noise and vibration of heavy rail freight activity nearby and the road traffic associated with that.

.Pollution

.Lack of clarity regarding the community facilities proposed

.Disturbance from demolition and construction works.

(Officer comments: The issues raised in the letters of representation received have been addressed in the main sections of the report. However, it is worth noting that with regard to the concerns over impacts from the demolition and construction works the applicant is required to have a Construction Project Plan for the duration of the construction works and the development would also be subject to environmental protection legislation.)

Garden City Residents Association

"The Association is concerned that the height of one of the blocks has increased further to 8 storeys. It is felt that this additional capacity on the site would constitute an over development of the site. In addition, once again the number of parking spaces for the development will be less than 1 per property. As neighbouring roads already have parking management systems in place, there is no space in neighbouring roads for the additional vehicles which will be generated from the 308 properties to park. This is already a major problem in both Yiewsley and West Drayton where residents are having to go the 'parking management' route to allow them to park outside their own properties. As these properties are being designed for lifetime living, it is hard to understand how residents requiring a parking space in their later years will be certain of securing a space. In addition as there are no spaces set aside for visitors, this again will result in significant difficulties for elderly and possibly infirm visitors being able to park near to the residencies they are visiting. In addition, where are the care services going to park their vehicles whilst they are needing to visit vulnerable residents. Although the parking standards are meeting the London Plan requirements, in areas such as Yiewsley and West Drayton these policies are resulting in inadequate parking facilities which affect many, many existing as well as the hundreds if not thousands of new residents coming to the area, being accommodated in new developments. It has led to tension between existing and new residents. Therefore the Committee of the Garden City Estate Residents Association would ask that the parking standards be altered so that there is at least 1 space per property and that space is also set aside for visitor parking. This development will bring in even more residents to an area where thousands of new properties have been built over the last few years. This has led to acute pressure on school places, GP services and other residents services, as well as adding to traffic congestion in the main roads such as Station Road, the High Street and Tavistock Road itself. As part of this development there should be CIL or Section 106 funds to provide additional services. The Council should make strenuous efforts to negotiate with the Health Authorities to ensure that some progress is made to increase GP capacity in the area. Only with the necessary infrastructure in place will this development be an asset to the area."

.Yiewsley & West Drayton Town Centre Action Group

"Object to part of the amendment to the original application and consider that given the greater area of this application to include the TIGI site,(which we do not object to), affords an adequate increase in accommodation possibilities, the request for an 8 storey inclusion is too high and should be lowered. Also, the carparking is insufficient for the number of flats and does not make provision for visitors so we would like to see a commensurate amendment to that, and feel that should these amendments be made, this promising development will be more acceptable."

(Officer comments: Due to the changes to the scheme there is a perception that a further storey of residential accommodation is being provided. However, there is no increase in the overall height of

the buildings in the current application when compared with the heights approved in the previous application. This perception occurs due to the replacement of the previously approved podium level with residential accommodation at ground floor level. It is worth noting that in the previous application the podium level accommodated the car parking area. These alterations to the scheme enable the provision of a new publicly accessible open area and link to be provided across the site at grade level and are very welcome in Urban Design Terms.

The Heads of Terms have been amended to require the provision of access and parking within the development for care and emergency vehicles attending to vulnerable residents as requested by the the Garden City Residents Association.

Moreover, it is worth noting that the development is CIL liable and that other monetary and non-monetary contributions are secured in the s106 agreed by the applicant whilst the other material planning issues raised, including parking and traffic generation, are all addressed in the main body of the report)

Greater London Authority (GLA)

The GLA stated that London Plan policies on land use principles, housing, affordable housing, urban design, housing quality, inclusive access, climate change and transport are relevant to the application and that in general, the application complies with these policies. However, further discussion is needed on the following points:

i) Affordable housing: Further discussion between the Council, applicant and officers is required regarding the affordable housing offer and split when the independent financial assessment has been finalised.

ii) Urban design: Further discussion and information is required to ensure the proposal complies with London Plan urban design policy. The applicant should reconsider the arrangement of entrances at ground floor, review the inclusion of the route to the west of the site, reduce the ratio of residential units per core and seek a simplification of the form and detailing of the building to secure elegance in the resulting urban form.

iii) Sustainability: Further information should be provided on the evidence of discussions with district energy networks providers operating in the area. Confirmation should also be provided that there would be a single energy centre for the whole development. Detailed plans are required with details of the energy network and position of the Photovoltaic panels. The size of the CHP units with evidence of predicted performance is required.

iv) Transport: The number of parking spaces cycle spaces should be reviewed whilst provision should be made for shower and changing facilities for the commercial element. The assumptions relating to the occupancy of the current site should also be reviewed to confirm extent to which the current site is occupied. The S106 contributions for pedestrian measures should also be carried through to this permission and the Travel Plan, construction logistics plan and delivery and servicing management plan should also be secured for submission and monitoring.

OFFICER COMMENT: The officer's comments on issues raised by the GLA response are provided below:

i) Affordable Housing: The stage 1 response raised no issues in relation to the level of affordable housing subject to validation by an independent financial assessment being completed. An independent financial assessment was carried out by the Valuations Office Agency (VOA) and the appropriate level of affordable housing afforded by the current scheme has been agreed at 15%. Further details of this are provided in the main body of the report.

ii) Urban design: The GLA Stage 1 response indicated that the scheme should seek to provide an

improved ratio of units per core, improve access from ground floor units to the public realm, review the inclusion of the new route to the west as well as seek to simplify the form and detailing of the buildings. The changes at grade level do not enable adequate links from ground floor units to the public realm. However, the scheme has been reviewed to enhance its legibility through the provision of a double storey entrance to Bentinck Road, which will also improve access to the communal areas of Blocks 2 and 3. The applicant has clarified that the pedestrian route proposed to the west of the site will be for the private use of the residents only and this should allay the GLAs' concerns in this respect. Although a more detailed discussion on the appearance of the buildings is provided in the relevant section of the report it is worth noting that, subject to appropriate conditions, the urban form, materials and detailing of the overall scheme is considered acceptable in the locality.

iii) Sustainable development/ energy: The GLA Stage 1 response indicated that further details of the energy strategy and carbon reduction measures were required. The applicant has submitted these details and implementation will be secured by way of conditions. Due to an increase in the PV array proposed the applicant will need to provide an amended PV layout to accompany the Stage 2 submission to the GLA.

iv) Transport: The GLA Stage 1 response requested an increase in cycle parking and requested that various other matters be secured. Shower and changing facilities have also been requested for the office element of the scheme. Although the provision of shower and changing facilities are normally supported by the Council, whilst noting that only 175m² of office floorspace are proposed, it is considered that in this particular instance such requirements would be disproportionate and unduly onerous on the applicant and future occupiers of the office unit. However, a condition is recommended to secure an increase in cycle provision within the scheme as to provide a total of 546 cycle spaces, which is in accordance with the London Plan standards.

NATS SAFEGUARDING

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

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

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

GLASS (Currently Historic England)
(December 2014)

Thank you for your consultation on the desktop assessment received on 01/12/2014.

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

As indicated in my original advice letter of 14/11/2014, this planning application lies in the Colne Valley Archaeological Priority Zone, an area where heritage assets of archaeological interest 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.

The desk-based assessment (DBA) concludes that the application site has low moderate potential for significant remains of Palaeolithic, Neolithic and Bronze Age date and low potential for other periods. I broadly concur with this principally because the DBA has shown several phases of modern development and geotechnical information which shows no sign of the alluvial or peat layers which have protected nationally significant Upper Palaeolithic and Mesolithic remains elsewhere in the Colne Valley. However, Neolithic and particularly Bronze Age remains are common on the local brickearth and gravel geologies recorded in the geotechnical work as evidenced at 70 Station Road West Drayton in 2013.

Whilst the information submitted with the application demonstrates potential for prehistoric remains of archaeological interest, field evaluation is necessary to determine their actual presence, condition and extent in order to define appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development site, the archaeological interest and practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

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

Condition

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

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

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

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

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified

archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

In this case the evaluation would relate to Part A of the condition with further investigation to follow if necessary.

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.

This response relates solely to archaeological issues.

(November 2014)

The National Planning Policy Framework (Section 12) and the London Plan (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 be required to submit appropriate 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. Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

The site lies in the Colne Valley Archaeological Priority Zone, an area where significant archaeological remains may be anticipated. Unfortunately it is not accompanied by an archaeological assessment as would be expected in such circumstances. The site is within the floodplain of Fray's River, where prehistoric activity was located, and is on the outer limits of the medieval settlement of Yiewsley. A search on the Greater London Historic Environment Record shows that a number of archaeological assets have been recorded from the immediate area, including a Bronze Age trackway some 200m to the northwest, a multi-period site off Station Road 400m to the south, and a late 16th century public house directly opposite the site.

Heritage assets and how they would be affected by the proposed development.

This information should be supplied to inform the planning decision. Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to

identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

Geotechnical Monitoring

Archaeological monitoring of geotechnical pits and boreholes can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation.

In this case I am aware that some geotechnical investigations have already been carried out. It will be necessary to review these to assess the degree and extent of modern disturbance, and also the potential presence of earlier deposits which may preserve archaeological remains, for example alluvium or peat, as seen elsewhere in the Lower Colne. If such deposits are present then further evaluation fieldwork may be necessary to inform the planning decision.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Further information on archaeology and planning in Greater London is available at:
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>

Please note that this advice relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

(Officer Comments: The conditions as set out by Historic England have been added to the recommended decision notice)

CANAL AND RIVER TRUST

After due consideration of the application details, the Canal & River Trust has no objection to the proposed development, subject to the applicant first entering into a legal agreement relating to improved access and connectivity to the Grand Union Canal towpath.

The applicant's transport statement, at part 8.4 highlights the restricted connectivity between the High Street and the towpath. The existing layout, with high steps, restricts use by disabled people and cyclists and could be vastly improved with the installation of a ramp. Wayfinding and signage between the application site and towpath should also be improved.

The proposal for 308 residential dwellings in this location (including over 400 cycle spaces) will result in an increased demand for and usage of the canal and towpath. We therefore consider it reasonable that the development should make a contribution to the improvement of access to the canal towpath as well as improvements to the towpath itself.

Access to the towpath is currently located on Horton Road and falls within the ownership of Hillingdon. However, to improve the access arrangements to the towpath work will be required to land owned by the Canal and River. As well as access to the towpath, there should also be enhancements to the towpath itself.

With regards to a specific sum, Hillingdon transport officers may be able to gauge a costing for the works required to improve access that is located on Horton Way. In terms of enhancements to the towpath we would suggest a figure of £20,000 to be reasonable. We would suggest that a further sum of approximately £2,000 should also be included for improvements to signage and wayfinding in the surrounding area. We would suggest that Legible London signage would be appropriate.

In addition, in order for the Canal & River Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

(Officer Comments: The applicant has agreed to the Canal and River Trust request for towpath improvements and additional signage and these will be secured in the S106)

NETWORK RAIL

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full

details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

(Officer Comments: An informative setting out the Network Rail requirements has been added to the decision notice)

ENVIRONMENT AGENCY

We have no objections to the application as submitted subject to the inclusion of the following conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons

To ensure protection of controlled waters.

The site investigation has only found limited contamination. This condition is requested to cover any unsuspected contamination that may arise from subsequent works, for example underground storage tank removal.

Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason.

To ensure protection of controlled waters.

(Officer Comments: The conditions as required by the Environment Agency have been added to the recommended decision notice)

CRIME PREVENTION OFFICER

Following our meeting regarding the Padcroft Works development, these are my comments:

Designing out crime is the process whereby streetscape, open spaces, buildings and transport

infrastructure are positively influenced by practical design solutions to reduce the occurrence of crime and provide a safer and more attractive urban environment. Small changes such as reducing excessive permeability and creating well lit, overlooked spaces, can significantly reduce opportunities to commit crime as well as the fear of crime.

Creating and maintaining a safe environment is extremely important as people who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. It is important also to address the community's fear of crime, whether this is a real or perceived threat, because this also influences people's behaviour patterns about how they interact in public spaces. Improving community safety involves designing the urban environment to enable the community to assume an ownership role for the guardianship of their local space. This helps inspire a sense of pride and encourages community use of public spaces and appropriate interfaces with the private realm.

Designing the layout to work and set the rules with appropriate levels of accessibility and permeability

1. A new public foot route is proposed along the north-west boundary of the site from Bentinck Road to Tavistock Road. I question the need for it to be public realm as there are already a number of established west-east routes within close proximity, such as Winnock Road. More permeability = More crime*

* Secured by Design New Homes Guide 2014, page 10, 3.2.

2. It should be private realm, which is clearly owned, strongly defined, well-lit and overlooked. If this were the case, it would require boundary security measures and features to distinguish it from public space? It should be gated flush with the building line to avoid any recesses and reduce the opportunity for offenders to act unobserved.

3. There are three proposed pedestrian routes between the blocks which allow access to the landscaped courtyards. These provide opportunities for offenders to move around the estate unchallenged and undetected. 'The Safety Strategy - Crime Prevention / Safer Places' statement at 11.13 (Design & Access Statement, October 2014) proposes that 'the pedestrian routes are secured against public use after dark with gates across all entry points to the site'. Who will have responsibility for locking/unlocking the gates and is it sustainable for the life of the development?

4. The 'Design Development' 11 point checklist at 5.9 (design & Access Statement, October 2014) states that 'late evening controls will be in place to curb anti-social behaviour'. Anti-social behaviour is not just constrained to late night, it happens at all times of the day and night.

5. By providing well-defined routes that are convenient for movement through the site but don't compromise security, a sense of ownership is encouraged amongst residents and there are increased possibilities for citizen intervention. Reduced permeability provides fewer excuses for offenders to justify their presence in an area whilst they are touring a neighbourhood to identify targets, access them and escape without being challenged.

6. The public landscaped central space has been designed to allow good natural surveillance from nearby dwellings with a well overlooked pedestrian route between Bentinck Road and Tavistock Road.

With regards to the rest of the development design, I welcome the opportunity to meet with the developer and/or the developer's agent to ensure that the Padcroft Works site incorporates the established Secured by Design principles necessary to reduce crime and the fear of crime at this site

(Officer comments: A condition is imposed requiring the development achieves Secure by Design Accreditation prior to occupation. An additional condition is imposed to ensure the pedestrian link alongside the western boundary is not accessible to the general public.)

Internal Consultees

FLOOD & WATER MANAGEMENT

The Flood Risk Assessment suggests that the surface water design will be providing controls to reduce the surface water run off to just over 50% of the existing run off rates. The development is doing the minimum required. The London plan states developers 'should aim to achieve greenfield run-off rates'.

This is particularly important as the Station Road as it drops underneath the railway suffers from considerable surface water problems at times of heavy rain, as well as the Tavistock Road being at risk from considerable depths of flood water shown by the Surface Water Management Plan Evidence Base 2011 produced by the council now adopted on the 24th January 2013.

However, the general strategy for drainage for the site is acceptable and supports the inclusion of green roofs within the application.

The inclusion of rainwater harvesting on a site this large to meet requirements in our policies that as 'London has been classified as under serious water stress' we need to 'take a lead in ensuring the increasing population will not further increase the risks from a diminishing water supply'.

(Officer comments: A condition has been recommended requiring the development accords with Sustainable Urban Drainage management principles.)

EPU

The noise survey report (job no: NW91113 prepared by JMP) makes recommendations to provide satisfactory internal noise levels in tables 5.3 and 5.4. This is acceptable as it reflects recommendations in LBH Noise SPD. However design for suitable glazing specifications has not been recommended and we would ask that this is agreed with us before installation. The report also recommends the 2.4m acoustic barrier previously suggested for south-western amenity area and Tavistock Road be retained. This would ensure satisfactory noise levels in the outside amenity area at this location.

The report has not made recommendations for fixed mechanical plants/air conditioning plants. I therefore recommend the following as a condition:

Noise affecting residential property

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

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

The following informative is also recommended:

Control of environmental nuisance from construction work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

Air Quality and Land Contamination

Brief comments below with regard to air quality and land contamination. The new air quality assessment is not particularly helpful in reviewing the application for the proposed development. Clarification is required with regard to the trip generation for the site. The conditions below are recommended to ensure the development is suitable for use, and to limit the impact of the development on the surrounding area.

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

.West Drayton, Hillingdon - Air Quality Assessment Report by JMP Ltd for Kitewood, dated 7 October 2014

Air Quality

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

Section 106

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

The following condition is recommended to ensure adequate provision is made to assess impacts, improve design or provide adequate mitigation if it is needed.

Condition 1: Ingress of Polluted Air

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

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

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

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

The air quality assessment did not look at the building emissions benchmark and traffic emissions benchmark for the development to determine if the development could be 'air quality neutral'. This was requested of the consultants as part of the assessment in response to their enquiries. The same emission screening data provided for the previous application has been resubmitted with this application. This indicates a NOx emission factor of 0.5 g/kWhr was used for the CHP unit. Sources of emissions from boilers were not considered.

The Sustainability and Energy Statement does not refer to the size of the CHP unit. It states 'The specification of high efficiency communal gas boilers with on-site CHP is proposed which can achieve low NOx emissions' and refers to picking up 3 out of 3 credits for Pol 2 by ensuring space and water heating produces less than 40 mg/kWh. Further information is required with regard to the CHP and boiler emissions and if they will meet the building emissions benchmark. The following condition is recommended for inclusion in any permission that may be given.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

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

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

(Officer comments: Conditions have been imposed and Heads of Terms have been secured in line with the EPU request.)

ACCESSIBILITY

In assessing this application, reference has been made to London Plan Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

This latest proposal has been designed to provide level access from the connecting public realm routes from Tavistock Road to Bentinck Road, with gradients shallower than 1:20.

It is understood that access into all buildings would be via threshold, with all entrances well lit and covered. The wheelchair standard flats above ground floor would be served by double lift cores in buildings C and E.

The Design & Access Statement refers to the majority of wheelchair flats being located on the ground floor within building C, with the remaining upper floors but accessible via to Part M compliant lifts. The plans indicate that a fully accessible bathroom would be achieved within the wheelchair accessible units, with a second accessible toilet provided in the larger units intended for four persons and above.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

(Officer comments: A condition has been imposed requiring all residential units within the development be built in accordance with 'Lifetime Homes' Standards.)

OBLIGATIONS/ S106

Heads of Terms:

1. Affordable Housing - 14.95% with a 64% affordable rent and 36% intermediate tenure mix.
2. Affordable Housing Review Mechanism (subject to comments from FVA consultant).
3. Highways Works: Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, removal/relocation of on-street car parking bays, amendments to parking restrictions and associated costs and works identified in PERS Audit.
4. Construction Training: A financial contribution equal to £2500 per £1m (training costs) and £9,600 Coordinator costs per phase or delivery of an in kind scheme to this value.
5. Travel Plan: To include a £20,000 Bond.
6. Car Parking Allocation & Management Scheme.
7. Occupiers of the development will not be eligible to obtain car parking permit.
8. Refuse & Delivery Management scheme.
9. Air Quality Monitoring: £25,000
10. Canal side Improvements: £20,000
11. Canal Side Signage: £2,000
12. Canal side access improvements scheme. Monetary Contribution to be agreed.
13. Project Management & Monitoring Fee: Sum equal to 5% of total cash contributions.

(Officer comments: All Heads of Terms have been secured as part of the suite of obligations in the S106 legal agreement although items 10 and 12 essentially repeat the same Head of Term. To prevent any ambiguity the contribution towards Canal Side improvements has been secured at £20,000.00 as requested by the Canal and River Trust.)

HIGHWAYS

Site and Transport Network

The proposals include increasing the number of flats from 208 units under the approved scheme ref. 45200/APP/2012/3082 to 308 units and reconfiguration of the car parking layout.

The site is located in the ward of Yiewsley to the west of a parade of shops between Tavistock Road and Bentinck Road fronting the High Street. The area surrounding the site has a mixture of commercial and residential properties.

West Drayton rail station is located to the east of the site and the area is served by 5 bus services. The station forms part of London's Crossrail route, which is planned to be operational in 2018. The

station will therefore in future benefit from improved public transport, reducing travel times and improved rail connections with access to central and east London. The site has a PTAL rating of 3 (moderate), which is estimated to increase to 4 (good) in future once the Crossrail route is in operation.

In terms of the road network in proximity to the site, to the east is High Street, which is a Classified Road and is also designated as a Local Distributor Road within the Hillingdon Local Plan part-2. High Street provides access to the A408 and in turn the M4 and M25. To the north, the site is bounded by Bentinck Road, which is one-way from its junction with High Street towards Tavistock Road. To the south the site is bounded by Tavistock Road, and Winnock Road lies to the west. Bentinck Road, Tavistock Road, and Winnock Road are local access roads.

The site is served by five existing vehicular accesses, three along Tavistock Road and two along Bentinck Road.

Traffic Impact

When considering the vehicular traffic generation and the impacts of this larger development, the Transport Assessment (TA) suggests the net traffic impact would not be materially different from the approved scheme due to the estimated baseline vehicle trips. As before, the baseline traffic generation has not been surveyed. The net traffic impact is estimated to be less than the approved scheme with 23 and 30 additional PCUs in the morning and evening peak periods respectively. Compared to the existing situation, the tidal flow of vehicles associated with the site will be changed with the majority of vehicles exiting in the morning and arriving in the evening.

Automatic traffic counts were undertaken in March 2012 to measure the volume of traffic in the surrounding roads. Manual classified counts were undertaken in July 2012 mainly to derive turning movements. Early March and July both are not neutral months for traffic surveys.

Notwithstanding the above, the proposed development could be considered to have an insignificant traffic impact over and above approved scheme.

Accident Analysis

An updated analysis of road collisions is not provided. However, under the approved scheme, an analysis of the recorded road accidents over a period of 3 years to 31st May 2012 was undertaken. During this period, there were a total of 47 collisions in the study area resulting in 52 casualties. The collisions included 1 fatal, 6 serious, and 45 slight injury accidents.

The fatal accident was reported to have occurred in October 2011 and involved an elderly pedestrian crossing the road at a crossing without and without looking and not using the crossing properly. Overall the pattern of collisions was not found to have any common issues in connection with road layout and/or vehicle speeds.

Parking

When considering the car parking provision for the proposed scheme, a total of 293 residential car parking spaces will be provided in the form of standard spaces and double and triple stackers at the lower ground floor level, including 31 spaces for disabled drivers. The residential car parking provision meets the agreed ratio of 0.95 space per flat.

The disabled car parking spaces are proposed in the form of standard and stacker spaces. As per the pre-application advice, disabled car parking spaces should not be laid out in the form of stackers. Also the stackers proposed adjacent to the bottom of the ramp are not acceptable. The disabled parking spaces should therefore be relocated and the stackers should be replaced with standard bays.

A section drawing should be provided to show the height available for the proposed disabled space with stairs above at the northern end of the car park.

A further 3 car parking spaces within the rear service area will be provided for the B1 use.

A total of 20% active and 20% passive electric vehicle charging points are proposed, which is considered in line with London Plan 2011 requirements.

A total of 396 cycle spaces are proposed, including 364 cycle spaces for residents, 22 cycle spaces for visitors and 10 cycle spaces for the B1 unit. The cycle parking provision is considered acceptable.

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces.

Access and Layout

The site will be served by three vehicle accesses, two along Tavistock Road and one along Bentinck Road.

Sightlines to the west of the residential vehicle access on Tavistock Road are restricted mainly due to parked cars. One on-street car parking bay is proposed to be removed to improve sightlines.

Same as the approved scheme, refuse and other servicing and delivery vehicles will be required to travel through the pedestrianised area of the development.

Under the approved scheme, sections of the carriage and footway reinstatement and resurfacing and changes to on-street parking and restrictions were required along Tavistock Road and Bentinck Road. A revised scheme should be devised extending the works along the extended site boundary in Bentinck Road.

A splitter traffic island should be provided along the length of the car park ramp to separate entering and exiting vehicles and should be supported with swept path analysis with 300mm error margins. Alternatively, shuttle traffic signals should be provided to manage access to the car park ramp. The shuttle signals should include a vehicle detection system and appropriate vehicle waiting areas adjacent to the top and bottom of the ramp.

The car park ramp should be designed to have a maximum gradient of 1:10.

A section drawing should be provided to show the height available for the ramp with stairs above.

Refuse storage areas are scattered across the site. Bins will be required to be trundled to and from a collection point by the site management.

Pedestrian Audit

An updated PERS audit is not submitted. A pedestrian audit carried out as part of the previously approved scheme identified a number of improvements including public realm, installing step-free access to the canal and markings and access at some local bus stops. It is not clear if the applicant is proposing to undertake the improvements identified. In case of an approval, works identified in the pedestrian audit should be covered within a s106 agreement as off-street highway works including carriageway and footway resurfacing in Tavistock Road and Bentinck Road between junction with High Street and the north-western boundary of the site (exact extent of works to be agreed with the Council's Highways Engineer).

Construction Traffic

In case of any permission, a Construction Logistics Plan can be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

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

Travel Plan

The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The issues raised above regarding car parking, motorcycle parking and access layout should either be satisfactorily resolved or appropriately covered through planning conditions. The highways/transport obligations listed below should be covered within the S106 agreement.

1. Access works.
2. Part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road.
3. Removing/relocating on-street car parking bays, amending parking restrictions and associated costs.
4. Occupiers of the development will not be eligible to obtain car parking permit.
5. Travel Plan

In addition, the following items are also recommended to be covered under the s106 agreement or planning conditions, as appropriate:

6. Car parking allocation and management scheme.
7. Construction Logistics Plan.
8. Refuse and delivery management scheme.

(Officer Comment: All requested conditions will be added to the decision notice as well as the requested obligation would be secured as part of the S106 agreement at this site. The application details have been amended in accordance with the Highways Engineer requests and the gradient of the ramp has been amended, motorcycle parking has been provided and disabled parking bays have been re-located to more suitable areas within the parking area. The pedestrian review (PERS audit) submitted in support of the previous application is considered suitable in the assessment of the current application as although the site boundaries have changed the area and context covered by the review remains unaltered.)

LANDSCAPE ARCHITECT/ TREES

Site description:

- The 1 hectare (+) site is occupied a number of vacant industrial / office buildings to the west of Nos. 7-19 High Street, Yiewsley. It is bounded to the north by Bentinck Road, to the south by Tavistock Road and to the west the rear gardens of terraced housing in Winnock Road.
- Some industrial buildings create a buffer between the site and Tavistock Road which remain viable and operational.
- The site currently forms an interface between the high street and residential area which extends towards the west.
- The site is very close to West Drayton station, served by the Great Western Railway (Crossrail) and

the Grand Union Canal (to the north of Bentick Road).

- The plot is comprised of large building and hard surfaced service yards, with no trees or other landscape features within the site.

Landscape Planning designations:

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

Landscape Considerations

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

Landscape opportunities and constraints

- There are few landscape constraints associated with the site, as no trees or other landscape features of merit will be affected by the proposal.
- New development should respond to the local site context, including landscape character and townscape assessments and associated sensitivity and capacity assessments.
- The application should incorporate opportunities to enhance the local character and distinctiveness of the surrounding natural and built environment.
- This should bring benefits to the local residents through green space provision, access to, and contact with, nature.
- New development should make a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoid any unacceptable impacts.
- The development should seek to use natural resources sustainably.

Description of current landscape proposals

- Rolfe Judd's Design & Access Statement analyzes the site context and heritage in sections 1 and 2
- The consented scheme is reviewed and refined, with reference to pre-application meetings in sections 3 and 4.
- The development of the concept for the current proposal is described in sections 5.
- One of the significant landscaped areas is the (now) ground level crescent-shaped green open space with a pedestrian route linking Bentick Road and Tavistock Road.
- A second linear private / communal space in the form of a podium level above underground parking defines the west boundary. A mix of hard and soft landscape is envisaged which will need to address issues of privacy / overlooking of the Winnock Road residents.
- Between these linear spaces residential wings extend to the west , overlooking three landscaped courtyards, which will be accessible to residents.
- At 5.19 reference is made to CABI guidance. In this case, the landscape appears to have been considered from the outset as an integral part of the development.
- The landscape strategy is briefly introduced in sections 11.1 - 11.4 which describes the principle landscape typologies, including the crescent, shared courtyards, the provision of extensive and intensive green roofs and the play strategy.
- The landscape concept is supported by illustrations and the CGI's at 9.7 and 9.8.
- Cross-sections show boundary planting at roof level which will be visible from off-site. This detail will enhance the visual amenity landscape quality of the development

Recommendations / assessment of landscape proposals

The success of the scheme will rely on attention to design detail and robust planned implementation, management and maintenance.

- The intensive roof gardens (for the access and enjoyment) of residents should be designed to support 'structural' planting (trees, multi-stemmed shrubs, boundary hedges). This will be necessary to provide attractive spaces, improve the microclimate (at high levels), provide screening and shelter, and should be visible from across /outside the site to maximise the impact of the planting.

- Details of all green roofs need to be considered at this stage due to structural loading and cost implications.
- Defensible (landscaped) spaces will be required around ground / podium level flats to provide privacy and security.
- The benefit of the pedestrian access from Bentinck Road (north-west corner of the site) is questioned. This will require careful detailing (more visual permeability where it joins the street) if it is to remain. Alternatively the podium level park could be extended to this edge of the site?
- Clarity is required regarding the accessibility of the site and communal open spaces. Which sites, if any, will be open to outsiders and how will access and security be managed for the benefit of residents?
- New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.

(Officer comments: Landscaping conditions have been imposed requiring full details to be submitted prior to commencement of works for each phase of the development.)

URBAN DESIGN

Background:

The existing site is bounded by Tavistock, Bentinck and Winnock Road. The site currently consists of commercial premises with attached pitched roofed warehouse units stretching the length of the site. These buildings are of a mixture of three and four storeys. Some of the buildings form a high end-of-garden boundary to the terraced housing on Winnock Road. The terraces form a consistent and intact residential edge along the north of the site and are generally of traditional form. The site also borders the Grand Union Canal. There are no heritage assets.

Considerations

This is a comprehensive redevelopment resulting in a scheme of residential units. It has had much previous discussion and is generally considered acceptable in urban design terms. I have no additional comments for the front of the site, but further CGI's would be helpful for clarity. I make the following observations relating to the rear of the site facing Winnock Road:

Demolition

There is no objection in principle to the demolition of the existing buildings; these do not contribute to the character of the area.

Layout

The additional blocks to the North of the site generally respond appropriately to the rest of the redevelopment and its layout. The whole scheme considers the adjoining buildings, the existing streets and spaces as well as the general prevailing development.

However, the layout of the buildings and access to the site along Bentinck Road needs further consideration to make it acceptable. The current proposal (D&A Statement page 47) shows an access from Bentinck Road through the new structure. However, the plans (and witnessed at D&A Statement page 54 & 59) show the access infilled with residential accommodation. This part of the scheme needs to revert to the earlier design and reconfigured to ensure a significant entrance remains. The entrance not only provides a degree of access to the rear of the site, but provides more vitality and interest to the streetscene which is otherwise monolithic. I would suggest that a good two storey entrance is required in this location. See also design comments below.

I note the pedestrian route through site and the connections at ground level which access the landscaped courtyards. The twitten remains to the rear of the site, and this should be gated to prevent antisocial behaviour.

Form

The bulk and form has been purposely stepped back from the two storey residential properties along Winnock Road attempting to create a distance and a neighbourly relationship.

Design/Appearance/Materials

I am happy with the overall design, appearance and material palette. Nevertheless, material samples (including hard landscaping) will need to be conditioned to ensure they are robust and of quality. All too often a scheme of this size can be let down by poor material finish.

I am particularly concerned about the hard edge and design along Bentinck Road, which creates a tunnel-like effect. The whole elevation needs reconsideration. It is bland, and flat, and generally just finished in brick and bronze metal cladding - with no proper articulation. The lower ground floor constituent/relationship is not clear. Elements are especially crude including the large metal vent. The pedestrian entrance with lift needs modification. I am sure the design here is not what is really intended. A new design, with the access (mentioned above) reinstated is required. Further CGI's would also be helpful. A minor point, but there is a horizontal vent the length of the podium footpath which is also crude.

Height/Scale

The overall height and scale is considered acceptable and I am satisfied with the relationship to the Winnock Road terraces.

Conclusion:

Acceptable, but revisions outlined above are required as well as conditions.

(Officer comments: The Bentinck Road elevation has been amended and further rhythm has been introduced with improved articulation and legibility alongside the proposed new urban edges including improvements to the access to block 3 and revised arrangements for the private pedestrian link alongside the western boundary of the application site. Conditions are imposed requiring the approval of the final position of car park vents and external materials. It is worth noting that the scheme achieves a positive balance between the Council's Urban Designer requests for finer elevational detail and the GLAs' requirements for a lesser amount of details and increased simplicity. Subject to the use of suitable materials it is considered that the final scheme strikes an optimum equilibrium between these opposing requirements and will therefore result in a distinctive and elegant form of development that is appropriate to the locality.)

SUSTAINABILITY OFFICER

The GLA's comments do not go to the principle of the scheme and therefore can be covered by the following condition along with my own concerns:

The report needs to be updated to provide a much greater level of information on the CHP, the size, the inputs and outputs, and how it impacts specifically on each part of the baseline i.e. how much gas is used to power the CHP and how much heat and electricity does it produce.

The following condition is therefore necessary:

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit, including its inputs and outputs and how this relates to the baseline energy demand and carbon emissions. The assessment shall include

clear details on the management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 OF THE London Plan (March 2015).

Ecology

There is no clear indication with the submission as to how the development will include ecological enhancements. The following condition is therefore necessary:

Condition

Prior to the commencement of development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. 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 (March 2015).

(Officer comments: Conditions have been imposed in line with the sustainability officer's comments. Further to the amendments to the PV panels a further requirements has been added to the conditions to ensure that the layout of the Photovoltaic array is submitted to the Local Authority for approval.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was considered in granting planning permission ref. 38065/APP/2014/2143 for the erection of 208 residential units. Since the approval of this extant permission circumstances have not materially changed with the current scheme substantially building upon the preceding development principles, including maximum heights, design style, parking ratios, residential quality and amenity provision for future occupiers. Accordingly, considerable weight must be afforded to the extant planning permission. In this instance, in land use terms, there should be a presumption in favour of the current proposals.

Notwithstanding this, further consideration of the matters of principle are warranted under the current application primarily for the elements of the scheme that extend to the TiGi warehouse site to the west most of the site to provide a combined total of 308 units, which represents a further 100 residential units in comparison to that which was previously granted permission.

With reference to Central Government Guidance, Local Authorities are required 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 primary objective of development management is to foster the delivery of sustainable development, and significant weight should be attached to the benefits of economic and housing growth.

Whilst the site is located within the commercial Yiewsley and West Drayton District Centre the NPPF states that residential development can play an important role in ensuring the vitality of centres where Councils should set out policies to encourage residential development on appropriate sites.

Paragraph 29 of the NPPF confirms that "Housing applications should be considered in the context of the presumption in favour of sustainable development." Likewise, in considering the principle of the development it is also a key consideration the location of the site within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1.

In terms of specific housing policy, the Local Plan Part 1 further sets out in Policy H1 (Housing Growth) a general direction of growth within Yiewsley and West Drayton to be achieved through a mix of uses, including residential, in order to ensure the benefits to be provided by the Crossrail connection are maximised. The expansion of the policy states that in highly sustainable locations with high levels of public transport accessibility this can be achieved with higher density development that reflect the specific land characteristics of the surrounding area.

In addition, policy LE4 of the Hillingdon Local Plan states that proposals involving the loss of existing industrial floorspace or land outside designated industrial and business areas will normally be resisted. Whilst the proposal would lead to the loss of the industrial uses within the site, the policy allows applicants to show through their commercial viability assessments that it is not economically viable to retain or redevelop the site for industrial and warehousing purposes in the future.

To that effect, the applicant has submitted a Commercial Viability Report by Houston Lawrence, which establishes the general level of demand for B1, B2 and B8 uses in the area, assessing the likelihood of the combined sites being let in the long term on rents at (or close to) market rental levels, and alternative commercial uses of the application site.

The report demonstrates that the LE4 policy requirements are fully met, i.e.; that there is little demand for industrial and warehousing units; that the units are only occupied because of their heavily-discounted rents; that there is significant capacity for businesses to occupy more accessible and prestige premises at Stockley Park and the MoD site at Uxbridge; that the size and layout of the existing premises are unsuitable in terms of modern office and industrial requirements including ease of access to the site; and that the redevelopment for residential use would, in principle, be viable in land use terms.

With negligible prospect of a future landowner being likely to make a significant investment in redeveloping the wider site for commercial use, the marketing report adequately concludes that the site has come to the end of its economic life.

Summary

A previous permission to regenerate part of this site with a similar mixed use scheme, albeit for a smaller quantum of development, was granted planning permission in February 2015

and considerable weight should be given to this material precedent.

The current proposal, which includes a mix of B1 (office) uses at ground floor alongside a mix of private and affordable residential flats at ground level and above, provides an acceptable mix of uses on this key District Centre site, in line with the strategic objectives of the Council for this highly sustainable area. This would meet the objectives of national and development plan policy in providing an acceptable balance of employment generating uses whilst maximising the provision of high quality housing in the District Centre.

It is considered that the range of uses proposed along with the new public realm areas and new pedestrian links would become a feature of the site encouraging visitors and enhancing the economy of the Yiewsley and West Drayton District centre.

It is envisaged that the proposal would make a significant impact on the regeneration of this part of the District Centre, acting as a catalyst for change on this site and the surrounding area in general whilst providing a balanced mix of housing tenures and employment opportunities for the local area.

Accordingly, the proposal is considered to be in accordance with the NPPF, the London Plan (March 2015) 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.

7.02 Density of the proposed development

The scheme would achieve a residential density of 264 dwellings per hectare which would be just above the range of 70 to 260 dwellings per hectare (200 to 700 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (4) level.

The PTAL of the site at present is 3 (however there is a committed major infrastructure project in the form of Crossrail which will increase the PTAL of the site to 4 within the development plan period). This is a major driver towards the Council's adopted strategic objective which seeks to secure growth within Yiewsley/ West Drayton during the development plan period and achieving this objective will require the Council to consider committed and possible future enhancements which will serve to facilitate this growth. As such, it is considered that the application should be assessed having regard to the improved PTAL which would be provided by Crossrail.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining area and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The proposal site does not lie in an archaeological priority area, Conservation Area or contains listed buildings.

However, in terms of the historic assets in the wider locality of the site, the site is in the vicinity of the Garden City Area of Special Local Character to the south whilst to the east and south east there are two Grade II listed buildings as follows:

- . De Burgh Arms P.H
- . The Railway Arms P.H

However, it is not considered that the proposal would negatively impact on the setting of the nearby listed buildings or structures. There are no views of the 'The Railway Arms' from the vicinity or from within the application site itself. The closest listed building to the site is the 'De Burgh Arms Public House', but views of the development in association with the front of this building are limited to those from Tavistock Road from the west where the building is already dominated by taller development to the north, west and south.

It is considered that this development will not result in material harm by adversely affecting views of this building particularly from the west where the application site is located. In addition, it is important to note that permission was granted for a similar scheme within the site and that the alterations sought with the current application mainly seek alterations to that scheme with new development concentrated towards the west of the site whilst the 'De Burgh Arms Public House' heritage asset is located to the east of the site.

The Garden City Area of Special Local Character, located some 250 metres to the south west of the site, beyond the Tavistock Industrial Business Area and the railway line, is the nearest designated area asset. The Garden City Area of Special Local Character is predominately characterised by one and two storey single family housing sited within spacious plots with relatively ample front gardens.

Whilst the application is for a comprehensive re-development of the site seeking to introduce buildings of a greater bulk and height than those currently within the site the Townscape and Visual Impact Assessment, which was submitted in support of the application, measured the impact of the scheme from three key viewpoints from within the Garden City Area of Special Local Character. The assessment concludes that no part of the scheme would be visible from or on the backdrop of the Area of Special Character.

As such, the proposal would maintain and preserve the character of the Garden City Area of Special Local Character and would not harm the setting of any other listed buildings or structures noting that the site benefits already from a planning permission for a wholesale redevelopment of a similar bulk and height to that proposed in the current scheme.

7.04 Airport safeguarding

All relevant authorities have reviewed the applications and no objections in relation to airport safeguarding are raised.

7.05 Impact on the green belt

The impact on green belt land was considered in the Townscape and Visual Impact Assessment submitted in support of the application, which has considered key views towards the development site from Stockley Country Park within the Colne Valley Regional Park.

The visual assessment concluded that no views of the development are afforded from within Stockley Country Park and accordingly the scheme is considered to have no impact on the open character of the Green Belt.

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The immediate area surrounding the site is characterised by a mix of development ranging from more traditional rows of terraced properties with retail at ground floor level and residential or office use above, to more modern and larger scale commercial and residential buildings.

The site itself comprises a mix of industrial and commercial buildings of a variety of ages, styles, sizes and with maximum of 4 storeys. The surrounding area comprises two and three storey buildings, with the taller buildings, which are up to 5 storeys, being located towards the town centre and along the canal. The buildings on the High Street frontage adjacent to the east of the site are particularly attractive and retain some of the architectural/townscape merit remaining on this part of the High Street.

The proposed regeneration scheme has architectural merit and design qualities that will be a significant improvement to the townscape when compared to the appearance of the existing site. There are no objections to the scale, height and massing of the current proposal, whilst noting that the current scheme is a natural progression of the scheme allowed in February 2015 under planning permission ref. 38065/APP/2014/2143.

The design of the buildings themselves, in particular along the new urban edges proposed fronting Bentinck Road, Tavistock Road and the new central public open space, will include rhythm and good articulation. This will be achieved through the use of recessed windows, balconies and stepped building lines together with a contrasting palette of bricks, glass and a combination of other materials, such as a variety of metal panels. The proposed materials and elevational treatment proposed would soften the bulk and scale of the main elevations but will also aid visual permeability and allow effective transitions between the distinctive elements of the scheme and surrounding streetscape.

In the western building, a design feature to give prominence to its north eastern corner is also considered beneficial in providing a focal point through the use of the full height curved element combining to good effect on the seven storey corner element, achieving emphasis whilst not appearing unduly overpowering in the street scene.

It is considered that, given the arrangement of buildings and ancillary structures with an increase in height and massing towards the centre of the site, the proposed buildings would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding consented residential development.

It is considered that the amended site layout proposed at ground and first floor levels, in particular within the space between the two eastern buildings and the larger building to the west, represents a marked improvement to the scheme, with the central open space now proposed at grade level with a public realm proposed with high quality landscaping. The central public area will also form a new pedestrian link between Tavistock Road and Bentinck Road that will benefit from added natural surveillance and encourage new pedestrian flows. It is worth noting that in the extant scheme, the public area area was provided at podium level with a number of variations in the height of the range of built elements and street levels which were a weakness likely to cause difficulties to pedestrian flows, permeability of the development and integration with the surrounding streets network

The design of the open space is such that it creates a focal point to the development where natural surveillance of the public areas is maximised yet in an appropriately neighbourly manner including with an enhanced forecourt with pavement extensions, which seek to strengthen the connections between the site and the existing adjacent streets whilst providing a broader town centre environment. It is expected that the new link, being segregated from traffic, will also enable better alternative access to the future Crossrail station.

Likewise, no objections are raised to the design of two key play areas for 0-4 year olds as an integral part of the public open space.

Conclusion

The external design of the buildings and proposed building materials maintain a balanced and appropriate design response with regard to the scale and context of the site. A condition is recommended on any permission requiring the submission of external materials details prior to the commencement of works.

Given the very close proximity of the site in relation to West Drayton Station, the scheme represents a real opportunity for the District Centre that will help to promote the Station itself and improve legibility and permeability with improvements to existing public areas and provision of new pedestrian routes.

It is considered that the redevelopment of this site with a high quality scheme will mark a positive change in the appearance of this key town centre site which would enhance the image of the town centre by creating a landmark development that will improve orientation and recognition of the site as a place to work, visit and live for those arriving by rail, bus, car, foot or bicycle.

Subject to compliance with this condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the Local Plan, relevant London Plan policies and design guidance.

7.08 Impact on neighbours

In relation to outlook, saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit

windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

Moreover, the site is located within the Yiewsley/ West Drayton District Centre and it is considered that the building has been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road. As such, bearing in mind its context, it is unlikely that a residential led development scheme of this scale would have an impact on adjoining properties. The placement of balconies and terraces, in particular alongside the west facing units of the scheme would not compromise compliance in this regard.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The impact of the proposed development on daylight and sunlight to adjacent properties was considered through the submission of a daylight and sunlight report. This report considered that the proposed development would not have an adverse impact upon the adjacent residential properties in respect of loss of daylight and/or sunlight. The closest residential properties to the development are those to the west in Winnock Road. The report states that there would be some impact on isolated windows within properties at nos. 12, 38, 46 and 48 Winnock Road but concludes that the impact would be within acceptable tolerances within the BRE guidance. It should be noted that the overarching guidance in relation to Daylight and Sunlight contained within the BRE guidance 2011 recognises that the values for achieving good daylight and sunlight conditions can be applied more flexibly in Town Centre locations. As such, the levels of light afforded to neighbouring occupiers are considered to be adequate given the sites location within this town centre environment.

The air vents proposed at podium level on the western elevation of the (podium) car park would be positioned adjacent to the rear gardens of the properties at Winnock Road and opposite the rear windows of these properties. Whilst the car parking area is likely to operate unrestrictedly 7 days a week over a 24 hours period it is likely that light spillage from the car parking together with mechanical noise from the car stackers in combination with the perception of movement from the car stackers equipment being operated is likely to cause disturbance to the residents of these properties. In this instance it is considered appropriate to impose a condition requesting the applicant submits for approval an alternative position for these air vents or to provide mitigation measures seeking to address these concerns.

As such, the proposed development, subject to conditions, is considered to be consistent with Policies BE20, BE21 and BE24 of the Local Plan.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

1 bedroom flat - 20m² per flat
2 bedroom flat - 25m² per flat
3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for 308 dwellings would be as follows:

76 x (studios and 1 bedroom flat) x 20 = 1,520m²
175 x (2 bedroom flat) x 25 = 4,375m²
57 x (3 bedroom flat) x 30 = 1,710m²

Total Required = 7,605m²

The current development proposal provides a combined total of 8,025m² of amenity space in the form of shared amenity space at grade and roof levels together with private balconies, where communal amenity space is provided with 2,469m² at ground level, 1,708m² at podium level and 458m² as roof terraces. A total of 3,390m² is provided in the form of private balconies and private terraces.

Play space with a combined total of 450m² for children between 0 and 4 years old is also evenly distributed across the development within the ground level spaces.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

UNIT SIZES

The London Plan (March 2015) sets out minimum sizes for various sized residential units. The proposal is for 76 x 1 bedroom flats, 175 x 2 bedroom and 57 x 3 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (March 2015) minimum standard and is therefore considered acceptable.

LAYOUT

With respect to the design of the scheme, the GLA suggested that communal spaces would be better activated, and the quality of the units would be improved, if access into the ground floor units was provided directly from the open spaces (i.e providing front door access onto the new route). However, the previous scheme for this site was no different from the current proposals and, whilst additional entrances from the shared space were not provided, planning permission was nonetheless granted for the development.

In relation to the other issues concerning the design layout highlighted by the GLA, in particular with regard to the high number of units per core in the north west 'finger' (the 'southern block' as referenced in the stage 1 report), it is acknowledged that the scheme delivers a higher number of units serviced by a single core, which is not ideal.

The GLA has suggested that adding an additional core to the parts of the scheme identified as buildings C and E would have the benefit of remedying these issues and increase the quality of the residential environment provided. However, the site layout does not enable

further opportunities for additional cores to be accessed directly off Bentinck Road, Tavistock Road or from the proposed central public open space, which is a constraint that severely reduces the opportunity to provide further cores within the development.

Moreover, the pedestrian link proposed alongside the western boundary of the site provides direct access to the identified cores at first floor level whilst a secondary core would enable stair access up to the fifth floor while the single core above this floor level serving a maximum of six flats only. These would be within the limits of the Housing Guidance SPG.

As such, although the scheme in terms of its layout does not strictly meet the guidance set out in the London Housing SPG ultimately it is considered that the regeneration benefits of the scheme outweigh the harm resulting from the number of units per core exceeding guidance levels.

SUNLIGHT/DAYLIGHT

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The GLA has raised concerns regarding "a number of north facing single aspect units". Although the provision of single aspect north facing units is not considered ideal it is worth noting that in development of this scale it is reasonable to expect that a number of such units are proposed. This is acknowledged in the GLA Housing Standards SPG, which states that single aspect north facing units should be avoided only where possible.

Notwithstanding this, 308 units are proposed while only 18 are north facing single aspect units. This only represents 5.8% of the units for the whole scheme. As such, the small number of units affected is considered to be unrepresentative of the scheme. Furthermore, it is worth noting that none of the family sized units are single aspect and north facing in combination.

In this instance, although the GLA concerns are noted, it is not considered reasonable to raise objections to the scheme in this respect.

WIND MICROCLIMATE

A wind assessment was undertaken on behalf of the applicants and submitted as part of the application which assessed the wind microclimate around the development mapping the relevant wind directions for the site at pedestrian level, balconies and terraces and roof top amenity areas.

The study concludes that prevailing winds blow from the south west with a colder secondary wind blowing from the north east with all ground level locations around the proposed development expected to be suitable for standing, strolling or better during the windiest seasons. In terms of balconies, terraces and entrances most likely to be affected by windy conditions the report makes recommendations for mitigation measures, which include planting and screens.

As such, provided the recommendations in the report are implemented it is considered that surrounding wind microclimate would not significantly impact on the proposed uses or buildings. A condition is recommended to that effect.

PRIVACY/OVERLOOKING

The scheme has been designed to ensure separation distances of at least 21 metres to existing neighbouring properties, however; there are concerns regarding separation distances between units within the proposed scheme itself.

The applicant has provided diagrams demonstrating how the scheme could be amended to achieve adequate levels of privacy between the units where separation distances between habitable room windows and/ or balconies, principally in inner elevations, fall below the 21 metres minimum threshold.

Subject to conditions securing the implementation of mitigation measures to that effect, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

As such the development is considered to provide an acceptable level of accommodation in accordance with Policies BE20, BE23 and BE24 of The Local Plan Part 2.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. The proposal would provide 293 parking spaces (including 31 parking spaces for disabled users) for the 308 residential units, which equates to a ratio of 0.95 spaces per dwelling plus three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided.

The Highways Officer reviewed this proposal and whilst noting that the site is predominantly for 1 and 2 bedroom flats within a town centre location with a PTAL score of 3, no objection was raised to the parking provision provided at the site subject to conditions. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

Policy AM9 of the UDP requires cyclist facilities to be provided for development proposals. The Council's current cycle standards are 1 space per unit. The development would provide 364 cycle spaces for the 308 residential units together with a further 32 visitor cycle spaces and 10 spaces for the commercial unit. The cycle spaces are provided at a ratio of 1.18 spaces per residential unit which is in excess of the minimum cycle storage provision standards. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (March 2015). In addition, the applicant is offering a monetary contribution towards improving access to the Grand Union Canal, which will also enable and encourage cycle usage within London.

TfL has provided comments requesting that cycle parking is increased to London Plan (March 2015) standards and, as such, a condition is recommended to ensure that levels of cycle parking for the development are provided in accordance with the London Plan standards in a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use).

TRAFFIC IMPACT

The highways officer has reviewed the proposal for further residential development within

this industrial and business location and considered that the proposal would have an acceptable impact to traffic in the surrounding highway network. The location of the refuse and recycling storage were also reviewed and it was considered to be acceptable, in terms of their collection and the impact of this to highway safety.

Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

The applicant has prepared a Design and Access Statement that provides a descriptive assessment of the built character of the area and how the scheme responds to this. These demonstrate how the applicant has analysed the site and its context and has sought to produce an urban development that performs its role within the Yiewsley and West Drayton District Centre whilst respecting neighbouring uses and providing good residential accommodation.

The site is located within a transitional area between the residential areas to the north and west and the Yiewsley and West Drayton Town Centre to the east and, as such, the development of the site at the scale proposed provides an opportunity to create a new urban edge alongside Tavistock Road and Bentinck Road. Whilst the existing buildings are set back from the road and are relatively unimposing or screened from views from public areas, the design of the existing buildings along with the extent of the car parking area are considered to detract from the appearance of the area.

The proposal owes its design, form and detailing to a response to the site's context including the stepped form that increases from three storeys at its western end to a varied form that steps up within a seven storey range occupying the majority of the site's core. The centre of the site is considered suitable for additional height and the crescent arrangement combined with vertical emphasis and similar finishes to the buildings will ensure that it becomes a coherent development within the area. The stepped approach, in combination with the projecting elements, ensures a smooth transition in scale in the street scene and ensures that the massing will not dominate views from the surrounding area.

In Bentinck Road, in particular, the development has maximised the opportunity to create a continuous and active street frontage noting that residential development on the northern side of this road concentrates the massing alongside the canal frontage with the more functional service and parking areas provided to the south alongside the road frontage, and therefore lacks in activity, interest and natural surveillance. The alternating style and size of the fenestration proposed provides visual interest to the scheme without it assuming an overwhelming vertical or horizontal emphasis; with the elevational articulation seeking to add a rhythm to the streetscene as well as respecting the morphology of the land.

In terms of security, the layout of the ground floor flats and landscape arrangements have been amended to provide a more open aspect and enhance natural surveillance. Notwithstanding this, secure by design will be governed by the imposition of a planning condition.

Future Redevelopment of Adjoining Sites

Concern has been raised early in the design process that the proposal would potentially impact on the future redevelopment of adjoining sites with particular reference to the Comag site to the south west of the site.

The applicant has therefore supplied details with speculative design illustrations showing that the adjacent site could be developed in a viable manner, which would enable a holistic approach to the whole of the combined industrial and business area. The submission shows that the proposals would not significantly impact on the future redevelopment of the Comag site providing the current scheme includes a link through the application site to the Comag site. Access for residents has therefore been included in the current scheme, which is provided alongside the western boundary of the site.

The GLA has questioned the benefits of this route; however it is considered that the proposed access located alongside the westernmost area of the site will be instrumental in the development of the adjacent Comag site.

As such, the evidence submitted is sufficient to demonstrate that the proposal accounts for and does not cause harm to the future redevelopment of adjoining sites and no concern is consequently raised in this respect.

Security

Considerations on security have been incorporated into the design of the development with the new accommodation designed to overlook existing and proposed public domains, with particular emphasis at the entrances to the buildings. The access route at the rear of the site (alongside the western boundary) would be private and available to residents only. A condition is recommended to ensure the development is designed in line with secure by design principles.

7.12 Disabled access

Accessible Hillingdon requires all new residential units to be built to Lifetime Home Standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site.

Policy 3.8 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 31 wheelchair units, which equates to more than 10% of all units proposed. This is considered acceptable

The Access Officer is satisfied with the level of facilities provided subject to minor revisions to the internal layout of the units to ensure full compliance with all 16 Lifetime Home Standards (as relevant) and Wheelchair Home Standards for 31 of the units.

Subject to a condition to ensure compliance with Lifetime Home Standards, it is considered that the scheme accords with the aims of Policies 3.4 and 7.2 of the London Plan March 2015, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policy 3.12 and 3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2008 replaces the previous Supplementary Planning Guidance

and updates the information and requirements of the Affordable Housing supplementary planning guidance adopted in May 2006. Chapter 5 on Affordable Housing from the Planning Obligations Supplementary Planning Guidance paragraph 5.14 states, the council will always seek the provision of affordable housing on-site except in exceptional circumstances. The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. Likewise, the council will consider affordable housing tenure mix on a site by site basis with reference to housing needs, financial viability and/or the London Plan as appropriate.

Paragraph 5.22 of the Planning Obligations SPG states that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The policy acknowledges a balance needs to be achieved between the need for affordable housing and the economic viability of private housing developments. Where less than 35% affordable housing is proposed, a justification for the departure from the London Plan will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on site.

A Financial Viability Assessment (FVA) has been provided. This has confirmed that the scheme is not capable of providing more than 14.95% of on site affordable housing, which equates to a total of 46 affordable units within the site. This level of contribution has been extensively and thoroughly verified by a third party assessor and is therefore considered acceptable. It is worth noting that the level of affordable units has increased from 12% in the previously approved development to 15% in the current scheme.

The GLA has raised concerns that the scheme proposes a tenure mix of 40% affordable rent and 60% intermediate housing, whilst policy 3.11 of the London Plan requires the affordable tenure mix to be 60% affordable rent and 40% intermediate housing. However, following negotiations with the applicant the final tenure mix for the scheme has been agreed at 64% affordable rent and 36% intermediate which is in excess of the London Plan requirements; and, which also represents a significant material increase in the tenure mix split of 50% affordable rent and 50% intermediate in the previous scheme.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

7.15 Sustainable waste management

A waste strategy has been submitted in support of the application. This demonstrates how waste stores for each residential block are provided mainly adjacent to the access cores. Recycling will be promoted and accommodated (through the provision of dedicated recycling bins).

With the exception of building A1 (serviced directly from Tavistock Road) and the B1 unit (serviced directly from Bentinck Road) the collection will take place entirely within site with refuse vehicles entering and exiting the site from Tavistock Road. Vehicle tracking plans

have been submitted showing this is entirely feasible. On site staff will take refuse and recycling bins to a dedicated collection point for collection on refuse collection day.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions.

The application is supported by an assessment which indicates that the development has been designed to meet the required 35% reduction in carbon emissions through a combination of measures, which include the provision of a CHP unit and Photovoltaic panels as well as a number of passive measures. Further details have been submitted to the GLAs' satisfaction and therefore no objections are raised to the details submitted.

Subject to appropriate conditions to secure this implementation within the final design the scheme will comply with adopted policy.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that sustainable urban drainage conditions be imposed.

7.18 Noise or Air Quality Issues

The application site is on a busy industrial estate, adjacent to an industrial site to the south and in close proximity to the busy Paddington to Reading railway line, including adjacent sidings. It is therefore reasonable to expect that vehicular traffic or rail traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Therefore flattened development is considered acceptable in principle, if subject to adequate sound insulation.

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'.

It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit.

Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

Comments have either been dealt with in the body of the report or by way of recommended conditions.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonably related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and

is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

i. Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,

ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

a) Access works to the site,

b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;

c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

a) Stopping up of existing access and footway reinstatement;

b) New access works;

c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and

d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed

annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

xiii. Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides extensions in excess of 100m². This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or an indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

PHASING PLAN

A phasing plan was submitted in support of the application. This plan shows the site of the contractors compound with spaces for 77 residents parking spaces within Phase 1. There would be 194 car parking spaces in Phase 2 (to cater for the fact that during phase 3 the temporary car park will be removed) and the remaining 99 car parking spaces will be provided once Phase 3 is completed.

The central amenity space will be delivered as part of Phase 1. The internal amenity courtyards on the west side of the site will be built with Phase 2 and the phasing method adopted will ensure that the amount of communal amenity space will always be in credit throughout the life of the construction phases.

Each development phase will be hoarded through the use of a standard 2.5 metre high wooden construction enclosure which will be painted and maintained at the developer's expense. The enclosure treatment will possibly feature images of the development and Kitewood branding, subject to the relevant consents.

The site will be subject to 24/7 security during construction to ensure the safe management of the site and the prompt dealing with any arising matters directly related to the constructions works.

EMERGENCY ACCESS

The Heads of Terms have been amended to require details of a scheme to provide within the development parking and access for care and emergency vehicles attending to vulnerable residents as requested by The Garden City Residents Association.

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 current application seeks to extend to the TiGi warehouse site to the west to provide 308 residential units, which is a further 100 residential units in comparison to that which was previously allowed. The current scheme builds substantially upon the preceding development principles, including, maximum heights, design style, residential quality and amenity provision for future occupiers with all the parking and servicing occurring totally onsite to the satisfaction of the Borough's Highway Engineer.

It is considered that this is a well designed scheme which has an imaginative modern approach to design. It is expected that the scheme will breathe new life into this prominent site within the District Centre and will set a new benchmark for the quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the streetscene, townscape and wider views beyond.

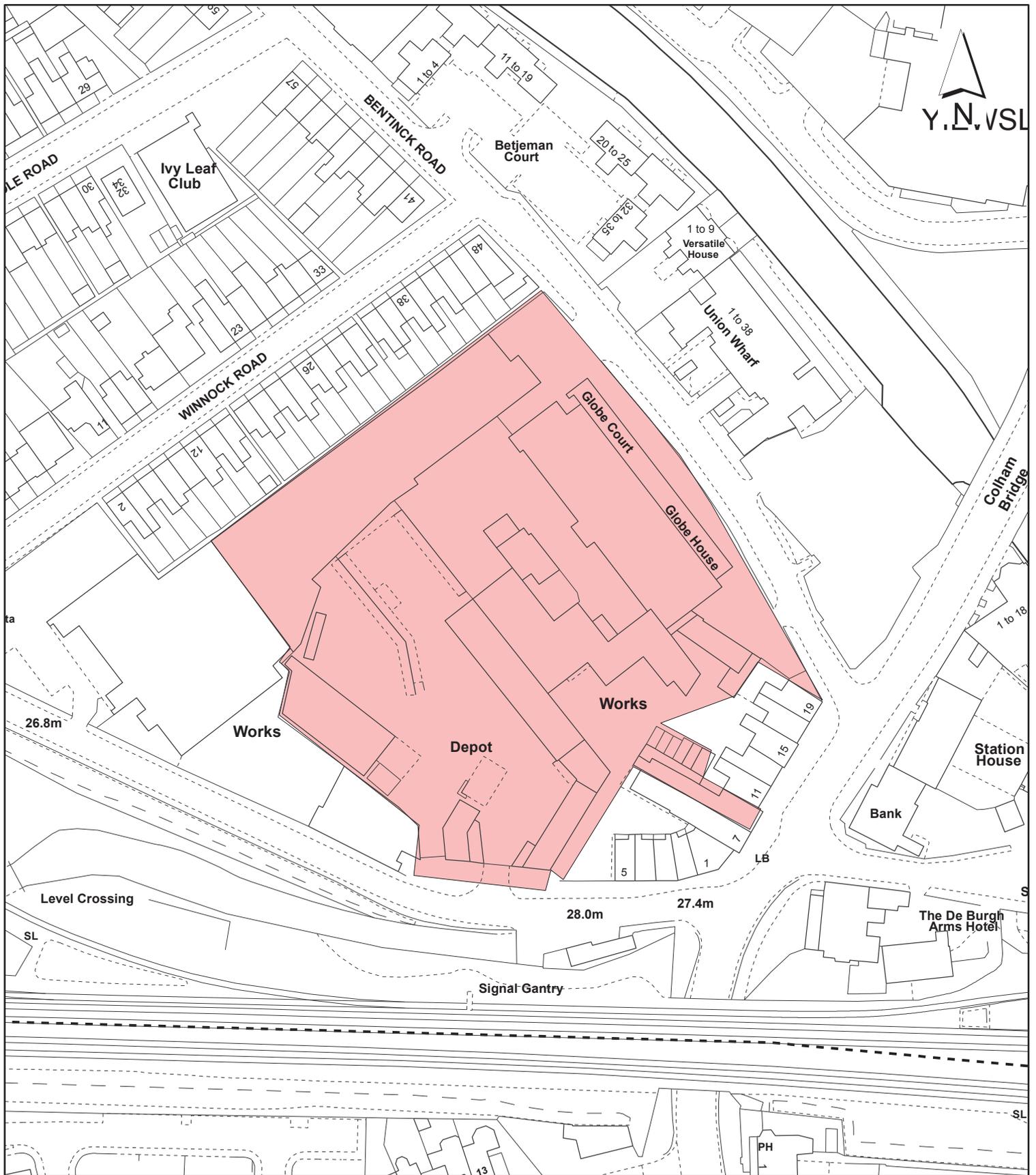
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (March 2015);
National Planning Policy Framework;
National Planning Policy Guidance
Hillingdon Supplementary Planning Document: Affordable Housing
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Padcroft Works
 Tavistock Road
 Yiewsley**

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

Planning Application Ref:
45200/APP/2014/3638

Scale:
1:1,250

Planning Committee:
Major Page 219

Date:
July 2015



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

16th July 2015



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

Address FORMER TOMMY FLYNNS P.H. SUTTON COURT ROAD HILLINGDON

Development: Redevelopment of the site to provide a part 3, part 4 storey building containing 30 flats (Class C3) with associated parking, landscaping and rear communal amenity space (involving the demolition of the existing public house).

LBH Ref Nos: 8396/APP/2014/4118

Date Plans Received:	20/11/2014	Date(s) of Amendment(s):	20/11/2014
Date Application Valid:	06/01/2015		22/11/2014
			23/01/2015
			06/01/2015
			22/01/2015

NOTES



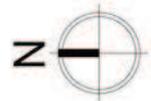
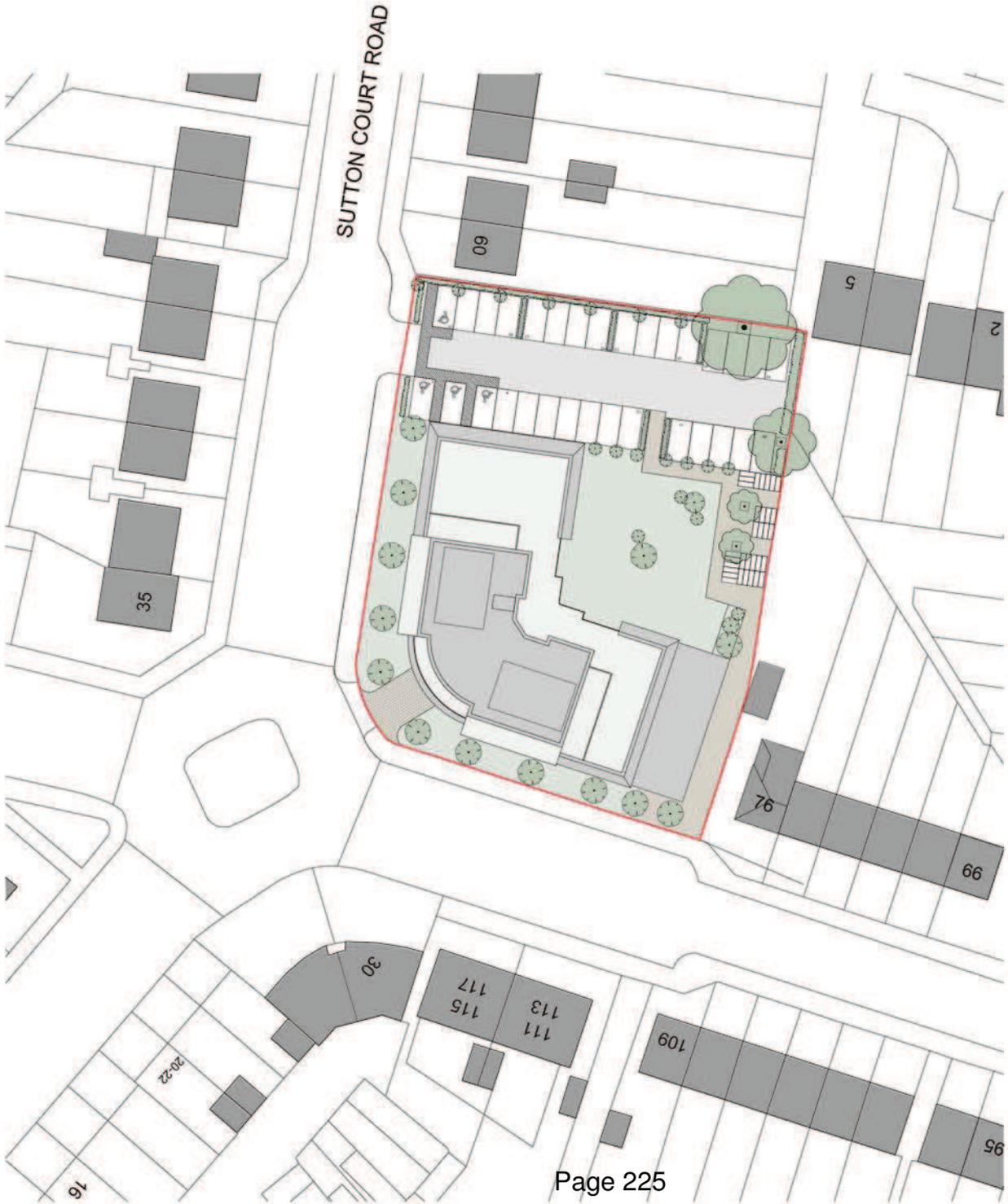
01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
BORDERSLY LTD
 PROJECT
SUTTON COURT ROAD
 DRAWING TITLE
LOCATION PLAN

STATUS			
FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2365	PL	010	01
SCALE	DATE	DRAWN	CHECKED
1:1250@A3/AUG 14'	KB	KB	BMW

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DRAWING TITLE	Proposed Site Plan	REV	01	SCALE	1:500 @ A3
PROJECT No.	167	DWG No.	100	CHECKED	SM
DATE	24/02/2015	DRAWN	JP	STATUS	For Approval

CLIENT	Bordersly Ltd
PROJECT	Sutton Court Road
REV	01
DATE DESCRIPTION	Mar 15 Issued for approval
	May 15 Issued for Planning

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RIBA #

NOTES

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 BUILDING TO BE DEMOLISHED

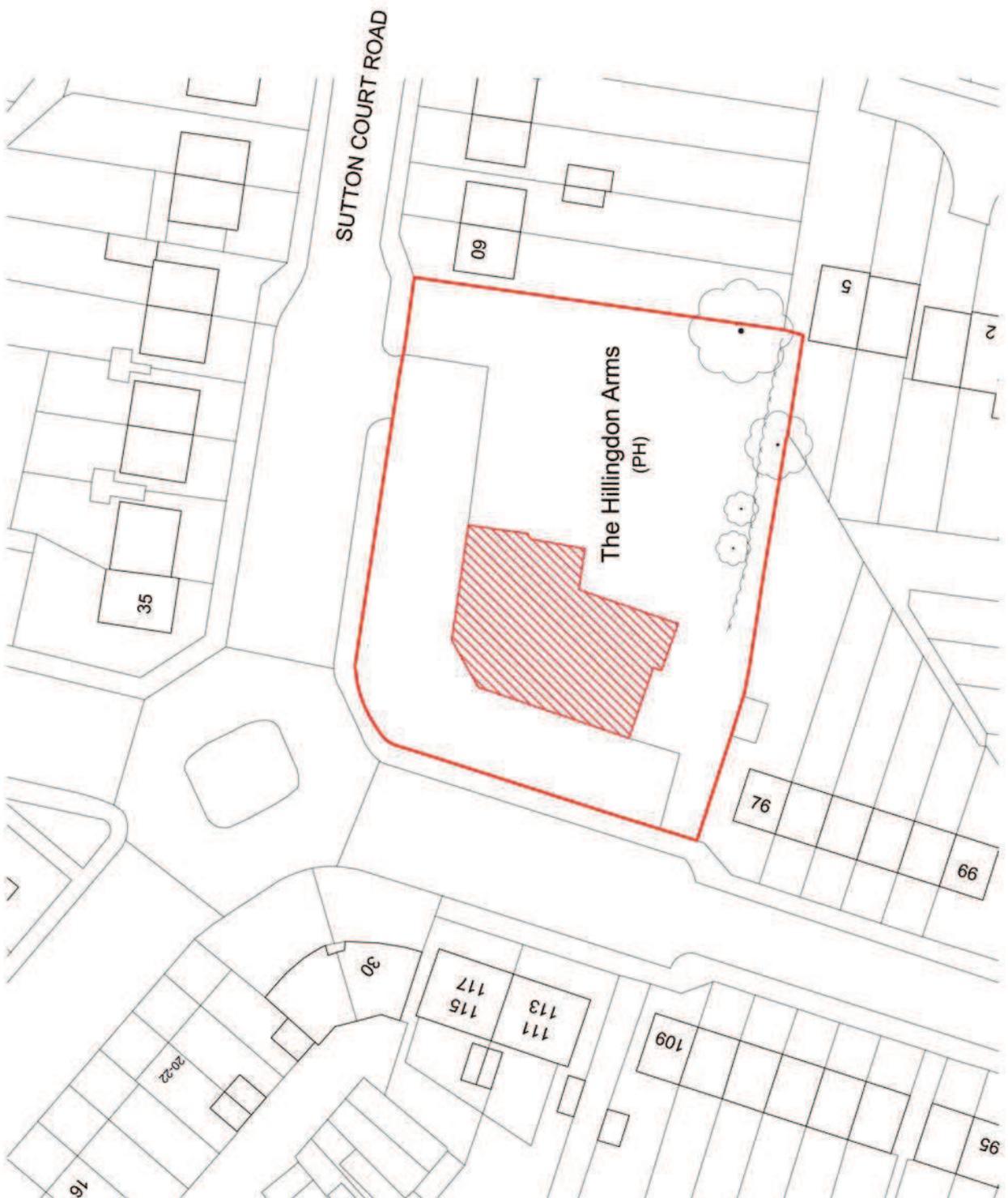


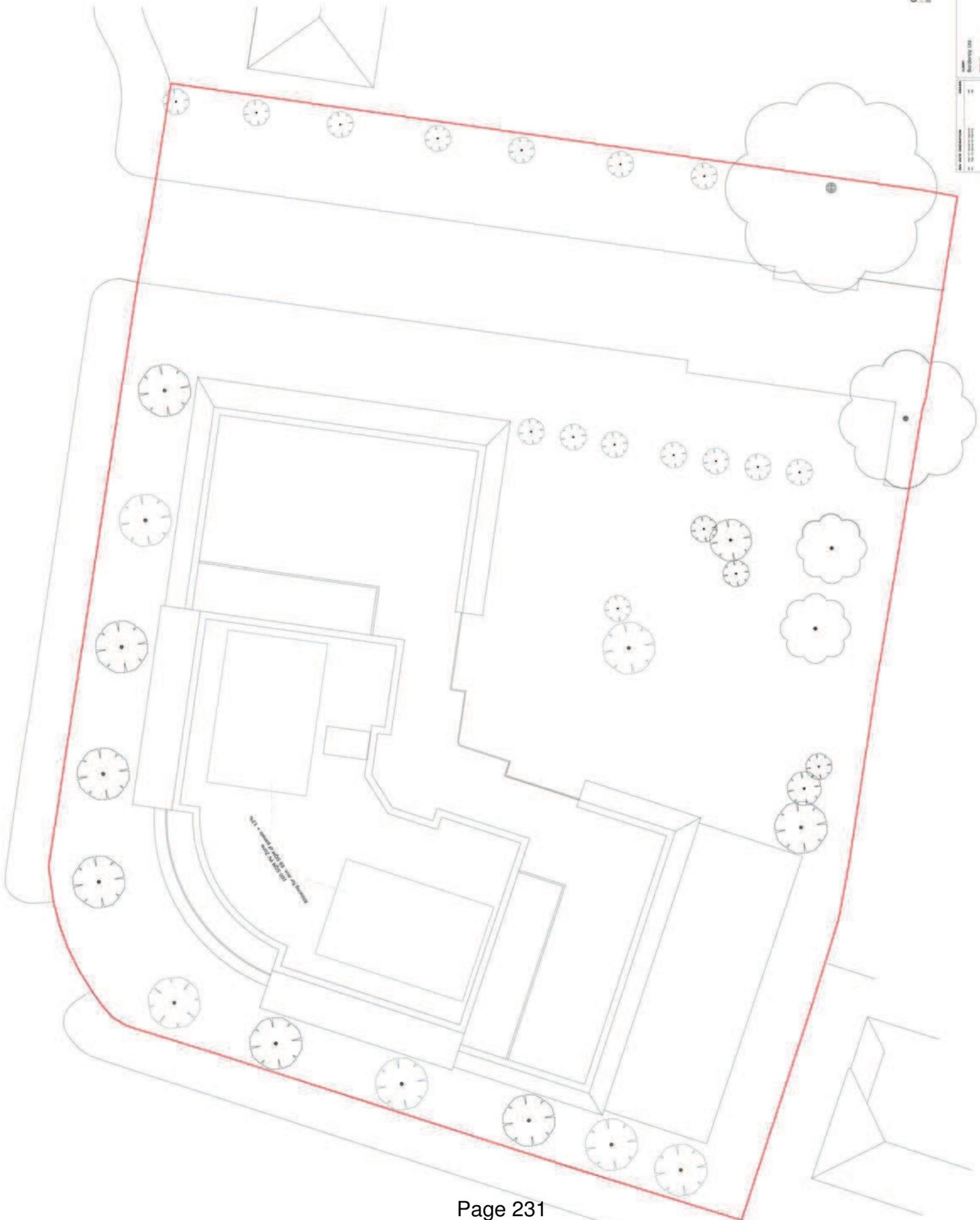
REV	DATE	DESCRIPTION	DRAWN
01			
00			

CLIENT
BORDERSLY LTD
PROJECT
SUTTON COURT ROAD
DRAWING TITLE
DEMOLITION PLAN

STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2385	PL	012	01
SCALE	DATE	DRAWN	CHECKED
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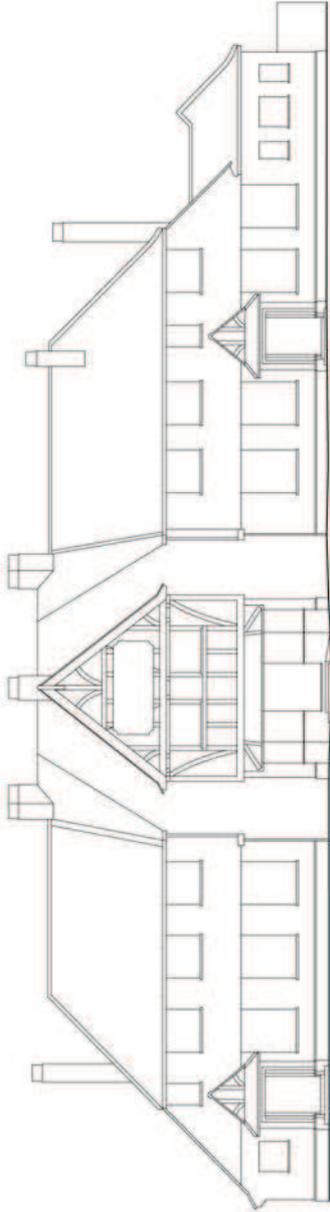





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PROJECT	Site Plan
DATE	2-13-2015
BY	WJM
CHECKED BY	WJM
SCALE	AS SHOWN
PROJECT NO.	1508-0-01
CLIENT	City of San Jose
PROJECT NAME	San Jose City Hall
PROJECT ADDRESS	200 California Street, San Jose, CA 95113
PROJECT PHONE	(408) 287-1000
PROJECT FAX	(408) 287-1000
PROJECT EMAIL	willcoxandmeilwes.com
PROJECT WEBSITE	willcoxandmeilwes.com
PROJECT DESCRIPTION	Site Plan
PROJECT STATUS	For Approval
PROJECT TYPE	Site Plan
PROJECT PHASE	Site Plan
PROJECT DATE	2-13-2015
PROJECT TIME	10:00 AM
PROJECT LOCATION	San Jose, CA
PROJECT CLIENT	City of San Jose
PROJECT CONTACT	City of San Jose
PROJECT CONTACT PHONE	(408) 287-1000
PROJECT CONTACT FAX	(408) 287-1000
PROJECT CONTACT EMAIL	willcoxandmeilwes.com
PROJECT CONTACT WEBSITE	willcoxandmeilwes.com
PROJECT CONTACT ADDRESS	1000 California Street, Suite 100, San Jose, CA 95113
PROJECT CONTACT CITY	San Jose, CA
PROJECT CONTACT STATE	CA
PROJECT CONTACT ZIP	95113
PROJECT CONTACT COUNTRY	USA
PROJECT CONTACT PROJECT	San Jose City Hall
PROJECT CONTACT PROJECT ADDRESS	200 California Street, San Jose, CA 95113
PROJECT CONTACT PROJECT CITY	San Jose, CA
PROJECT CONTACT PROJECT STATE	CA
PROJECT CONTACT PROJECT ZIP	95113
PROJECT CONTACT PROJECT COUNTRY	USA

NOTES

EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATIONS



01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
BORDERSLY LTD

PROJECT
SUTTON COURT ROAD

DRAWING TITLE
EXISTING ELEVATIONS

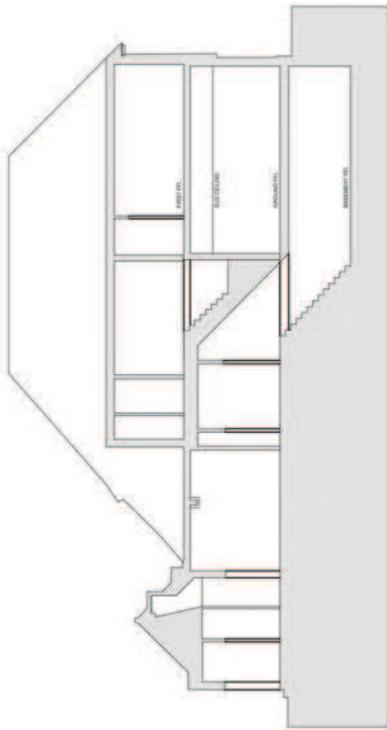
STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2365	PL	030	01
SCALE	DATE	DRAWN	CHECKED
1:200@A3	AUG 14'	KB	BMW

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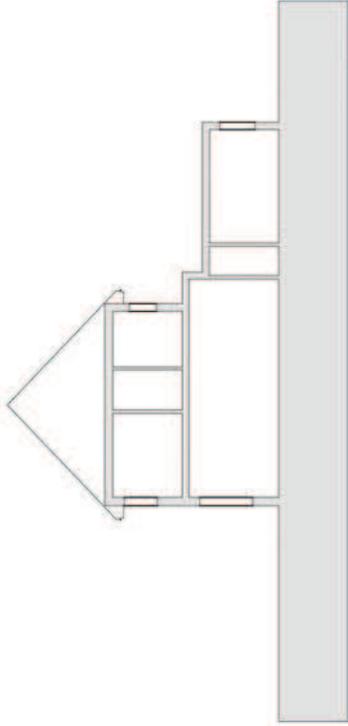


NOTES

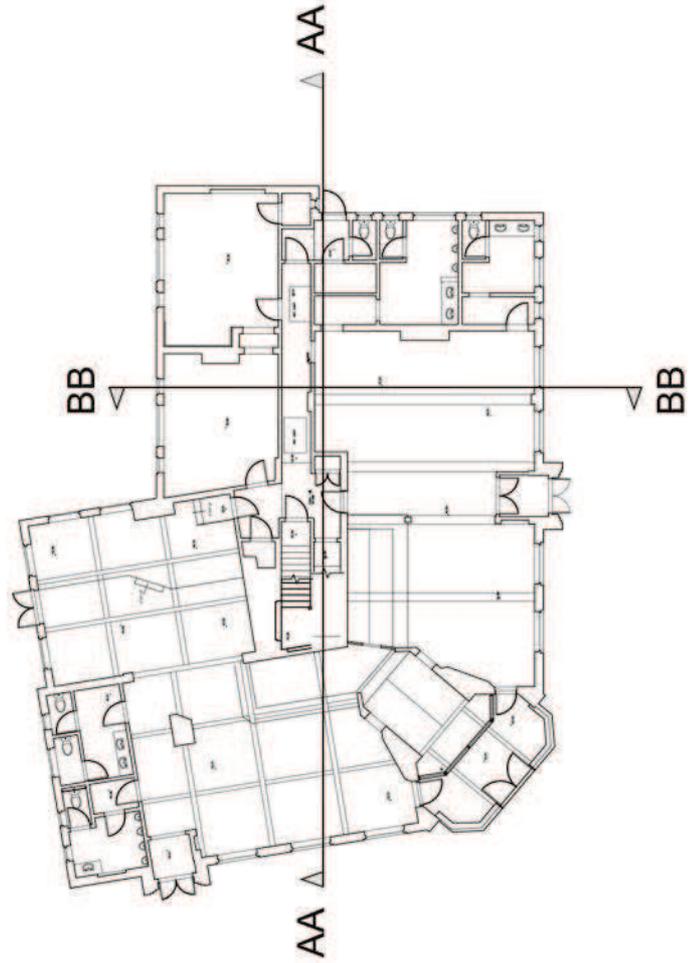
EXISTING LONG SECTION- AA-AA



EXISTING LONG SECTION- AA-AA



SECTION KEY PLAN



01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
BORDERSLY LTD
 PROJECT
SUTTON COURT ROAD
 DRAWING TITLE
EXISTING SECTIONS

STATUS			
FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2365	PL	040	01
SCALE	DATE	DRAWN	CHECKED
1:200@A3	AUG 14'	KB	BMW

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LEWANDOWSKI WILLCOX ARCHITECTS
 1000 WEST 17TH AVENUE, SUITE 1000
 DENVER, CO 80202
 WWW.LEWANDOWSKI-WILLCOX.COM



SUTTON COURT ROA

09

76

ROOF TERRACE

9 Paper Way
Bunham
SLOUGH
SL1 7DS
Tel: 01753 643 760
Fax: 01753 643 725
Email: info@ghatarees.co.uk
www.ghatarees.co.uk

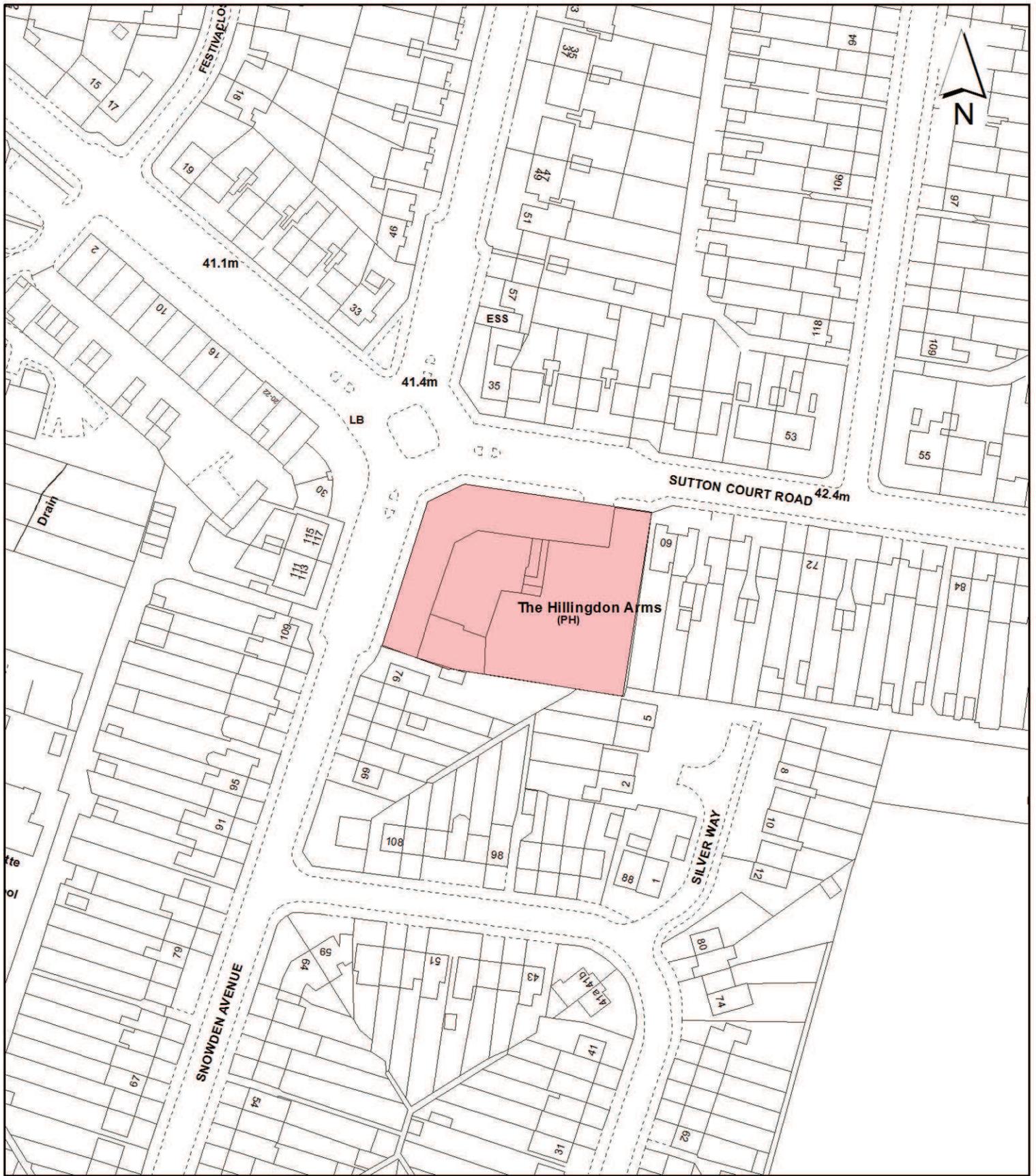


Site: Tommy Flynn's Pub
Drawing Title: Tree Protection Plan
1:250 @ A3
Rev. B
Nov 2014

Key:

- Category A
- Category B
- Category C
- Category U
- Crown Spread
- Tree Number
- Species
- Category
- Root Protection Area
- Tree Position Approximate (not shown on original survey)
- Tree Protection Fencing During Construction
- Tree Protection Fencing During Final Works
- No Dig Construction
- Tree Proposed for Removal
- Tree Position & Main Building Works





Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former Tommy Flynn's P.H.
 Sutton Court Road
 Hillingdon**

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

Planning Application Ref:

8396/APP/2014/4118

Scale:

1:1,250

Planning Committee:

Major Page 237

Date:

July 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER EMI SITE DAWLEY ROAD HAYES

Development: Redevelopment of the site to provide 10,728sq metres of Class B1(c) and B2 (General Industrial) and B8 (Storage and Distribution) floorspace with associated parking, servicing, access and landscaping.

LBH Ref Nos: 8294/APP/2015/1406

Date Plans Received:	16/04/2015	Date(s) of Amendment(s):	24/06/2015
Date Application Valid:	20/04/2015		02/07/2015
			16/04/2015
			17/04/2015
			17/06/2015



NOTES:

SUBJECT TO STATUTORY CONSENTS
 BASED ON TERRAIN DATA, SURVEY DATA OBTAINED
 FROM THE LAND REGISTRY AND THE RECORDS OF THE
 CONTROLLER OF AIR PHOTOGRAPHY OFFICE, LONDON
 COPYRIGHT RESERVED
 THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY
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 RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE
 INFORMATION CONTAINED HEREIN AND FOR OBTAINING
 ALL NECESSARY STATUTORY CONSENTS.

REV	DATE	BY	CHKD	DESCRIPTION





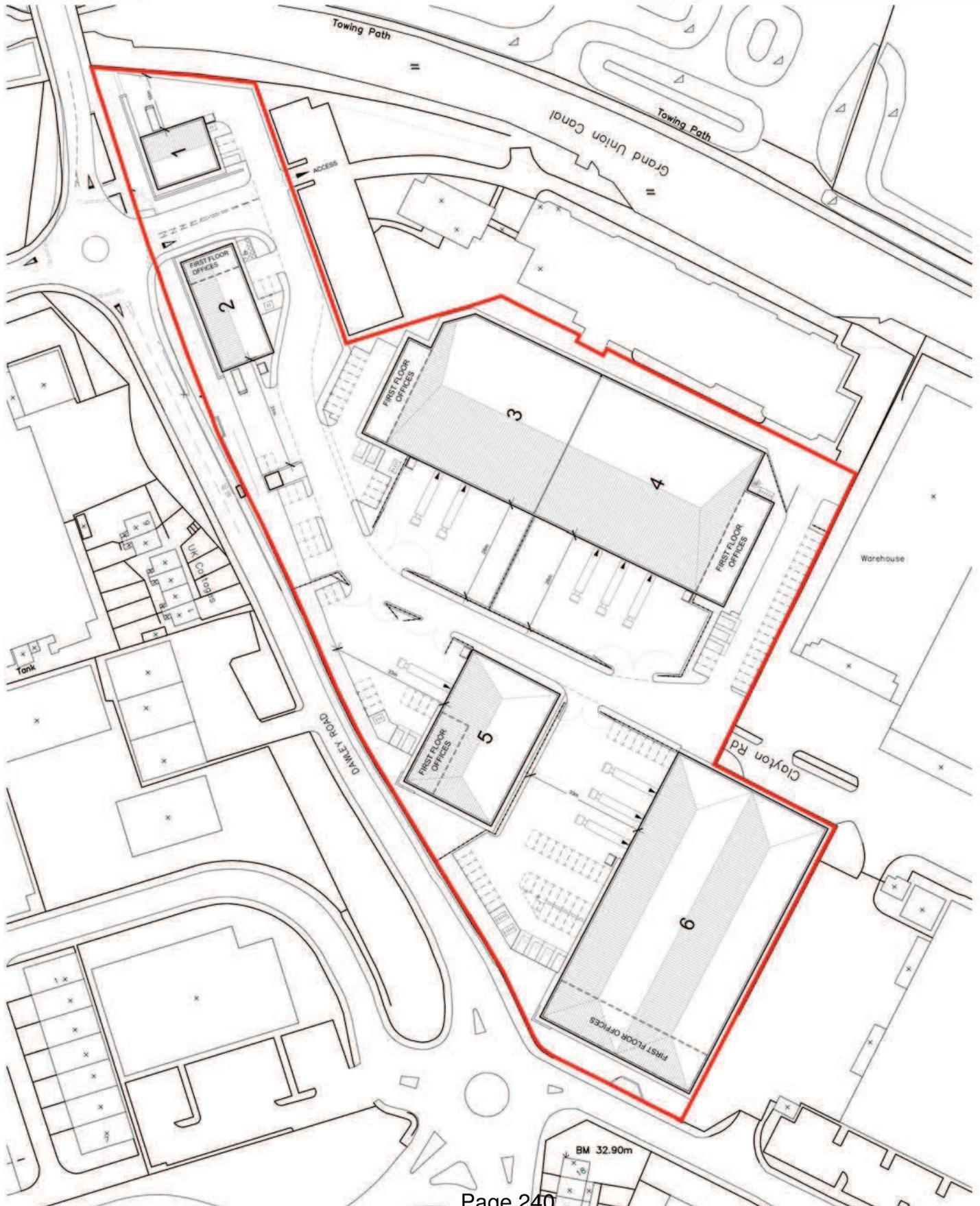
FILE: DAWLEY RD, HAYES
ISSUED: SITE LOCATION PLAN
DATE: MARCH 2015
SCALE: 1:500 (A1)
DATE: FOR PLANNING
AK: 30034-PL-100



01
100
SITE LAYOUT
1:500

NOTES

1. SUBJECT TO STATUTORY CONSENTS
 2. BASED ON TERRAIN SURVEY, SURVEY HAS BEEN CONDUCTED
 3. TO BE TAKEN INTO ACCOUNT BY THE APPLICANT AND THE
 4. CONTROLLER OF AIR POLLUTION BY THE APPLICANT
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 6. THIS DRAWING IS THE PROPERTY OF MICHAEL SPARKS ASSOCIATES
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NO.	DATE	REVISION	BY	CHECKED
1	20/03/2015	ISSUE FOR PERMITTING	MS	MS
2	20/03/2015	ISSUE FOR PERMITTING	MS	MS
3	20/03/2015	ISSUE FOR PERMITTING	MS	MS
4	20/03/2015	ISSUE FOR PERMITTING	MS	MS
5	20/03/2015	ISSUE FOR PERMITTING	MS	MS
6	20/03/2015	ISSUE FOR PERMITTING	MS	MS

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

100 DAWLEY RD, HAYES

SITE LAYOUT PLAN

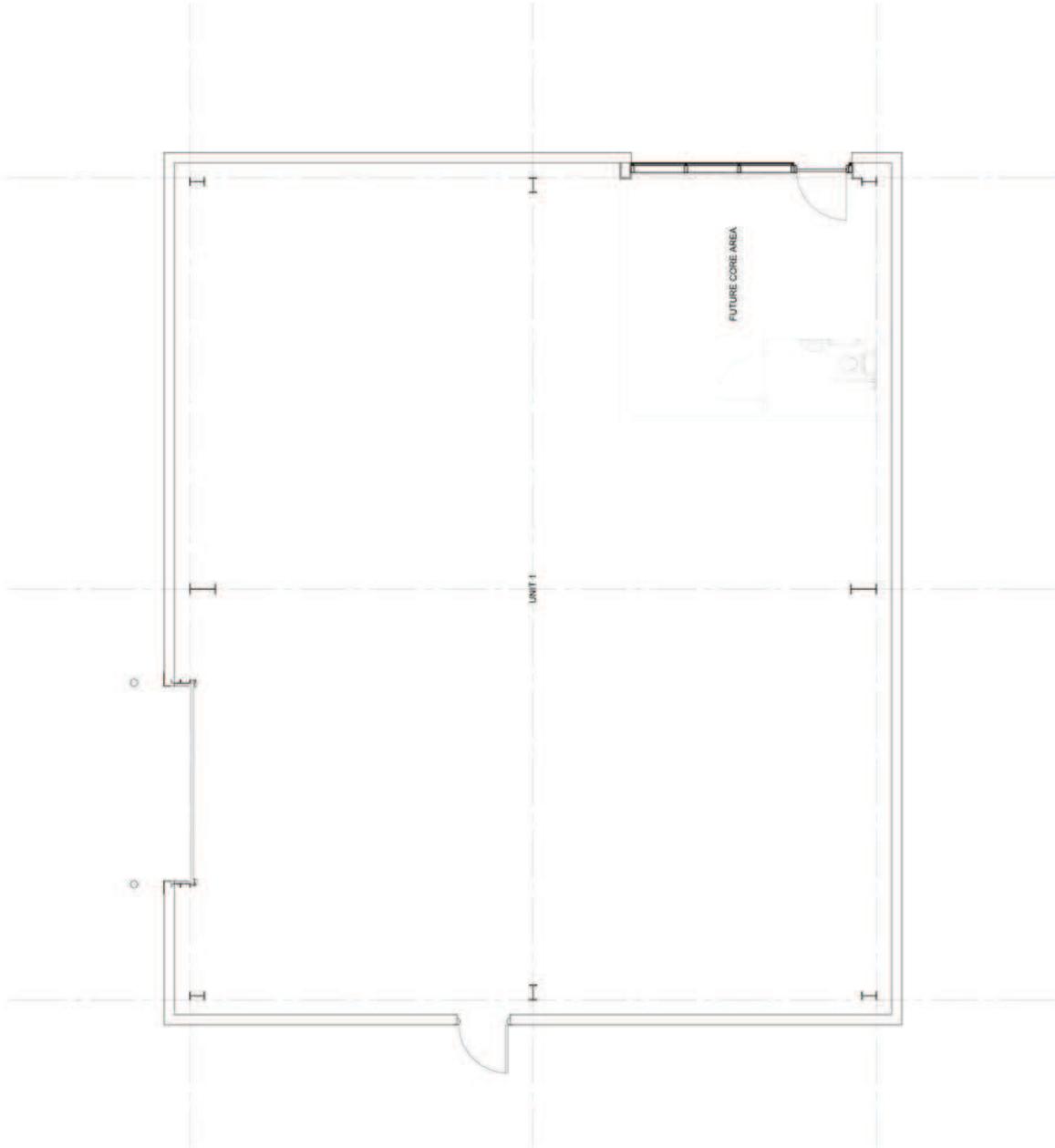
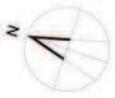
PROLOGIS UK LTD & CEDARWOOD AM

DATE: MARCH 2015	SCALE: 1:500(BA1)	DRAWN: PW
FOR: PROLOGIS UK LTD & CEDARWOOD AM	DATE: MARCH 2015	CHECKED: MS
PROJECT: PROLOGIS UK LTD & CEDARWOOD AM	DATE: MARCH 2015	FOR: PROLOGIS UK LTD & CEDARWOOD AM

DRAWING NO: 30034-PL-101 B

NOTES:

SUBJECT TO STATUTORY CONSENTS
 BASED ON TOPOGRAPHICAL SURVEY MADE BY FIELD
 WORK. THIS DRAWING IS THE PROPERTY OF THE DRAWING
 CONTROLLER OF THE SURVEY OFFICE, EXETER.
 COPYRIGHT RESERVED.
 CONSENTS ARE ASSUMED TO BE OBTAINED TO
 THE EXTENT NECESSARY FOR THE WORK TO BE
 AUTHORIZED BY RELEVANT STATUTES AND REGULATIONS.
 PLANNED PERMISSIONS HAVE BEEN OBTAINED AND NOTED
 HEREON. EXCEPT AS NOTED OTHERWISE.



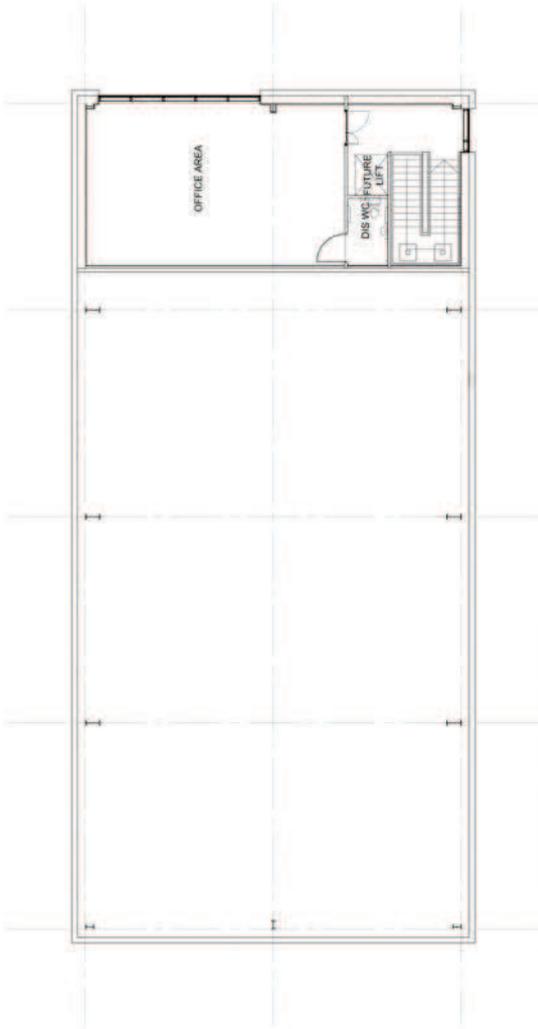
REV	DATE	REVISION	BY	CHKD
1	20/03/2015	INIT ISSUE		

FILE: DAWLEY RD, HAYES DRAWING: UNIT 1 FLOOR PLAN CLIENT: PROLOGIS UK LTD & CEDARWOOD AM	
DATE: MARCH 2015	SCALE: 1:500(A1)
DRAWN: PW	CHECKED: JAC
FOR PLANNING: AK	
DRAWING NUMBER: 30034-PL-102	

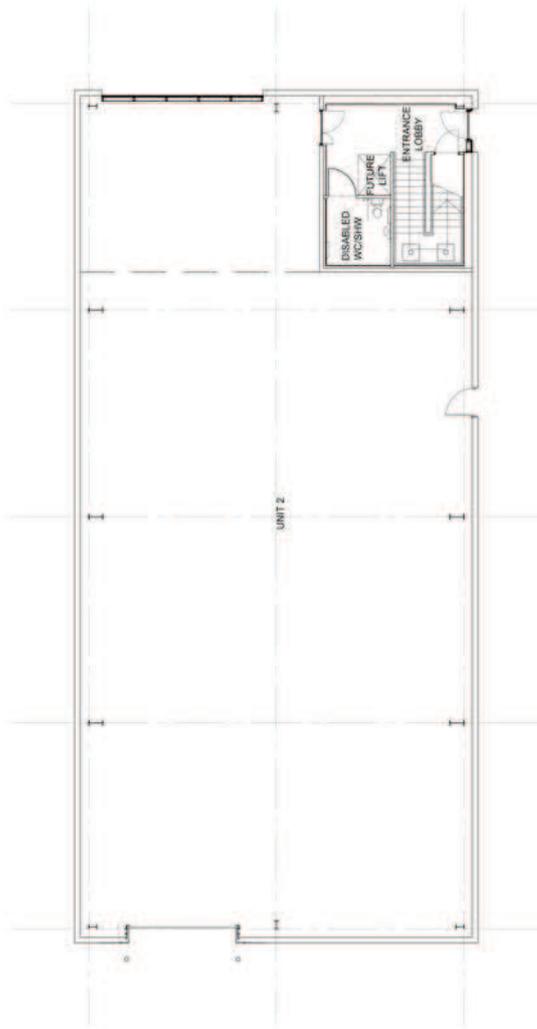


NOTES:

SUBJECT TO STATUTORY CONSENTS
 BASED ON TOPOGRAHICAL SURVEY MADE UPON
 20/03/2015. THIS DRAWING IS THE PROPERTY OF
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 WITHOUT HIS WRITTEN PERMISSION.
 CONTRACT REFERENCE:
 PROLOGIS UK LTD & CEDARWOOD AM
 UNIT 2 FLOOR PLANS
 SCALE: AS SHOWN
 DATE: MARCH 2015
 DRAWN BY: P.W.
 CHECKED BY: J.C.
 FOR PLANNING: AK



02
104
UNIT 2 FIRST FLOOR PLAN
1:100



01
104
UNIT 2 GROUND FLOOR PLAN
1:100

4	20/03/2015	PROLOGIS UK LTD & CEDARWOOD AM	AK
5	20/03/2015	UNIT 2 FLOOR PLANS	AK
REV	DATE	BY	CHKD

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

FILE: DAWLEY RD, HAYES
DRAWING: UNIT 2 FLOOR PLANS
CLIENT: PROLOGIS UK LTD & CEDARWOOD AM

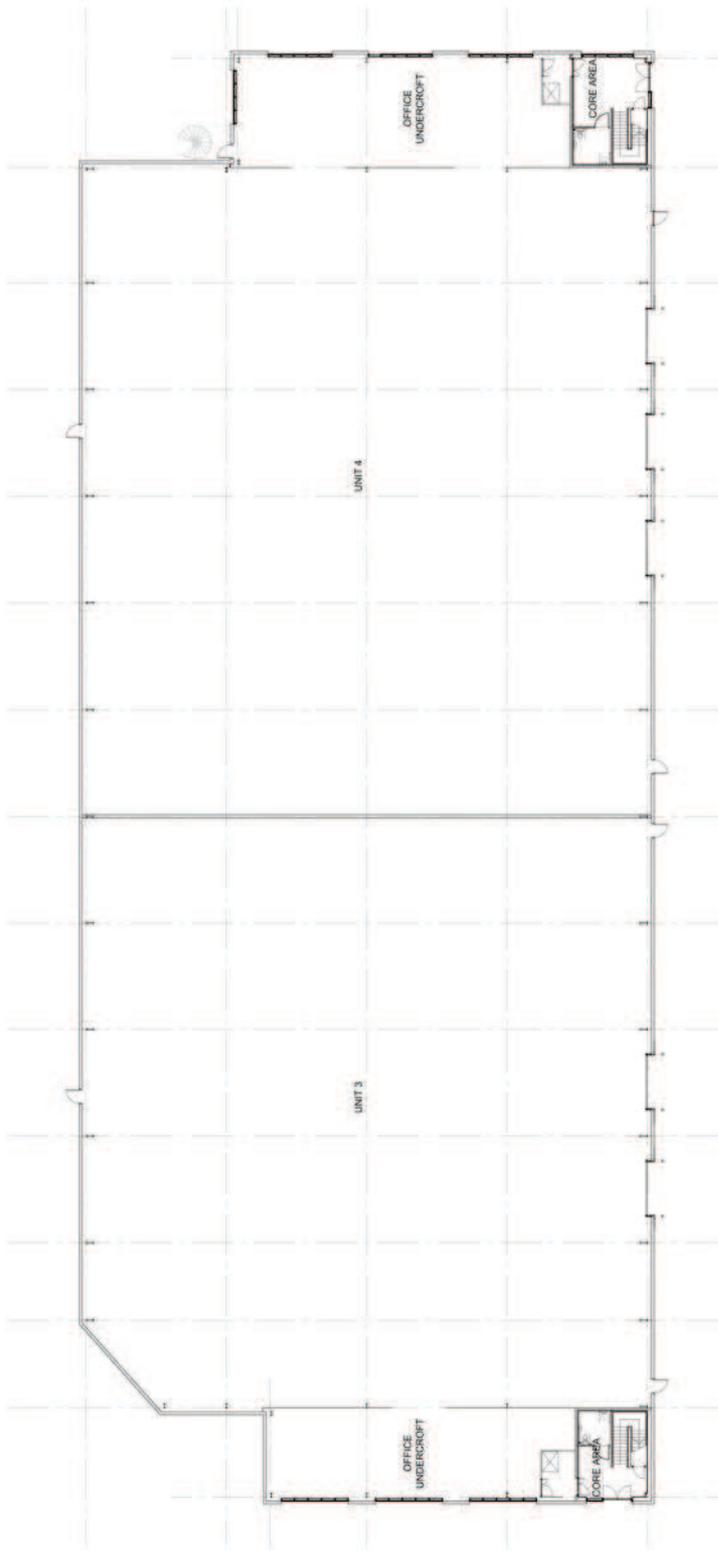
DATE: MARCH 2015
SCALE: 1:100(A1)
DRAWN BY: P.W.
CHECKED BY: J.C.
FOR PLANNING: AK

CLIENT REF: 30034-PL-104 A



NOTES:

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NO.	DATE	REVISION	BY	CHKD.
1	20/03/2015	PROLOGIS FOR ISSUE OF PERMITS		
2	20/03/2015	REVISED		



MICHAEL SPARKS ASSOCIATES



PROLOGIS



CEDARWOOD

FILE: DAWLEY RD, HAYES

PROJECT: UNITS 3&4 FLOOR PLANS

CLIENT: PROLOGIS UK LTD & CEDARWOOD AM

DATE: MARCH 2015

SCALE: 1:200 @ A1

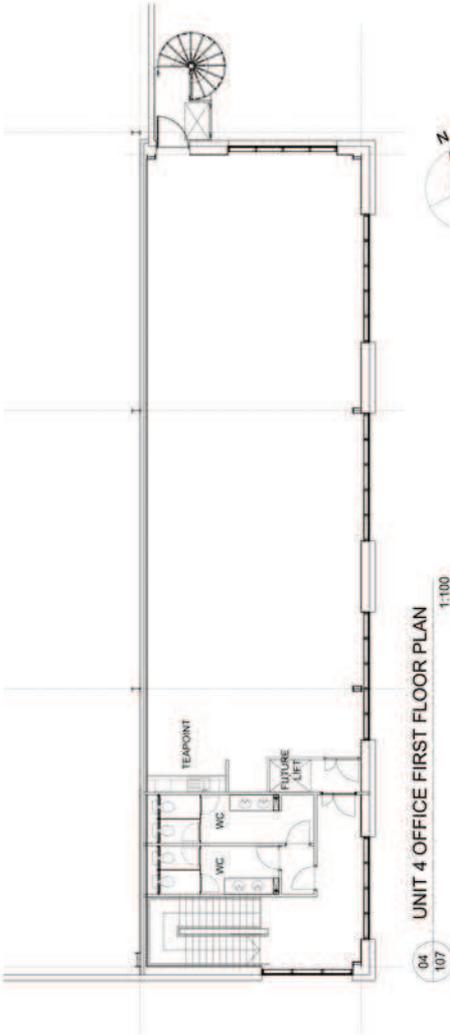
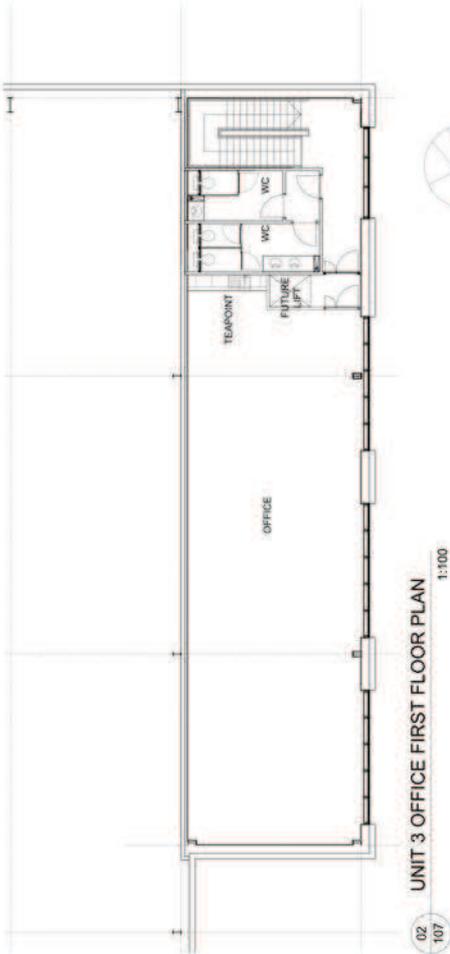
DRAWN BY: PW

CHECKED BY: JACOB

FOR: FOR PLANNING

AK:

CLIENT NUMBER: 30034-PL-106 A



NOTES:

SUBJECT TO STATUTORY COMMENTS

BASED ON TOPOGRAPHICAL SURVEY FROM 2015

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NO.	REVISION	REVISION FOR	DATE	BY	CHKD
1					
2					
3					
4					

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

FILE: DAWLEY RD, HAYES

PROJECT: UNITS 3 & 4 OFFICE FLOOR PLANS

CLIENT: PROLOGIS UK LTD & CEDARWOOD AM

DATE: MARCH 2015

SCALE: 1:100(A1)

DRAWN: PW

CHECKED: JAC

FOR PLANNING: AK

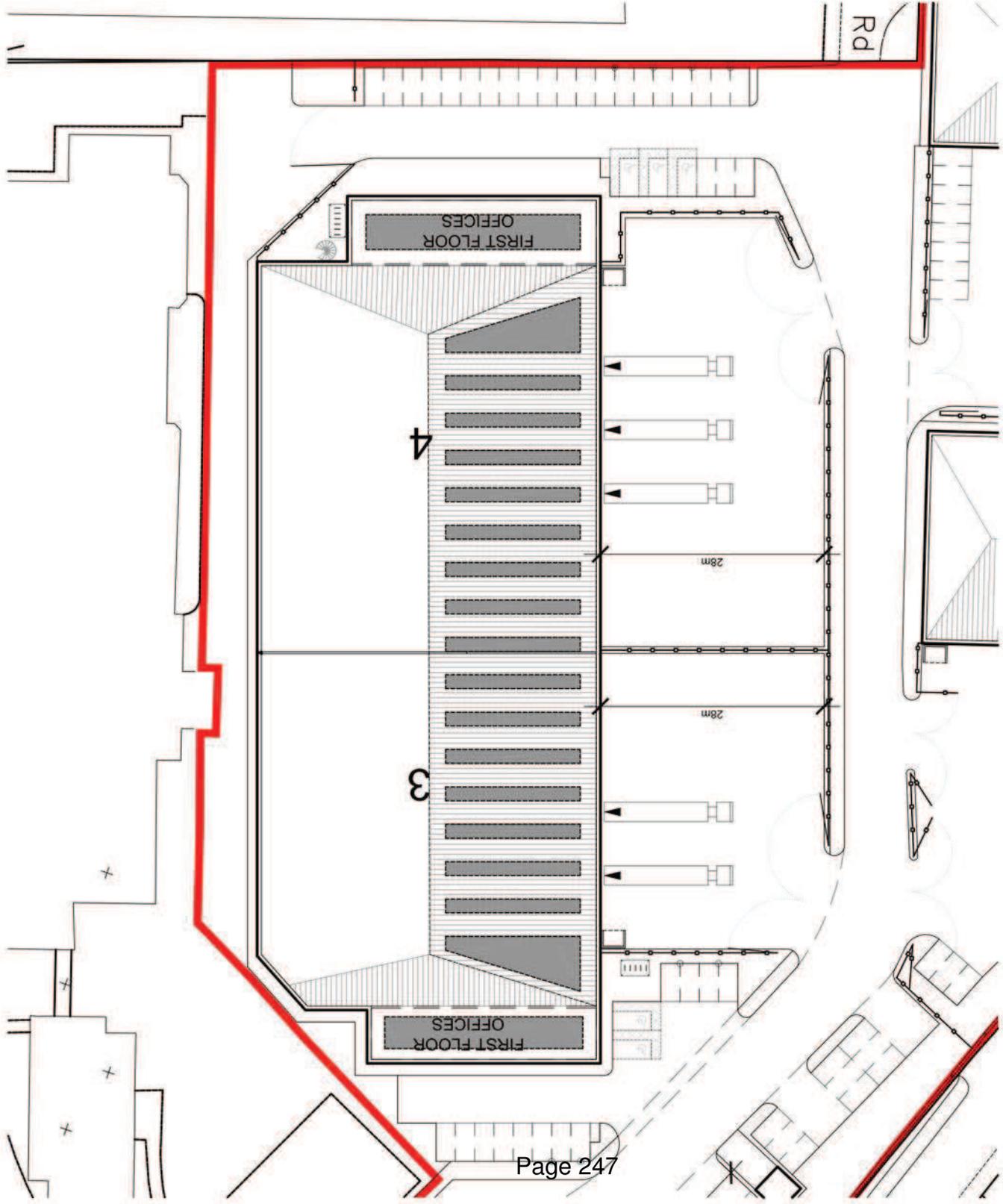
CLIENT NUMBER: 30034-PL-107 A

NOTES:

SUBJECT TO STATUTORY CONSENTS
 SUBJECT TO SURVEY
 BASED ON OS MAP REPRODUCED BY PERMISSION OF
 CONTROLLER OF HM STATIONARY OFFICE (c) CROWN
 COPYRIGHT
 COPYRIGHT RESERVED
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 AUTHORISED BY MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 FIGURED DIMENSIONS TAKE PRECEDENCE AND NOTIFY
 MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES

NOTES:

PV PANELS



REV	DATE	COMMENT	APP	CHK
1	04.02.2015	Final Issue	AK	AK

TITLE	DAWLEY RD, HAYES
DRAWING	UNITS 3 & 4 PV ROOF PLAN
CLIENT	PROLOGIS UK LTD & CEDARWOOD AM
DATE	JUNE 2015
SCALE	1:500 @ A3
DRAWN	AK
STATUS	FOR PLANNING
CHECKED	PW
DRAWING NUMBER	30034-PL-124

NOTES

- 1. SUBJECT TO PLANNING COMMENTS
- 2. BASED ON CONFORMANCE SURVEY MARKS LOCATED ON DRAWING
- 3. BASED ON DATA REPRESENTED BY PERSONS OF COMPETENCE OF WHOSE QUALITY OF WORK IS GUARANTEED FOR THE DRAWING
- 4. CONFORMANCE MARKERS
- 5. DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO CONDUCE SURVEY WORK
- 6. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED
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- 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
- 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
- 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED



NO	DATE	BY	CHKD
1	20/03/2015	EVMS/2002	
2			
3			

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

FILE: DAWLEY RD, HAYES

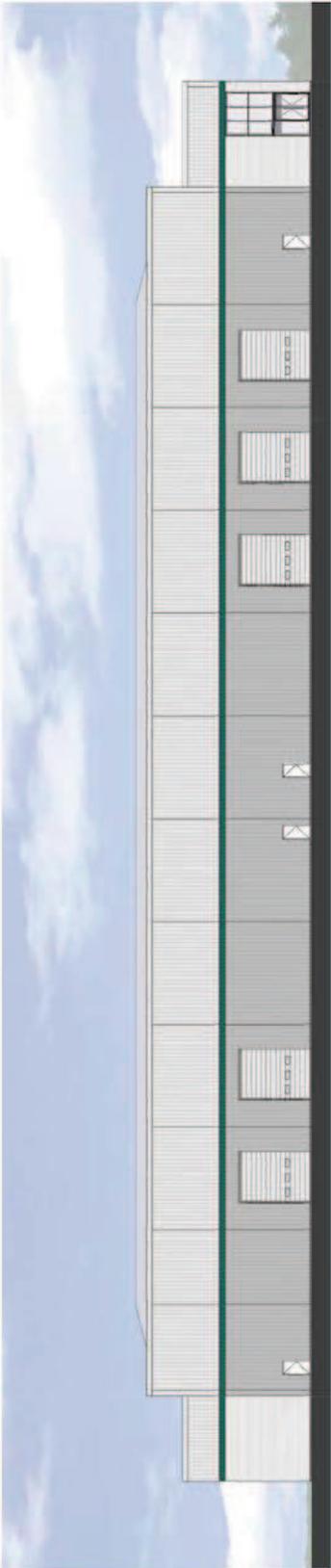
PROJECT: UNITS 3 & 4 INDICATIVE ELEVATIONS

ISSUE: PROLOGIS UK LTD & CEDARWOOD AM

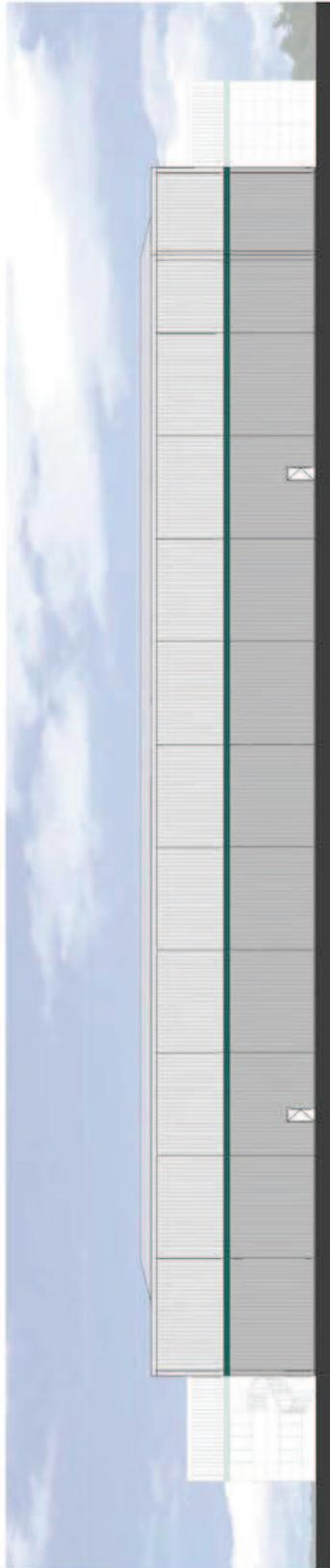
DATE	SCALE	BY
MARCH 2015	1:200(BA1)	PVJ
DATE	SCALE	BY

FOR PLANNING

30034-PL-116



01
116
UNIT 3 & 4 SOUTH ELEVATION
1:200



02
116
UNIT 3 & 4 NORTH ELEVATION
1:200



04
116
UNIT 4 WEST ELEVATION
1:200



03
116
UNIT 3 EAST ELEVATION
1:200

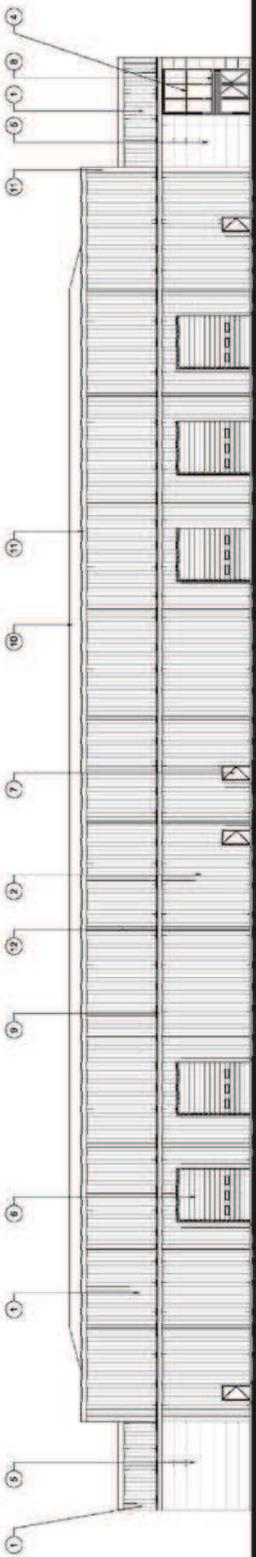
NOTES:

1. SUBJECT TO EVOLUTIONARY COMMENTS
 2. BASED ON TOPOGRAPHICAL SURVEY FROM 2010/20
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
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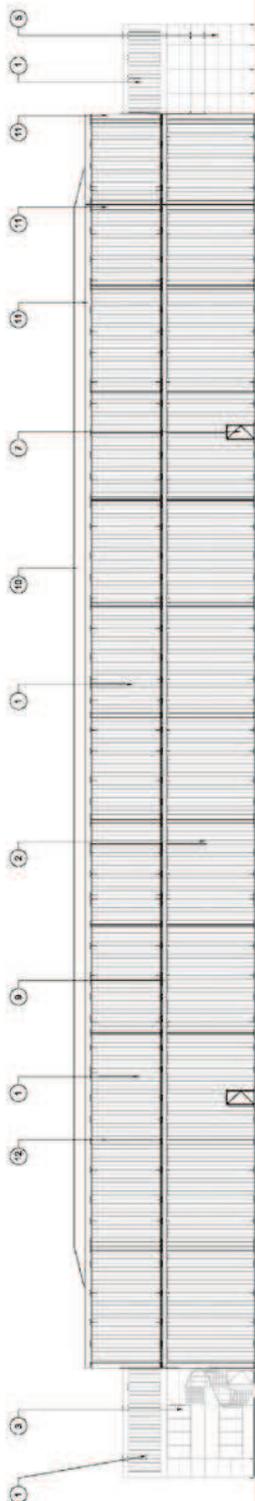


MATERIAL SCHEDULE

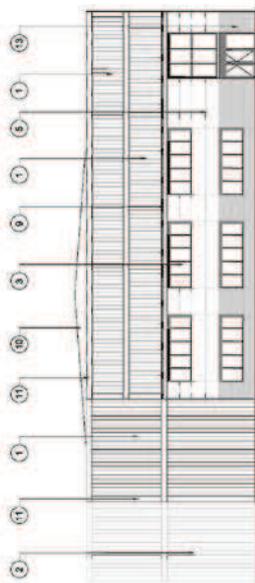
1. CLADDING - VERTICAL PROFILED (TRAPEZOIDAL PROFILE)
COLOUR: SILVER METALLIC (RAL 9006)
2. CLADDING - VERTICAL PROFILED (TRAPEZOIDAL PROFILE)
COLOUR: GREY ALUMINIUM (RAL 8007)
3. WINDOWS - ALUMINIUM RIBBON WINDOWS
DARK GREY MULLION (RAL 7016) / CLEAR GLASS
4. CURTAIN WALLING - ALUMINIUM FRAME
DARK GREY FRAME (RAL 7016) / CLEAR GLASS
5. KINGSPAN MICROORB PANEL CLADDING
COLOUR: METALLIC SILVER (RAL 9006)
6. LEVEL ACCESS LOADING DOORS
COLOUR: METALLIC SILVER (RAL 9006)
7. PERSONNEL DOORS
COLOUR: METALLIC SILVER (RAL 9006)
8. ENTRANCE CANOPY - CANTILEVERED CANOPY WITH
ALUMINIUM FACIA WITH CONCEALED FININGS
FINISH COLOUR: DARK GREY (RAL 7016)
9. HIGH LEVEL RECESSED HORIZONTAL FEATURE BAND
FINISH: HPS2008 COLOUR: COLOUR GREEN (RAL 6016)
10. ROOF - PROFILED STEEL CLADDING WITH GRP ROOFLIGHTS
FINISH: HPS210 ULTRA ALBA/TROSE (RAL 240 R6 05)
11. FLASHINGS - CORNER AND PARAPET
FINISH: HPS210 ULTRA ALBA/TROSE (RAL 240 R6 05)
FINISH: SILVER METALLIC
12. TYPICAL FLASHINGS
FINISH: ANTI-TRACITE (RAL 7016)
13. KINGSPAN MICROORB PANEL CLADDING
COLOUR: GREY ALUMINIUM (RAL 8007)



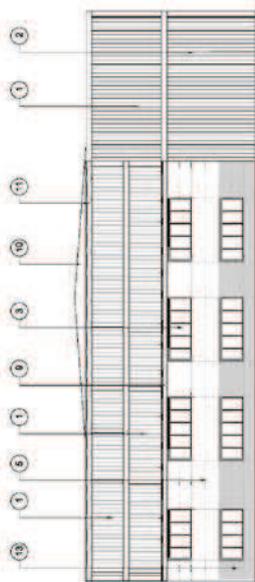
01
108
UNIT 3 & 4 SOUTH ELEVATION
1:200



02
108
UNIT 3 & 4 NORTH ELEVATION
1:200



03
108
UNIT 3 EAST ELEVATION
1:200



04
108
UNIT 4 WEST ELEVATION
1:200

REV	DATE	BY	CHKD	APP'D	DATE
1	20/07/2015	HPS	SHB		

MICHAEL SPARKS ASSOCIATES
ARCHITECTS & PLANNERS

11, TOWN ROAD
WIMBORNE, DORSET BH20 2JG
TEL: 01202 751111
WWW.MSPARKS.CO.UK

PROLOGIS
Logistics Solutions

CEDARWOOD
Logistics Solutions

THE		DAWLEY RD, HAYES	
UNITS 3 & 4 ELEVATIONS			
DATE	SCALE	DRAWN	CHECKED
MARCH 2015	1:200@A1	FW	
FOR PLANNING		AK	
PROJECT NUMBER			
30034-PL-108			

NOTES:

SUBJECT TO SUPPLIER'S CONDITIONS
 BASED ON INFORMATION SUPPLY 10000 EXCISED
 (FORM 1)
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR
 OBTAINING ALL NECESSARY PERMITS AND
 APPROVALS FOR THE WORK SHOWN ON THIS DRAWING.
 CONTRACTOR ADVISED
 ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED TO
 BE IN METERS. DIMENSIONS SHALL BE TO FACE UNLESS
 OTHERWISE SPECIFIED. DIMENSIONS SHALL BE TO
 FACE UNLESS OTHERWISE SPECIFIED. DIMENSIONS
 SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED.
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR
 OBTAINING ALL NECESSARY PERMITS AND
 APPROVALS FOR THE WORK SHOWN ON THIS DRAWING.

MATERIAL SCHEDULE

- 1 CLADDING - VERTICAL PROFILED (TRANSVERSE PROFILE)
COLOUR: SILVER METALLIC (RAL 9009)
- 2 CLADDING - VERTICAL PROFILED (TRANSVERSE PROFILE)
COLOUR: GREY ALUMINIUM (RAL 9007)
- 3 WINDOWS - ALUMINIUM RIBBON WINDOWS
DARK GREY MILLION (RAL 7016) / CLEAR GLASS
- 4 CURTAIN WALLING - ALUMINIUM FRAME
DARK GREY FRAME (RAL 7016) / CLEAR GLASS
- 5 KNOXSPAN MICROBRIE PANEL CLADDING
COLOUR: METALLIC SILVER (RAL 9009)
- 6 LEVEL ACCESS LONGING DOORS
COLOUR: METALLIC SILVER (RAL 9009)
- 7 PERSONNEL DOORS
COLOUR: METALLIC SILVER (RAL 9009)
- 8 ENTRANCE CANOPY - CANTILEVERED CANOPY WITH
ALUMINIUM RIBBON WINDOWS
FINISH: COLOUR: DARK GREY (RAL 7016)
- 9 HIGH LEVEL RECESSED HORIZONTAL FEATURE BAND
FINISH: HPS2000; COLOUR: GREEN (RAL 6018)
- 10 ROOF - PROFILED STEEL CLADDING WITH GRP ROOF LIGHTS
FINISH: HPS600 ULTRA - ALBATROSS (RAL 201 R1 25)
- 11 FLASHINGS - DOWNER AND PARAPET
FINISH: GREY ALUMINIUM (RAL 9007) & SILVER METALLIC
(RAL 9009) TO MATCH SURROUND CLADDING
- 12 TYPICAL FLASHINGS
FINISH - ANTHRACITE (RAL 7016)
- 13 MICROBRIE PANEL CLADDING
COLOUR: GREY ALUMINIUM (RAL 9007)



NO.	DATE	REVISION	BY	CHKD
1	20/03/2015	REVISED	AK	AK

MICHAEL SPARKS ASSOCIATES
 11000 100th Ave SE, Suite 100
 Surrey, BC V3V 2T9
 Tel: 604.273.1100
 Fax: 604.273.1101
 Email: info@sparksassociates.com

PROLOGIS
 A CANTON COMPANY

CEDARWOOD
 A CANTON COMPANY

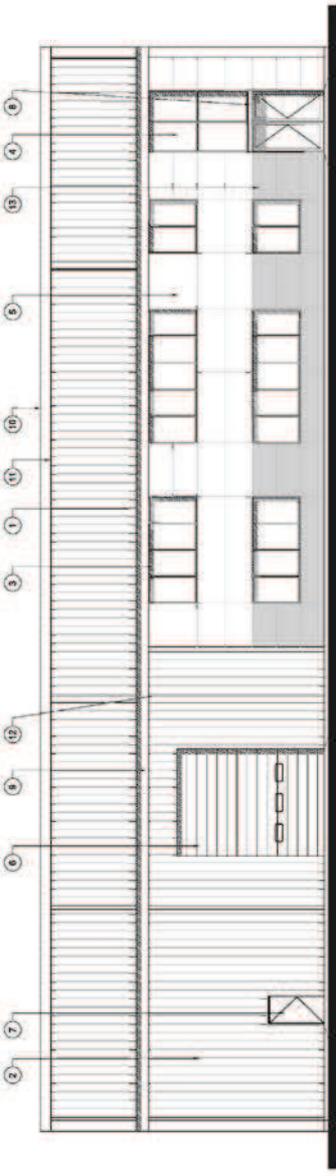
THE DAWLEY RD, HAYES

UNIT 5 ELEVATIONS

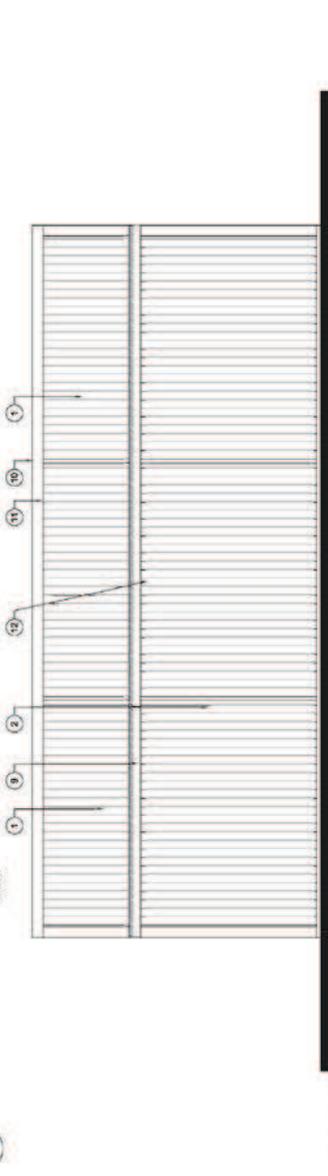
PROLOGIS UK LTD & CEDARWOOD AM

DATE	SCALE	DRAWN	CHECKED
MARCH 2015	1:100@A1	AK	AK
DATE	SCALE	DRAWN	CHECKED
FOR PLANNING		PW	

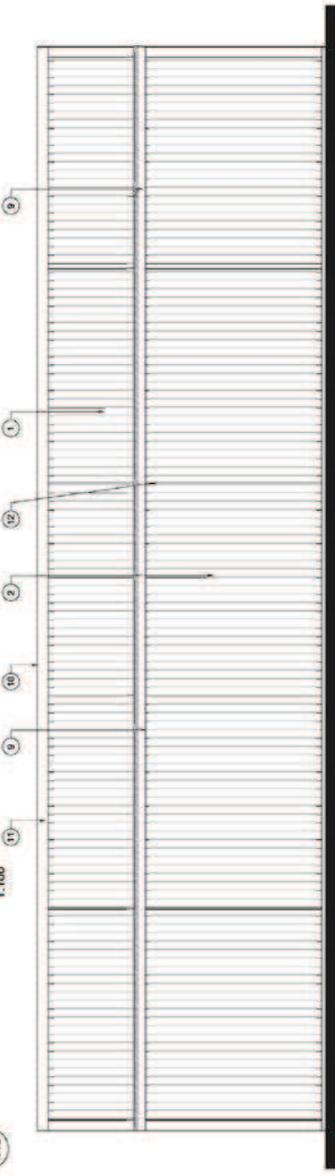
PROJECT NUMBER: 30034-PL-110



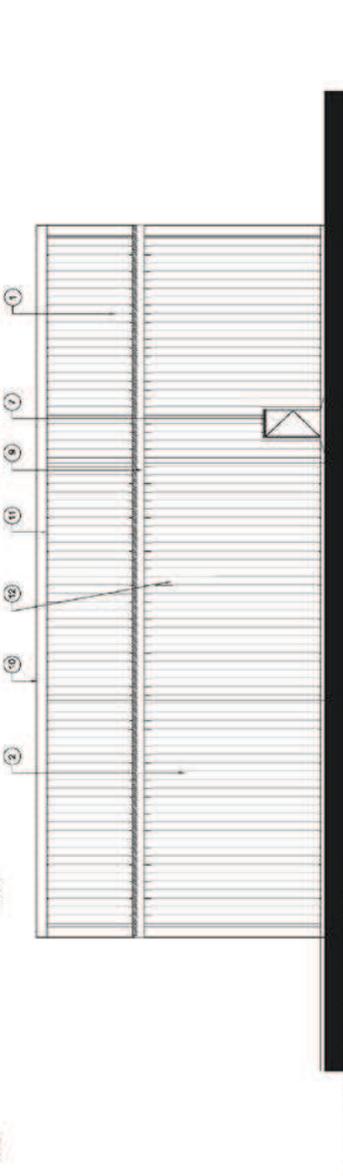
01
UNIT 5 EAST ELEVATION
1:100



02
UNIT 5 NORTH ELEVATION
1:100



03
UNIT 5 WEST ELEVATION
1:100

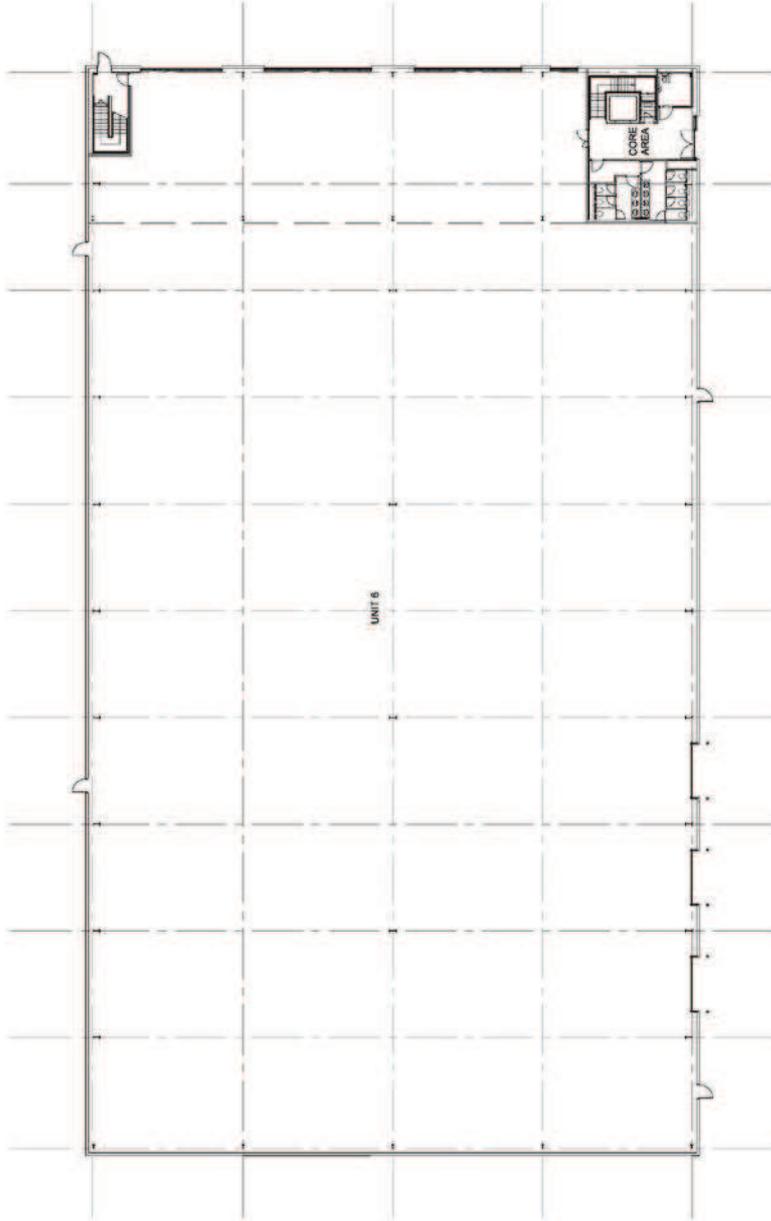


04
UNIT 5 SOUTH ELEVATION
1:100



NOTES:

1. SUBJECT TO STATUTORY REQUIREMENTS
 BASED ON INFORMATIONAL SURVEY, MARKED LOCATIONS
 SHOWN IN THIS PLAN ARE APPROXIMATE. THE EXACT LOCATION OF
 ANY STRUCTURE OR UTILITY SHALL BE DETERMINED BY A
 SEPARATE SURVEY.
 2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE
 REQUIREMENTS OF THE LOCAL AUTHORITY.
 3. THE LOCAL AUTHORITY SHALL BE NOTIFIED OF ANY
 CHANGES TO THE PLAN.
 4. THE LOCAL AUTHORITY SHALL BE NOTIFIED OF ANY
 CHANGES TO THE PLAN.
 5. THE LOCAL AUTHORITY SHALL BE NOTIFIED OF ANY
 CHANGES TO THE PLAN.



01
111
UNIT 6 GROUND FLOOR PLAN
1:200

REV	DATE	BY	CHK	NO	AK

MICHAEL SPARKS ASSOCIATES
ARCHITECTS

15, HAYES ROAD
DUNDEE, DUNDEE, SCOTLAND
DD1 1JH

PROLOGIS
LOGISTICS

CEDARWOOD
PROPERTY MANAGEMENT

THE DAWLEY RD, HAYES

UNIT 6 GROUND FLOOR PLAN

PROLOGIS UK LTD & CEDARWOOD AM

DATE	BY	CHK
MARCH 2015	1:200@A1	PW
SCALE	FOR PLANNING	AK

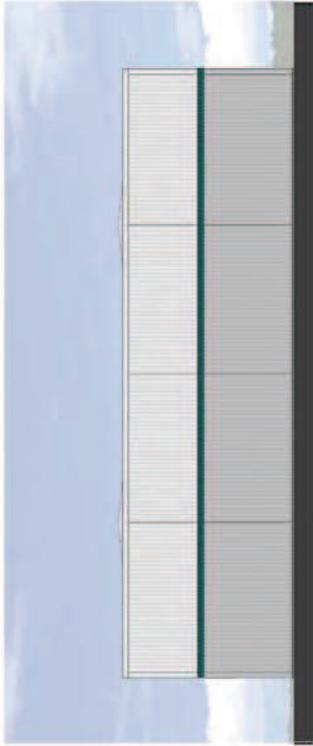
PROJECT NO: 30034-PL-111

NOTES:

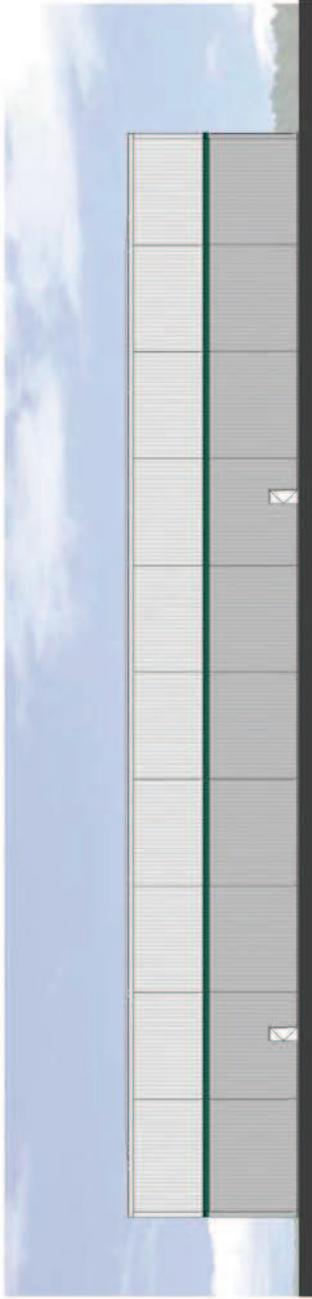
SUBJECT TO STATUTORY CONSENTS
 MADE BY THE LOCAL AUTHORITY, ALL RIGHTS RESERVED BY THE ARCHITECT AND HIS ASSOCIATES IN CONNECTION WITH THE DESIGN AND CONSTRUCTION OF THE BUILDING OR ANY PART THEREOF.
 COPYRIGHT RESERVED.
 THE ARCHITECT AND HIS ASSOCIATES ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING FOR ANY PURPOSES OTHER THAN THAT AUTHORIZED BY THE ARCHITECT AND HIS ASSOCIATES.
 ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED.
 INCLUDE DIMENSIONS OF ALL CONDUITANCES.



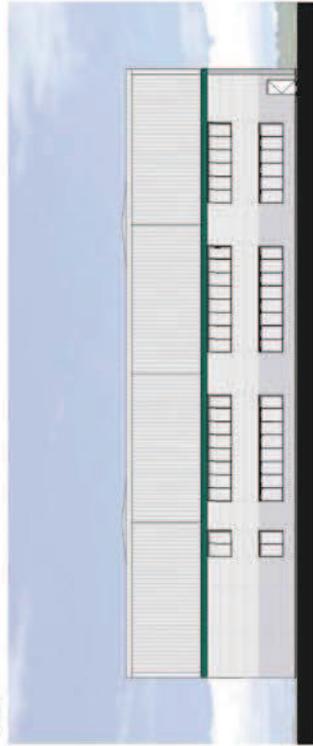
01
117
UNIT 6 WEST ELEVATION
1:200



02
117
UNIT 6 NORTH ELEVATION
1:200



03
117
UNIT 6 EAST ELEVATION
1:200



04
117
UNIT 6 SOUTH ELEVATION
1:200

REV	DATE	BY	CHKD	DATE	CHKD
1	20/03/2015	APRIL SOUZA			

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

FILE: DAWLEY RD, HAYES

ISSUE: UNIT 6 INDICATIVE ELEVATIONS

CLIENT: PROLOGIS UK LTD & CEDARWOOD AM

DATE: MARCH 2015

SCALE: 1:200 @ A1

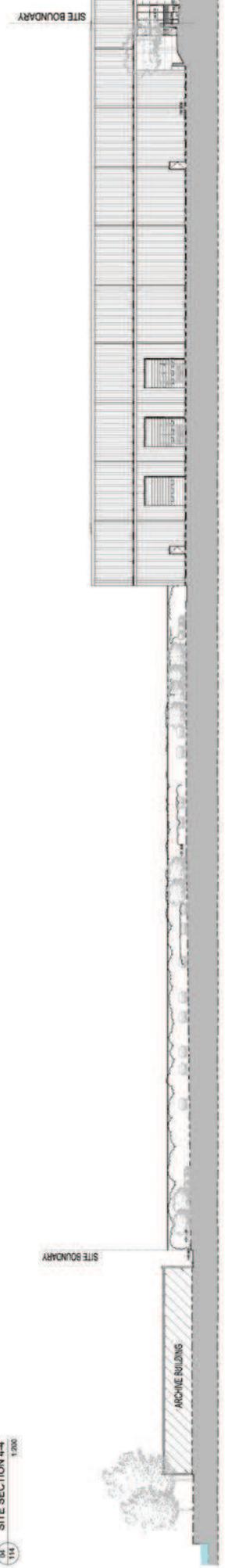
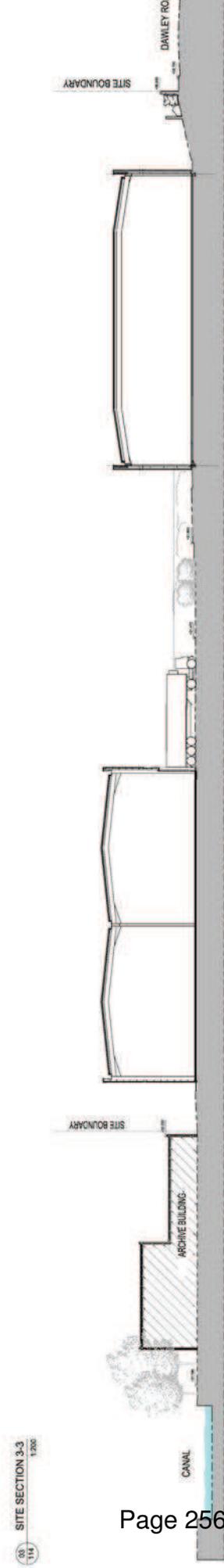
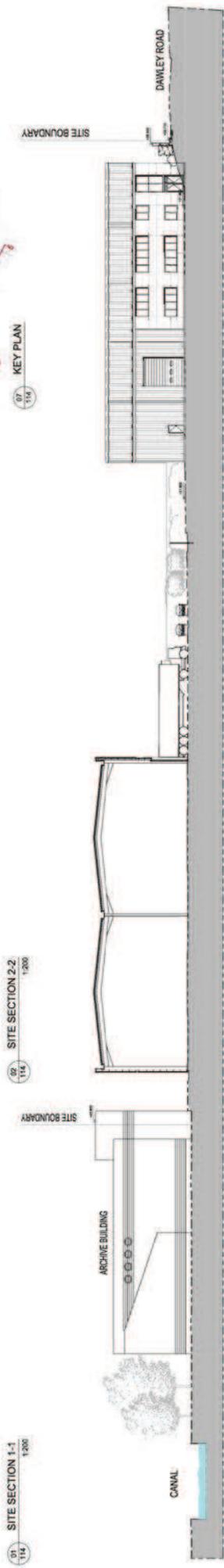
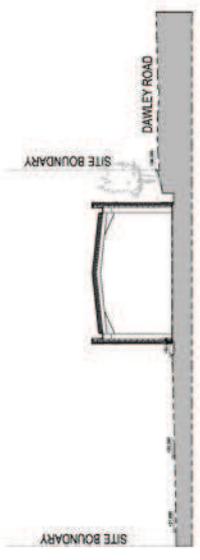
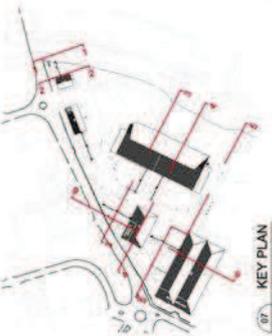
DATE: AK

DESIGNER: FOR PLANNING

PROJECT NO.: PW

DRAWING NUMBER: 30034-PL-117

NOTES:
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
 2. THE ARCHITECT HAS CONDUCTED VISUAL IMPACT ASSESSMENTS AND HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING ENVIRONMENT.
 3. THE ARCHITECT HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING ENVIRONMENT.
 4. THE ARCHITECT HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING ENVIRONMENT.
 5. THE ARCHITECT HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING ENVIRONMENT.



PROLOGIS	PROLOGIS UK LTD & CEDARWOOD AM
MICHAEL SPARMS	ARCHITECTS
DAWLEY RD, HAYES	Uxbridge, Middlesex, UK
MARCH 2015	1:2000
PROLOGIS UK LTD & CEDARWOOD AM	PROLOGIS UK LTD & CEDARWOOD AM
30004-PL-114	

MATERIALS

- 1. ROOF - PROFILED STEEL CLADDING WITH GRP ROOFLIGHTS
FINISH - HPS200 ULTRA - ALBATROSS (RAL 240 80 05)
- 2. HIGH LEVEL RECESSED HORIZONTAL FEATURE BAND
FINISH: HPS2000; COLORCOAT COLOUR: GREEN (RAL 6016)
- 3. WINDOWS - ALUMINUM RIBBON WINDOWS
DARK GREY MULLION (RAL 7016) / CLEAR GLASS
- 4. CLADDING - VERTICAL PROFILED (TRAPEZOIDAL PROFILE)
COLOUR: SILVER METALLIC (RAL 9006)
- 5. PERSONNEL DOORS & LOADING DOORS
COLOUR: METALLIC SILVER (RAL 9006)
- 6. KINGSPAN MICRORIB PANEL CLADDING
COLOUR: METALLIC SILVER (RAL 9006)
- 7. CURTAIN WALLING - ALUMINUM FRAME
DARK GREY FRAME (RAL 7016) / CLEAR GLASS

MATERIALS



1. ILLUSTRATIVE EXAMPLE OF THE ROOF FINISH



2. ILLUSTRATIVE EXAMPLE OF THE FEATURE BAND



3. ILLUSTRATIVE EXAMPLE OF THE WINDOWS

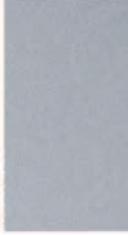


4. ILLUSTRATIVE EXAMPLE OF THE CLADDING AND LOADING DOORS



5. ILLUSTRATIVE EXAMPLE OF PERSONNEL DOORS

COLOURS



EXAMPLE OF SILVER METALLIC RAL 9006 FOR THE LOWER LEVEL CLADDING AND LOADING DOORS



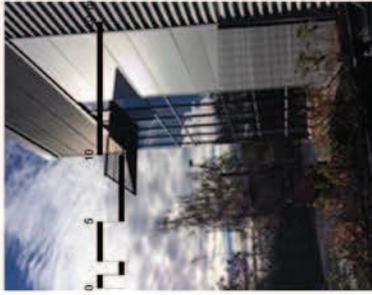
EXAMPLE OF GREY ALUMINUM RAL 9007 FOR THE LOWER CLADDING



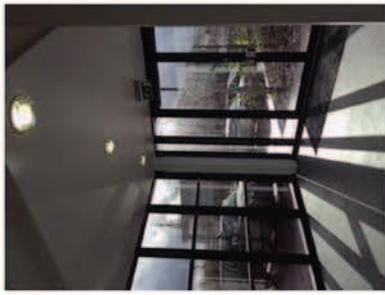
EXAMPLE OF DARK GREY FOR WINDOWS AND DOORS



EXAMPLE OF FEATURE BAND COLOUR GREEN (6016)



6. ILLUSTRATIVE EXAMPLE OF KINGSPAN PANELS



7. ILLUSTRATIVE EXAMPLE OF CURTAIN WALLING

NOTES

- 1. SUBJECT TO EVALUATION COMMENTS
- 2. SUBJECT TO SURVEY
- 3. MATERIALS OR FINISHES MAY BE REPLACED BY A SUBSTITUTE OF EQUAL OR BETTER QUALITY UPON APPROVAL OF THE ARCHITECT
- 4. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 5. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 6. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 7. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 8. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 9. COLOR COAT COLOURS ARE SUBJECT TO VARIATION
- 10. COLOR COAT COLOURS ARE SUBJECT TO VARIATION

REV	DATE	DESCRIPTION	BY	CHKD
01	2020/03/15	ISSUE FOR PERMITS	AK	AK

MICHAEL SPARKS ASSOCIATES

PROLOGIS

CEDARWOOD

EXTERNAL MATERIALS

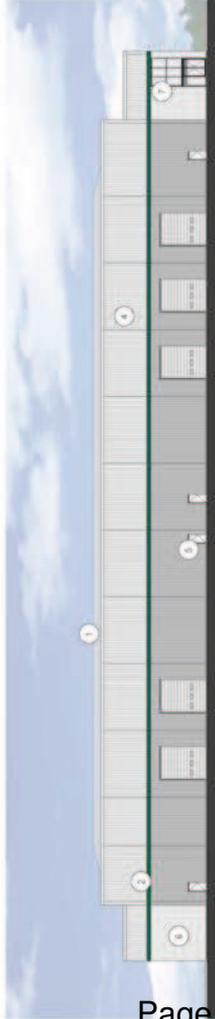
PROLOGIS UK LTD & CEDARWOOD AM

DAWLEY RD, HAYES

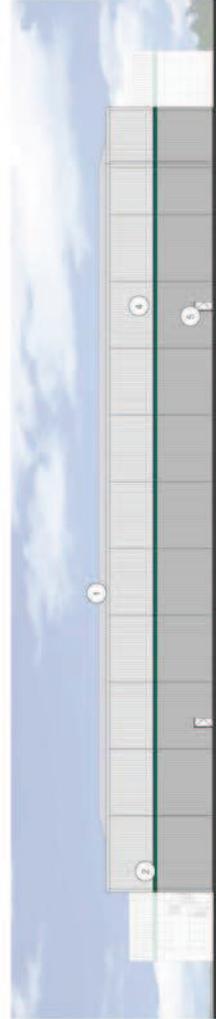
MARCH 2015

FOR PLANNING

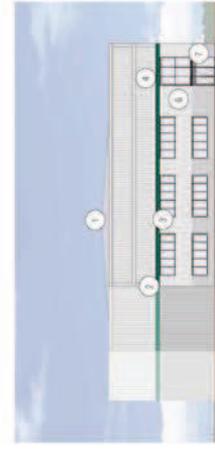
DRAWING NUMBER: **30034-PL-119**



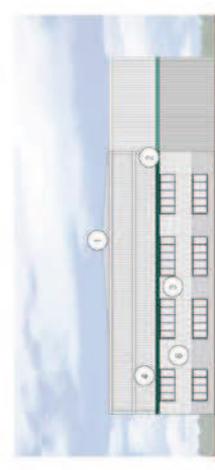
UNIT 3 & 4 SOUTH ELEVATION 1:200



UNIT 3 & 4 NORTH ELEVATION 1:200



UNIT 5 EAST ELEVATION 1:200



UNIT 4 WEST ELEVATION 1:200

NO.	REVISION	DATE
1		
2		
3		
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8		
9		
10		



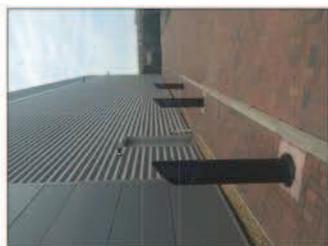
NO.	REVISION	DATE
1		
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NO.	REVISION	DATE
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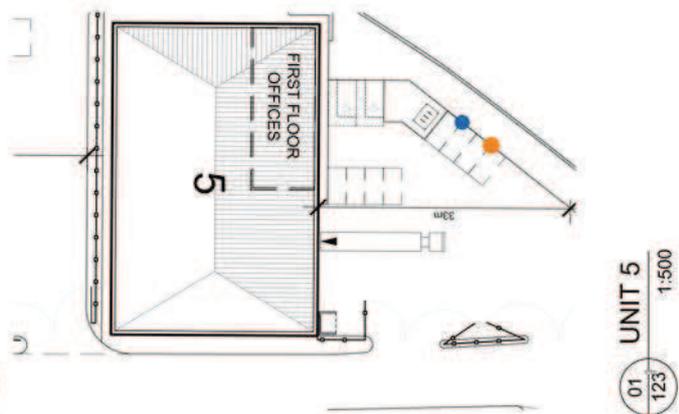
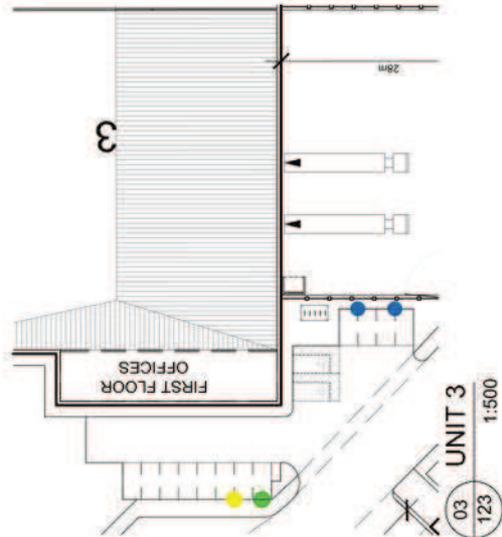
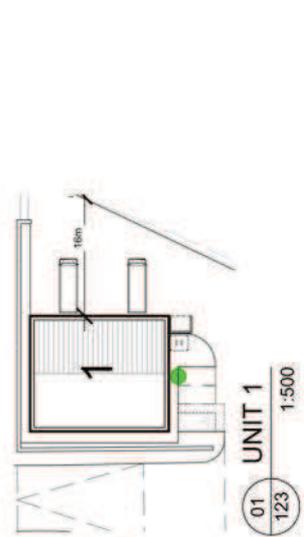
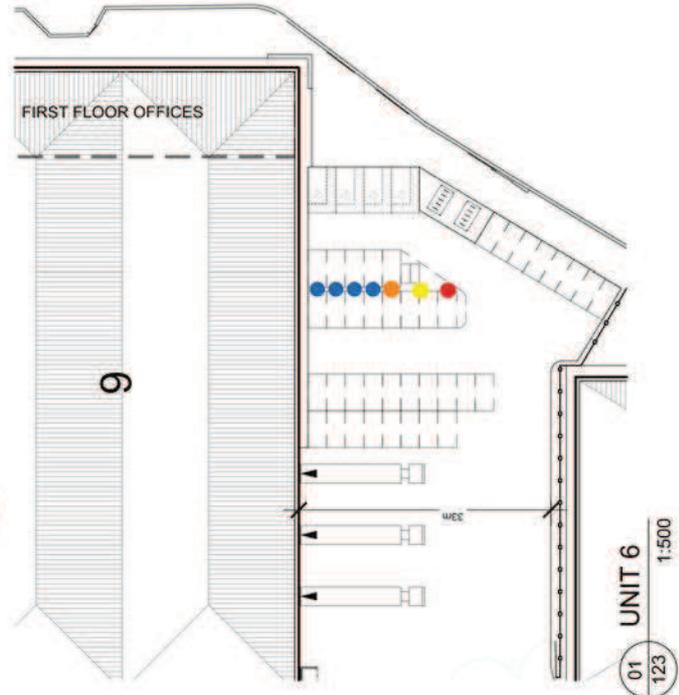
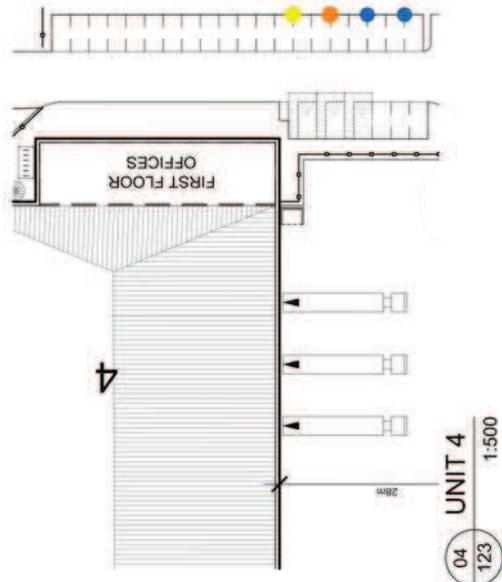
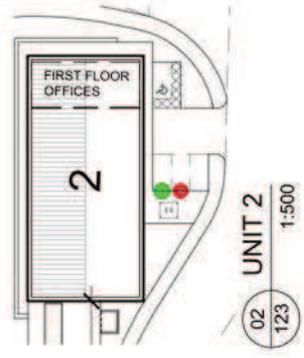


UNIT	Total Car Incl. Electric Spaces	
	Active	Passive
Unit 1	3	1
Unit 2	6	1
Unit 3	23	5
Unit 4	27	5
Unit 5	13	3
Unit 6	43	9
Total	115	23

- SINGLE ACTIVE
- SINGLE PASSIVE
- MARKED ACTIVE - PASSIVE
- DUAL ACTIVE
- DUAL PASSIVE



Examples of Electric Charging Points



REV	DATE	COMMENT	AK	PW
-	30.03.2015	First Issue		

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 FLAT 1 PLACE
ST JAMES ROAD
LONDON SW8 4TU
TELEPHONE 020 7736 6162
FAX 020 7706 3888
info@msa-architects.co.uk

PROLOGIS
A GBL COMPANY

CEDARWOOD
A GBL COMPANY

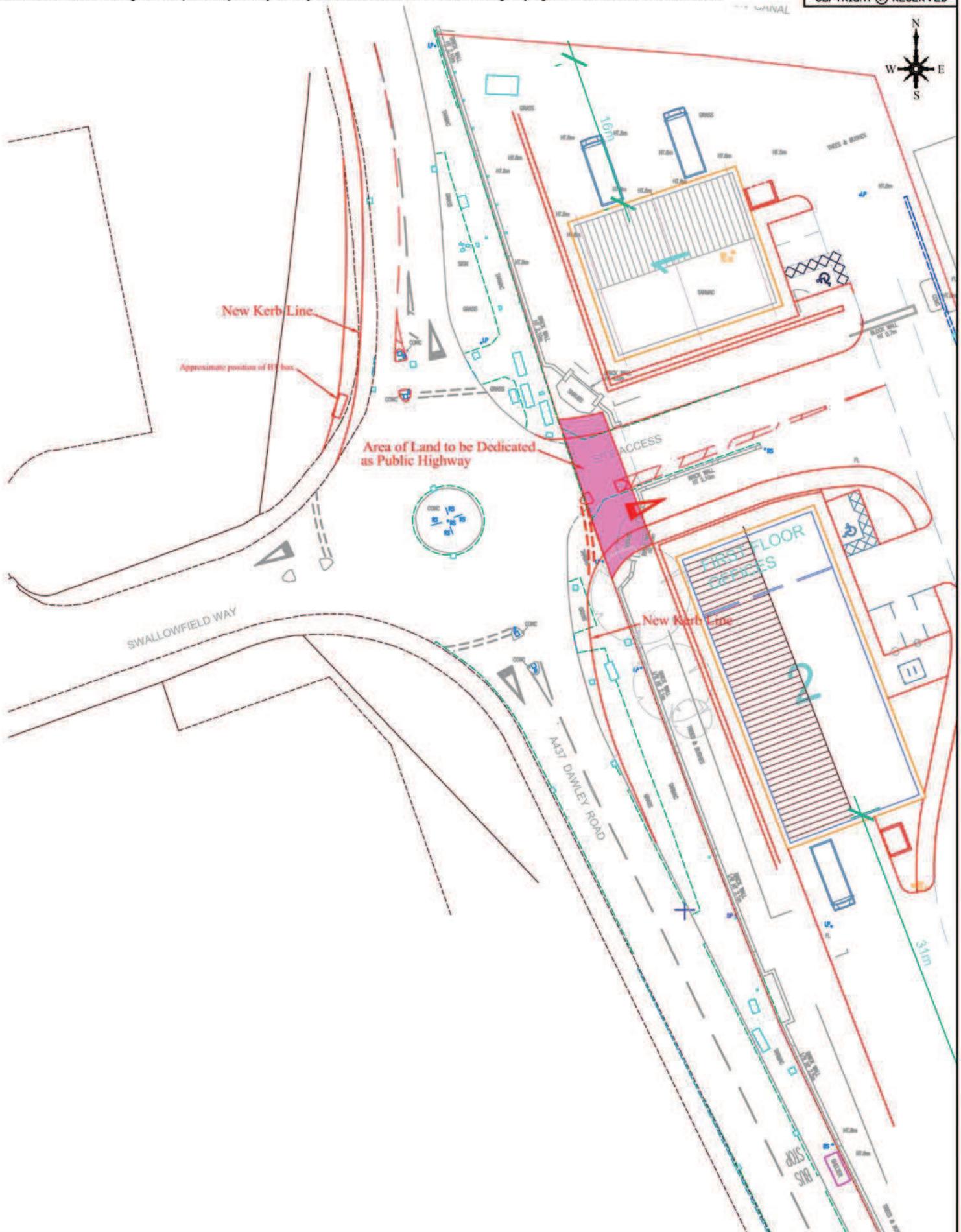
TITLE
DAWLEY RD, HAYES
DRAWING
ELECTRIC CHARGING POINT PROVISION

CLIENT
PROLOGIS UK LTD & CEDARWOOD AM

DATE
MARCH 2015
SCALE
1:500@A2
DRAWN
AK
CHECKED
PW
FOR PLANNING

DRAWING NUMBER
30034-PL-123

NOTES:
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SUBJECT TO SURVEY
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IF USING AN ELECTRONIC VERSION OF THIS DRAWING FIGURED DIMENSIONS TAKE PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES

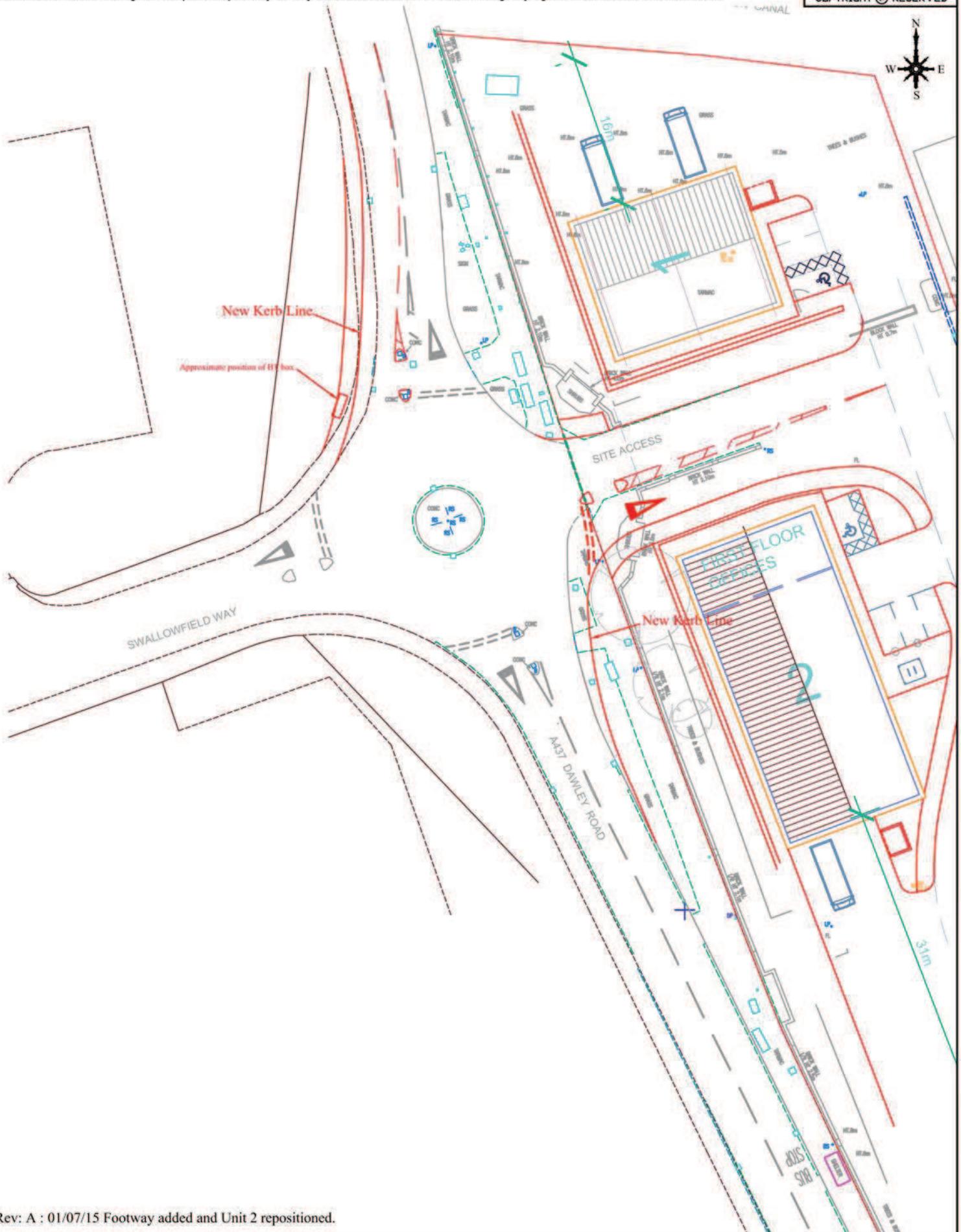


Rowland Bilisland Traffic Planning Ltd.
Highway and Traffic Planning Consultants

2 Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP

Telephone: 01245 329943
Facsimile: 01245 328183

Title		Venturis Site, Dawley Road, Hayes. Junction 1, Dawley Road / Swallowfield Way / Site Access. Proposed Site Access Arrangement. Area of Land to be Dedicated as Public Highway.	
Date	01 July 2015	Scale	1:500 @ A4
Drawing No.	14038 / 5		



Rev: A : 01/07/15 Footway added and Unit 2 repositioned.



Rowland Bilisland Traffic Planning Ltd.
Highway and Traffic Planning Consultants

2 Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP

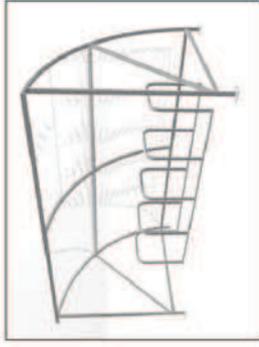
Telephone: 01245 329943
Facsimile: 01245 328183

Title
Venturis Site, Dawley Road, Hayes.
Junction 1, Dawley Road / Swallowfield Way / Site Access.
Proposed Site Access Arrangement.

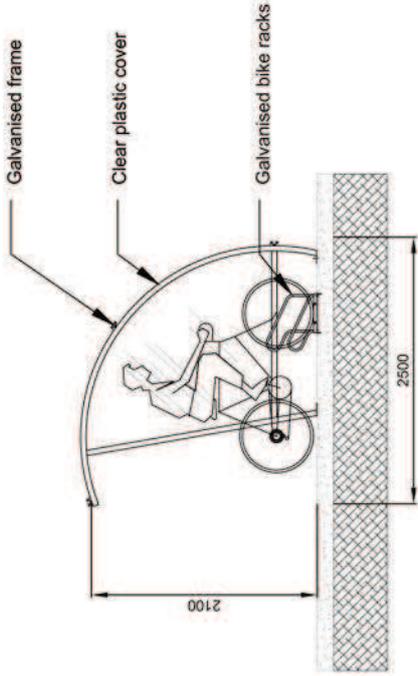
Date	22 June 2015	Scale	1:500 @ A4
Drawing No.	14038 / 4A		

NOTES:

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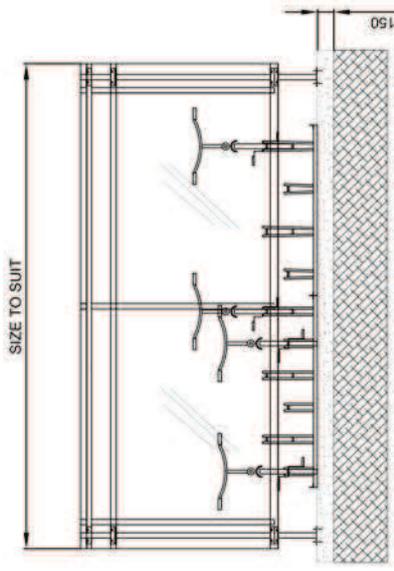


Example of a Cycle Shelter

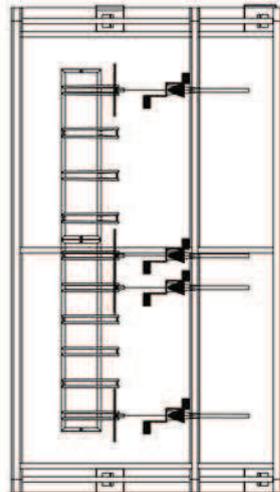


02 ELEVATIONS
121 1:100

NOTE:
Council Standards for B8 USE: 1/250
 UNIT 1: 2 spaces
 UNIT 2: 3 spaces
 UNIT 3: 10 spaces
 UNIT 4: 11 spaces
 UNIT 5: 6 spaces
 UNIT 6: 18 spaces



01 ELEVATIONS
121 1:100



03 PLAN
121 1:100

REV	DATE	COMMENT	AK	DRAWN	CHK
-	30.03.2015	First Issue			

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
 11 PLATO PLACE
 ST BONNS ROAD
 LONDON SW6 4TU
 TELEPHONE 020 7738 6162
 FAX 020 7738 3898
 info@sp-architects.co.uk

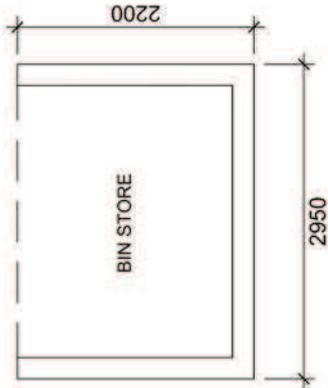
PROLOGIS

CEDARWOOD
ASBESTOS REMEDIATION

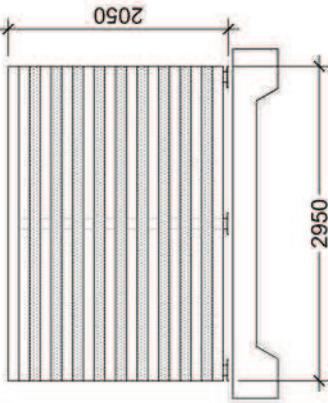
TITLE	DAWLEY RD, HAYES
DRAWING	CYCLE SHELTER DETAILS
CLIENT	PROLOGIS UK LTD & CEDARWOOD AM
DATE	MARCH 2015
SCALE	1:100
DRAWN	AK
STATUS	FOR PLANNING
CHECKED	PW
DRAWING NUMBER	30034-PL-121

NOTES:

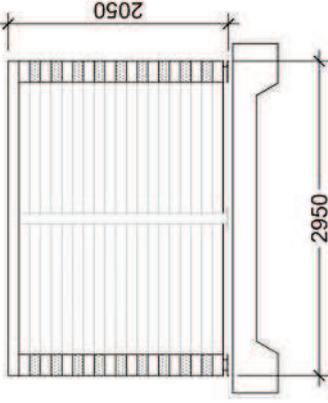
- SUBJECT TO STATUTORY CONSENTS
- SUBJECT TO SURVEY
- BASED ON OS MAP REPRODUCED BY PERMISSION OF CONTROLLER OF HM STATIONARY OFFICE (C) CROWN COPYRIGHT
- COPYRIGHT RESERVED
- DO NOT SCALE THIS DRAWING
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- IF USING AN ELECTRONIC VERSION OF THIS DRAWING FIGURED DIMENSIONS TAKE PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES



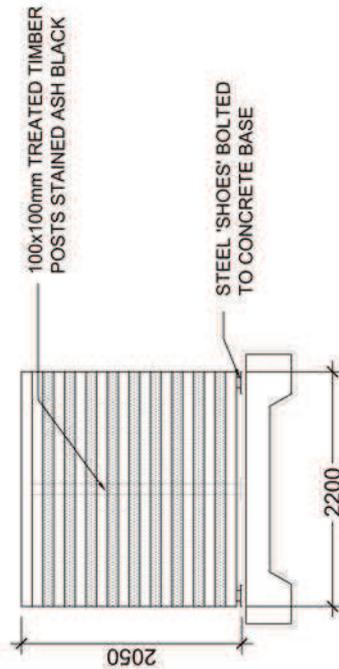
01
122
PLAN
1:50



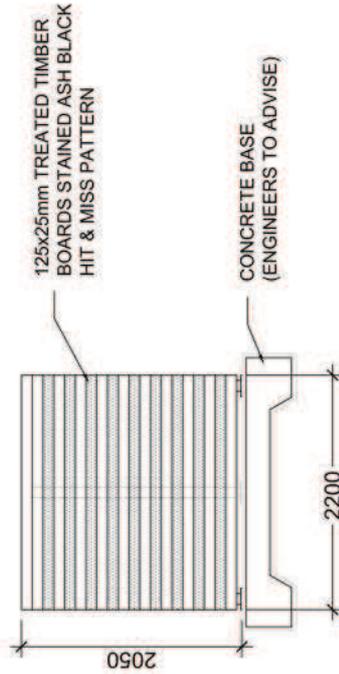
02
122
REAR ELEVATION
1:50



03
122
FRONT ELEVATION
1:50



04
122
SIDE ELEVATION
1:50



05
122
SIDE ELEVATION
1:50

REV	DATE	COMMENT	AK	FW	DRAW	CHECK
-	30.03.2015	First Issue				



MICHAEL SPARKS ASSOCIATES



PROLOGIS



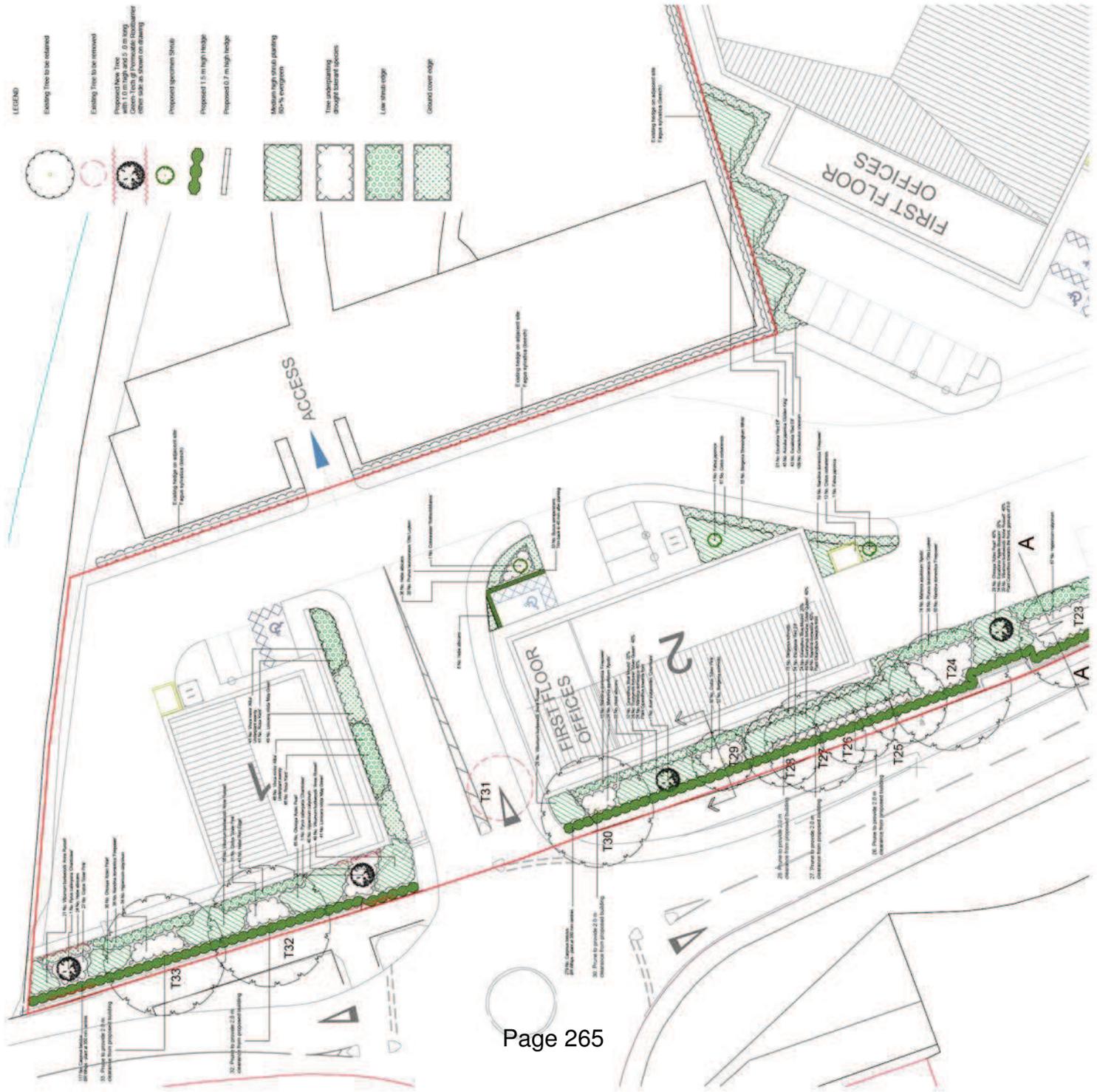
CEDARWOOD

TITLE
DAWLEY RD, HAYES
DRAWING
BIN / PLANT STORE

CLIENT
PROLOGIS UK LTD & CEDARWOOD AM

DATE	SCALE	DRAWN
MARCH 2015	1:50	AK
STATUS	CHECKED	
FOR PLANNING	PW	

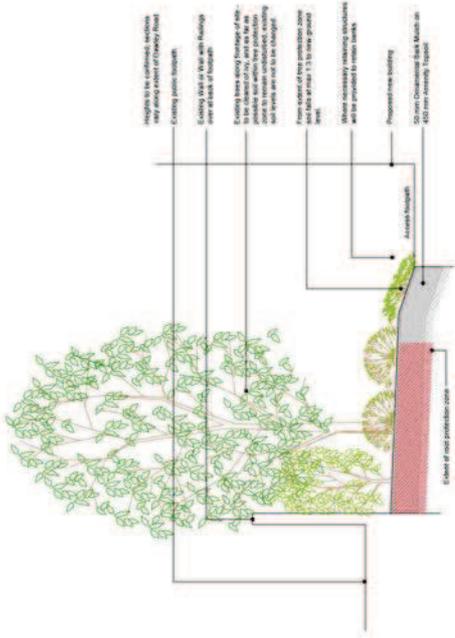
DRAWING NUMBER
30762-PL-122



LEGEND

- Existing Tree to be retained
- Existing Tree to be removed
- Proposed New Tree (over 1.0m high) Crown 1cm of minimum diameter other side as shown on drawing
- Proposed specimen shrub
- Proposed 1.5m high hedge
- Proposed 0.7m high hedge
- Medium high strip planting 50% evergreen
- Tree underplanting through fabricat screens
- Low strip edge
- Ground cover edge

TYPICAL SECTION THROUGH PLANTING ON BOUNDARY WITH EXISTING TREE
Scale 1:50



Plant Schedule

No.	Species Name	Common Name	Form	Height	Specification	Quantity	Notes
1	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
2	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
3	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
4	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
5	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
6	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
7	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
8	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
9	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
10	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
11	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
12	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
13	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
14	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
15	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
16	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
17	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
18	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
19	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
20	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
21	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
22	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
23	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
24	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
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26	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
27	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
28	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
29	No. 10m	Platanus occidentalis	Tree	10m	Platanus occidentalis 10m	1	10m
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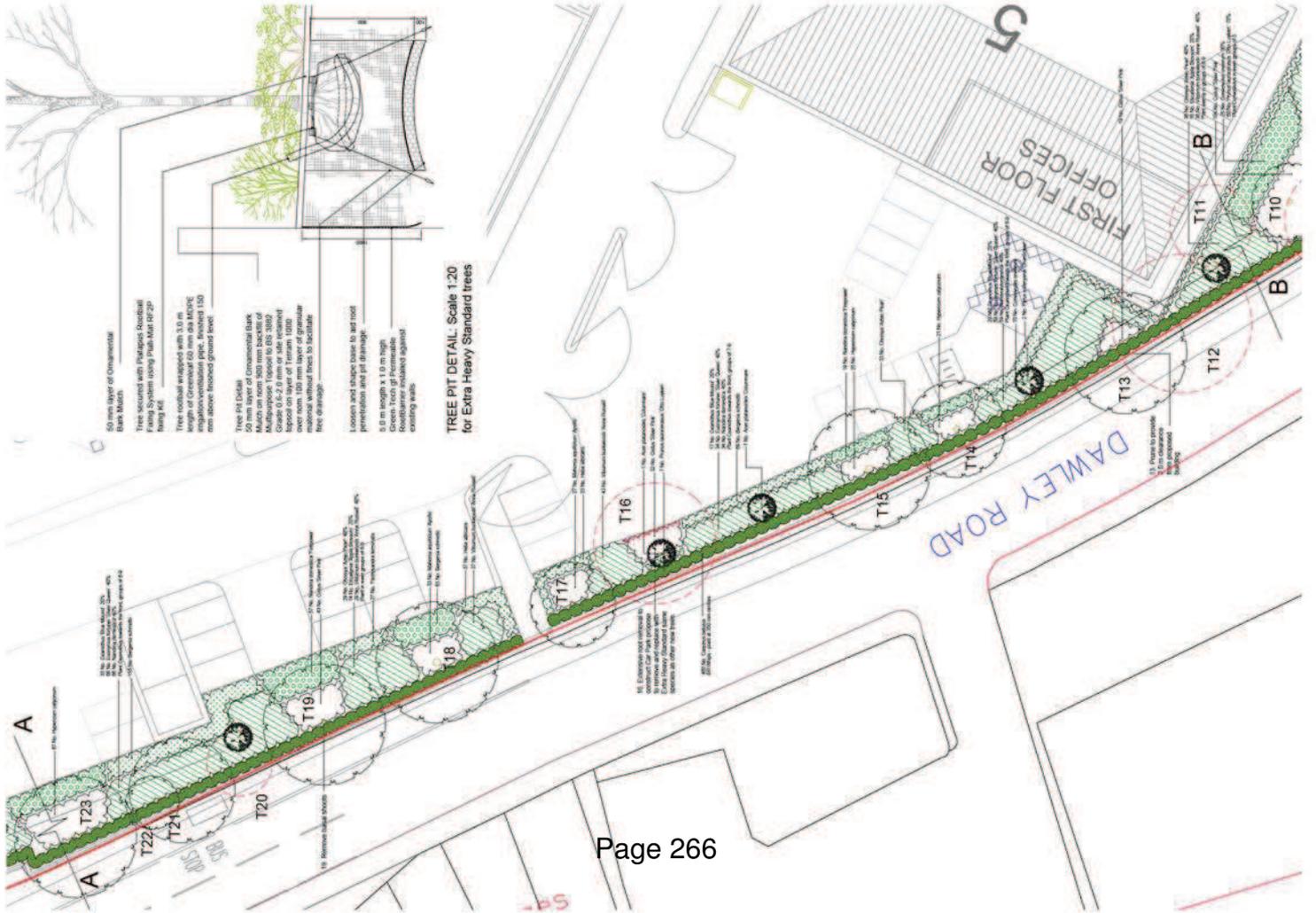
- Existing trees to be protected during the construction phase as detailed on the Tree Protection Plan.
- Existing trees to be removed, any deficiency to be made up with appropriate species to BS 5822.
- On completion standard barriers to be sprayed with a 30mm layer of Ornamental Bark Mulch.
- Compost and slow release fertilizer to be added to soil as detailed in the specification.
- Site specification for all horticultural details.

Revisions:

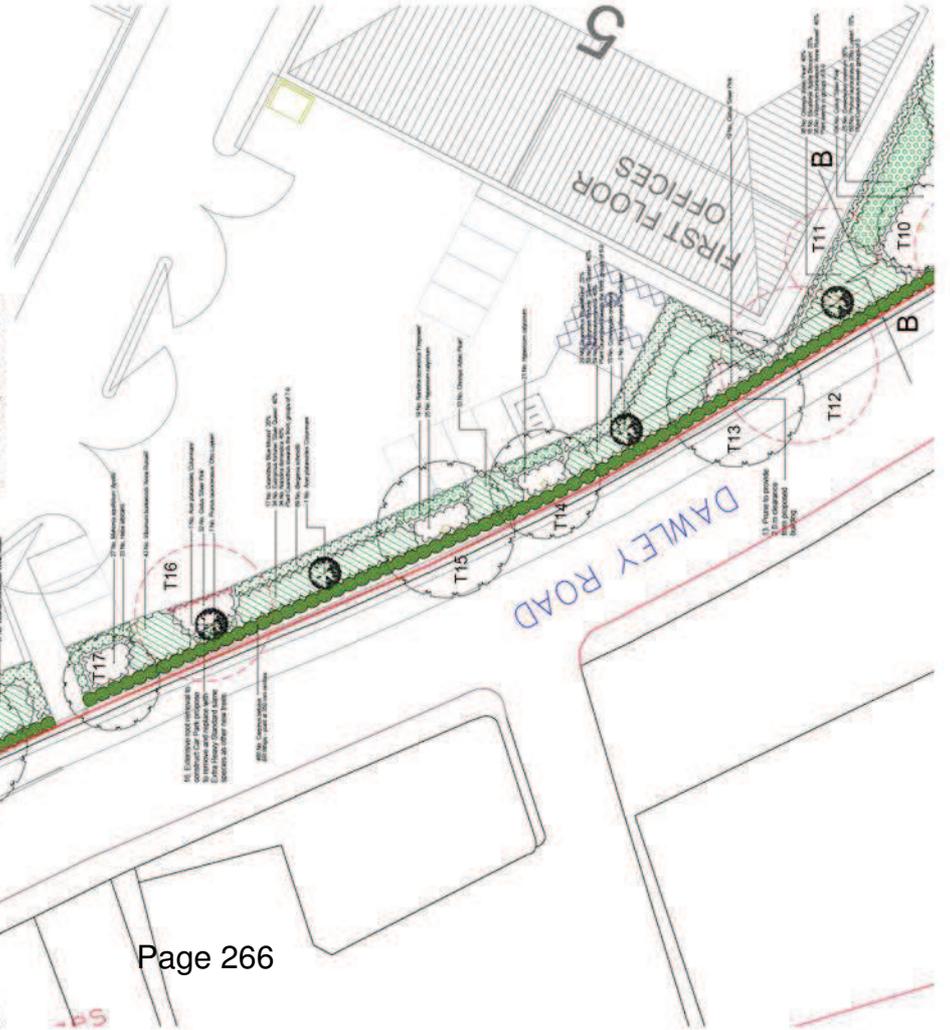
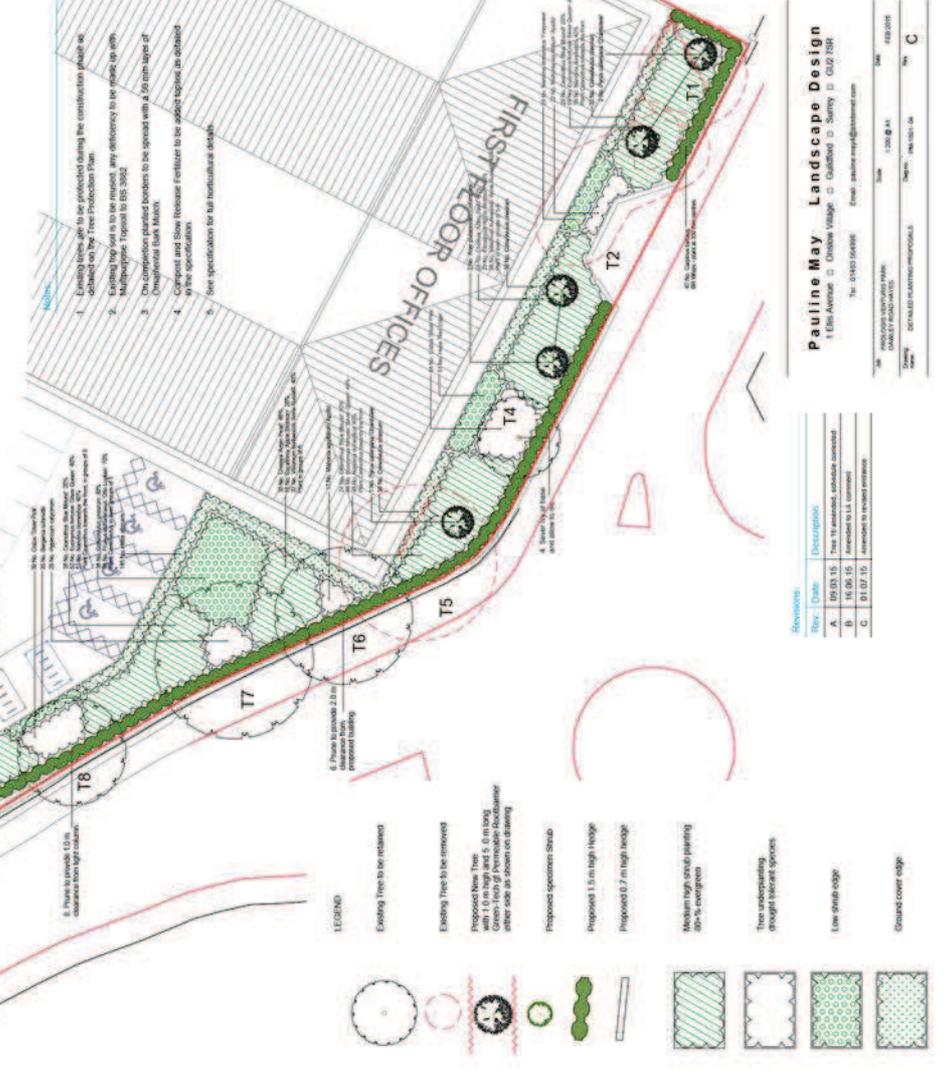
No.	Date	Description
A	09.05.15	Tree to be removed, include correction
B	10.06.15	Amended to LA contract
C	01.07.15	Amended to revised contract

Pauline May Landscape Design
1 Ellis Avenue | Chichester | Sussex | GU10 7SR
Tel: 01243 545500 Email: pauline@paulinemay.co.uk

Pauline May Landscape Design
1 Ellis Avenue | Chichester | Sussex | GU10 7SR
Tel: 01243 545500 Email: pauline@paulinemay.co.uk



Tree No.	Species Name	Container	Caliper	Height	Specification	Quantity
7 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
8 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
9 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
10 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
11 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
12 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
13 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
14 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
15 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
16 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
17 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
18 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
19 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
20 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
21 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
22 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²
23 No.	Prunus caroliniana	16.00cm	1.2m	10.00m	Standard 7 Ltr. BR	3m ²

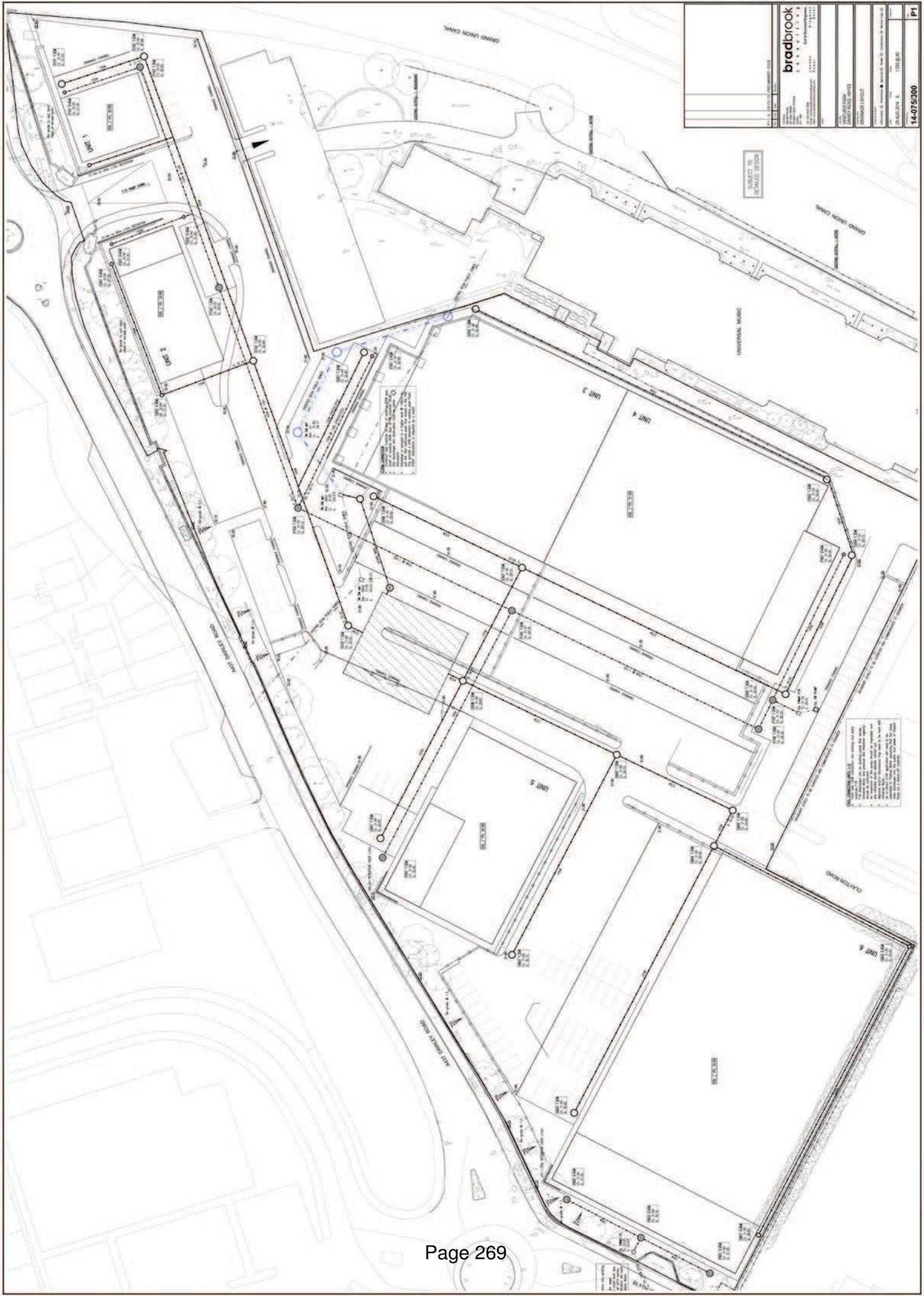


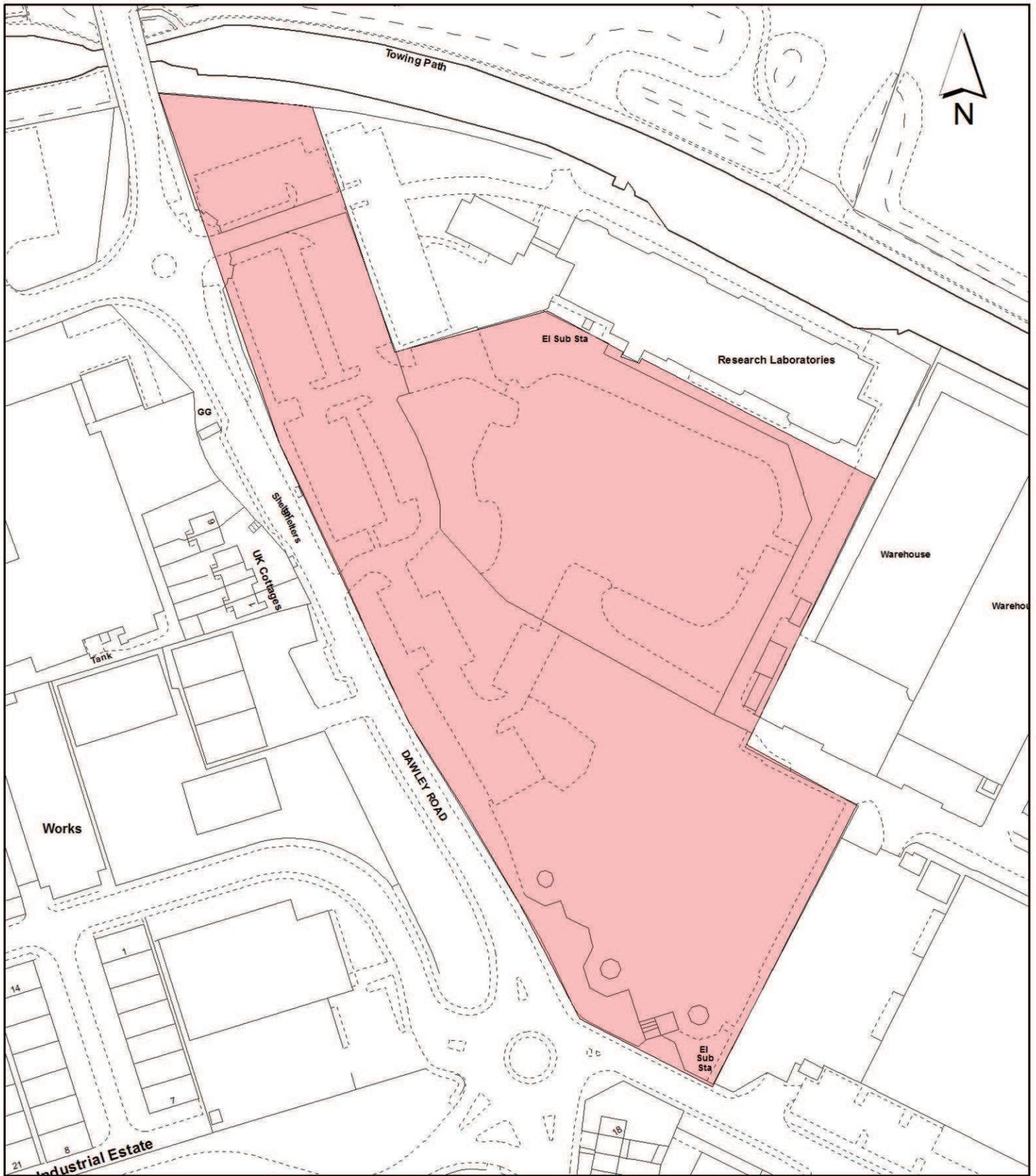
Pauline May Landscape Design
 1 Elm Avenue • Colyton Village • Colyton • Devon • EX16 1JH
 Tel: 01392 564888 • Email: pauline.may@landscapedesign.co.uk

Revisions:

No.	Date	Description
A	20.05.15	Tree to be removed, landscape consultant
B	21.05.15	Revisions to L1 comment
C	21.07.15	Revisions to L1 comment

Scale: 1:100 @ A1
 Date: 21.07.15
 Drawn: [Name]
 Checked: [Name]





Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former EMI site
 Dawley Road
 Hayes**

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

Planning Application Ref:
8294/APP/2015/1406

Scale:
1:1,500

Planning Committee:
Major Page 270

Date:
July 2015



Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

LBH Ref Nos: 59872/APP/2015/1329

Date Plans Received:	10/04/2015	Date(s) of Amendment(s):	21/05/2015
Date Application Valid:	13/04/2015		10/04/2015

NOTES:

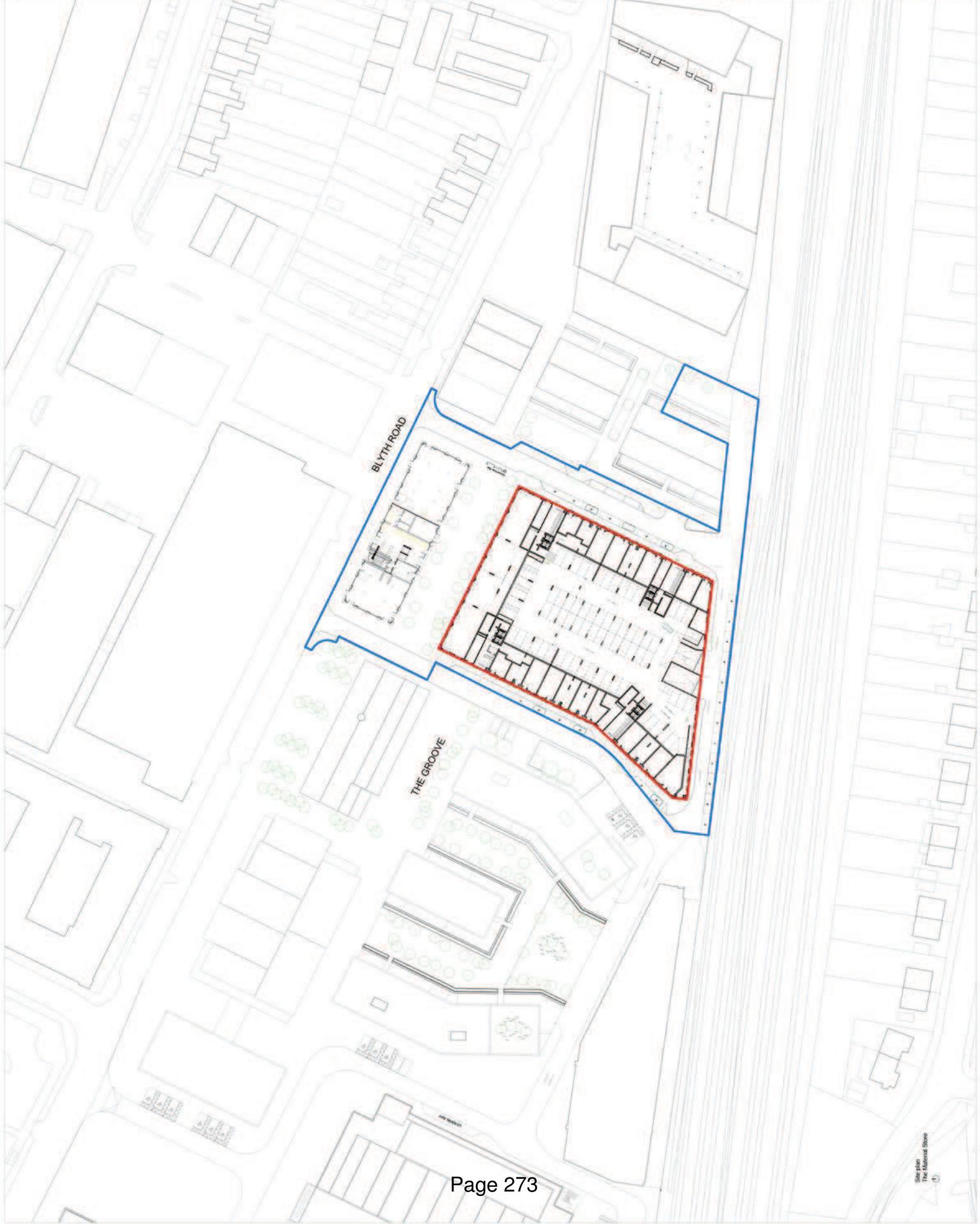
1. This plan has been prepared in accordance with the provisions of the Planning Act 2008 and the Planning Regulations 2015.
2. The site is shown with red lines to indicate the proposed development.
3. The site is shown with blue lines to indicate the proposed development.
4. The site is shown with green lines to indicate the proposed development.
5. The site is shown with yellow lines to indicate the proposed development.

— HLE Delivery Boundary Line
— The Material Store Delivery Line

A Revised Planning Application
 10/00015
 08/04/15

purpose of issue
For Planning
 project
The Material Store
 drawing
Site Plan

drawing no.
14034-00-002-P
 issue # 01/10/08 @ 01/10/08
 date 12/06/2015
 drawn AL
 checked JP
newground
 newground architects & urbanists
 100/100 Street
 LONDON
 E1 1AA
 T +44 (0)20 7696 6949
 F +44 (0)20 7696 6949
 www.newground.co.uk



NOTES:

- 1. Refer to the site plan for location of this drawing.
- 2. Check all dimensions on site.
- 3. All dimensions are in millimeters unless otherwise stated.
- 4. All dimensions are to the centerline of the road unless otherwise stated.
- 5. All dimensions are to the centerline of the road unless otherwise stated.

CAR SPACES - 77
(including 4 disabled)
CAR SPACES (on street) - 25
MOTORCYCLES SPACES - 5

Project	For Planning
Project	The Material Store
Drawing	Level +1 Plan
Drawing No.	14034-01-012-P
Scale	A
Date	12/06/2015
Drawn	JD
Checked	JP
Author	newground
Address	newground Architects & Planners Ltd 100 Victoria Street LONDON EC1V 1JL
Phone	+44 (0)20 7490 4949
Email	info@newground.co.uk



NOTES:

1. This drawing is for the purpose of planning only. It is not to be used for construction purposes.
2. All dimensions are in millimeters unless otherwise stated.
3. All areas are in square meters unless otherwise stated.
4. All areas are in square meters unless otherwise stated.

CAR SPACES - 73
(including 7 disabled)

CAR SPACES (on street) - 25

MOTORCYCLES SPACES - 4

No.	date	date
purpose of issue		
For Planning		
Project		
The Material Store		
drawing		
Level G Plan		
drawing no.	sheet no.	total sheets
14034-01-000-P	A	1
date	drawn by	checked by
12/06/2015	JD	JP
newground Architecture & Interiors Ltd 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		

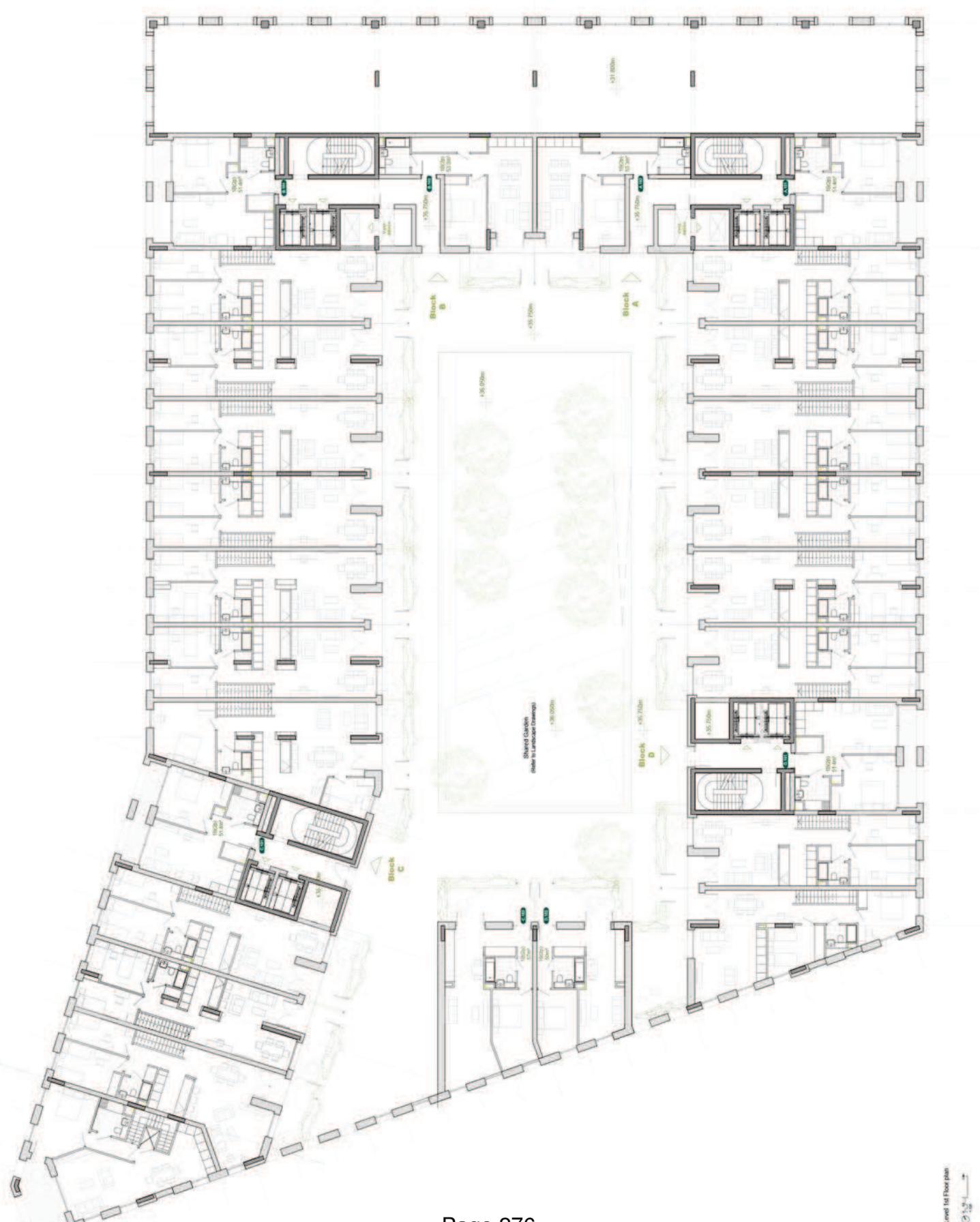


Ground floor plan

NOTES:

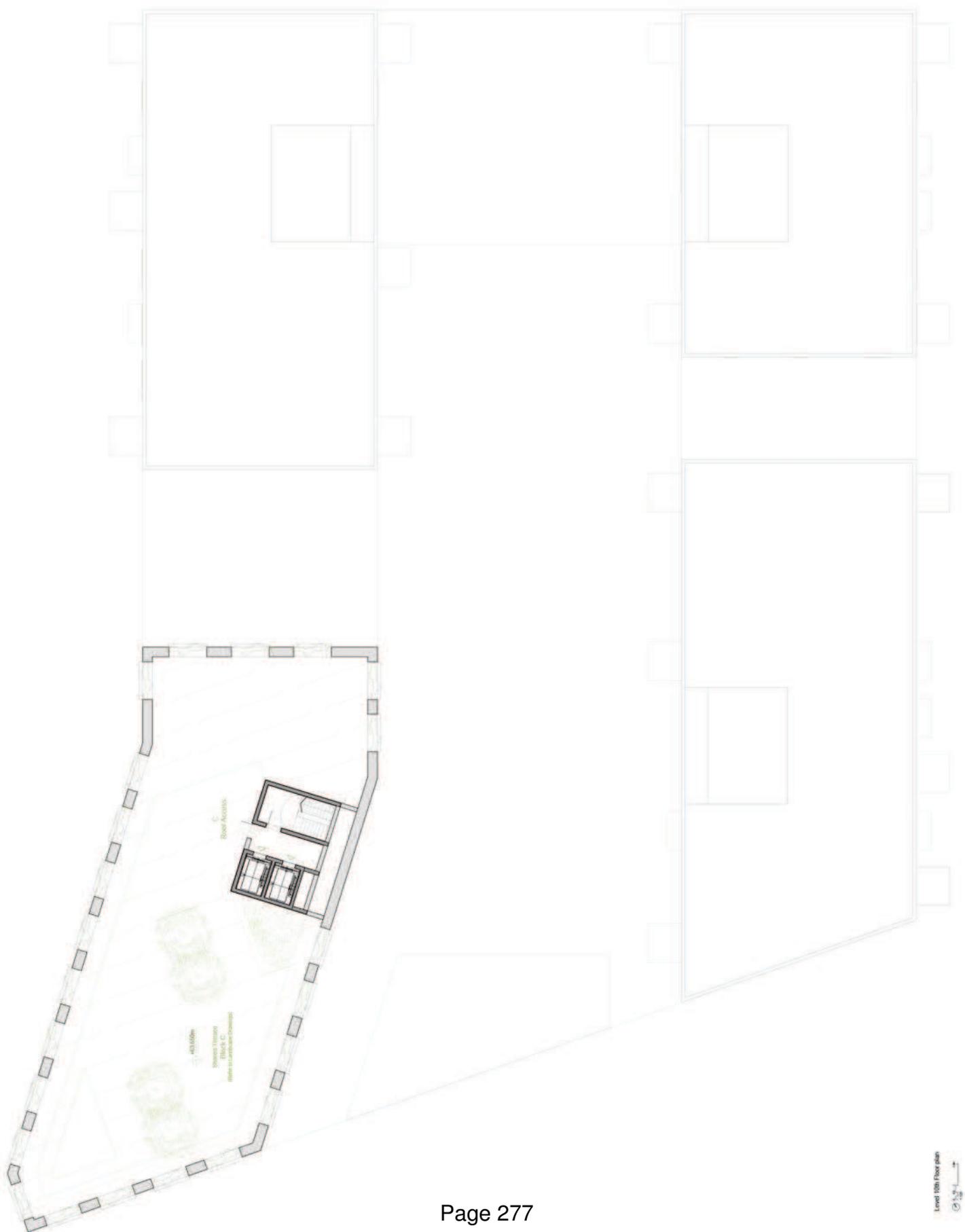
- 1. All dimensions are in millimetres.
- 2. Check all dimensions on site.
- 3. All dimensions are to the face of the work unless otherwise stated.
- 4. All dimensions are to the face of the work unless otherwise stated.
- 5. All dimensions are to the face of the work unless otherwise stated.

no.	details	date
purpose of issue For Planning		
project The Material Store		
drawing Level 1 Plan		
drawing no.	no.	no.
14034-01-001-P	A	A
newground		
author	date	date
© A1120, © A1121	12/06/2015	
newground Architects & Planners Ltd 100, Cannon Street LONDON EC1A 3DF		
checked	by	
JP		
T: +44 (0)20 7496 4949 F: +44 (0)20 7496 4949 www.newground.co.uk		



NOTES:

- 1. This drawing is for the purpose of planning only. It is not to be used for construction purposes.
- 2. All dimensions are in millimeters unless otherwise stated.
- 3. All dimensions are to the centerline of walls and columns.
- 4. All dimensions are to the centerline of doors and windows.
- 5. All dimensions are to the centerline of stairs.



no.	details	date
purpose of issue For Planning		
project The Material Store		
drawing Level 10 Plan		
drawing no.	14034-01-010-P	rev.
scale	@ A1 1/20, @ A1 1/10	
date	08/03/2015	
drawn	JD	
checked	JP	
newground		
newground architecture & interior design ltd 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		

Notes

- 1. This plan shall be used for planning purposes only.
- 2. All dimensions are in millimetres unless otherwise stated.
- 3. All dimensions are to the centre of the element unless otherwise stated.
- 4. All dimensions are to the face of the element unless otherwise stated.
- 5. All dimensions are to the centre of the element unless otherwise stated.
- 6. All dimensions are to the face of the element unless otherwise stated.

A Change to parapet height to Block C 12.05.15

Rev	details	date

purpose of issue
For Planning

project
The Material Store

drawing
Roof Plan

drawing no	14034-01-011-P	rev	A
date	13 May 2015	author	
drawn	JD	checked	JP
newground 14034-01-011-P 13 May 2015 newground architects @ london E14 6EJ t: +44 (0)20 7066 0000 w: www.newground.co.uk			

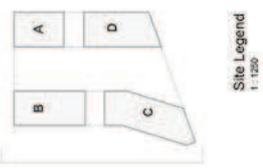


notes

No contractor is responsible for showing dimensions, elevations and references. All dimensions are to be taken from the finished ground level unless otherwise stated. All elevations are to be taken from the finished ground level unless otherwise stated. All dimensions are to be taken from the finished ground level unless otherwise stated. All elevations are to be taken from the finished ground level unless otherwise stated.

COM Regulations 2007

All curtain drawings and specifications to be prepared to meet all requirements of the Building Act and Building Regulations 2007.

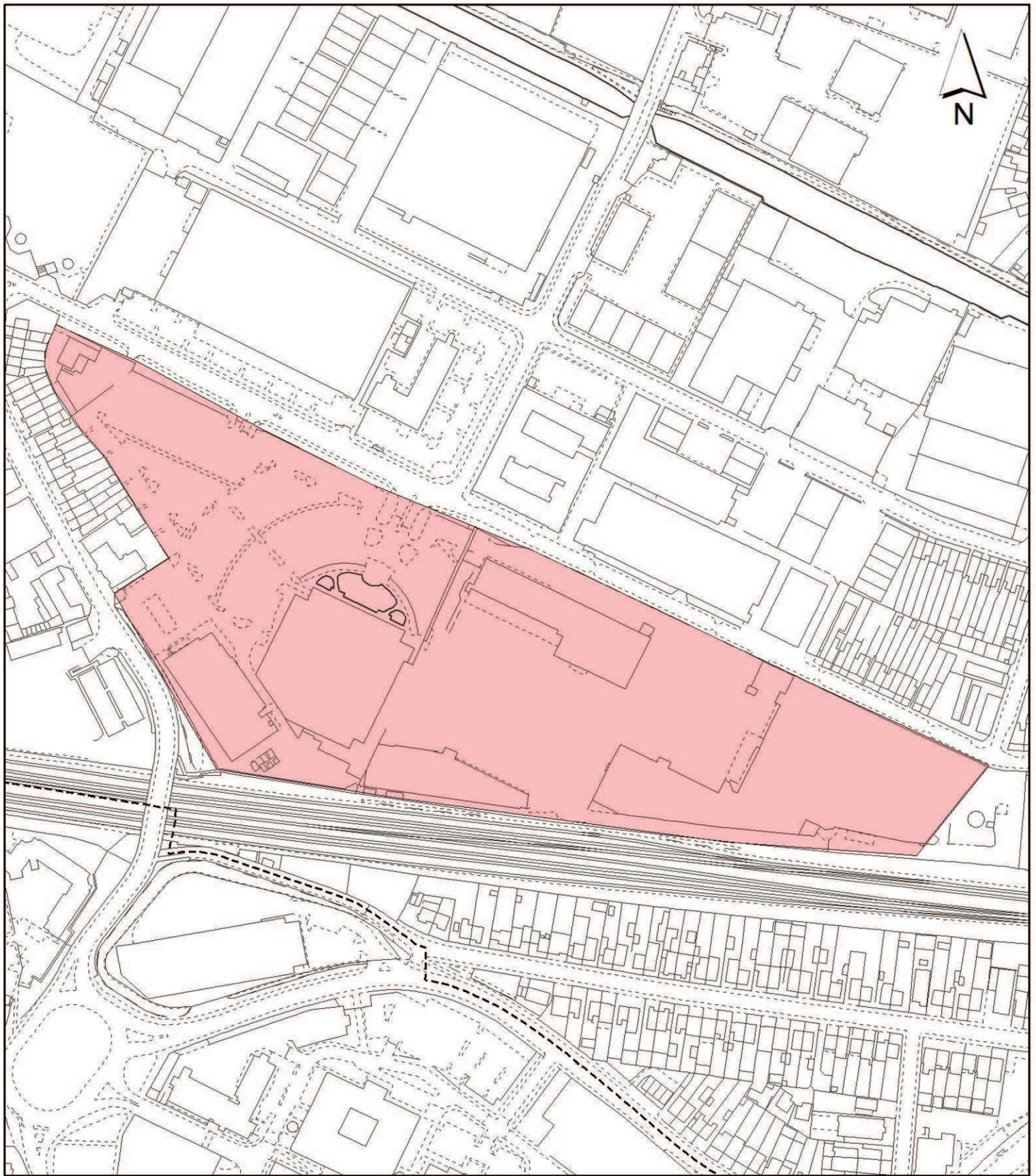


West Elevation
1:125

purpose of issue	revision/author/checker
For Planning	
project	The Material Store
drawing	West Elevation
drawing no.	14034/02.004-P
drawn	AL checked JP
date	08th 10/2015

newground
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

- 1 - Entrance door to apartments: Bronze colour coated aluminium proprietary system with side hung aluminium window. Concealed metal with hung brick facing.
- 2 - Ground floor window to bedrooms: Bronze colour coated aluminium proprietary system with side hung aluminium window. Concealed metal with hung brick facing. Floor to provide adequate sound insulation to adjacent rooms.
- 3 - Windows to bedrooms in duplexes: Bronze colour coated aluminium proprietary system with side hung aluminium window. Concealed metal with hung brick facing.
- 4 - Typical window to bedrooms: Bronze colour coated aluminium proprietary system with side hung aluminium window. Concealed metal with hung brick facing. Floor to provide adequate sound insulation to adjacent rooms.
- 5 - Typical balcony for living rooms: PFC galvanneal sheet laminated, colour to match window. Bronze colour coated aluminium proprietary system with French doors and side panel.
- 6 - Typical balcony to bedrooms: Bronze colour coated aluminium proprietary system with French doors and side panel. Bronze colour coated aluminium proprietary system with French doors and side panel. Bronze colour coated aluminium proprietary system with French doors and side panel.
- 7 - Inset balcony to apartment: PFC galvanneal sheet laminated, colour to match window. Bronze colour coated aluminium proprietary system with French doors and side panel.
- 8 - Level 10 east concrete or similar appearance.
- 9 - Level 10 east concrete or similar appearance.
- 10 - Balconies to provide terraces: PFC galvanneal sheet laminated, colour to match window. Bronze colour coated aluminium proprietary system with side hung aluminium window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 11 - Level 10 east concrete or similar appearance.
- 12 - Typical balcony to living rooms: PFC galvanneal sheet laminated, colour to match window. Bronze colour coated aluminium proprietary system with French doors and side panel.
- 13 - Commercial shopfront: Bronze colour coated aluminium proprietary system with side hung aluminium window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 14 - Level 10 east concrete or similar appearance.
- 15 - Screened window to living rooms: Full bay feature brick panel mounting screen for enclosure to half of bay in front of window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 16 - Level 10 east concrete or similar appearance.
- 17 - Facing brick: Purple grey rectangular brickwork, recessed bond pattern. Full brick reveals to all windows, doors and balconies. No visible joints and no mortar.
- 18 - Building edge: Full bay feature brick panel mounting screen for enclosure to half of bay in front of window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 19 - Commercial shopfront: Bronze colour coated aluminium proprietary system with side hung aluminium window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 20 - Half bay window: Bronze colour coated aluminium proprietary system with side hung aluminium window. Bronze colour coated aluminium proprietary system with side hung aluminium window.
- 21 - Service door window: Bronze colour coated aluminium proprietary system with side hung aluminium window. Bronze colour coated aluminium proprietary system with side hung aluminium window.



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**The Old Vinyl Factory
 Blyth Road
 Hayes**

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

Planning Application Ref:

59872/APP/2015/1329

Scale:

1:2,800

Planning Committee:

Major Page 283

Date:

July 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HILLINGDON COURT 108 VINE LANE HILLINGDON

Development: Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Full Planning Permission).

LBH Ref Nos: 2393/APP/2015/1146

Date Plans Received:	27/03/2015	Date(s) of Amendment(s):	26/06/2015
Date Application Valid:	22/04/2015		05/06/2015
			27/03/2015
			02/07/2015
			04/06/2015



Contractors are not to scale dimensions from this drawing

Revision	Date	Description
YY-MM-DD		

23/01/2015

U:\30331\Sheets\02-Site\layouts\30331-05-A-02-010 - Copy.dwg

BroadwayMalyan ^{BM} **Architecture Urbanism Design**

T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
 Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN
www.BroadwayMalyan.com

Client
 ACS International Schools

Project
 Hillington Campus

Description
 Site location plan

Status
 Planning

Scale
 1:2500@A3 AT

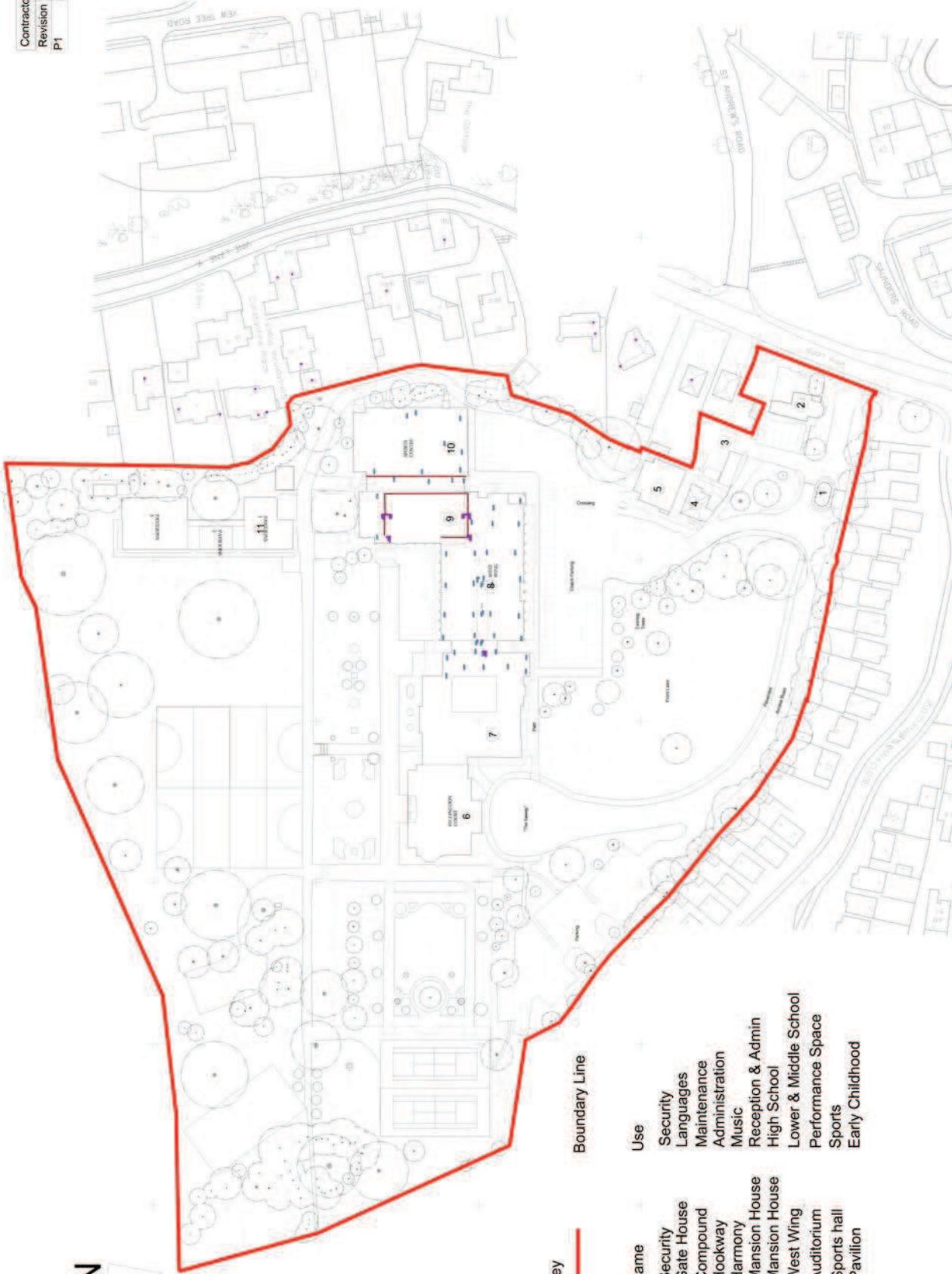
Job number
 30331

Drawing number
 Sur A 02 010

Date
 May 2014

Revision
 P-

Original size 100mm @ A3 Copyright Broadway Malyan Limited



Key — Boundary Line

- | Name | Use |
|-----------------|-----------------------|
| 1 Security | Security |
| 2 Gate House | Languages |
| 3 Compound | Maintenance |
| 4 Hookway | Administration |
| 5 Harmony | Music |
| 6 Mansion House | Reception & Admin |
| 7 Mansion House | High School |
| 8 West Wing | Lower & Middle School |
| 9 Auditorium | Performance Space |
| 10 Sports hall | Sports |
| 11 Pavilion | Early Childhood |

Status
Planning Application

Scale Drawn Date
 1:1250@A3 CB May 2014
 Job number Drawing number Revision
 30331 SL-A-(02)-001 P1

Original size 100mm @ A3 Copyright Broadway Malyan Limited

Client
ACS International Schools
 Project
Hillingdon Campus - Alterations
 Description
Existing Campus Site Plan

Architecture Urbanism Design

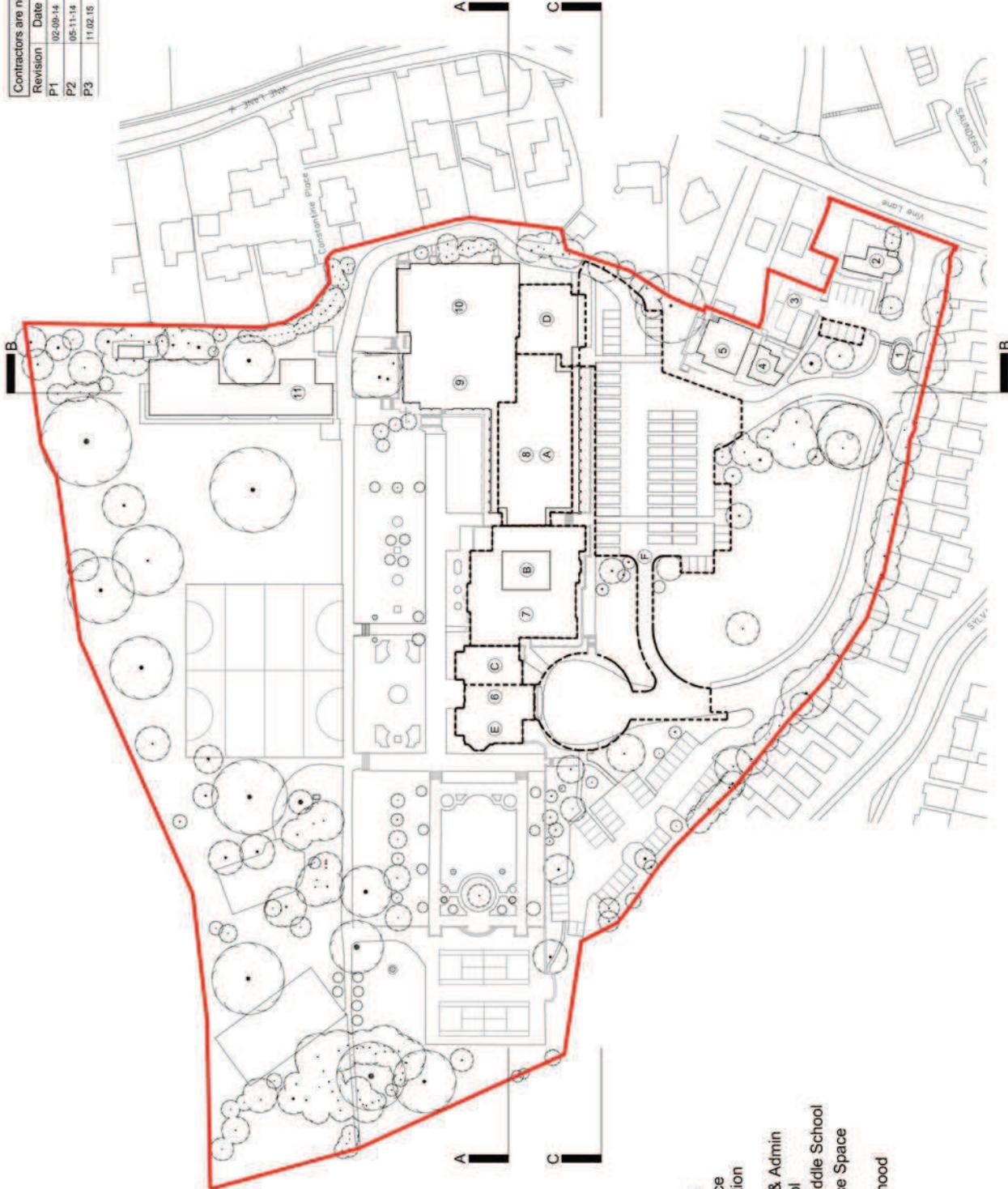
BroadwayMalyan ^{BM}

T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
 Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

www.BroadwayMalyan.com

Contractors are not to scale dimensions from this drawing

Revision	Date	Description
P1	02.09.14	Issued for Planning
P2	05.11.14	Issued for Design Team co-ordination
P3	11.02.15	Final planning issue



Key

— Boundary Line

--- Proposed Projects

- A Science Extension
- B High School Hub
- C First Floor Repurpose
- D Sports extension
- E Staff and Administration
- E External works

Name

- 1 Security
- 2 Gate House
- 3 Compound
- 4 Hookway
- 5 Harmony
- 6 Mansion House
- 7 Mansion House
- 8 West Wing
- 9 Auditorium
- 10 Sports hall
- 11 Pavilion

Use

- Security
- Languages
- Maintenance
- Administration
- Music
- Reception & Admin
- High School
- Lower & Middle School
- Performance Space
- Sports
- Early Childhood

11.02.2015

U:\30331\Sheets\02-Site\layouts\30331-ACSH-A-02-001.dwg

BroadwayMalyan ^{BM} **Architecture Urbanism Design**

T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
 Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

www.BroadwayMalyan.com

Client
 ACS International Schools

Project
 Hillingdon Campus - Alterations

Description
 Proposed Campus Site Plan - Extent of Projects

Status
 Planning

Scale
 1:1250@A3

Job number
 30331

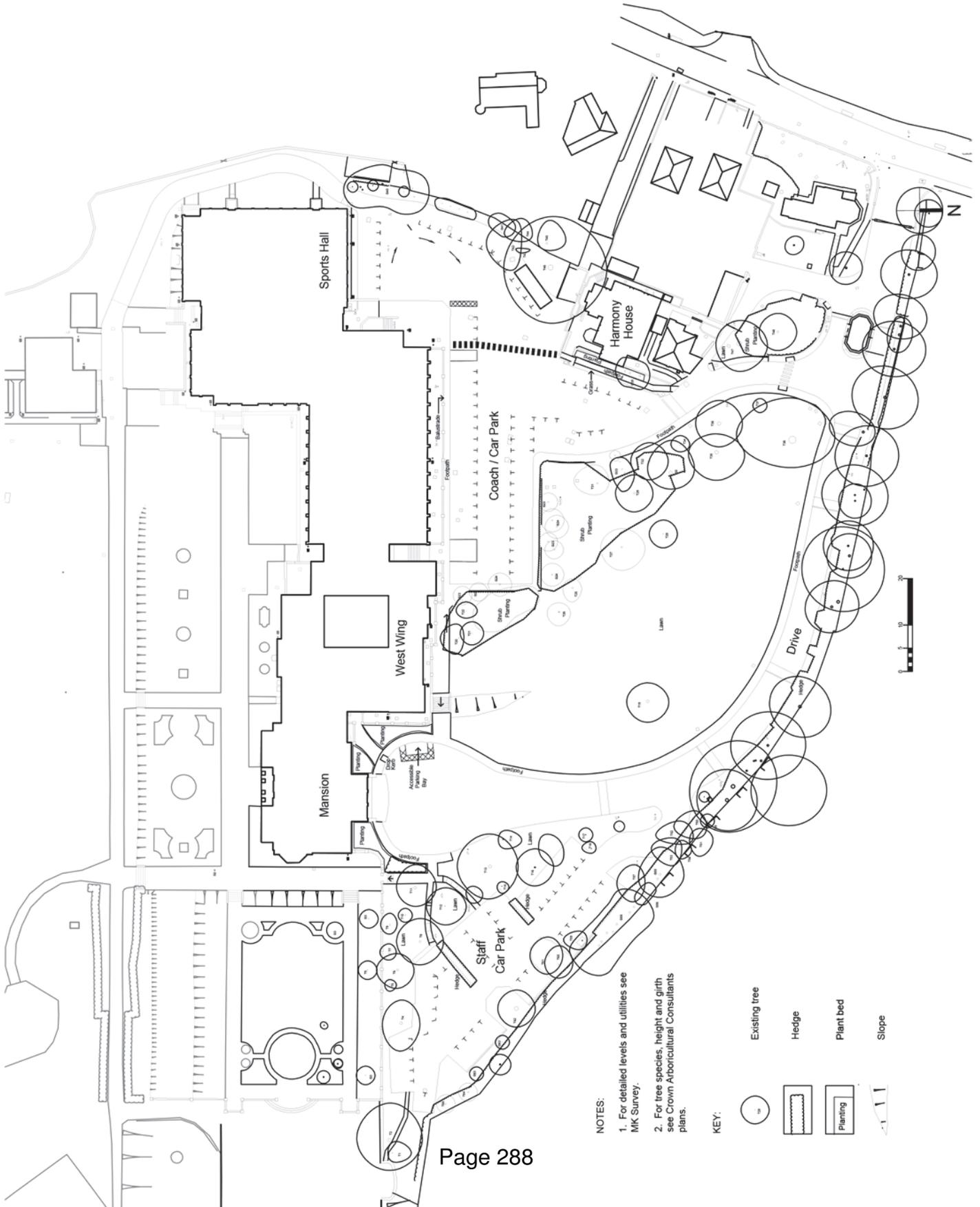
Drawn
 CB

Drawing number
 SL-A-(02)-002

Date
 Oct 2014

Revision
 P3

Original size 100mm @ A3 Copyright Broadway Malyan Limited



NOTES:

1. For detailed levels and utilities see MK Survey.
2. For tree species, height and girth see Crown Arboricultural Consultants plans.

KEY:

- Existing tree
- Hedge
- Plant bed
- Slope

JANE SEABORN ASSOCIATES LANDSCAPE ARCHITECTS 70 Epingham Road, London SW15 1BG t: 0203 769 8624 e jane.seaborn@gmail.com	
Project Project Clyde ACS Schools International, Hillingdon	Drawn By: WR Date: Jun 2015 Drawing Number: L-90-001 Job Number: 240
Drawing Existing Landscape Plan	
Scale: For Planning Original size 100mm @ A1 Copyright Embassy Mappin Limited	

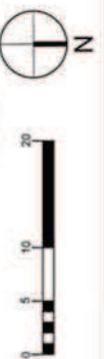


Rev B Planting added by Multi Use Hall adjacent
 Rev A Additional proposed trees added.

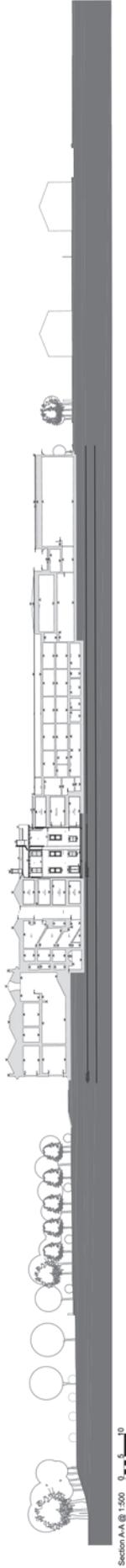
JANE SEABORN ASSOCIATES LANDSCAPE ARCHITECTS		Project ACS Schools International, Hillingdon	
70 Edingham Road, London SW15 1BG T: 0208 789 9624 e: jane.seaborn@gmail.com		Drawing Landscape - Proposed Master Plan	
For Planning	Drawn By WR	Date Jan 2015	Revision A B
Scale 1:500@A3	Client Number L-90-008	Sheet Number 240	Project Number A B

KEY

- Bound gravel Drive
- Bound gravel Footpath
- Stone cobble deterring paving
- Gravel setts
- Existing Stone
- Existing tree
- Existing Planting
- Proposed Specimen Tree
- Proposed Tree/ Shrub belt restored
- Proposed Planting
- Grass



Contractors are not to scale dimensions from this drawing



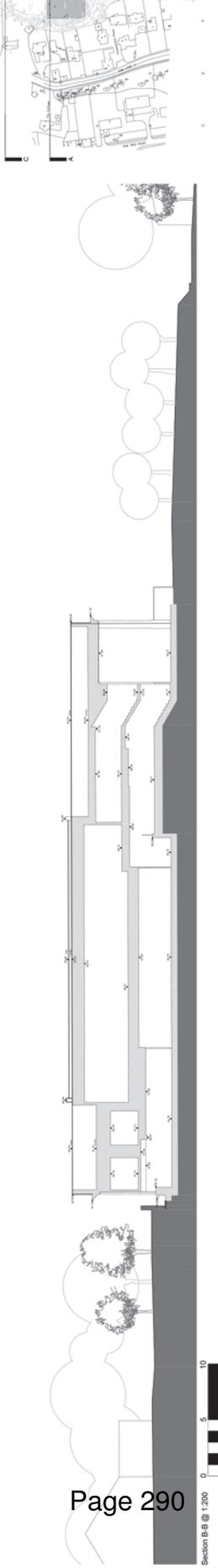
Section A-A @ 1:500



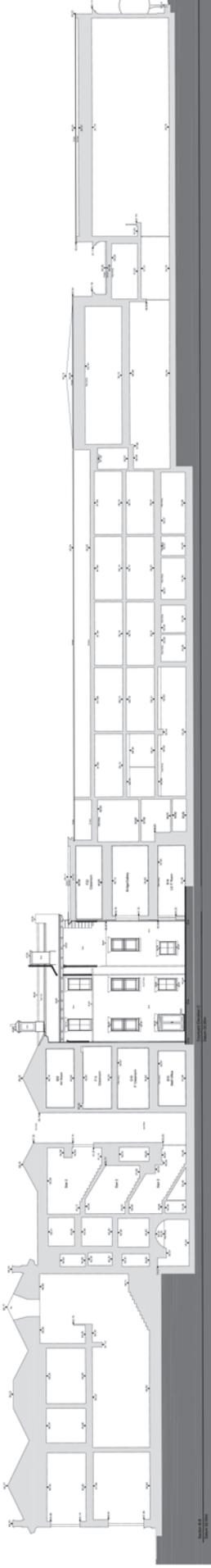
Section C-C @ 1:500



Section B-B @ 1:500



Section B-B @ 1:200



Section A-A @ 1:200



Section C-C @ 1:200



PD Stage D & Planning	AT 17.12.14
Rev/Description	By/Date

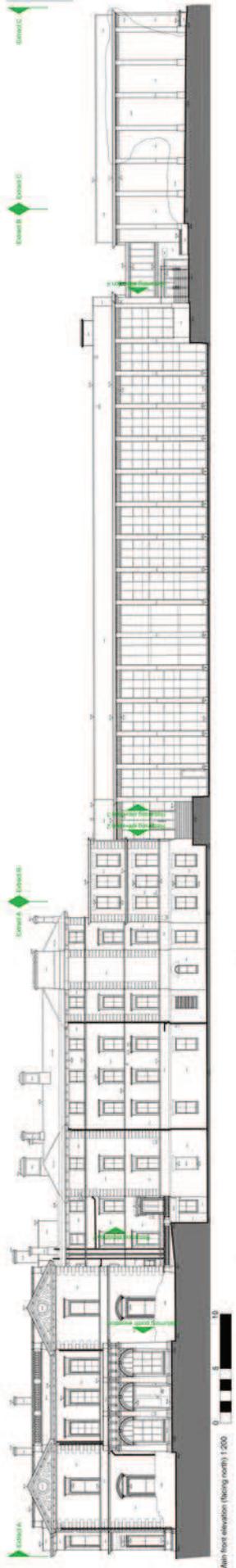
BroadwayMayan^{BM}
Architecture Urbanism Design
 100 House, 10 High Street
 Broadchurch, Bournemouth
 BH2 3AN
 T: +44 (0)118 822 340
 F: +44 (0)118 822 340
 E: info@broadwaymayan.com
 www.broadwaymayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Project Clyde

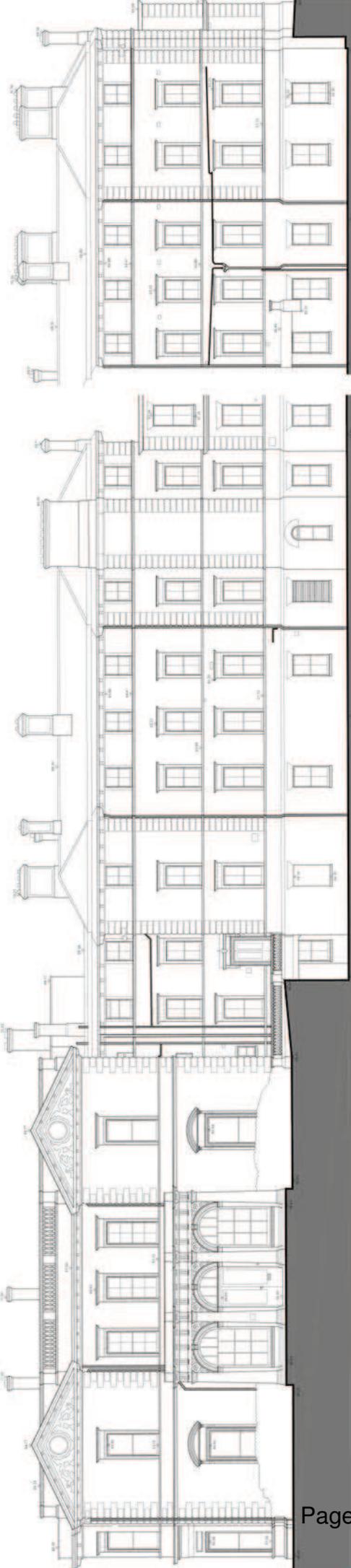
Description: Existing site sections and elevations

Scale: Planning & Stage D
 Date: Dec 14
 Rev: Noted@A1
 Revision: PD1
 Project Number: 30331 A-04-Ex-001
 Original size 100mm @ A1 Copyright Broadway Mayan Limited

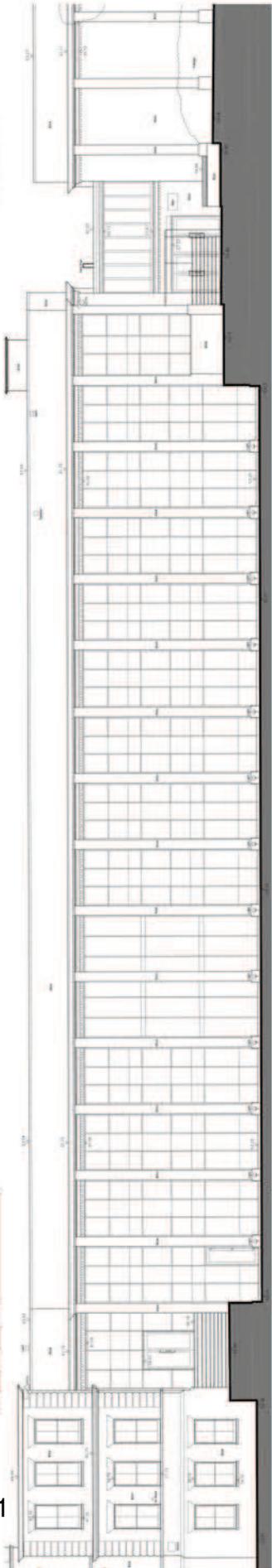
Contractors are not to scale dimensions from this drawing



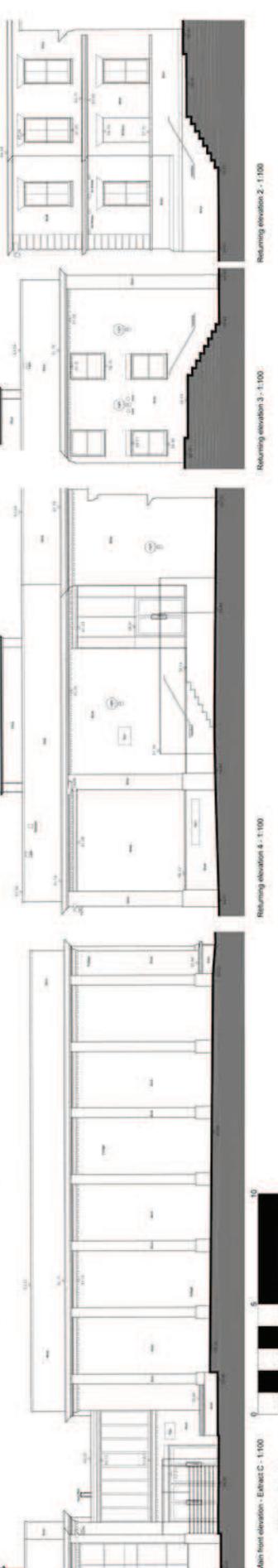
Main front elevation (facing north) 1:200



Main front elevation - Extract A - 1:100



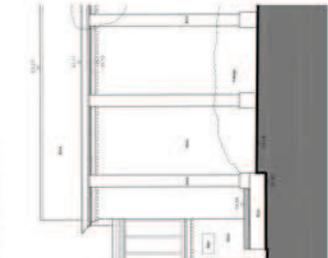
Main front elevation - Extract B - 1:100



Main front elevation - Extract C - 1:100



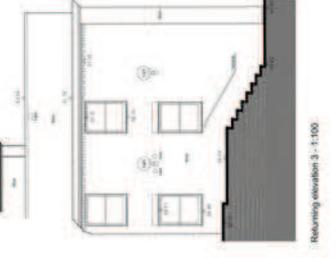
Returning porch elevation - 1:100



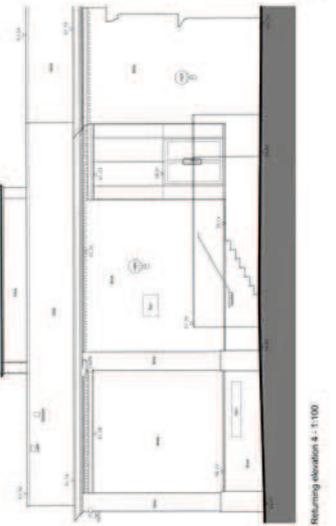
Returning elevation 1 - 1:100



Returning elevation 2 - 1:100



Returning elevation 3 - 1:100



Returning elevation 4 - 1:100

PO1 planning issue
 PD Stage D & Planning
 Rev. Description
 By: Date

AT 13.03.15
 AT 17.12.14

BroadwayMalvanSM
 Architecture Urbanism Design

100 Avenue, 13 High Street
 Broadway Malvan
 Devon PL27 3JN
 T +44 (0)1183 832 340
 F +44 (0)1183 832 341
 E info@broadwaymalvan.com
 www.broadwaymalvan.com

Client
 ACS Hillingdon
 Project
 Project Clyde

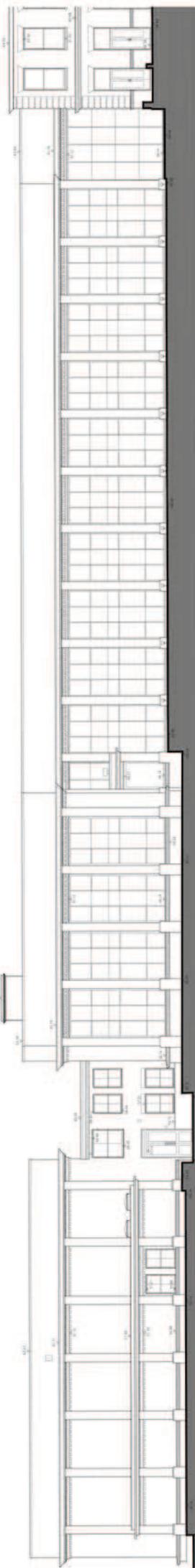
Description
 Existing building Side Elevations
 & Detailed elevation extracts

Revision
 Planning & Stage D
 No: By
 No:04/A1 AT
 Revision
 30331 A-04-Ex-002
 Date
 Dec. 14
 Designer
 30331 A-04-Ex-002
 Designer
 Design and Urban @ A1 Copyright Broadway Malvan Limited

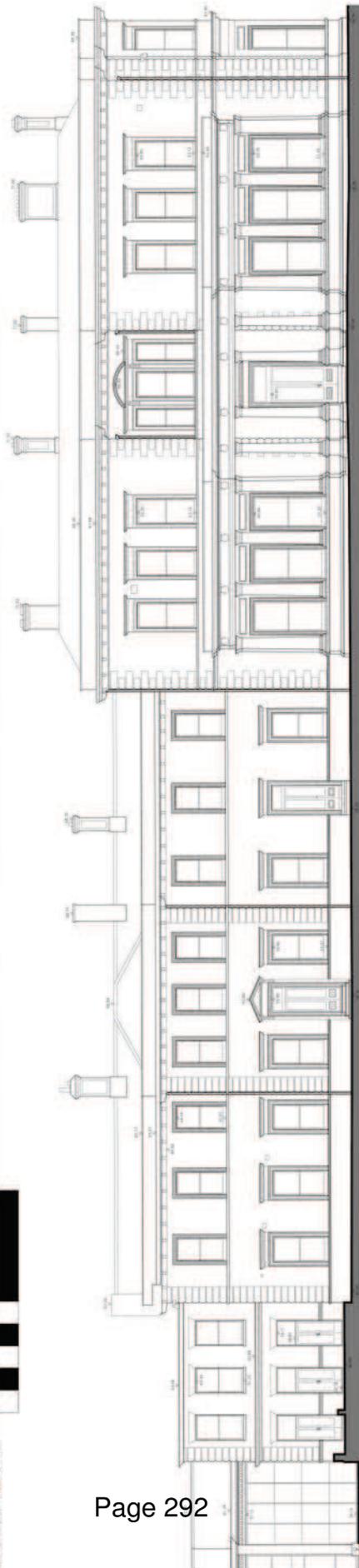
Contractors are not to scale dimensions from this drawing



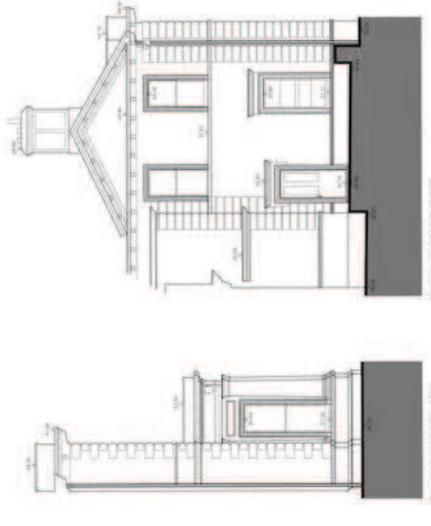
Main rear elevation (facing south) 1:200



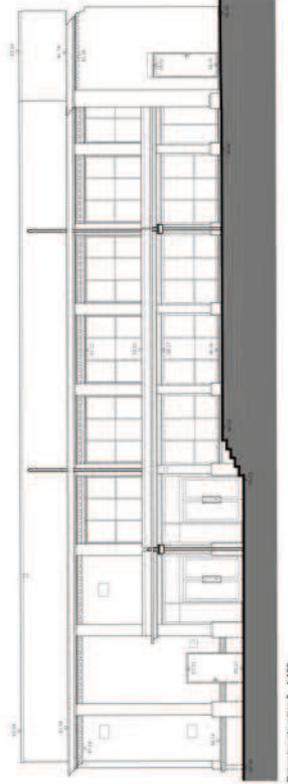
Main rear elevation - Extract A - 1:100



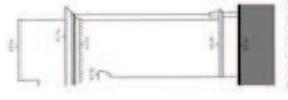
Main Rear elevation - Extract B - 1:100



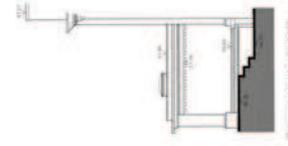
Returning elevation 1 - 1:100



Returning elevation 3 - 1:100



Returning elevation 4 - 1:100



Returning elevation 5 - 1:100

POJ planning issue	AT 13.03.15
PD - Stage D & Planning	AT 17.12.14
Rev/Description	By/Date

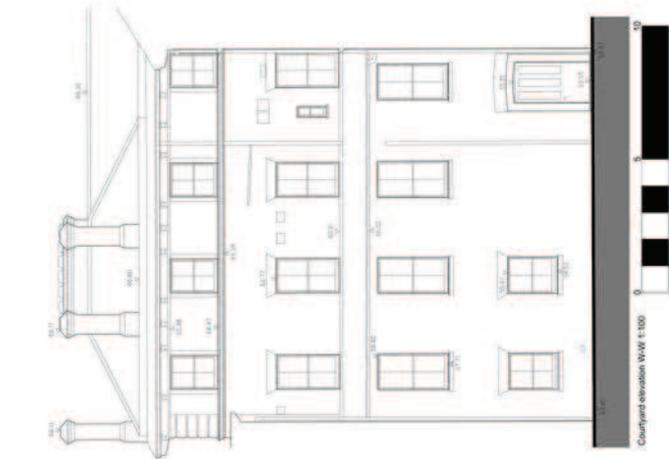
BroadwayMalyanSM
 Architecture Urbanism Design

100 Avenue, 13 High Street
 Broadchurch
 Bournemouth
 BH2 7JN
 T +44 (0)148 852 3400
 F +44 (0)148 852 3401
 E info@broadwaymalyan.com
www.broadwaymalyan.com

Client: ACS Hillington
 Project: Project Clyde
 Designer: Existing building Rear Elevation & Detailed elevation extracts

Issue: Planning & Stage D
 Approved By: Nohed@A1 AT
 Revision: 303331 A-04-Ex-003
 Date: Dec 14
 Revision: PD1
 Designer: see below @ A1 Copyright Broadway Malyan Limited

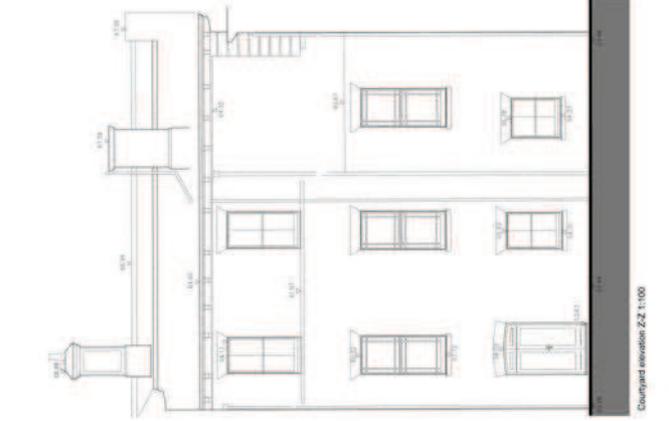
Contractors are not to scale dimensions from this drawing



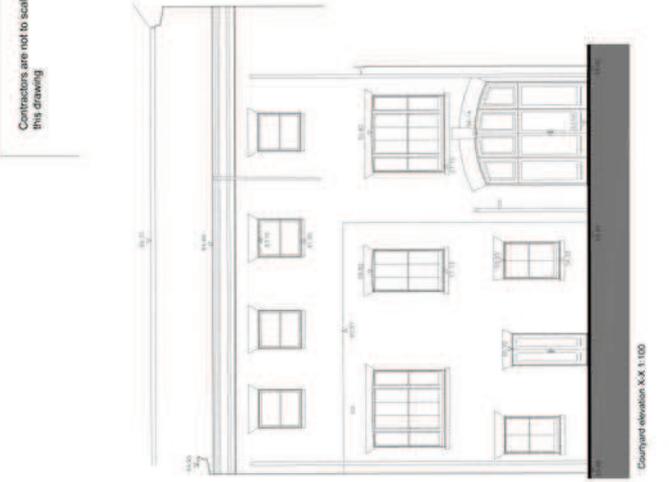
Courtyard elevation (west) 1:100



Courtyard elevation (north) 1:100



Courtyard elevation (east) 1:100

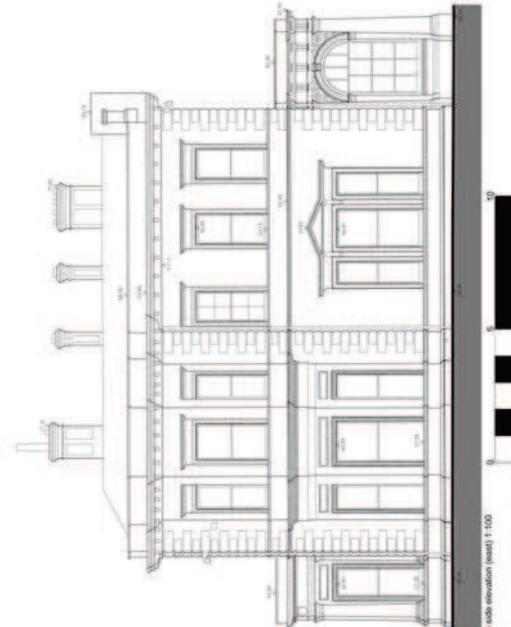


Courtyard elevation (south) 1:100

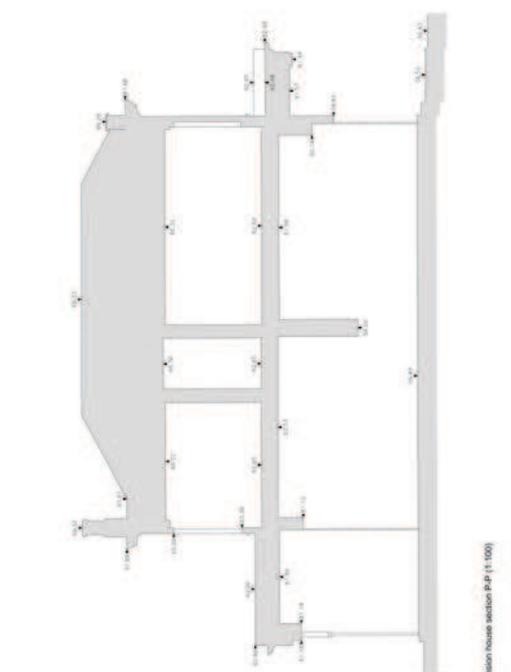


Main side elevation (west) 1:100

Sports hall section VV 1:100



Main side elevation (west) 1:100



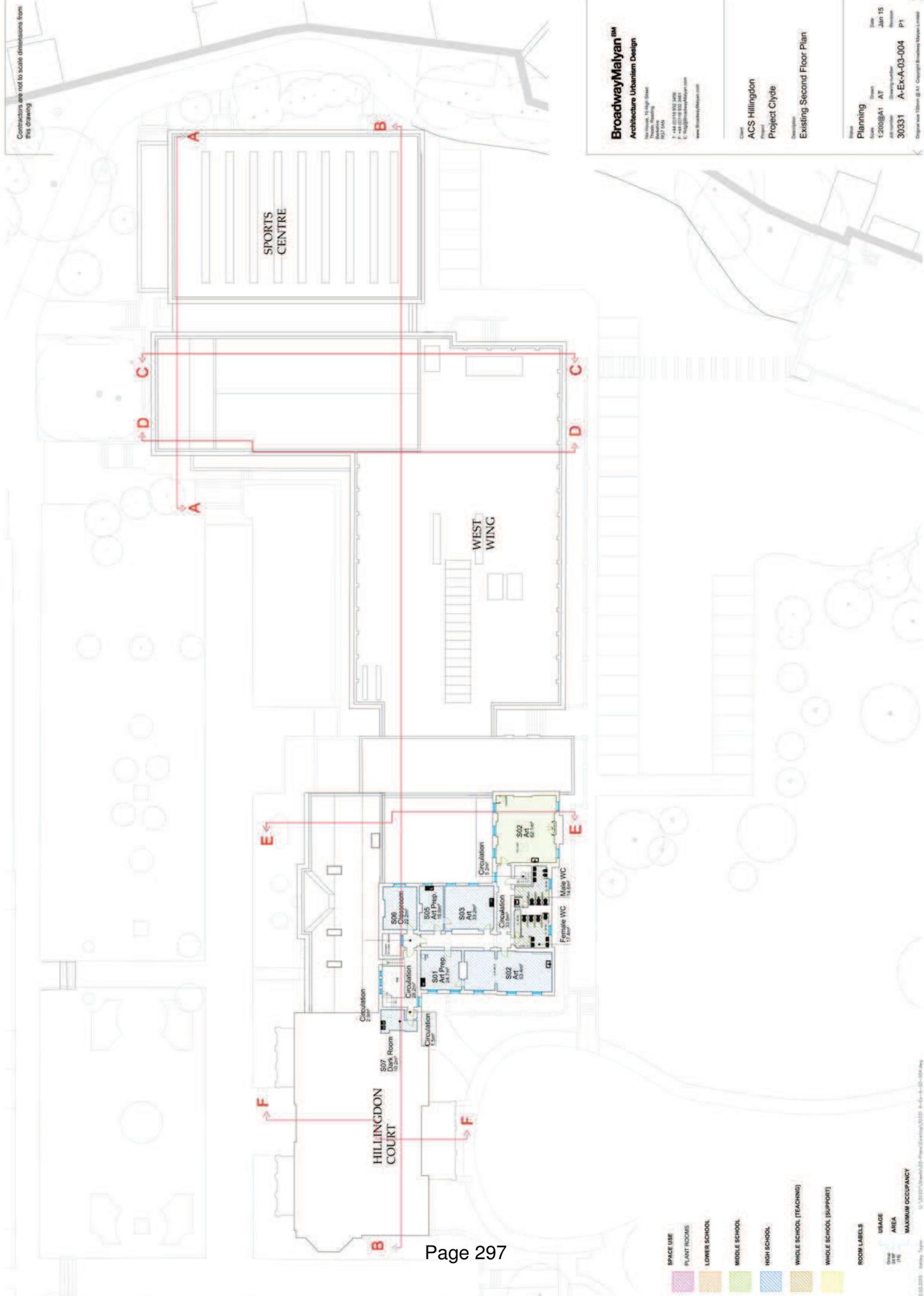
Mansion house section P-P (1:100)

Rev	Description	By	Date
AT	13.03.15		
AT	17.12.14		
PD	Planning Issue		
PD	Stage D & Planning		

BroadwayMalyanSM
 Architecture Urbanism Design
 100, Avenue 13, High Street
 Bournemouth, Dorset
 BH2 7JA
 T +44 (0)148 852 340
 F +44 (0)148 852 341
 E info@broadwaymalyan.com
 www.broadwaymalyan.com

Client: ACS Hillington
 Project: Project Clyde
 Description: Existing building side elevation and courtyard sections
 Revision: PD1
 Date: Dec 14
 Revision: PD1
 Revision: A-04-Ex-004
 Drawing and Upload: @ A1 Copyright Broadway Malyan Limited

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 Architecture Urbanism Design

100, Avenue 33, High Street
 Birmingham
 B2 7 5JN
 T: +44 (0)121 832 3400
 F: +44 (0)121 832 3401
 E: info@broadwaymayan.com
 www.broadwaymayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Designer: Existing Second Floor Plan

Revision: Planning
 Number: 1-202@A1
 Date: July 15
 Revision: 30331
 Project: A-Ex-A-03-004
 Designer: John 100mm @ A1 Copyright Broadway Mayan Limited

SPACE USE

- PLANT ROOMS
- LOWER SCHOOL
- MIDDLE SCHOOL
- HIGH SCHOOL
- WHOLE SCHOOL (TEACHING)
- WHOLE SCHOOL (SUPPORT)

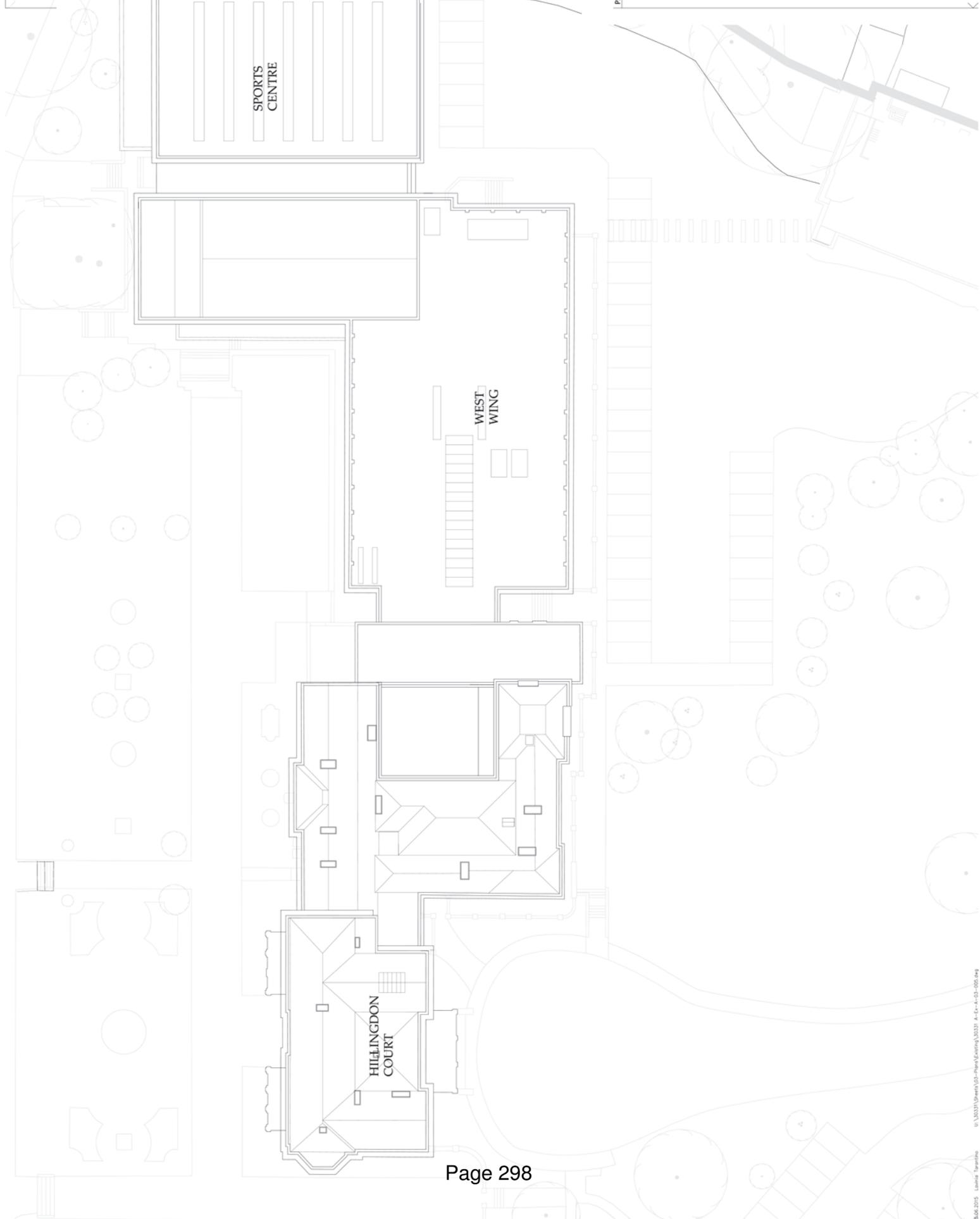
ROOM LABELS

USAGE AREA

MAXIMUM OCCUPANCY

10.02.2016 10:45:30 AM

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P2 | Rooflights updated | AT | 25.06.15

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Architecture Urbanism Design
100-100, 101 High Street
Brentford, Middlesex
TW8 9JN
T: +44 (0)181 633 3468
F: +44 (0)181 633 3467
E: E.Design@broadwaymalayan.com
www.broadwaymalayan.com

Client: ACS Hillingdon
Project: Project Clyde
Description: Existing Roof Plan

Status: Planning
Date: Jun 15
Drawing No: 1200@A1
Revision: 01
Project No: 30331
Drawing Title: A-Ex-A-03-005
P2
Original size 100mm @ A1 Copyright Broadway Malayan Limited

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Scope of Projects

- PROJECT A
Science Extension
- PROJECT B
Academic Centre
- PROJECT C
First Floor Repurpose
- PROJECT D
Sports Extension
- PROJECT E
Staff & Administration

NOTE:
Refer to Qada DWG's for extent of M&E works which may effect additional areas

PD1	Planning Issue	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Client
ACS Hillingdon

Project
Project Clyde

Description
Scope of Architectural Projects
Lower Ground Floor

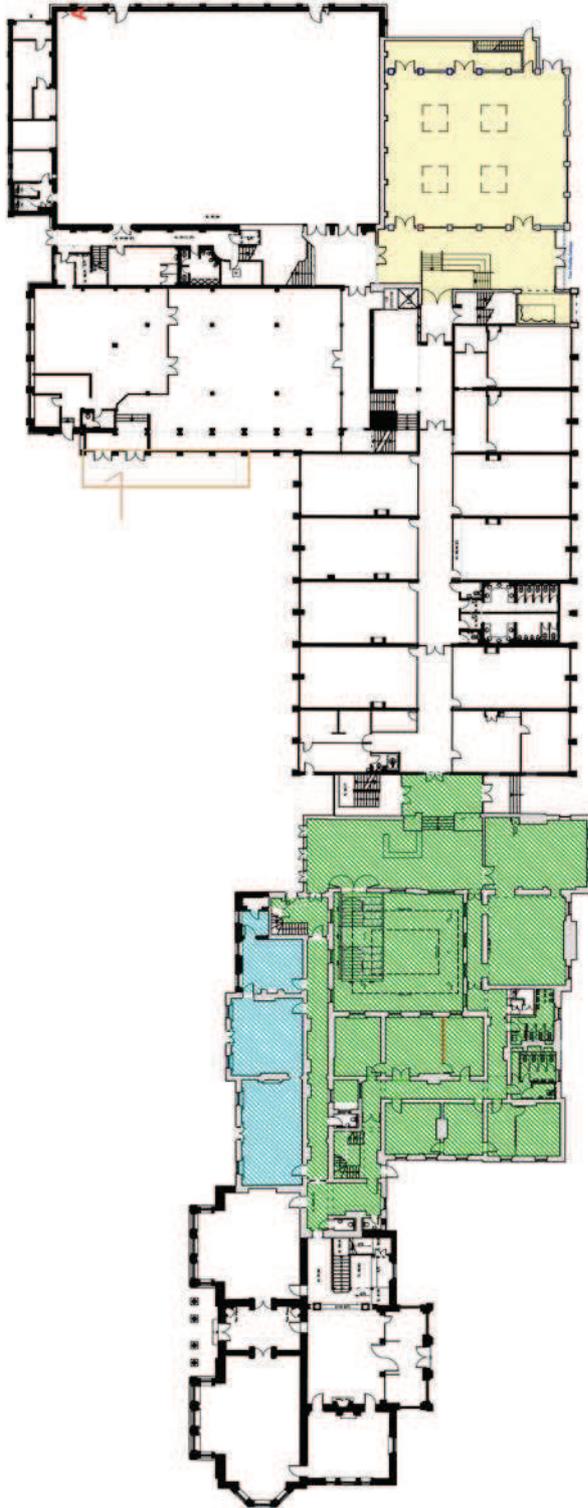
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Scope of Projects

- PROJECT A
Science Extension
- PROJECT B
Academic Centre
- PROJECT C
First Floor Refurbishment
- PROJECT D
Sports Extension
- PROJECT E
Staff & Administration

NOTE:
Refer to Other DWG's for cabinet locations which may affect additional areas.

PD1	Stage D & Planning	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status		Date	
Stage D & Planning		Nov 14'	
Scale	Drawn By	Date	
1:500@A3	AT		
Job Number	Drawing Number	Revision	
30331	A-02-Pro-031	PD1	
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client
ACS Hillingdon

Project
Project Clyde

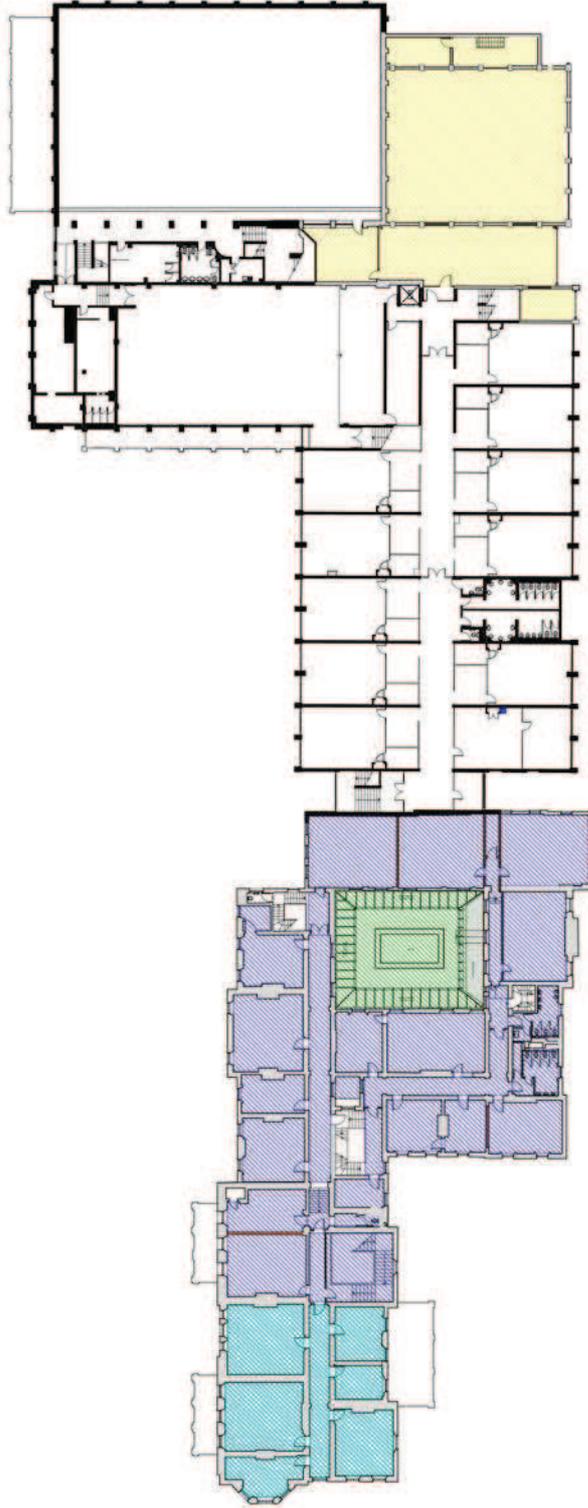
Description
Scope of Architectural Projects
Ground Floor

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- Scope of Projects**
- PROJECT A
Science Extension
 - PROJECT B
Academic Centre
 - PROJECT C
First Floor Re-purpose
 - PROJECT D
Sports Extension
 - PROJECT E
Staff & Administration

NOTE:
Refer to Quads DWG's for extent of M&E works which may affect additional areas

PD1	Planning	AT	17.12.14
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status
Stage D & Planning

Scale
1:500@A3

Job Number
30331

Client
ACS Hillingdon

Project
Project Clyde

Description
Scope of Architectural Projects
First Floor

Drawn By
AT

Drawing Number
A-02-Pro-032

Date
Nov 14*

Revision
PD1

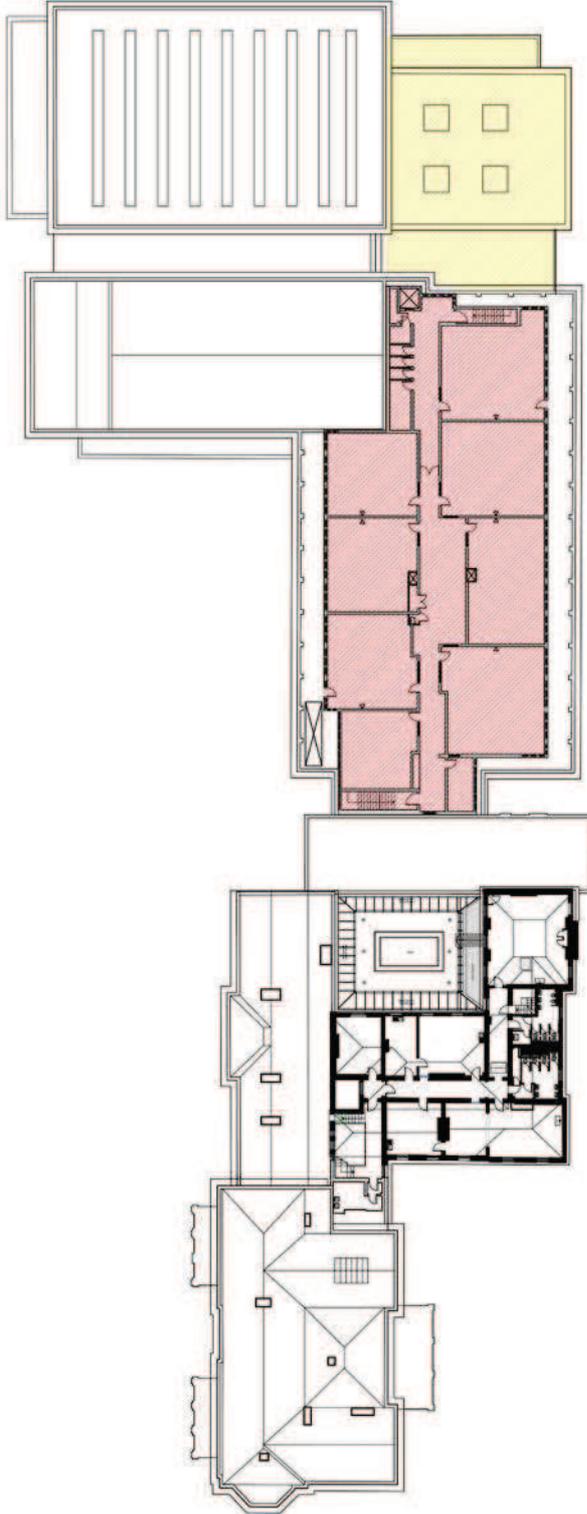
Original size 100mm @ A3 Copyright Broadway Malyan Limited

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- Scope of Projects**
- PROJECT A
Science Extension
 - PROJECT B
Academic Centre
 - PROJECT C
First Floor Repurpose
 - PROJECT D
Sports Extension
 - PROJECT E
Staff & Administration

NOTE:
Refer to Ooba DWG's for extent of M&E works which may affect additional areas

Client
ACS Hillingdon

Project
Project Clyde

Description
**Scope of Architectural Projects
Second Floor**

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T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
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PD1	Planning Issue	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status
Stage D & Planning

Scale
1:500@A3

Drawn By
AT

Job Number
30331

Drawing Number
A-02-Pro-033

Date
Nov 14'

Revision
PD1

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Project D: Multi-Use Hall

Project A: Science

Project B: Academic Centre

 Additional building footprint

 Additional Floor Space (provided by adding roof to courtyard)

PD1 Planning issue	AT	11.02.15
PD Stage D & Planning	AT	17.12.14

Status		Stage D & Planning
Scale	1:500@A3	Drawn By AT
Job Number	30331	Drawing Number A-02-Pro-034
Date	Nov 14'	Revision PD1
Original size 100mm @ A3 Copyright Broadway Malyan Limited		

Client	ACS Hillingdon
Project	Project Clyde
Description	Scope of Main Works & additional footprint + floor space Roof Plan

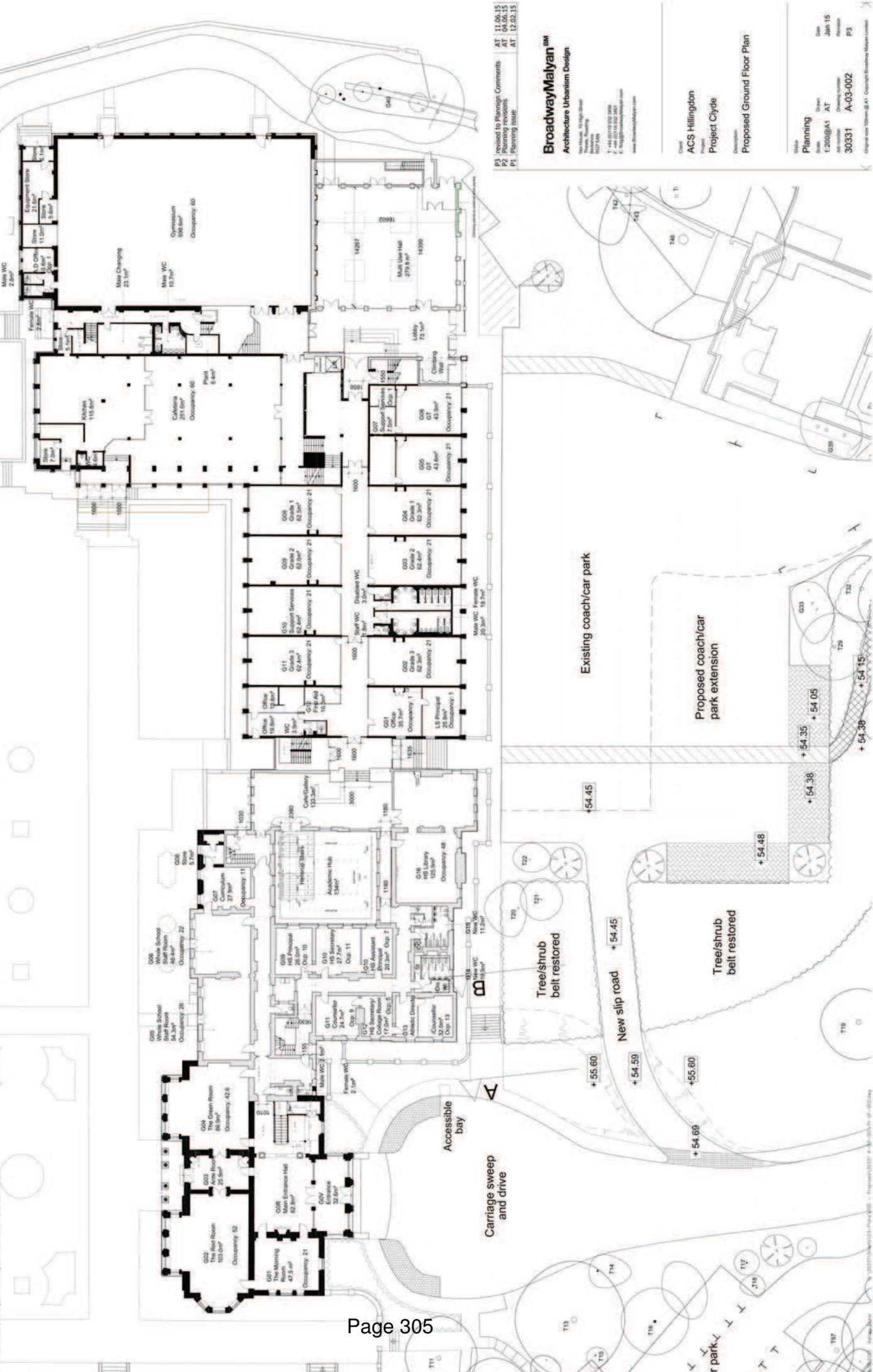
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KEY:
 - Area of existing building where architectural work is being carried out
 - Area of existing building no work proposed
 *NOTE: Signs MLE and labelled removal work may be required in areas where no architectural work is proposed



P3: Revised to Planning Comments AT 11.06.15
 P2: Planning revisions AT 04.06.15
 P1: Planning issue AT 12.02.15

BroadwayMalayan™
 Architecture Urbanism Design
 No. 10, Jalan 10/105, Taman
 Malayan, Kuala Lumpur
 50450
 Tel: +603 2281 2348
 Fax: +603 2281 2349
 E: info@broadwaymalayan.com
 www.broadwaymalayan.com

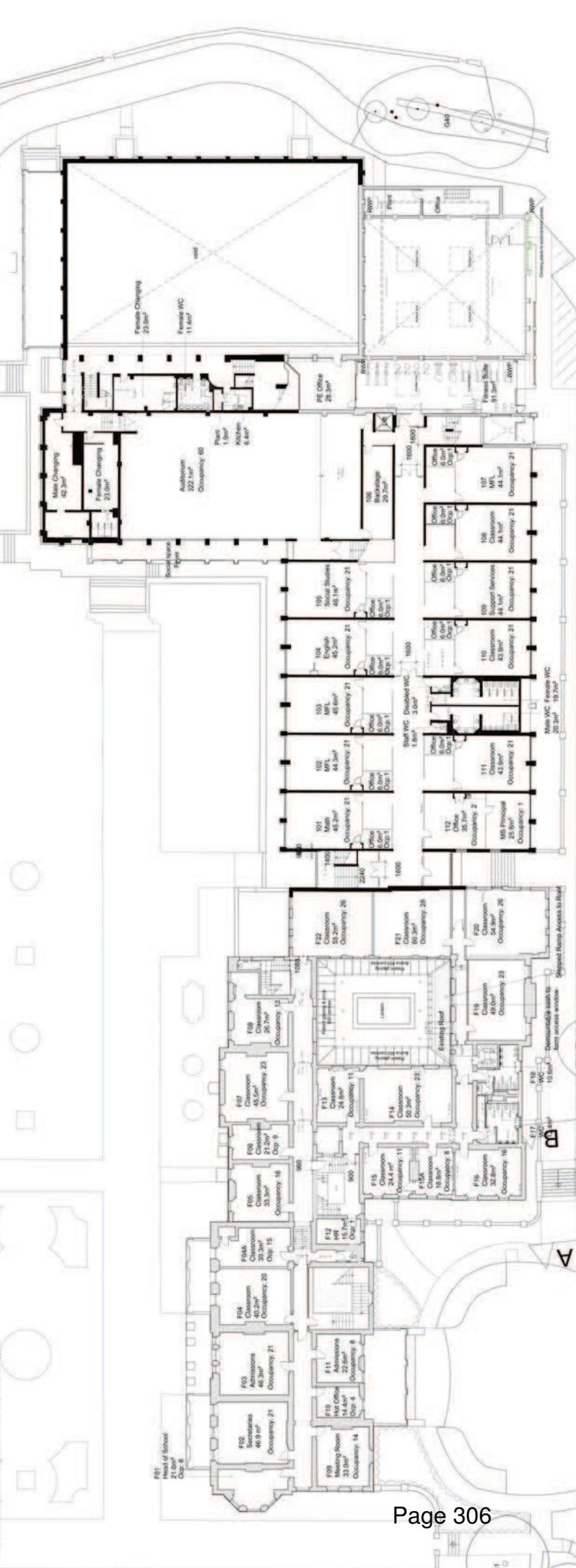
Client: ACS Hillingdon
 Project: Project Clyde
 Date: July 15
 Revision: P3
 Drawing No: 30331 A-03-002
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KEY:

- Area of existing building where architectural work is being carried out
- Area of existing building no work proposed

*NOTE: - Some M&E and asbestos removal work may be required in areas where no architectural work is proposed



P1 Planning Issue P1 12.02.15

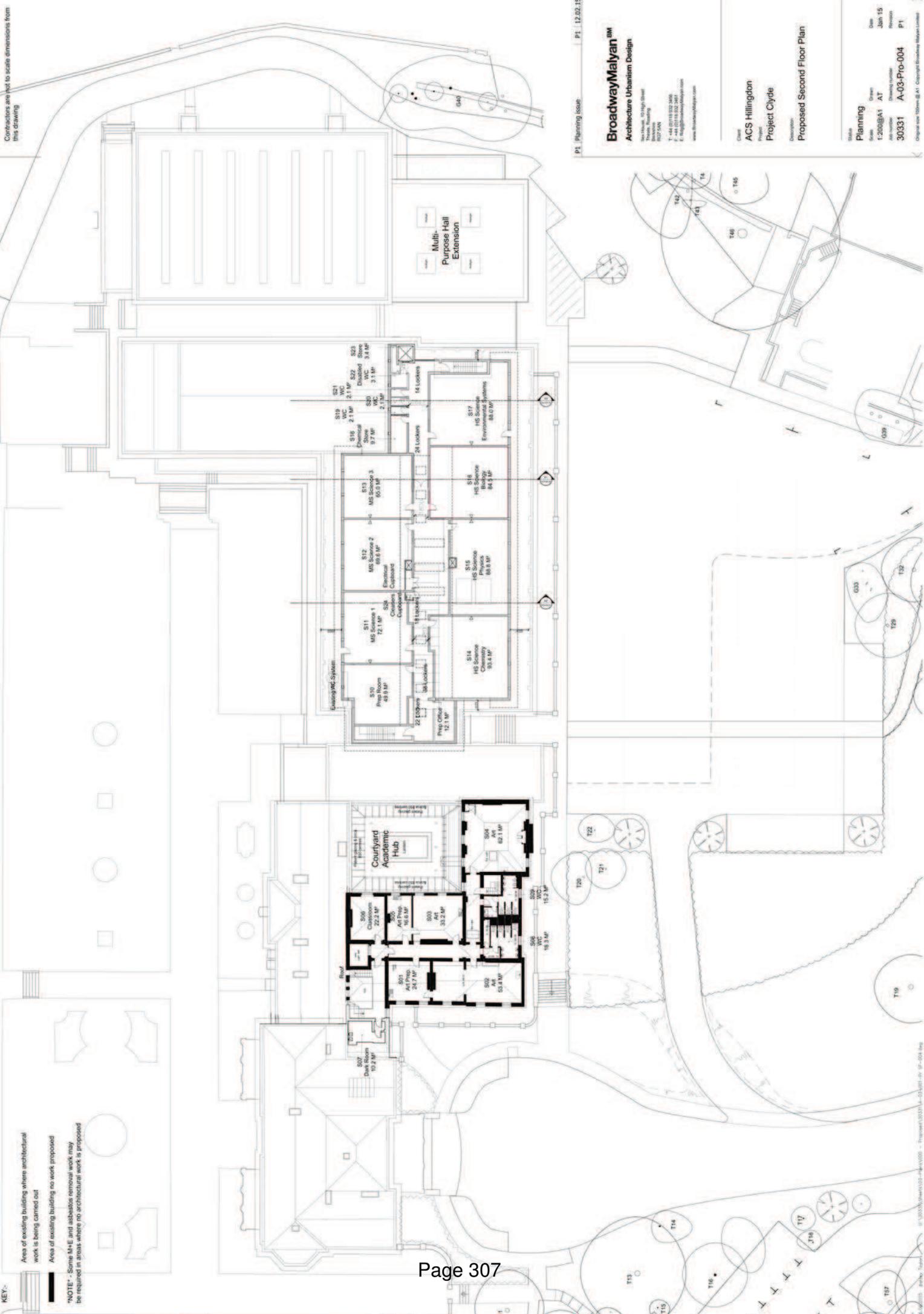
BroadwayMalayan
 Architecture Urbanism Design

100, Market Street, Singapore
 Tel: +65 6339 1000
 Fax: +65 6339 1001
 Email: info@broadwaymalayan.com
 www.broadwaymalayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Drawing: Proposed First Floor Plan

Scale: Planning
 Date: 12.02.15
 Author: AT
 Reviewer: PI
 Project No: 30331 A-03-Pr0-003
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KEY:

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- Area of existing building no work proposed

***NOTE:** - Some M&E and asbestos removal work may be required in areas where no architectural work is proposed

P1 - Planning Issue: P1 | 12.02.15

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 Architecture Urbanism Design

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 Singapore 05
 Singapore
 10275409
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 F +65 (0)11 832 3401
 E: info@broadwaymalayan.com
 www.broadwaymalayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Description: Proposed Second Floor Plan

Scale: Planning
 Author: L200@A1 AT
 Date: 10th June 15
 Revision: 03
 No: 30331 A-03-Prp-004
 P1

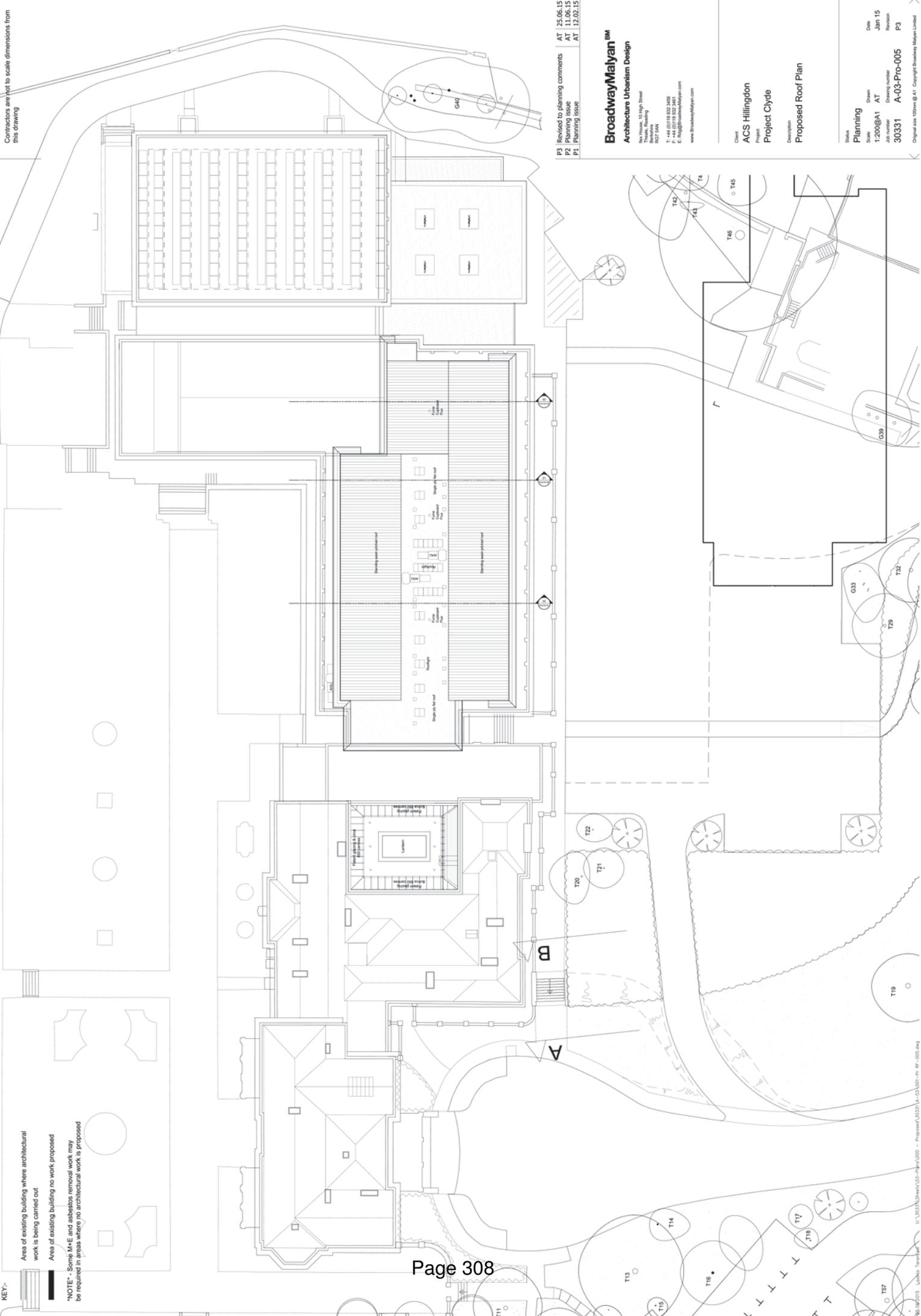
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KEY:-

- Area of existing building where architectural work is being carried out
- Area of existing building no work proposed

***NOTE:-** Some M&E and asbestos removal work may be required in areas where no architectural work is proposed



P3 Revised to planning comments AT 25.06.15
 P2 Planning issue AT 11.06.15
 P1 Planning issue AT 12.02.15

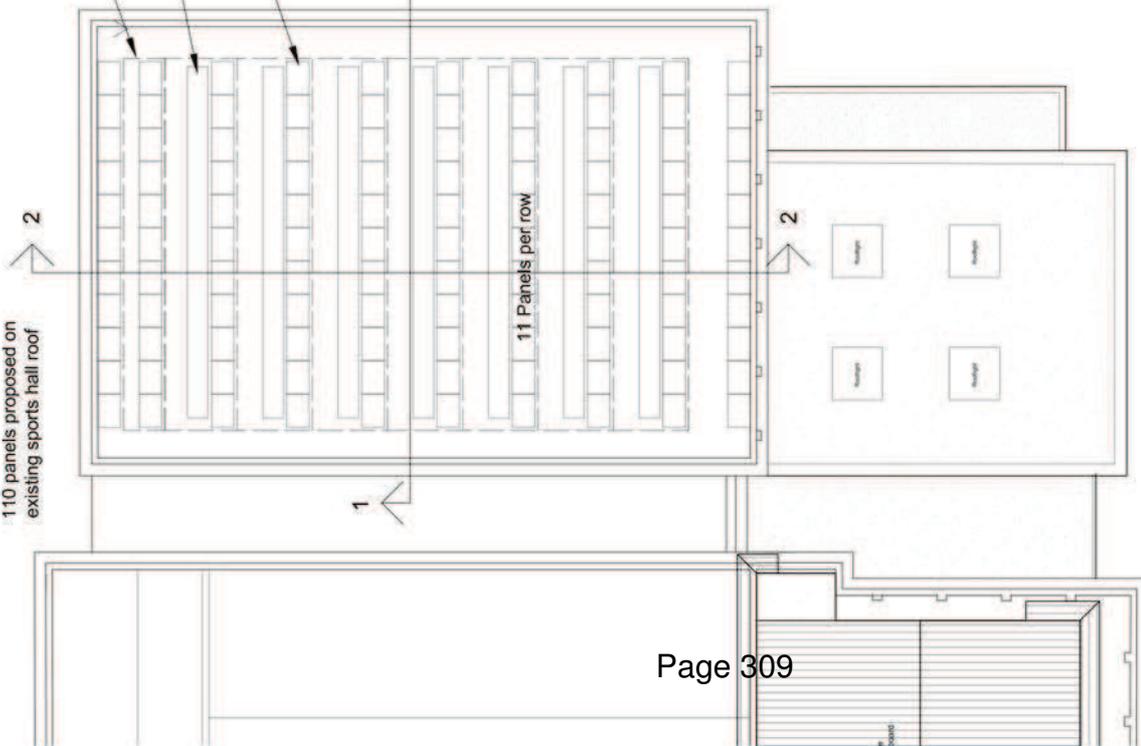
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10a House, 53 High Street
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 Barking
 Essex
 IG11 2AA
 T: +44 (0)118 333 3400
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 E: info@broadwaymalayan.com
 www.broadwaymalayan.com

Client ACS Hillingdon
 Project Project Clyde
 Description Proposed Roof Plan

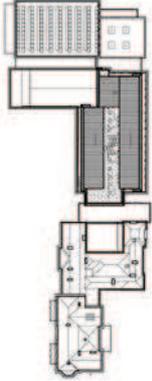
Scale Planning
 Date 12.06.15
 Drawn AT
 Checked AT
 Project Number 30331 A-03-Pr0-005
 Date Jun 15
 Revision P3
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110 panels proposed on existing sports hall roof

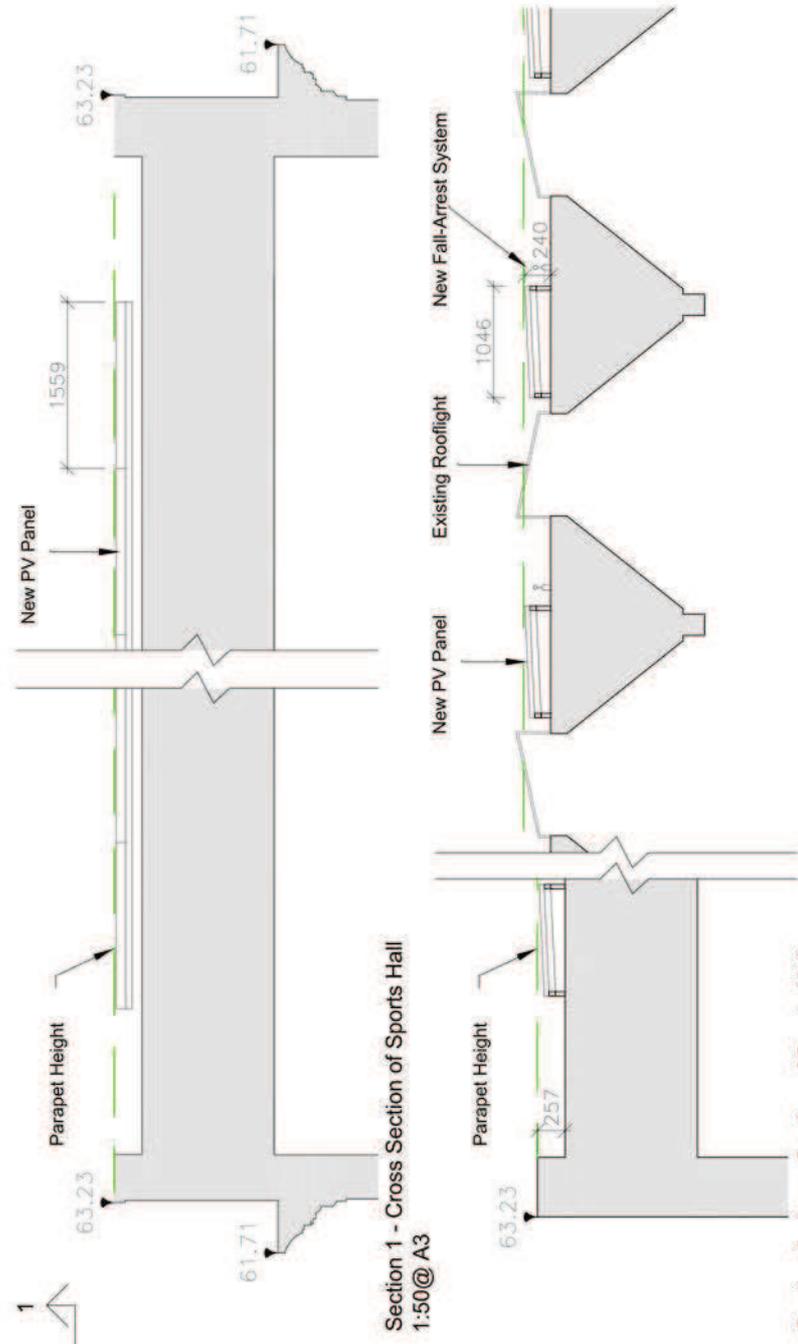


Contractors are not to scale dimensions from this drawing

Note:
Drawing based on survey of parapet height and roof level. These levels show that PVs will not be visible in elevation above parapet. The exact layout of PVs will be determined when survey showing position of roof lights is undertaken.



Location Plan



Section 1 - Cross Section of Sports Hall
1:50@ A3

Section 2 - Long Section of Sports Hall
1:50@ A3

Existing Sports Hall Proposed Roof layout
1:250@ A3

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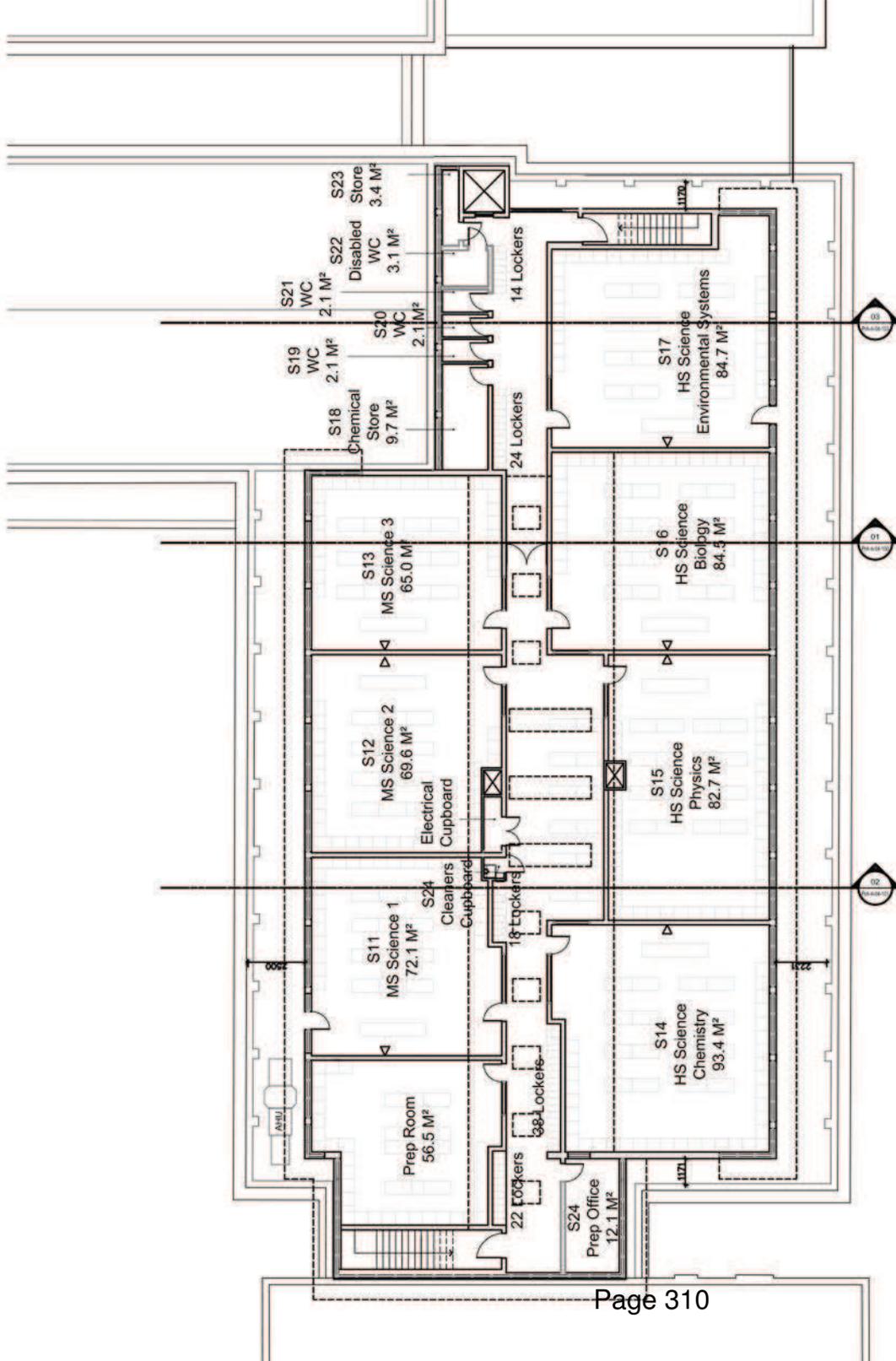
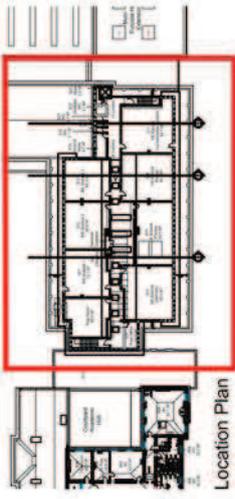
Client: ACS Hillingdon
Project: Project Clyde
Description: Existing Sports Roof Proposed PV Plan

PD | Planning | AT | 24.06.15

Status: Planning & Stage D
Scale: 1:200@A3
Job Number: 30331
Drawing Number: A-27-100
Date: Jun 2014
Revision: PD

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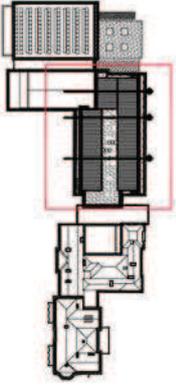
P	Planning	AT	26.09.14
P-	Stage C - For Information	AT	09.10.14
P1	Updated for Co-ordination	AT	23.10.14
P2	Updated from pre app meeting	AT	07.11.14
P3	Updated for Co-ordination	AT	18.11.14
P4	Pre-App Adjustments	AT	21.11.14
P5	Issued for Final Comments	AT	10.12.14
P6	Stage D & Planning	AT	12.12.14
PD	Stage D & Planning	AT	17.12.14
PD1	Stage D & Planning	AT	16.01.15
PD2	Stage D & Planning	AT	12.02.15
PD3	Revised to planning comments	AT	29.05.15
PD4	Revised to planning comments	AT	11.06.15
PD5	Revised curtain walling	AT	19.06.15

Status **Planning & Stage D**
 Scale 1:200@A3
 Drawn By AT
 Job Number 30331
 Drawing Number PR-A-03-Pro-100
 Date Oct 2014
 Revision PD5
 Original size 100mm @ A3 Copyright Broadway Malyan Limited

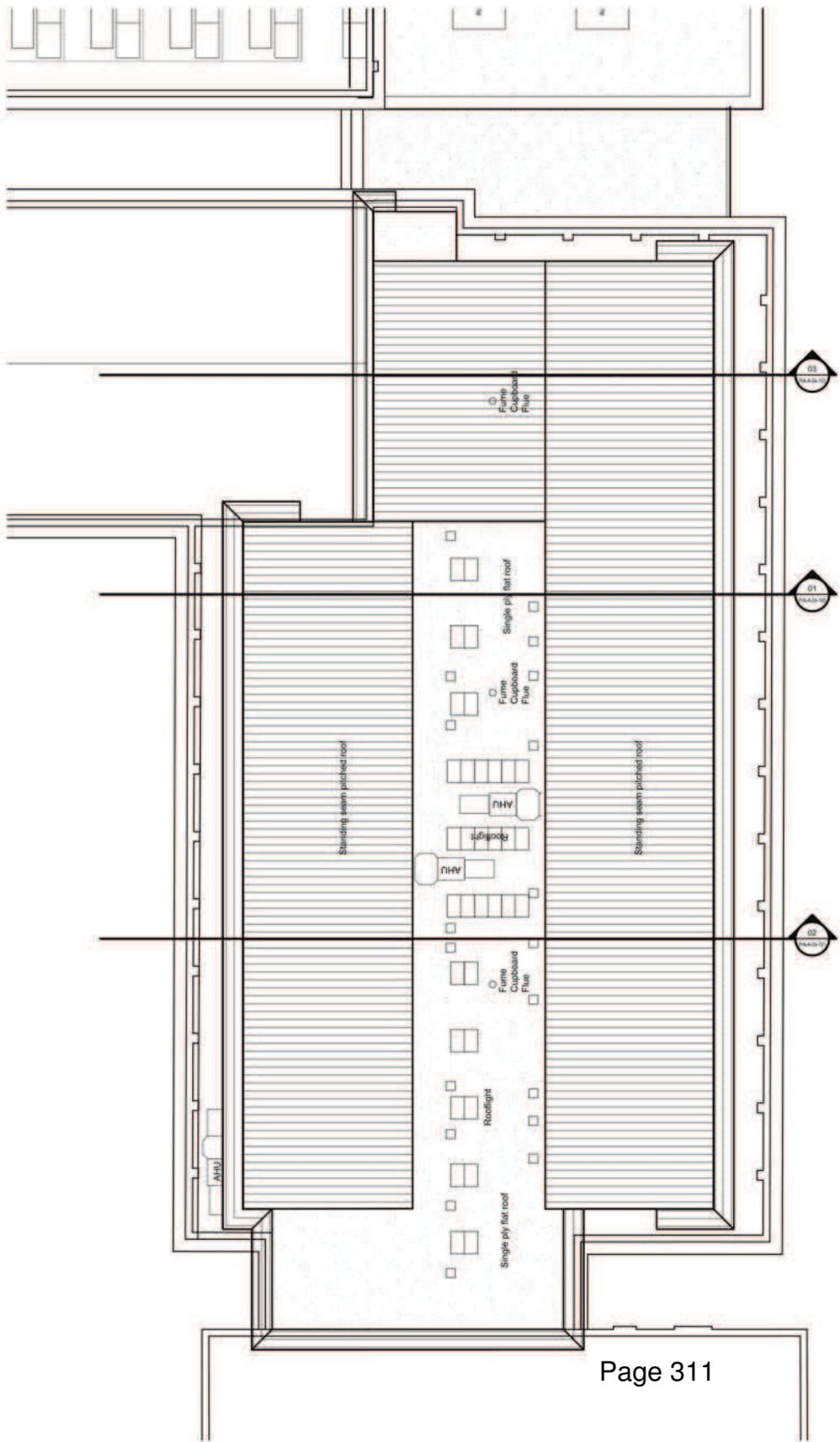
Client **ACS Hillingdon**
 Project **Project Clyde**
 Description **Project A - Science Extension Proposed Plan**

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Location Plan



PD5	Revised to planning comments	AT	19.06.15
PD4	Revised to planning comments	AT	11.06.15
PD3	Revised to planning comments	AT	29.05.15
PD2	Revised planning issue	AT	09.03.15
PD1	Planning issue	AT	12.02.15
PD	Stage D & Planning	AT	16.01.15
P3	Stage D & Planning	AT	19.12.14
P2	Updated for Co-ordination	AT	07.11.14
P1	Updated for Co-ordination	AT	23.10.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Stage D & Planning	
Scale	1:200@A3	Drawn	AT
Job number	30331	Drawing number	PrA-A-03-101
Revision	PD5	Date	
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client
ACS Hillingdon

Project
Project Clyde

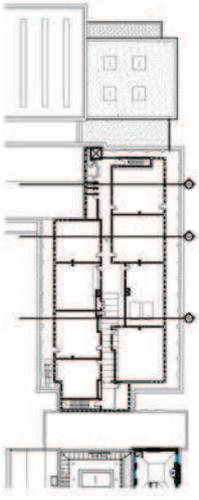
Description
**Project A - Science Roof top extension to West Wing
Proposed Roof Plan**

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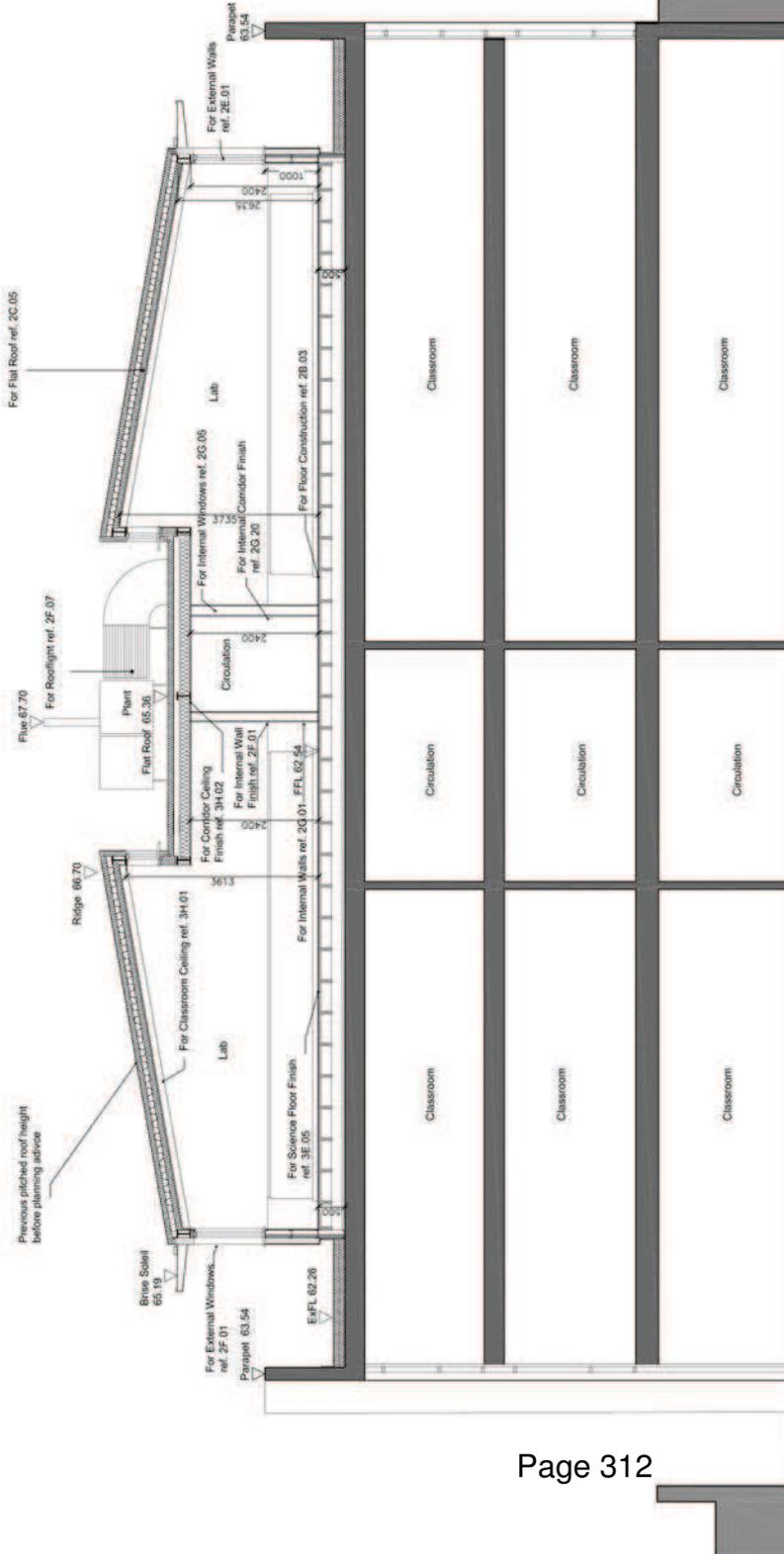
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Location Plan



PD6	Revised planning issue	AT	25.06.15
PD5	Revised planning issue	AT	11.06.15
PD4	Revised planning issue	AT	01.06.15
PD3	Revised planning issue	AT	09.03.15
PD2	Planning issue	AT	12.02.15
PD1	Stage D & Planning	AT	16.01.15
P4	Stage D & Planning	AT	12.12.14
P3	Pre-App Alterations	AT	21.11.14
P2	Updated for Co-ordination	AT	07.11.14
P1	Updated for Co-ordination	AT	09.10.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Stage D & Planning
Scale	Drawn By	1:100@A3 AT
Job Number	Drawing Number	30331 PrA-A-04-Pro-100
Date	Revision	Sep 2014 PD6
Original size 100mm @ A3 Copyright Broadway Malyan Limited		

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project A - Science Extension
Section PrA-01**

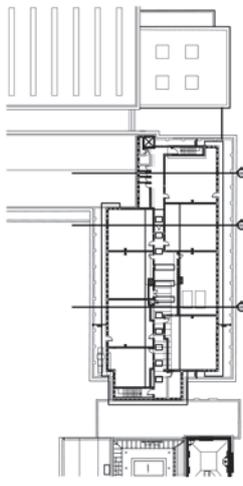
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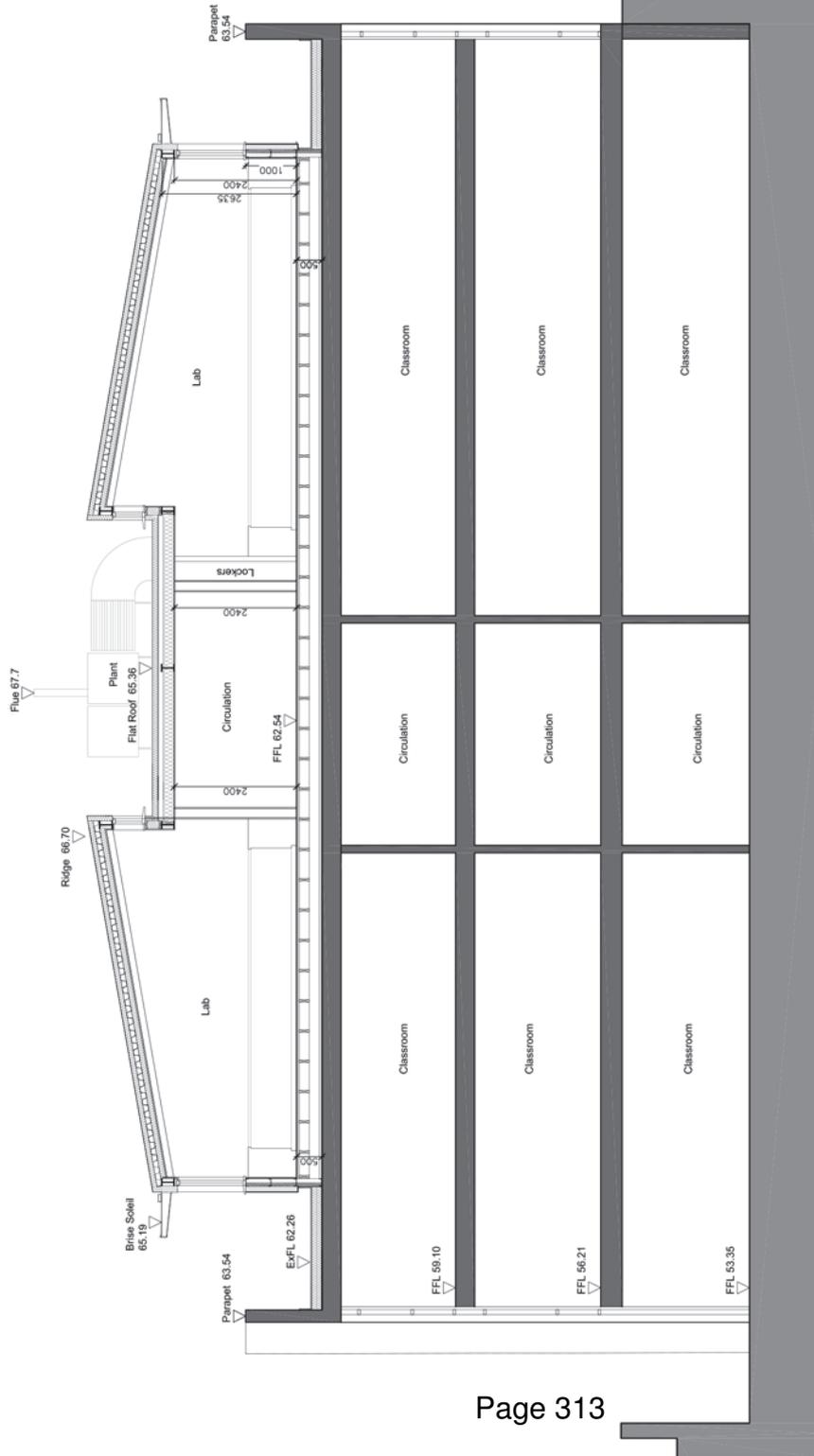
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U: \\30331\Sheets\04-Sections\30331_PrA-04-Pro-100.dwg

Contractors are not to scale dimensions from this drawing



Location Plan



Section PrA-02

PD6	Revised planning comments	AT	25.06.15
PD5	Roof redesigned	AT	11.06.15
PD4	Roof redesigned	AT	29.05.15
PD3	Revised Planning issue	AT	09.03.15
PD2	Planning issue	AT	12.05.15
PD1	Stage D & Planning	AT	16.01.15
P1	Stage D & Planning	AT	12.12.14
P-	Issued for Co-ordination	AT	07.11.14

Status		Stage D & Planning	
Scale	1:100@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrA-A-04-Pro-101
Date	Sep 2014	Revision	PD6

Client
ACS Hillingdon
Project
Project Clyde
Description
**Project A - Science Extension
Section PrA-02**

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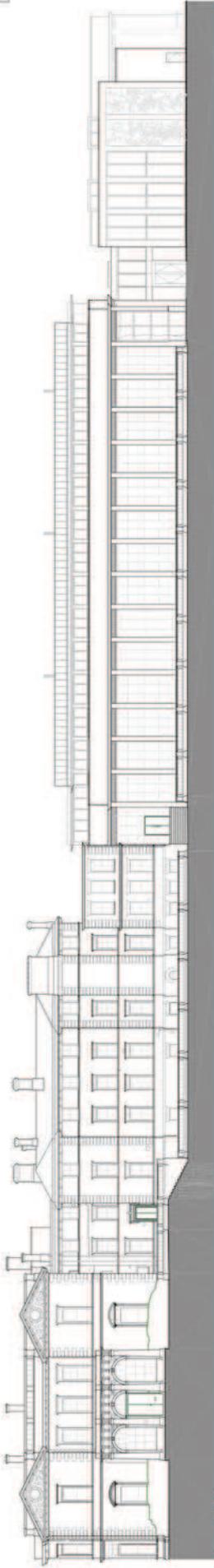
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U:\30331\Sheets\04-Sections\30331 PrA-04-Pro-101.dwg

Contractors are not to scale dimensions from this drawing



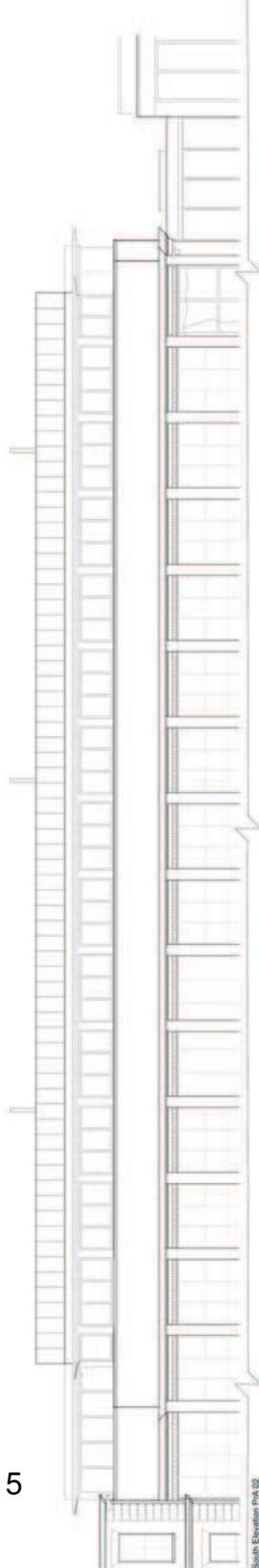
Location Plan



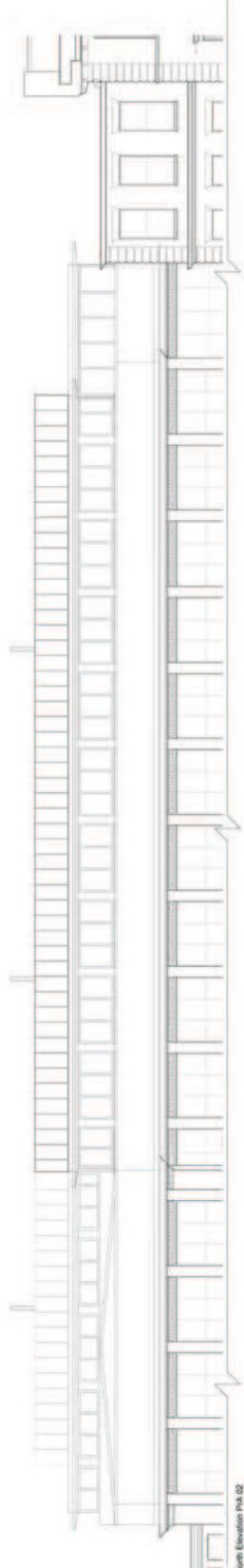
South Elevation P/A.02
1:200 @ A1



North Elevation P/A.02
1:200 @ A1



South Elevation P/A.02
1:100 @ A1



North Elevation P/A.02
1:100 @ A1

PO6 Revised curtain walling AT 23.06.15
PO5 Revised to planning comments AT 10.06.15
PO4 Revised to planning comments AT 29.05.15
PO3 Revised Planning Issue AT 09.03.15

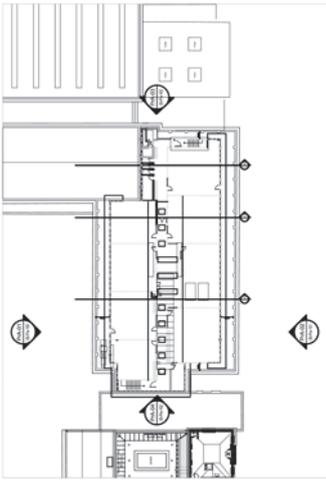
BroadwayMalayan^{BM}
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100, Market Street, Singapore
Singapore
P.O. Box 12345
Tel: +65 6339 1234
Fax: +65 6339 5678
E: info@broadwaymalayan.com
www.broadwaymalayan.com

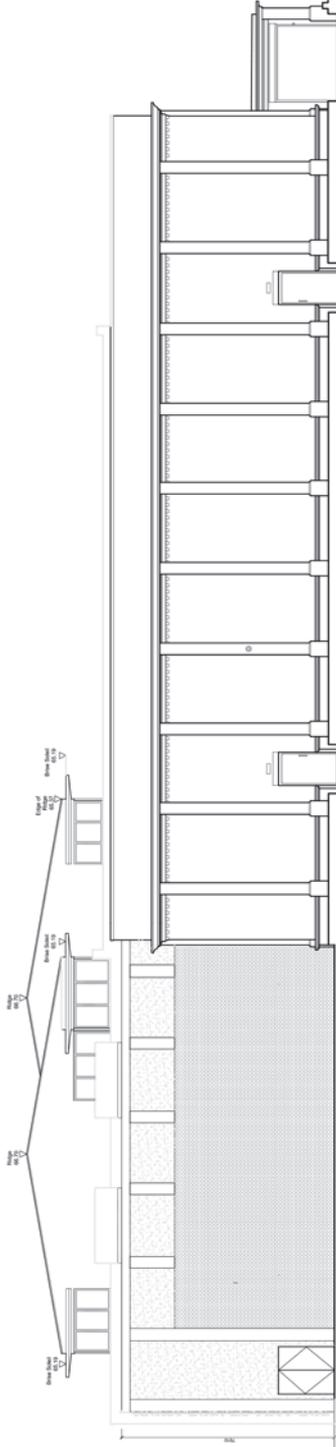
Client: ACS Hillingdon
Project: Project Clyde Bournemouth
Description: Project A - Science Extension Elevation North & South

Stage: Planning & Stage D
Author: [Name]
Date: June 2015
As noted: AT
Revision Number: 30331
Project Number: P/A-05-100
PO6

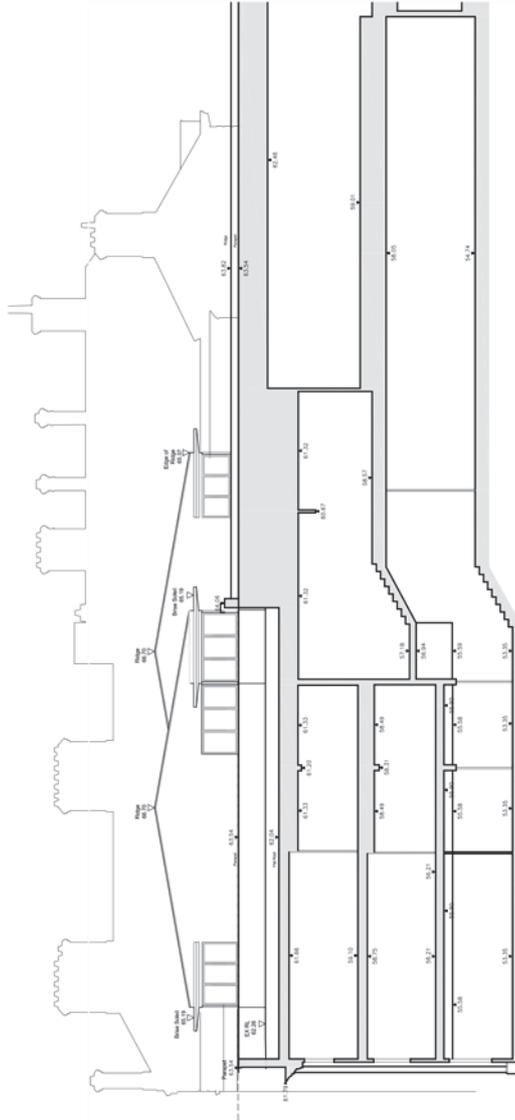
Contractors are not to scale dimensions from this drawing



Location Plan
1:1000 @ A3



West Elevation PrA 03
1:200 @ A3



East Elevation PrA 04
1:200 @ A3

West Elevation PrA 03
(section through PE dept)
1:200 @ A3

PD6 Revised to planning comments	AT	25.06.15
PD5 Revised to planning comments	AT	10.06.15
PD4 Revised to planning comments	AT	04.06.15
PD3 Revised Planning Issue	AT	09.03.15

Status
Planning & Stage D

Scale
1:200@A3

Drawn By
AT

Date
Jan 2015

Job Number
30331

Drawing Number
PrA-A-05-Pro-101

Revision
PD6

Original size 100mm @ A3 Copyright Broadway Malyan Limited

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project A - Science Extension
West & East**

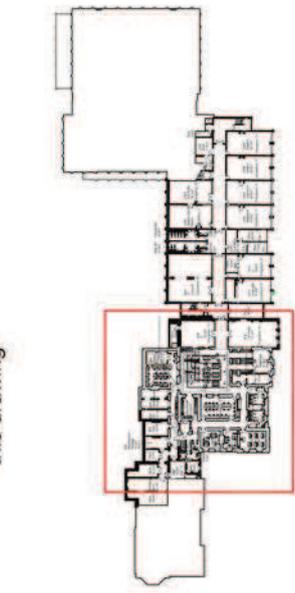
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Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

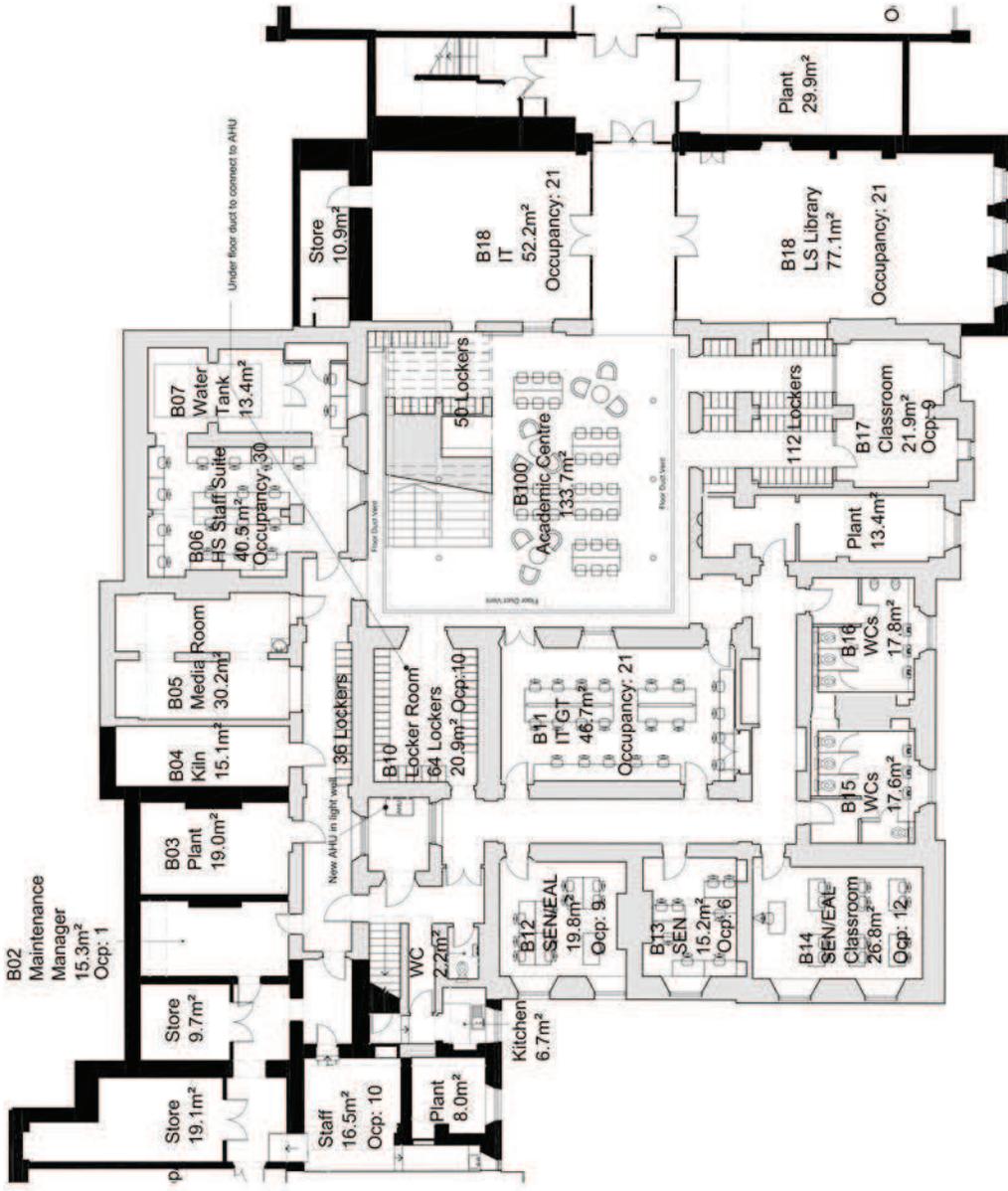
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U: \30331\Sheets\05-Elevations\30331 PrA-05-Pro-101.dwg

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Location Plan



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Client
ACS Hillingdon

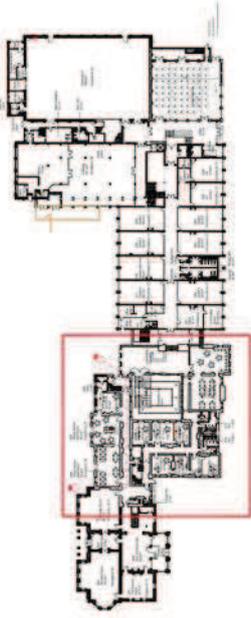
Project
Project Clyde

Description
**Project B - High School Hub
 Lower Ground Floor Proposed Plans**

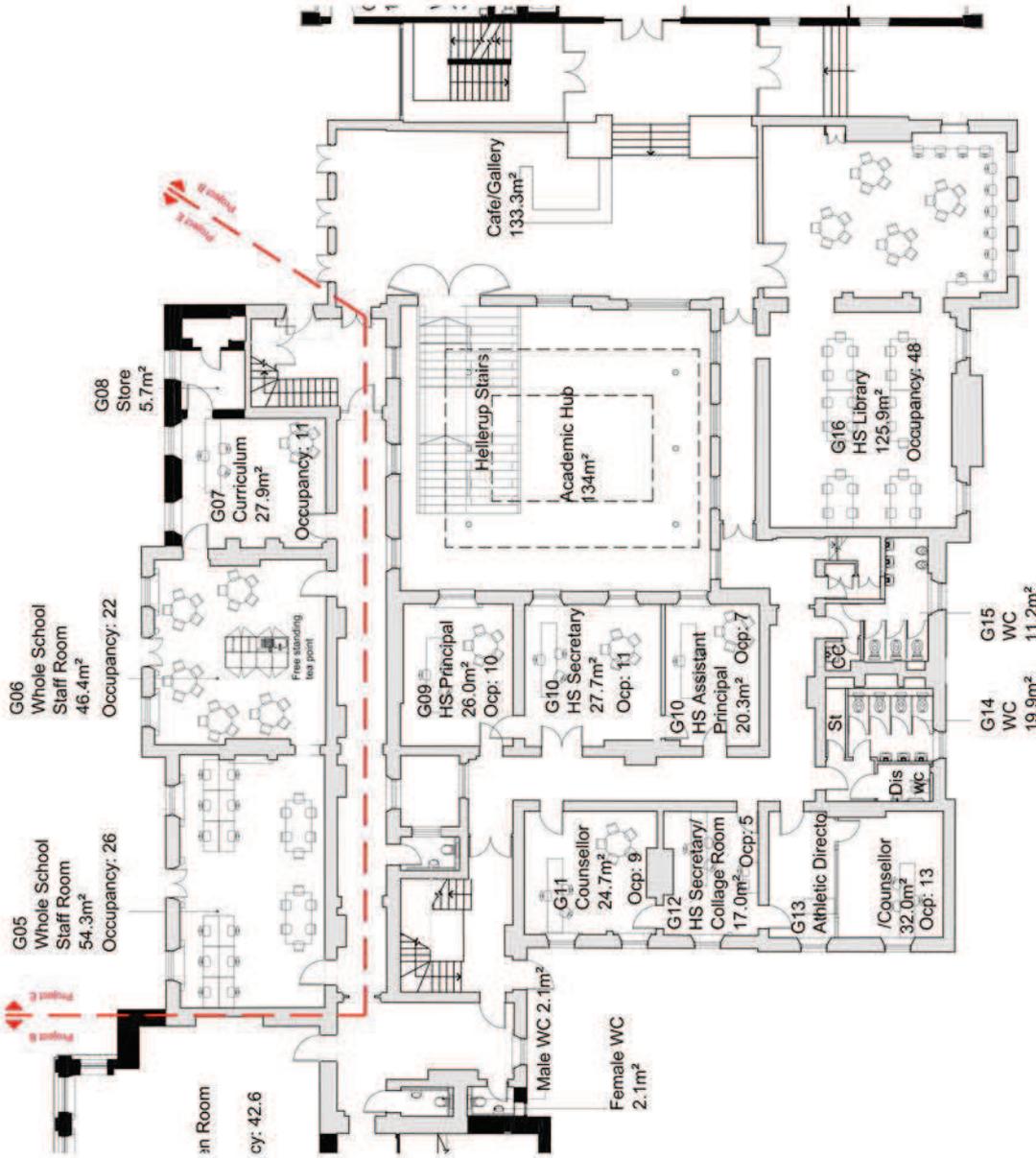
PD3	Updated to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	04.06.15
PD1	Planning issue	AT	13.02.15
PD	Stage D & Planning	AT	17.12.14
P2	Stage D & Planning	AT	12.12.14
P1	Updated for Co-ordination	AT	07.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status	Planning		
Scale	1:200@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrB-A-03-200
Date	Oct 14'	Revision	PD3
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Contractors are not to scale dimensions from this drawing



Location Plan



PD3	Revised to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	05.06.15
PD1	Planning	AT	13.02.15
P2	Stage D & Planning	AT	12.12.14
P1	Updated for Co-ordination	AT	07.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Pre Application	
Scale	1:200@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrB-A-03-201
Date	Oct 14	Revision	PD3

Client
ACS Hillingdon

Project
Project Clyde

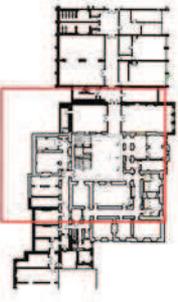
Description
**Project B - High School Hub
Ground Floor Proposed Plans**

BroadwayMalyan BM
Architecture Urbanism Design

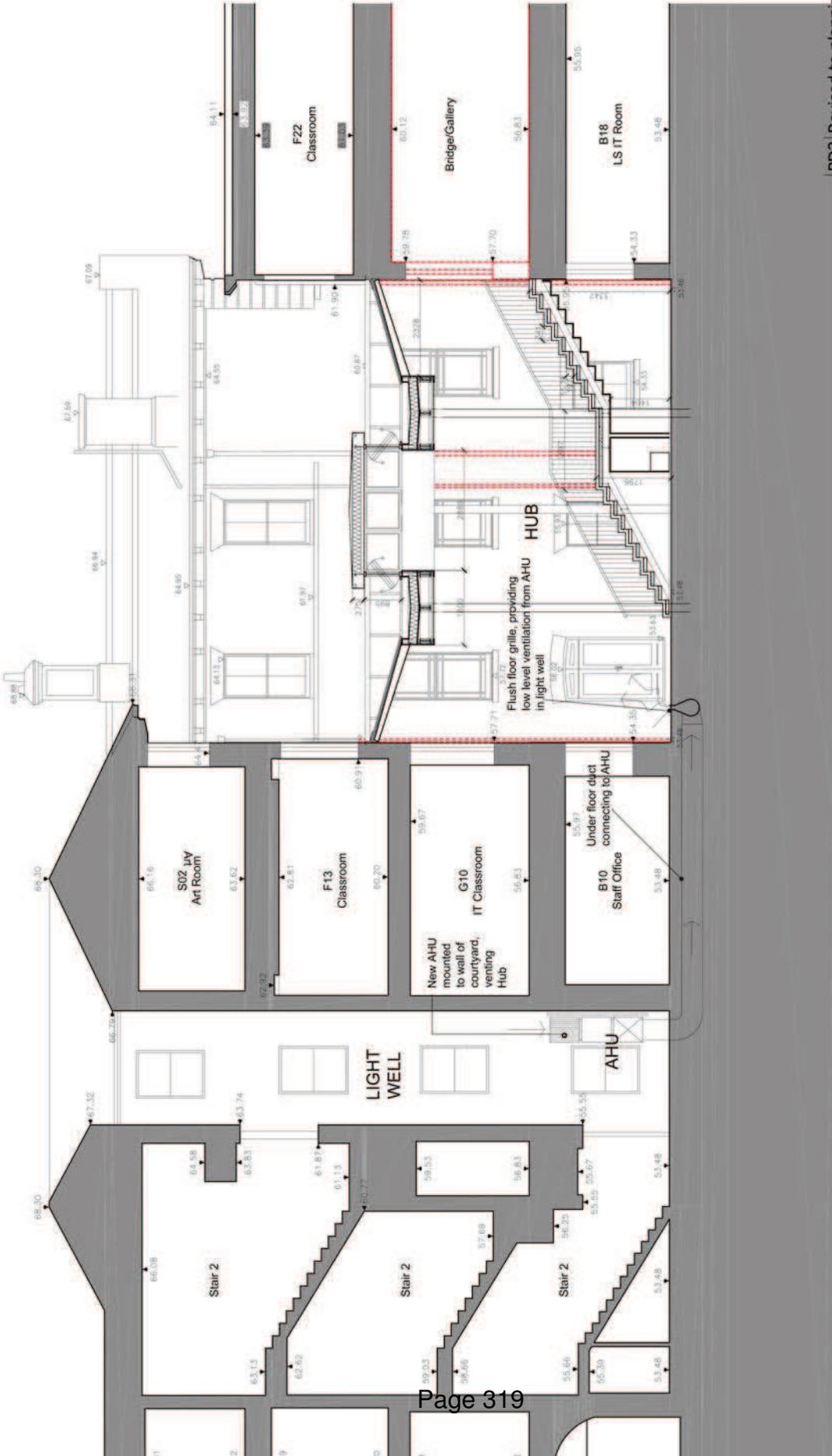
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Location Plan



PD2	Revised to planning comments	AT	25.06.15
PD1	Revised to planning comments	AT	11.06.15
PD	Planning Issue	AT	04.06.15

Status		Stage D & Planning	
Scale	Drawn By	Date	Jan 15
1:50@A3	AT	Revision	PD2
Job Number	Drawing Number		
30331	PrB-A-04-Pro-202		
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client	ACS Hillingdon
Project	Project Clyde
Description	High School Hub Section A - South Facing & Surrounding Mansion House

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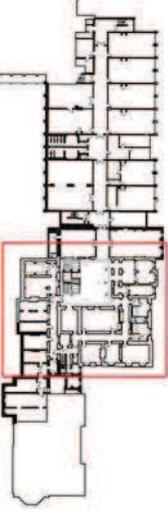
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 Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

www.BroadwayMalyan.com

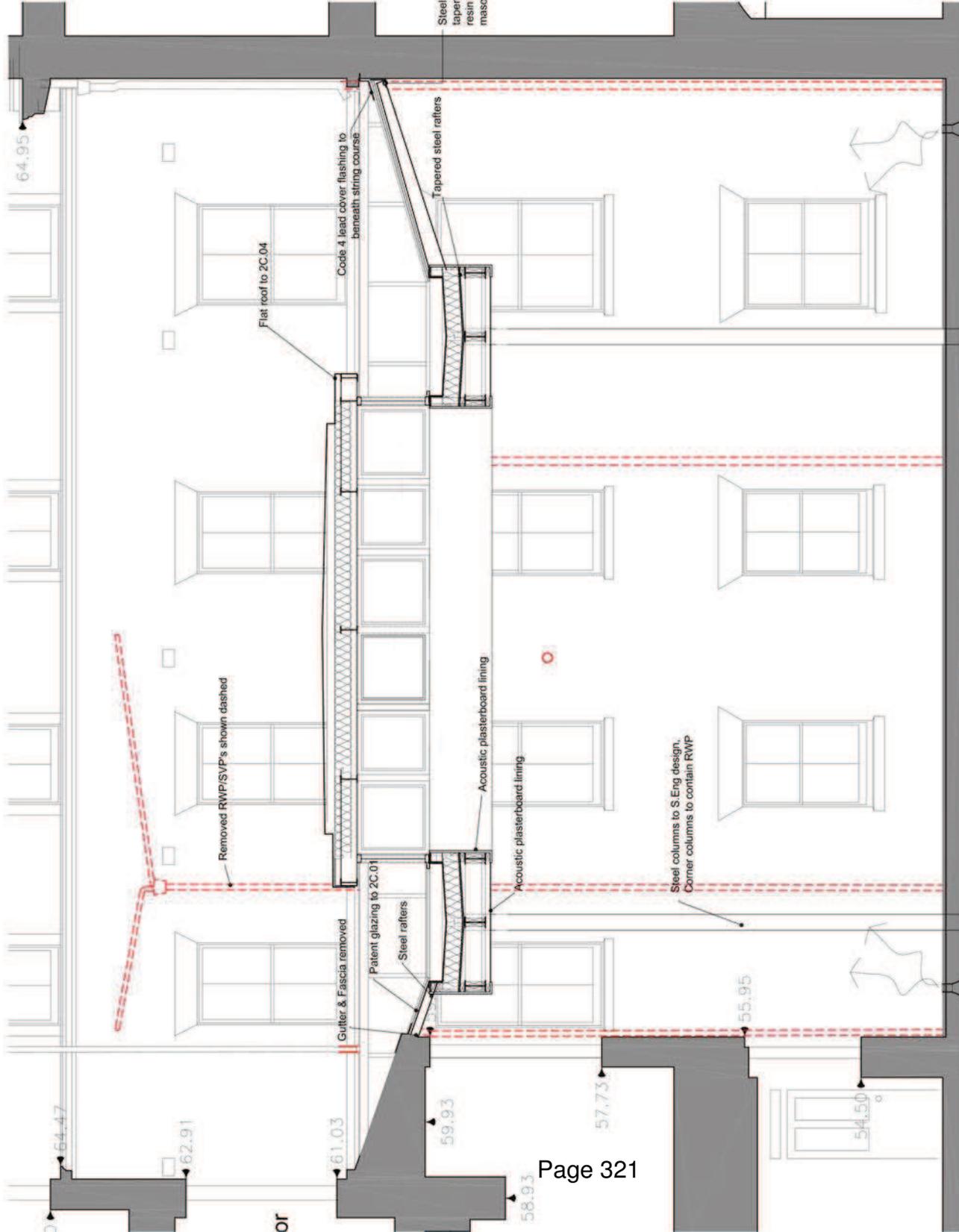
U: \30331\Sheets\04-Sections\30331 PrB-04-Pro-202.dwg

25.06.2015 Ashley Taylor

Contractors are not to scale dimensions from this drawing



Location Plan



PD3 Revised to planning comments	AT	25.06.15
PD2 Roof alterations	AT	12.06.15
PD1 Planning issue	AT	13.02.15
PD Stage D & Planning	AT	19.01.15

Status	Stage D & Planning		
Scale	1:50@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrB-A-04-Pro-201
Revision	PD3	Date	Sep 2014
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project B - High School Hub
Section B - East Facing**

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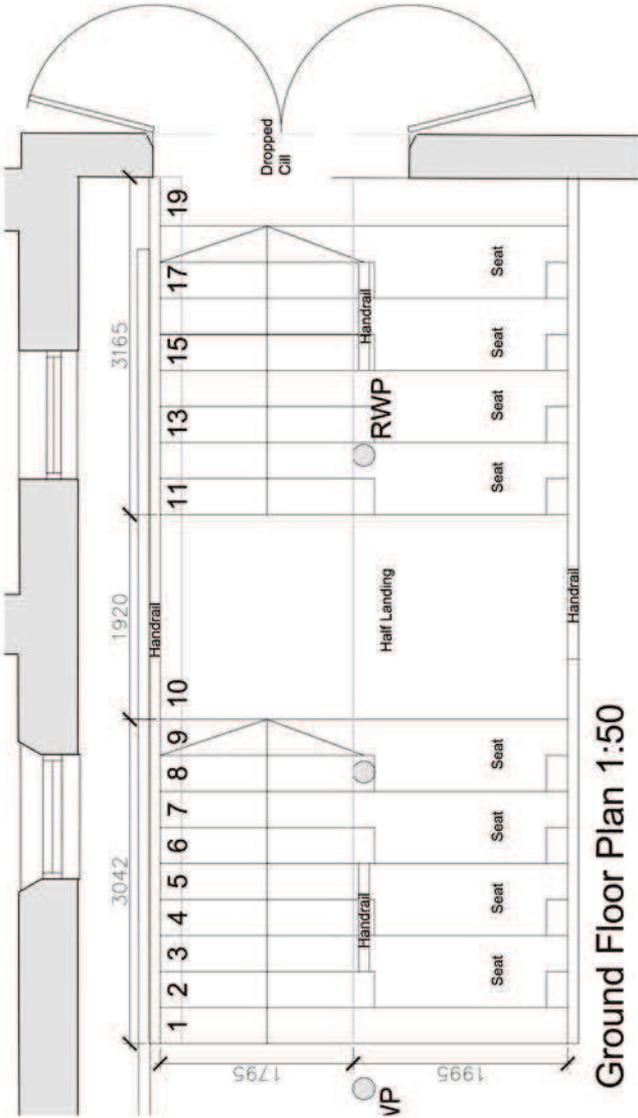
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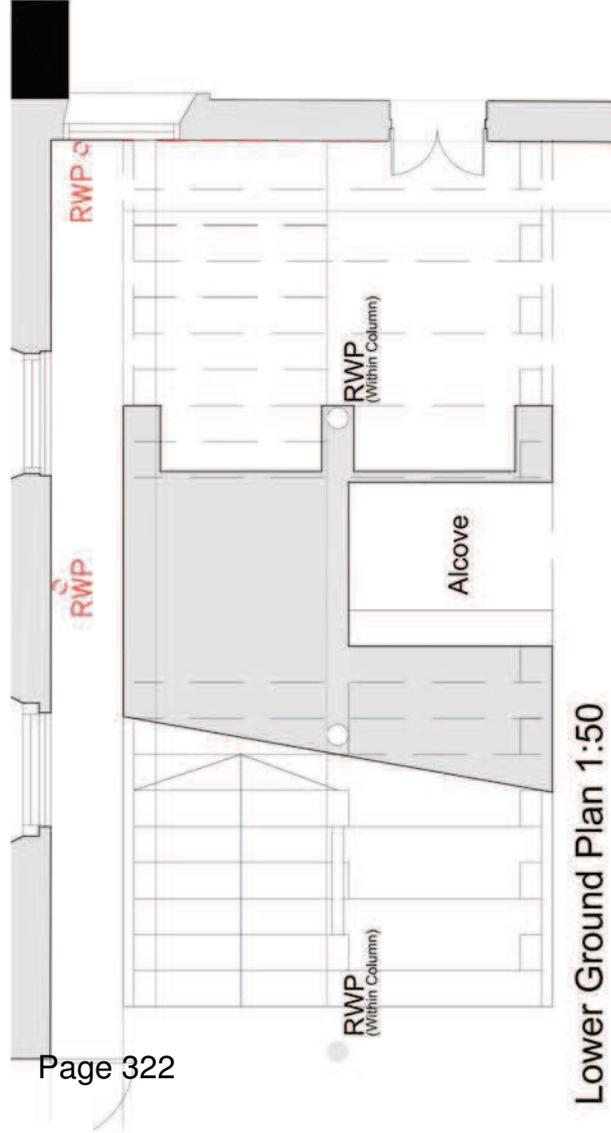
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25.06.2015 Ashley Taylor

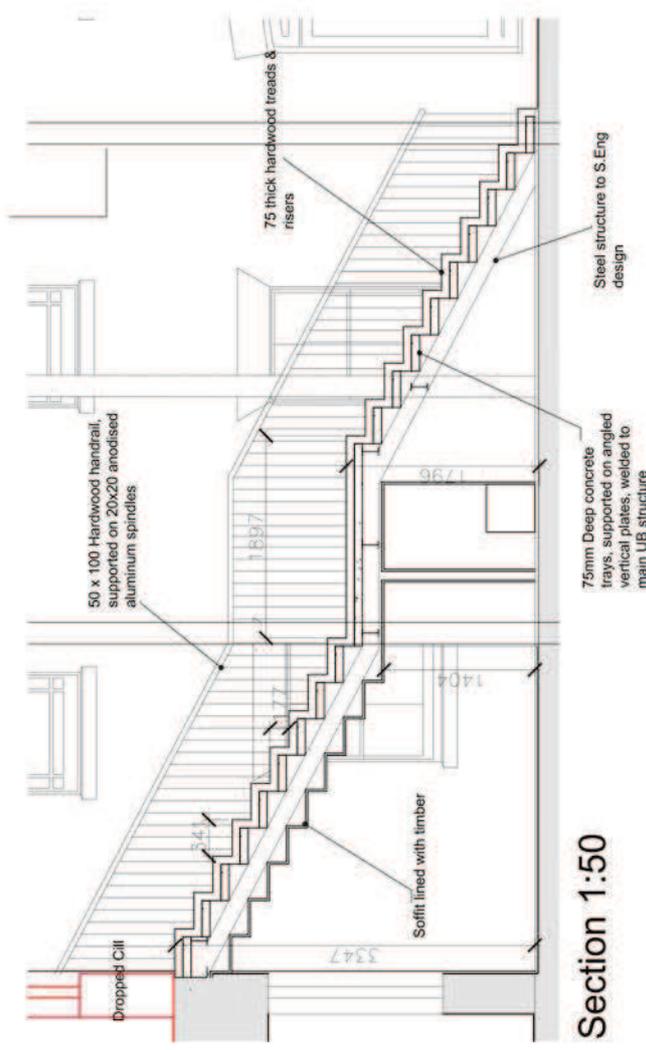
Contractors are not to scale dimensions from this drawing



Ground Floor Plan 1:50



Lower Ground Floor Plan 1:50



Section 1:50

PD4	Revised to planning comments	AT	26.05.14
PD3	Revised to planning comments	AT	11.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D	AT	16.01.15

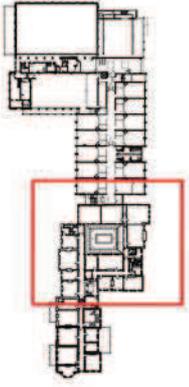
Status	Stage D	Client	ACS Hillingdon
Scale	1:50@A3	Project	Project Clyde
Drawn By	AT	Description	Project B - High School Hub Staircase Plans & Section
Job Number	30331		
Drawing Number	PrB-A-03-204		
Revision	PD4		
Date	Oct 14'		

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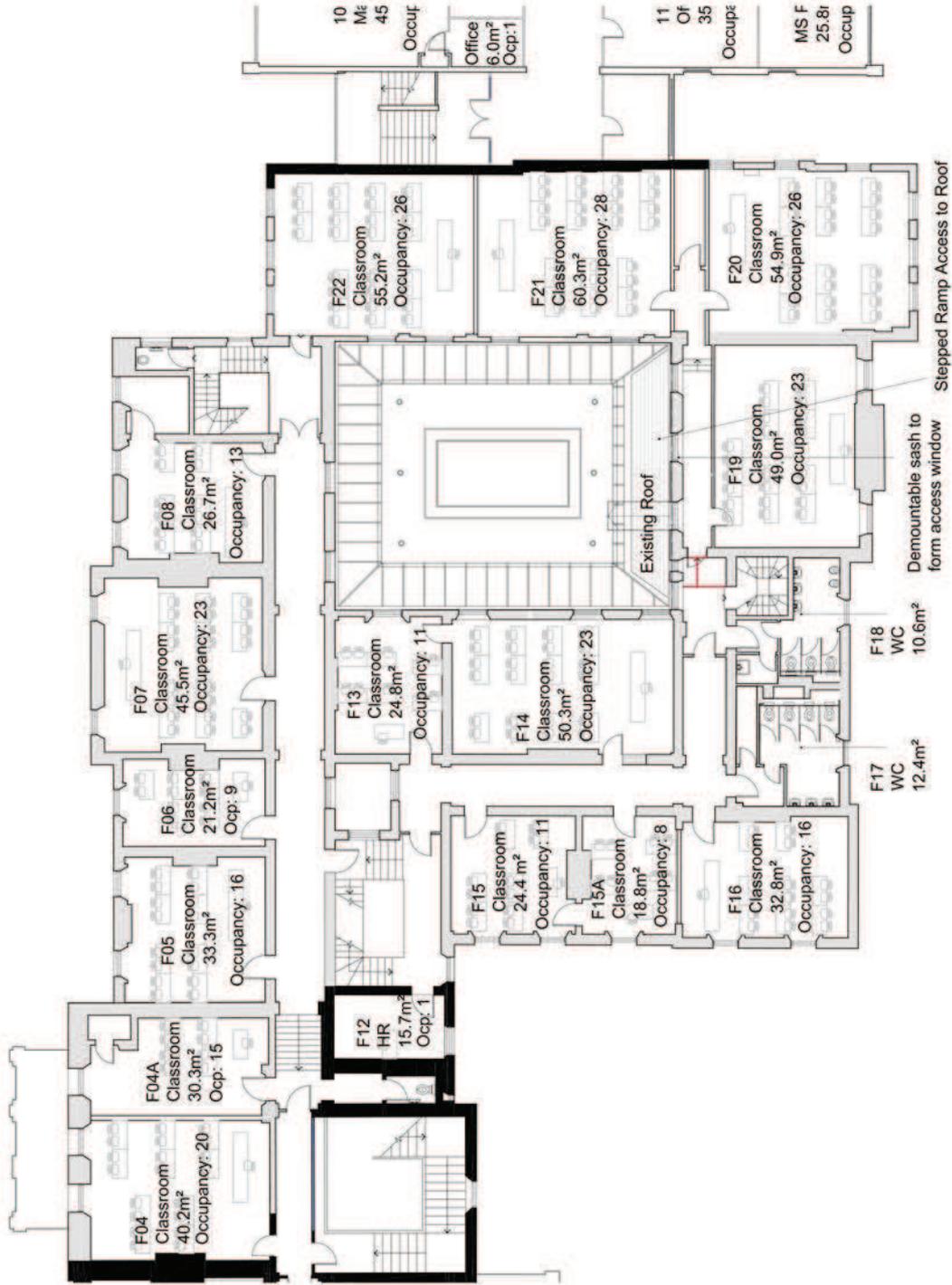
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Location Plan



PD2 Planning	AT	25.06.15
PD1 Planning	AT	13.02.15
PD Stage D & Planning	AT	17.12.14
P1 Stage D & Planning	AT	12.12.14
P- Stage C - For Information	AT	09.10.14
P Planning	AT	26.09.14

Status
Stage D & Planning

Scale
1:200@A3

Job number
30331

Date

Revision
PD2

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project C - First Floor Refurbishment
GA Proposed Plan**

Architecture Urbanism Design

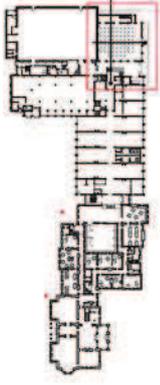
BroadwayMalyan BM

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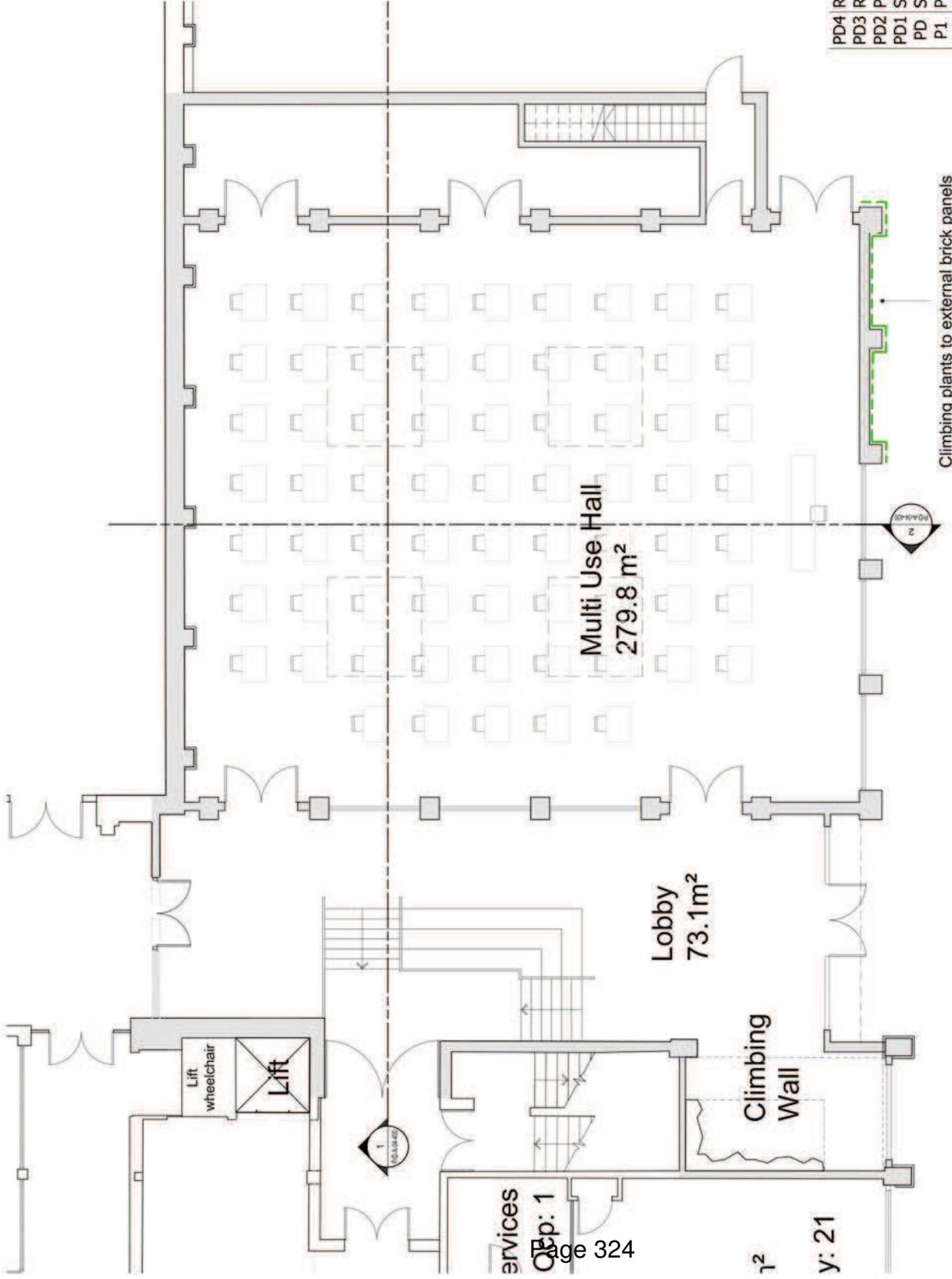
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Location Plan



Climbing plants to external brick panels

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project D - Multi Use Hall Extension
Proposed Plan Ground Floor**

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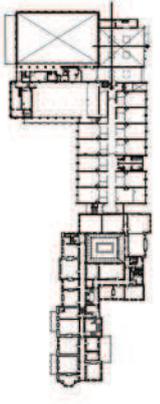
www.BroadwayMalyan.com

PD4	Revised to planning comments	AT	25.06.15
PD3	Revised to planning comments	AT	19.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D & Planning	AT	16.01.15
PD	Stage D & Planning	AT	06.01.15
P1	Pre-App Adjustments	AT	21.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

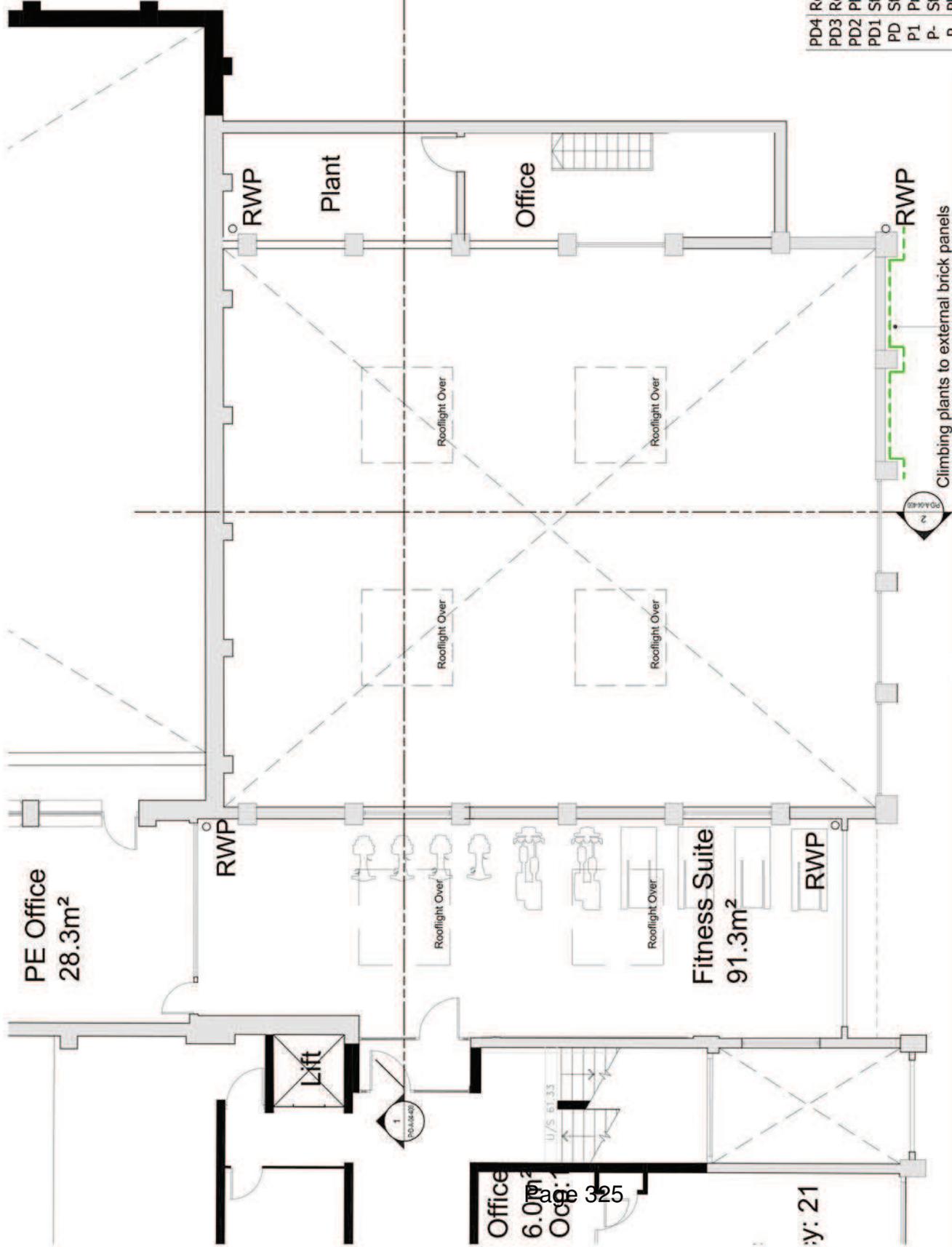
Status	Stage D & Planning		
Scale	Drawn	Date	
1:200@A3	AT	Oct 14	
Job number	Drawing number	Revision	
30331	PrD-A-03-400	PD4	

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Location Plan



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www.BroadwayMalyan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Description: Project D - Multi Use Hall Extension
 Proposed Plan First Floor

Status: Stage D & Planning
 Scale: 1:200@A3
 Job number: 30331
 Drawing number: PrD-A-03-401

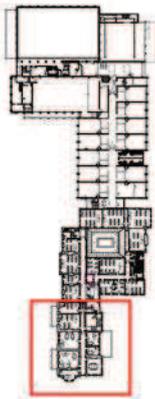
Drawn: AT
 Revision: PD4

Date: Oct 14
 Revision: PD4

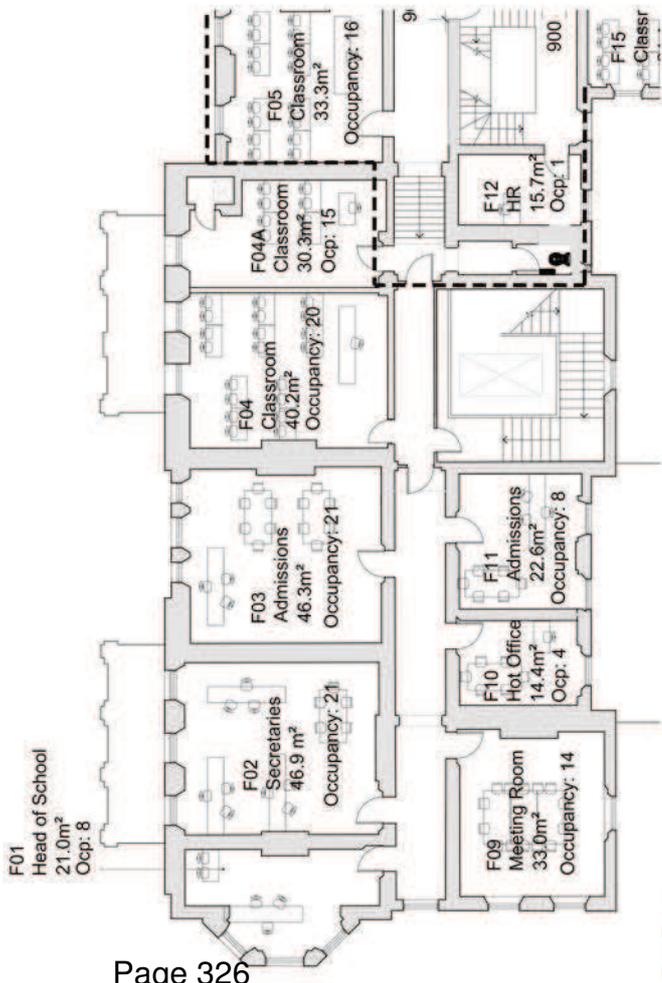
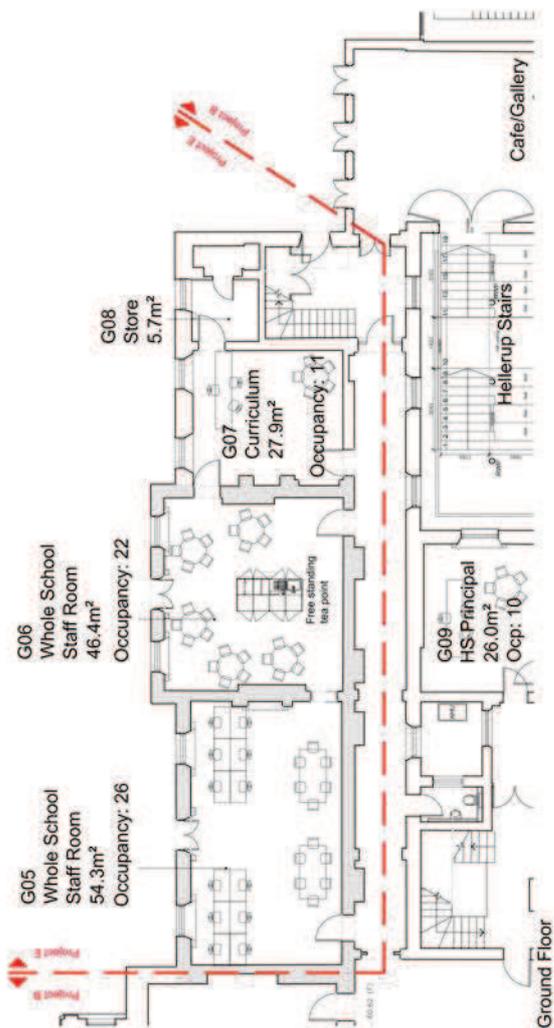
PD4	Revised to planning comments	AT	25.06.15
PD3	Revised to planning comments	AT	19.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D & Planning	AT	16.01.15
PD	Stage D & Planning	AT	06.01.15
P1	Pre-App Adjustments	AT	21.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

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Location Plan



PD3	Revised to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	04.06.15
PD1	Planning	AT	13.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Stage D & Planning	AT	12.12.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Stage D & Planning	
Scale	1:200@A3	Drawn	AT
Job number	30331	Drawing number	PrE-A-03-500
Date	Nov 2014	Revision	PD3

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Client
ACS Hillingdon

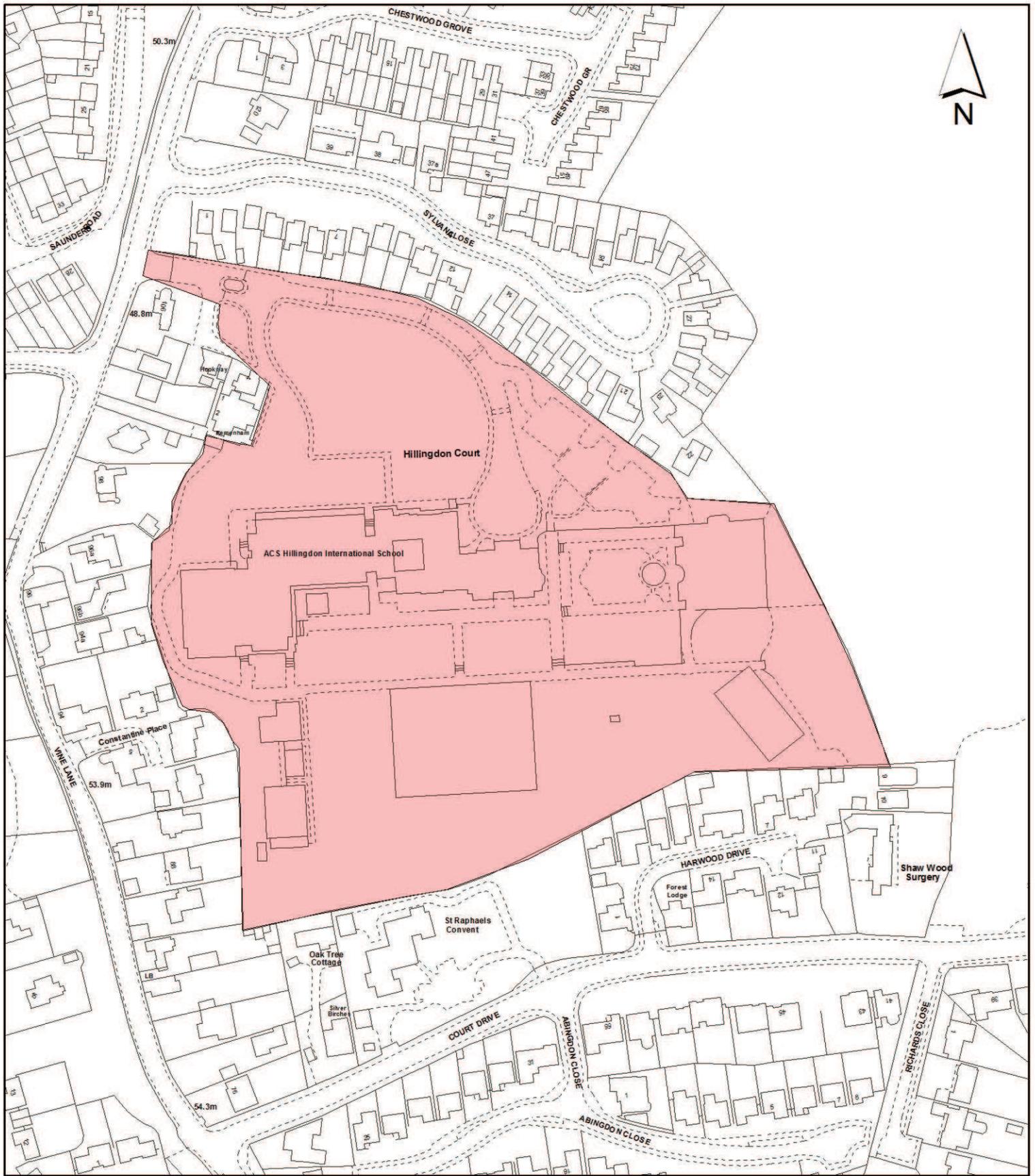
Project
Project Clyde

Description
**Project E - Staff & Administration
Proposed Plan GF & FF**

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Notes:

 Site boundary

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**Hillingdon Court
 108 Vine Lane
 Hillingdon**

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

Planning Application Ref:
2393/APP/2015/1146

Scale:
1:2,000

Planning Committee:
Major Page 327

Date:
July 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HILLINGDON COURT 108 VINE LANE HILLINGDON

Development: Creation of science laboratories above the existing West Wing, extension to existing hall/West Wing to create a multi-purpose hall, refurbishment of internal rooms, enclosure and refurbishment of the internal courtyard and alterations to manoeuvring yard and access road with associated landscape works (Application for Listed Building Consent).

LBH Ref Nos: 2393/APP/2015/1147

Date Plans Received:	27/03/2015	Date(s) of Amendment(s):	26/06/2015
Date Application Valid:	22/04/2015		27/03/2015
			02/07/2015



Contractors are not to scale dimensions from this drawing

Revision	Date	Description
YY-MM-DD		

23/01/2015

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Client
ACS International Schools

Project
Hillingdon Campus

Description
Site location plan

Status
Planning

Scale
1:2500@A3 AT

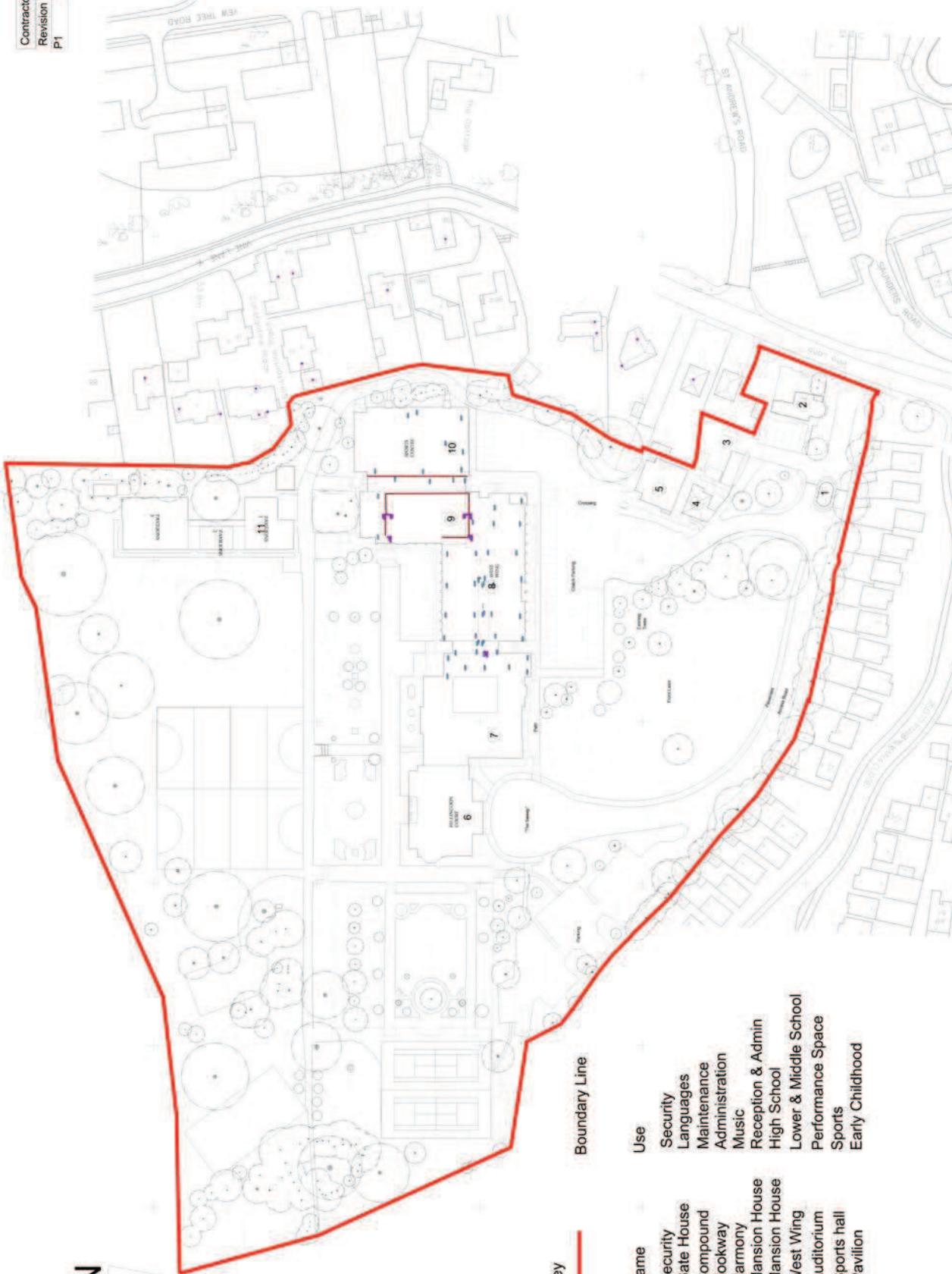
Job number
30331

Drawing number
Sur A 02 010

Date
May 2014

Revision
P-

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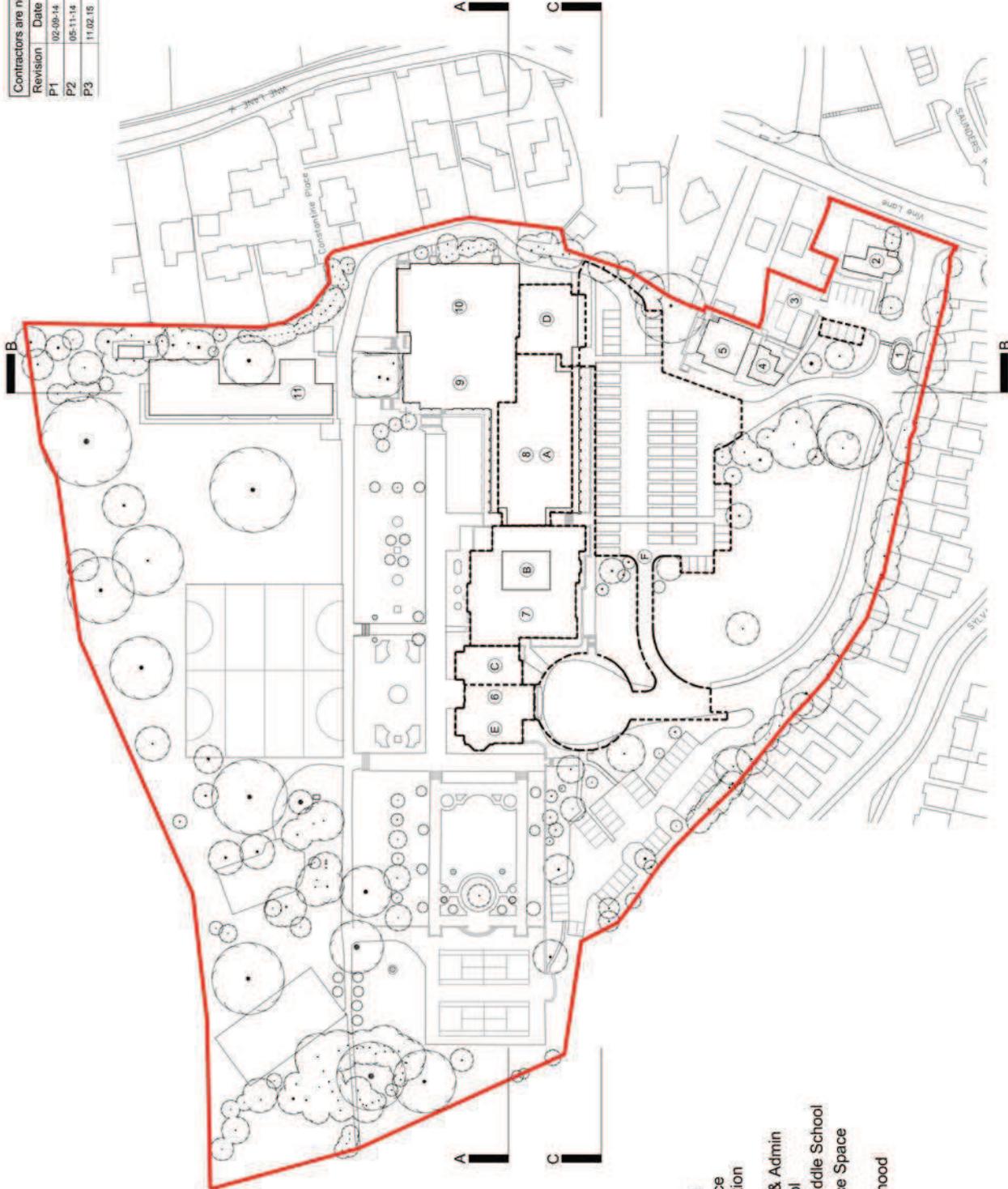
Key — Boundary Line

- | Name | Use |
|-----------------|-----------------------|
| 1 Security | Security |
| 2 Gate House | Languages |
| 3 Compound | Maintenance |
| 4 Hookway | Administration |
| 5 Harmony | Music |
| 6 Mansion House | Reception & Admin |
| 7 Mansion House | High School |
| 8 West Wing | Lower & Middle School |
| 9 Auditorium | Performance Space |
| 10 Sports hall | Sports |
| 11 Pavilion | Early Childhood |

Client
ACS International Schools
 Project
Hillingdon Campus - Alterations
 Description
Existing Campus Site Plan

Contractors are not to scale dimensions from this drawing

Revision	Date	Description
P1	02.09.14	Issued for Planning
P2	05.11.14	Issued for Design Team co-ordination
P3	11.02.15	Final planning issue



Key

— Boundary Line

--- Proposed Projects

- A Science Extension
- B High School Hub
- C First Floor Repurpose
- D Sports extension
- E Staff and Administration
- E External works

Name

- 1 Security
- 2 Gate House
- 3 Compound
- 4 Hookway
- 5 Harmony
- 6 Mansion House
- 7 Mansion House
- 8 West Wing
- 9 Auditorium
- 10 Sports hall
- 11 Pavilion

Use

- Security
- Languages
- Maintenance
- Administration
- Music
- Reception & Admin
- High School
- Lower & Middle School
- Performance Space
- Sports
- Early Childhood

11.02.2015

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Client
 ACS International Schools

Project
 Hillingdon Campus - Alterations

Description
 Proposed Campus Site Plan - Extent of Projects

Status
 Planning

Scale
 1:1250@A3

Job number
 30331

Drawing number
 SL-A-(02)-002

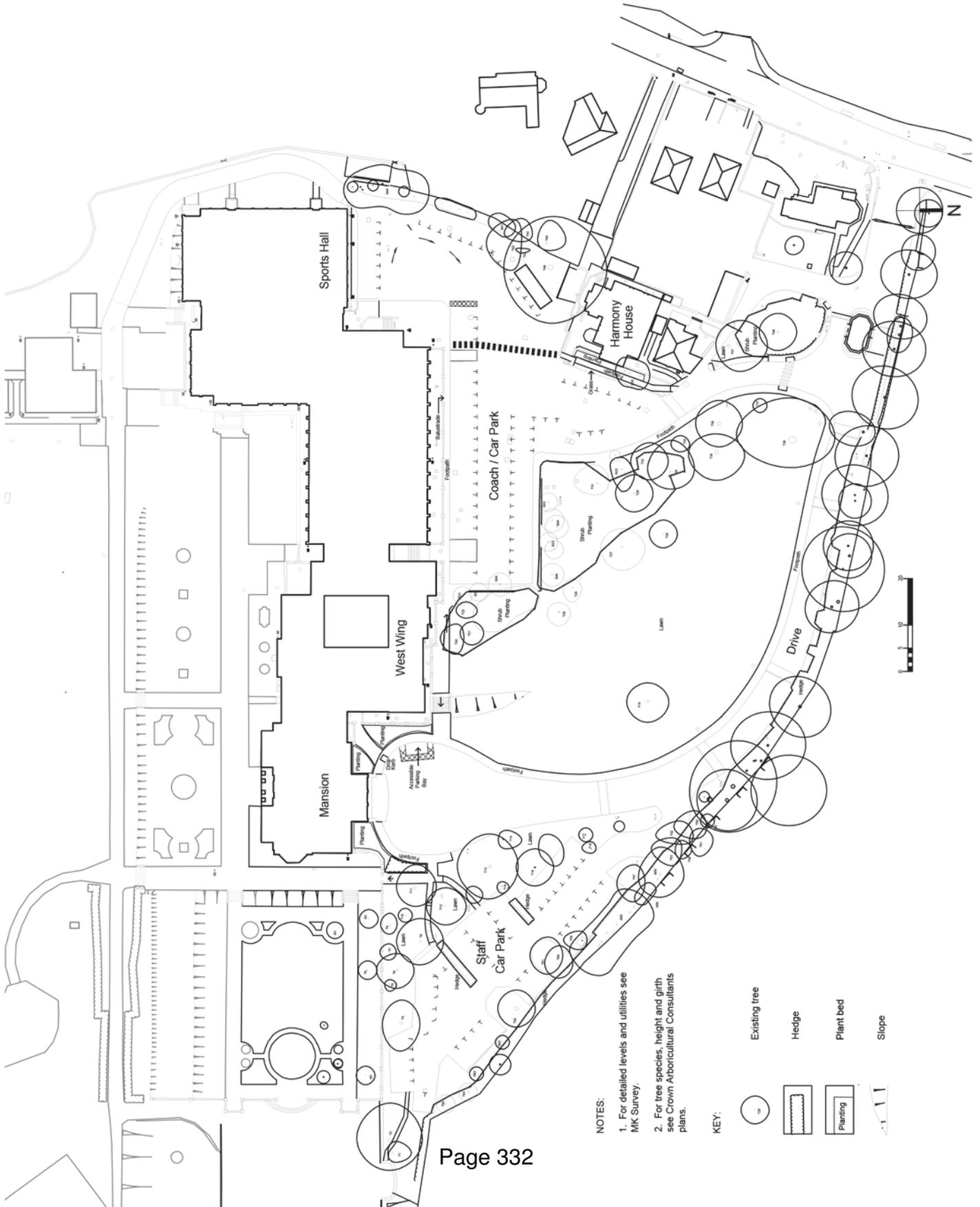
Drawn
 CB

Revision
 P3

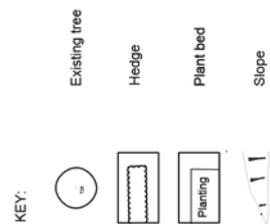
Date
 Oct 2014

Revision
 P3

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- NOTES:**
1. For detailed levels and utilities see MK Survey.
 2. For tree species, height and girth see Crown Arboricultural Consultants plans.



JANE SEABORN ASSOCIATES LANDSCAPE ARCHITECTS		70 Epsingham Road, London SW15 1BG t: 0208 769 8624 e: jane.seaborn@gmail.com	
Project	Project Clyde	Drawn By	Date
ACS Schools International, Hillingdon		WR	Jun 2015
Drawing	Existing Landscape Plan	Drawing Number	Revision
		L-90-001	
Scale	For Planning	Job Number	Original size 100mm @ A1
1:250@A1		240	Copyright Seaborn Morgan Limited



Proposed Sports Hall Extension

Harmony House

West Wing

Mansion

Existing coachicar park

Proposed coachicar park extension

Lawn

Visitor parking

New slip road

Accessible bay

Carriage sweep and drive

Staff car park

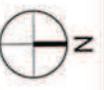
Three new parking bays

KEY

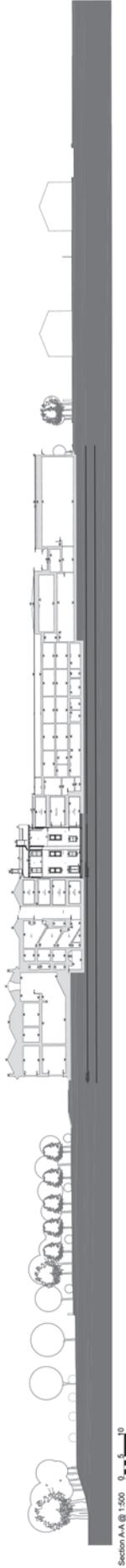
-  Bound gravel Drive
-  Bound gravel Footpath
-  Stone cobble deterring paving
-  Gravel setts
-  Existing Stone
-  Existing tree
-  Existing Planting
-  Proposed Specimen Tree
-  Proposed Tree/ Shrub belt restored
-  Proposed Planting
-  Grass

Rev B Planting added by Multi Use Hall adjacent
Rev A Additional proposed trees added.

JANE SEABORN ASSOCIATES LANDSCAPE ARCHITECTS	
70 Edingham Road, London SW15 1BG T: 0208 789 9624 e jane.seaborn@gmail.com	
Project	ACS Schools International, Hillingdon
Project	Project Clyde
Discipline	Landscape - Proposed Master Plan
Scale	For Planning
Scale	1:500 @ A3
Drawn By	WR
Check/Author	L-90-008
Date	Jan 2015
Revision	A B
Sheet No	240



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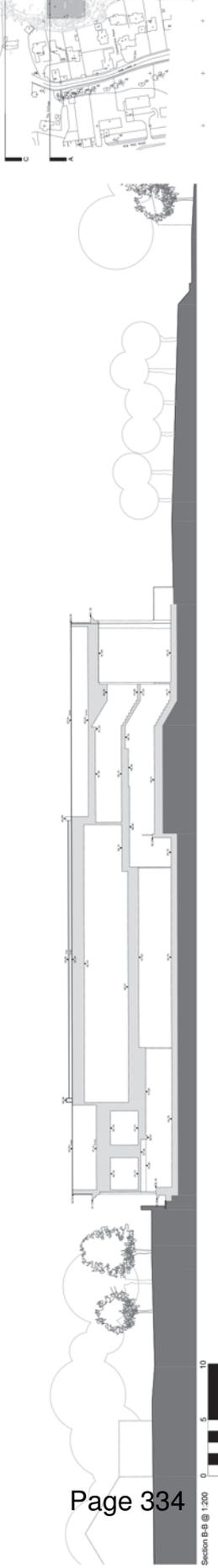
Section A-A @ 1:500



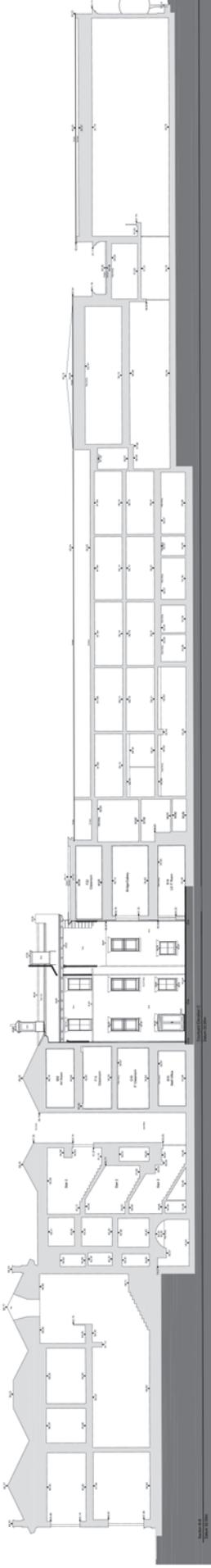
Section C-C @ 1:500



Section B-B @ 1:500



Section B-B @ 1:200



Section A-A @ 1:200



Section C-C @ 1:200



PD Stage D & Planning	AT 17.12.14
Rev/Description	By/Date

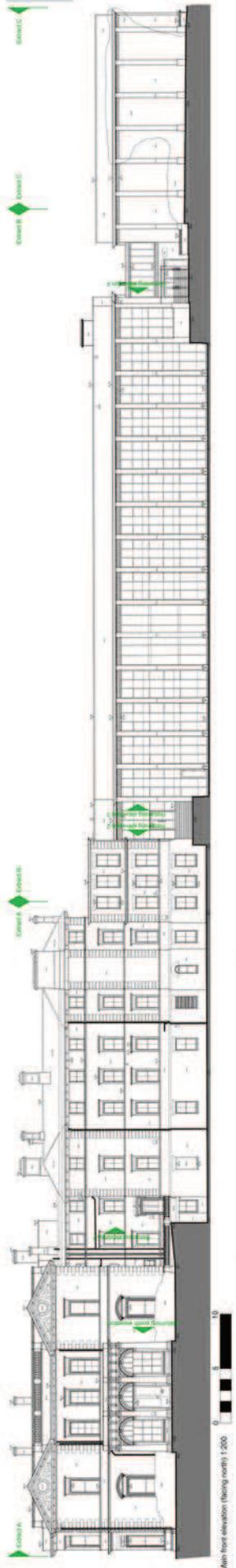
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 Architecture Urbanism Design
 100 House, 10 High Street
 Borehampton, Wiltshire
 RG27 3AN
 T: +44 (0)118 822 340
 F: +44 (0)118 822 340
 E: info@broadwaymayan.com
 www.broadwaymayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Stage: Planning & Stage D

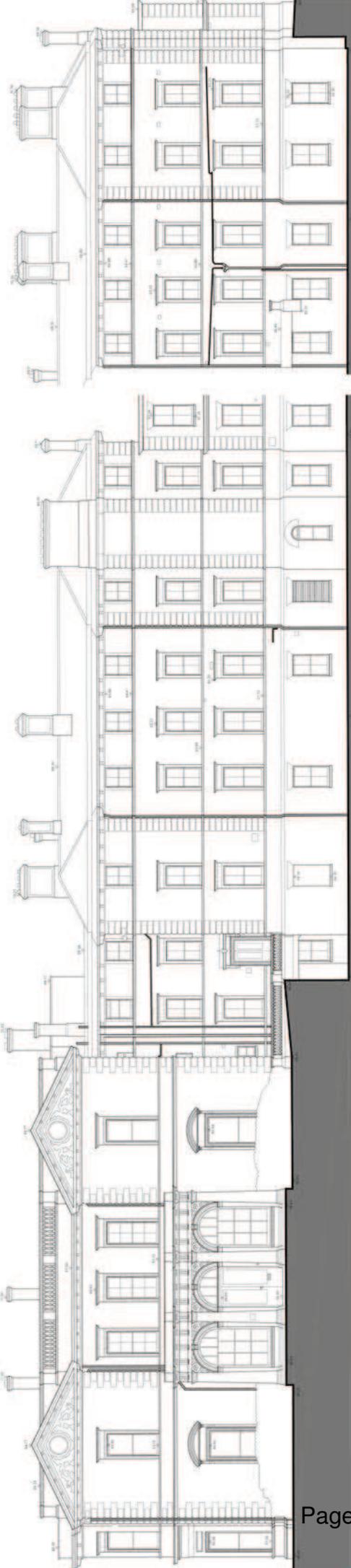
Description: Existing site sections and elevations

Scale: Planning & Stage D
 Date: Dec 14
 Rev: Noted@A1
 Author: AT
 Check: AT
 Revision: 30331 A-04-Ex-001
 PD1
 Original size 100mm @ A1 Copyright Broadway Mayan Limited

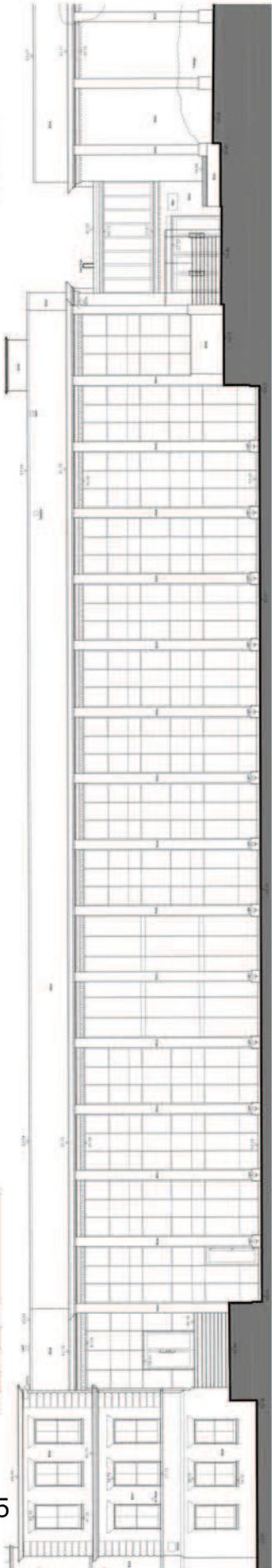
Contractors are not to scale dimensions from this drawing



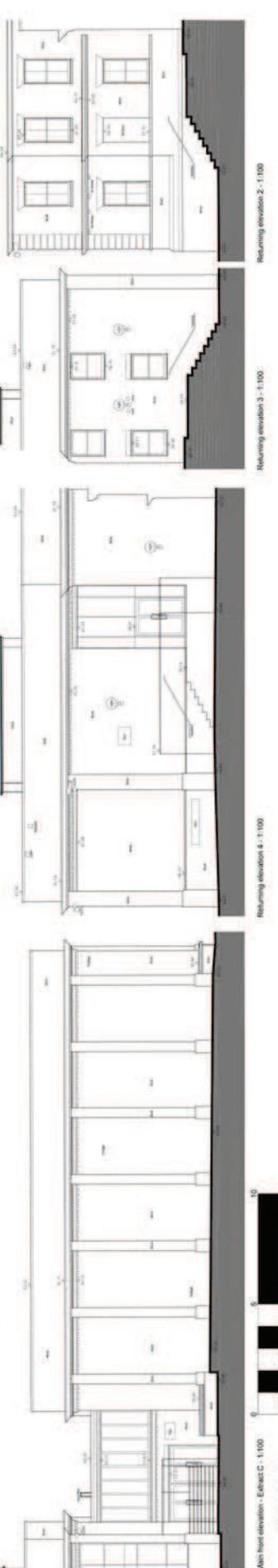
Main front elevation (facing north) 1:200



Main front elevation - Extract A - 1:100



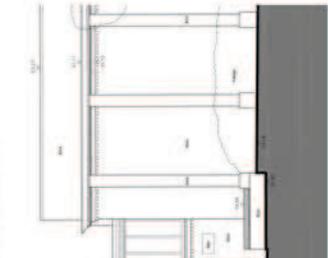
Main front elevation - Extract B - 1:100



Main front elevation - Extract C - 1:100



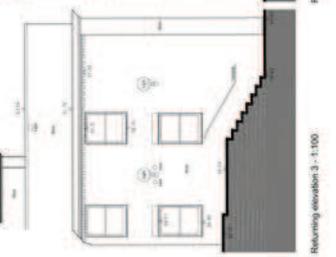
Returning elevation 1 - 1:100



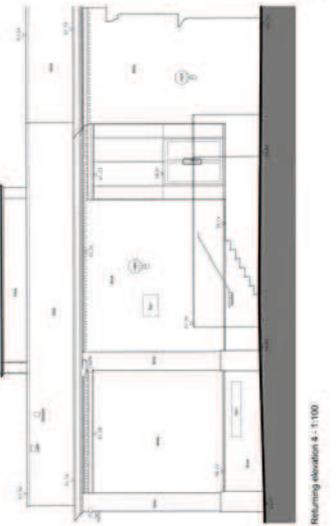
Returning elevation 2 - 1:100



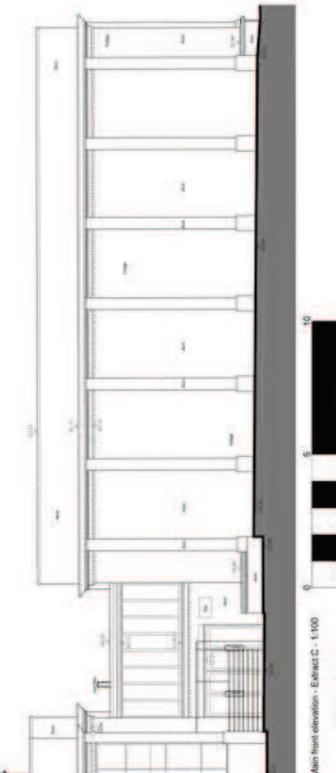
Returning elevation 3 - 1:100



Returning elevation 4 - 1:100



Returning elevation 5 - 1:100



Returning elevation 6 - 1:100

PC1 planning issue
 PD Stage D & Planning
 Rev Description
 By Date

AT 13.03.15
 AT 17.12.14

BroadwayMalvanSM
 Architecture Urbanism Design

100 Avenue, 13 High Street
 Broadway Malvan
 Devon PL27 3JN
 T +44 (0)1183 832 340
 F +44 (0)1183 832 341
 E info@broadwaymalvan.com
 www.broadwaymalvan.com

Client
 ACS Hillingdon
 Project
 Project Clyde

Description
 Existing building Side Elevations
 & Detailed elevation extracts

Revision
 Planning & Stage D
 No: By Date
 No:04/01 AT Dec 14
 No:04/01 AT Dec 14
 303331 A-04-Ex-002
 PD1

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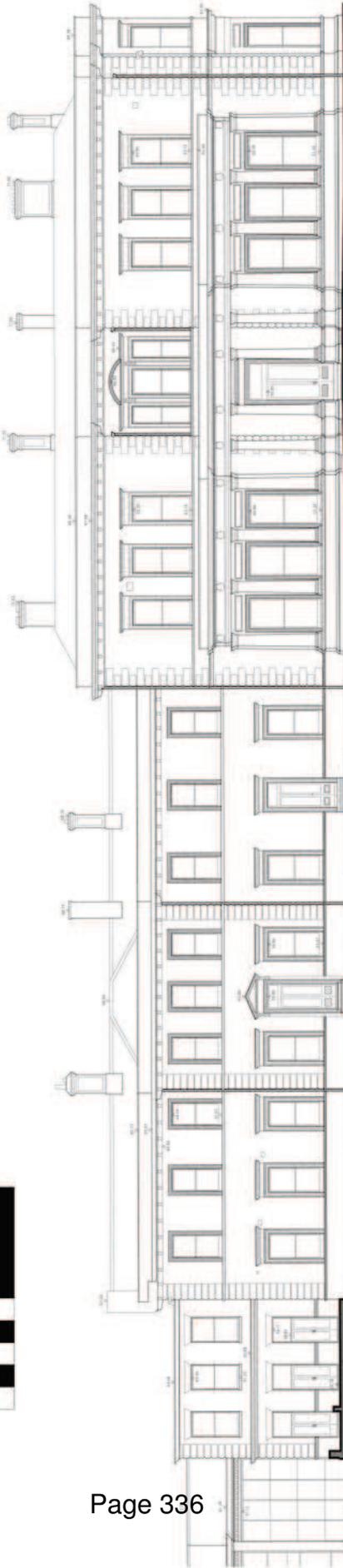
Contractors are not to scale dimensions from this drawing



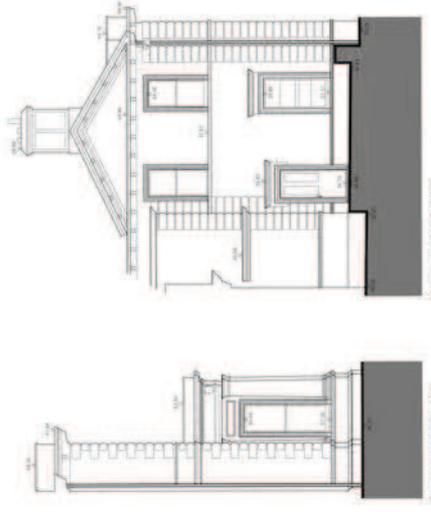
Main rear elevation (facing south) 1:200



Main rear elevation - Extract A - 1:100



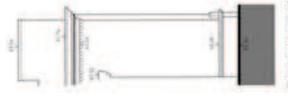
Main Rear elevation - Extract B - 1:100



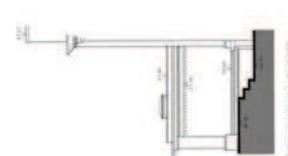
Returning elevation 1 - 1:100



Returning elevation 3 - 1:100



Returning elevation 4 - 1:100



Returning elevation 5 - 1:100

PCS planning issue	AT 13.03.15
PD - Stage D & Planning	AT 17.12.14
Rev/Description	By/Date

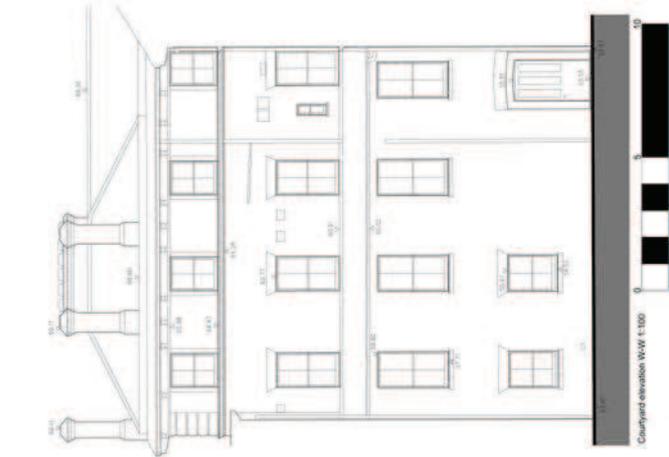
BroadwayMalyanSM
 Architecture Urbanism Design
 100 Avenue 13 High Street
 Broadchurch
 Bournemouth
 BH2 7JA
 T +44 (0)148 852 340
 F +44 (0)148 852 340
 E info@broadwaymalyan.com
 www.broadwaymalyan.com

Client
 ACS Hillingdon
Project
 Project Clyde
Description
 Existing building Rear Elevation
 & Detailed elevation extracts

Issue
 Planning & Stage D
Drawn by
 Nabeel@A1 AT
Checked by
 30331 A-04-Ex-003
Revision
 PD1
 Date
 Dec 14

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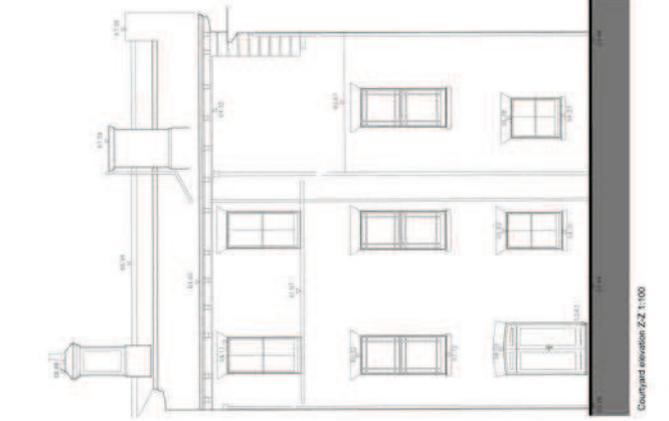
Contractors are not to scale dimensions from this drawing



Courtyard elevation WW 1:100



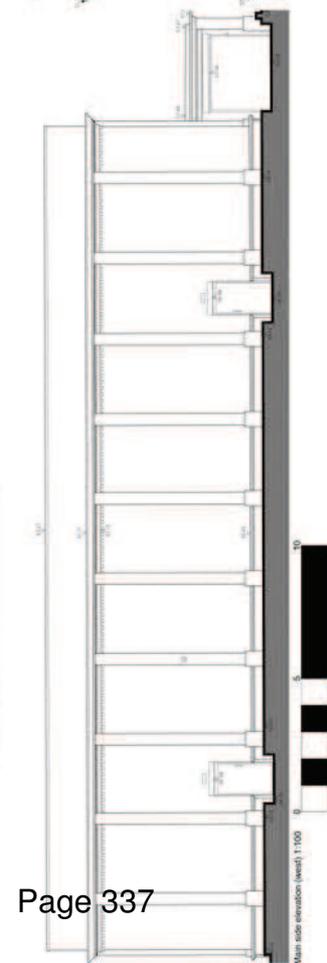
Courtyard elevation YV 1:100



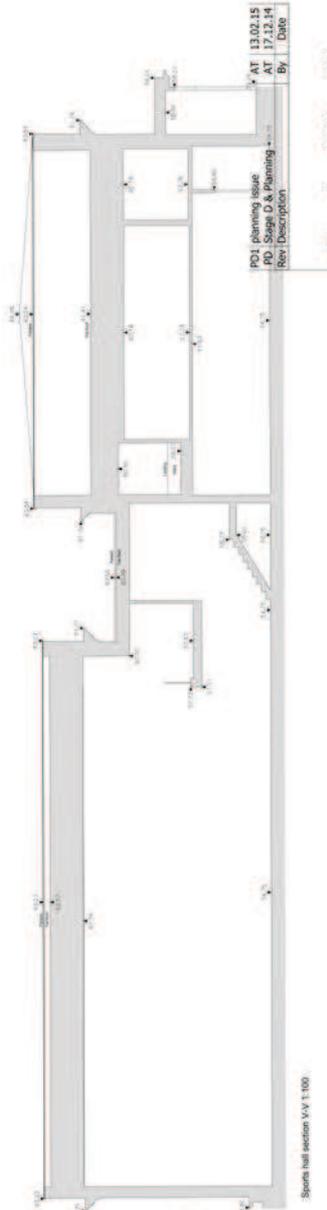
Courtyard elevation ZT 1:100



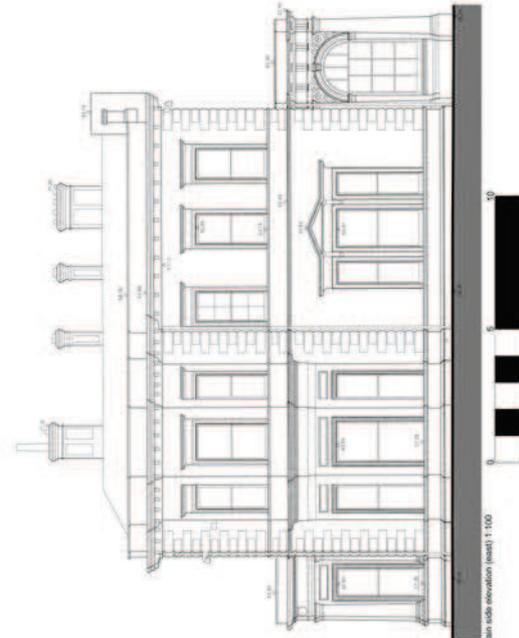
Courtyard elevation XX 1:100



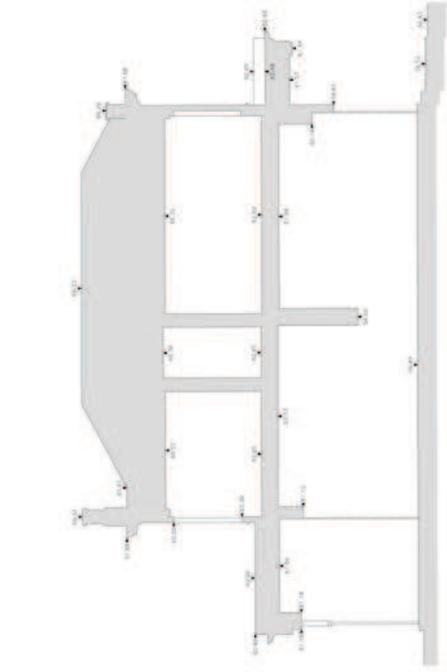
Main side elevation (west) 1:100



Sports hall section VV 1:100



Main side elevation (east) 1:100



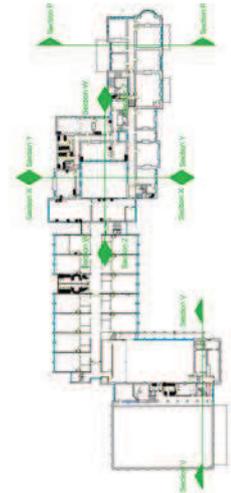
Mansion House section P-P (1:100)

Rev	Description	By	Date
AT	13.03.15		
AT	17.12.14		
PD	planning issue		
PD	Stage D & Planning		

BroadwayMalyanSM
 Architecture Urbanism Design
 100 Avenue 13 High Street
 Brisbane
 QLD 4000
 P +61 (0)7 550 3400
 F +61 (0)7 550 3401
 E info@broadwaymalyan.com
 www.broadwaymalyan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Description: Existing building side elevation and courtyard sections

Revision: Planning & Stage D
 Drawn By: Nabeel@A1 AT
 Checked By: Nabeel@A1 AT
 Revision Number: 303331
 Revision: A-04-Ex-004
 Date: Dec. 14
 PD1
 Designer and Owner: © A1 Copyright Broadway Malyan Limited



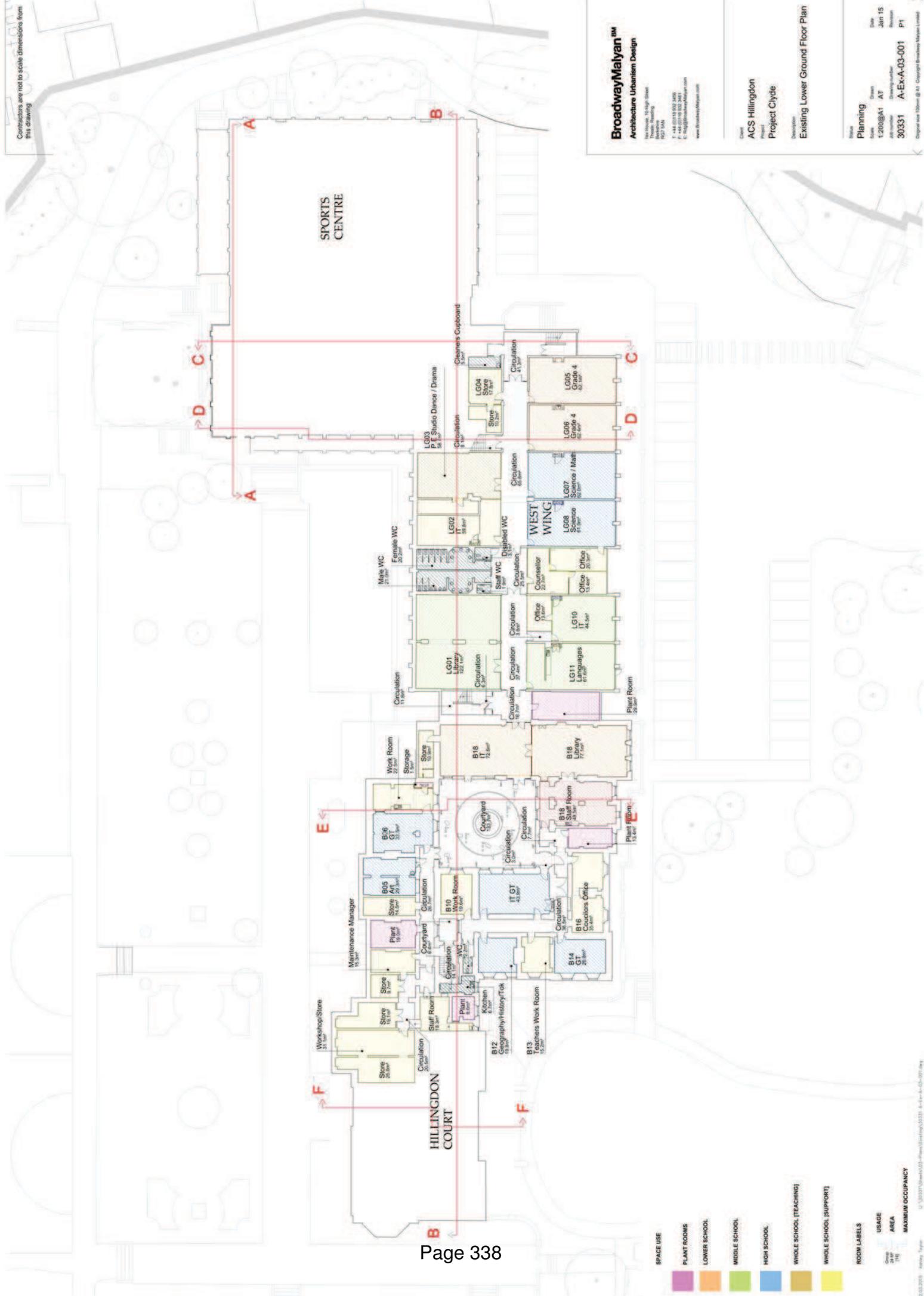
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Architecture Urbanism Design

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P: +60 (0)11 803 3400
F: +60 (0)11 803 3401
E: info@broadwaymalayan.com
www.broadwaymalayan.com

Client: ACS Hillingdon
Project: Project Clyde
Project Clyde
Description: Existing Lower Ground Floor Plan

Revision: Planning
Author: L200@A1
Date: 15 Jun 15
Checked: AT
Revision: 303331
Drawing No: 01000 @ A1 Copyright Broadway Malayan Limited



SPORTS CENTRE

HILLINGDON COURT

WEST WING

SPACE USE

- PLANT ROOMS
- LOWER SCHOOL
- MIDDLE SCHOOL
- HIGH SCHOOL
- WHOLE SCHOOL [TEACHING]
- WHOLE SCHOOL [SUPPORT]

ROOM LABELS

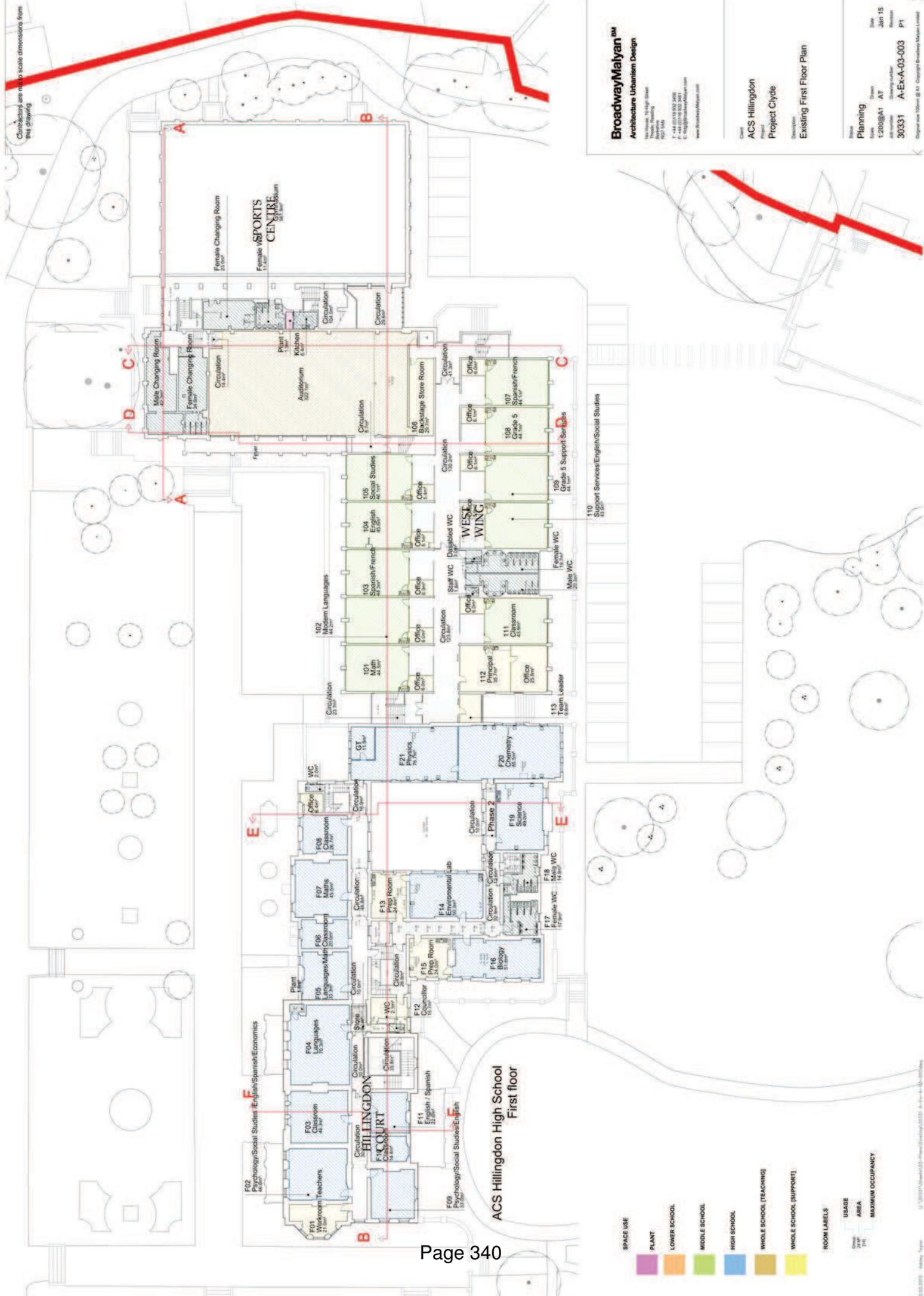
USAGE

AREA

MAXIMUM OCCUPANCY

15.03.2015 10:59 AM

Contractors are to scale dimensions from this drawing



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 Architecture Urbanism Design

1000 Broadway, Suite 1000
 New York, NY 10018
 Tel: +1 212 693 3400
 Fax: +1 212 693 3401
 E: info@broadwaymalyan.com
 www.broadwaymalyan.com

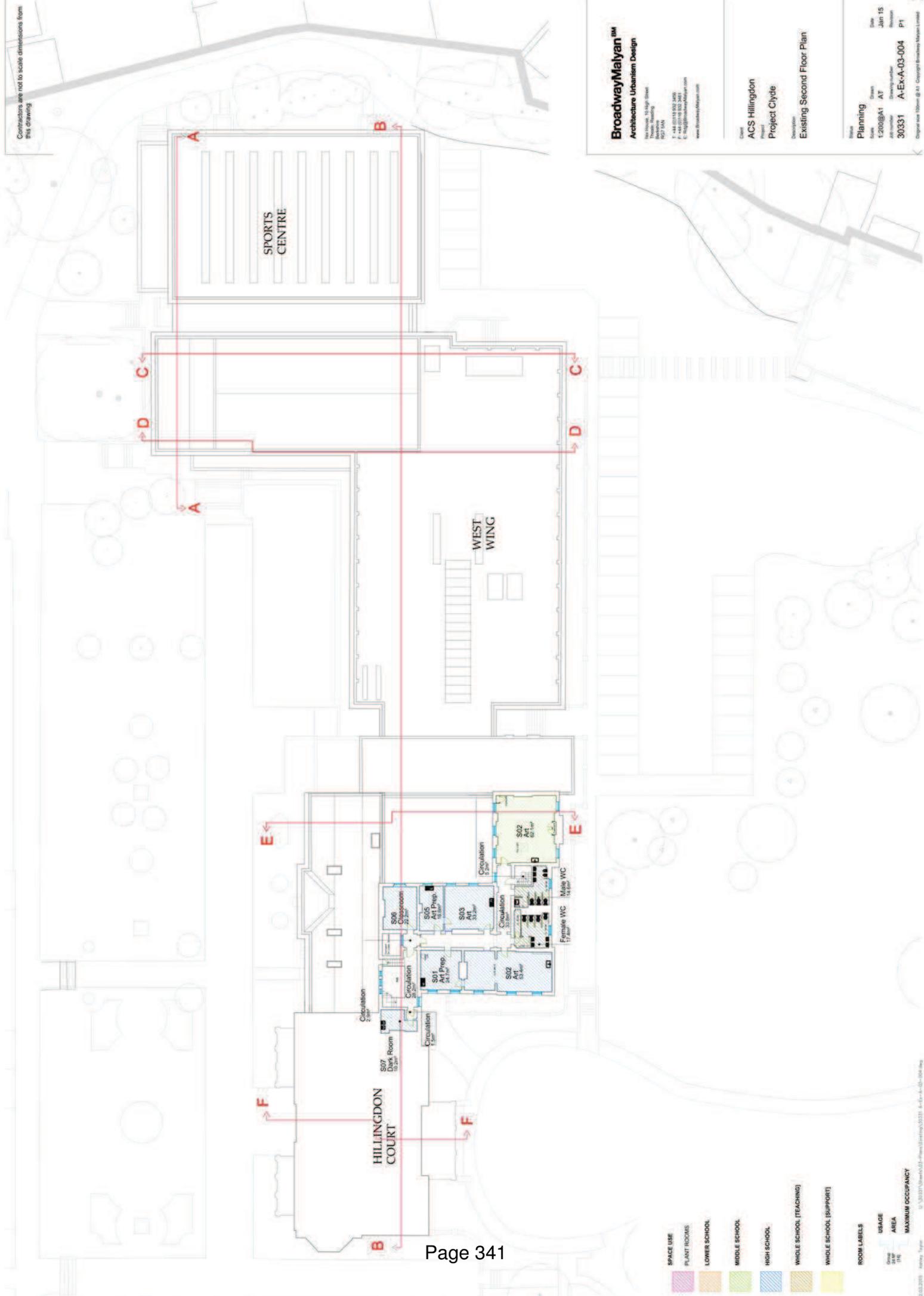
Client: ACS Hillingdon
 Project: Project Clyde
 Description: Existing First Floor Plan

Revision: Planning
 Author: 1-2009@A1
 Date: June 15
 Revision: 303331 A-Ex-A-03-003
 Designer: A1 Copyright Broadway Malyan Limited

- SPACE USE
- PLANT
- LOWER SCHOOL
- MIDDLE SCHOOL
- HIGH SCHOOL
- WHOLE SCHOOL (TEACHING)
- WHOLE SCHOOL (SUPPORT)
- ROOM LABELS
- USAGE AREA
- MAXIMUM OCCUPANCY

15.03.2016 10:49 AM Page 340

Contractors are not to scale dimensions from this drawing



BroadwayMayanSM
 Architecture Urbanism Design

100, 100, 100, 100 Street
 Broadway
 Mayan
 PO 1 1N
 P: +44 (0)114 832 340
 F: +44 (0)114 832 341
 E: info@broadwaymayan.com
 www.broadwaymayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Designer: Project Clyde

Description: Existing Second Floor Plan

Revision: Planning
 Date: 12/08/21
 Author: AT
 Reviewer: 30331 A-Ex-A-03-004
 Date: 15
 Revision: PT
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SPACE USE

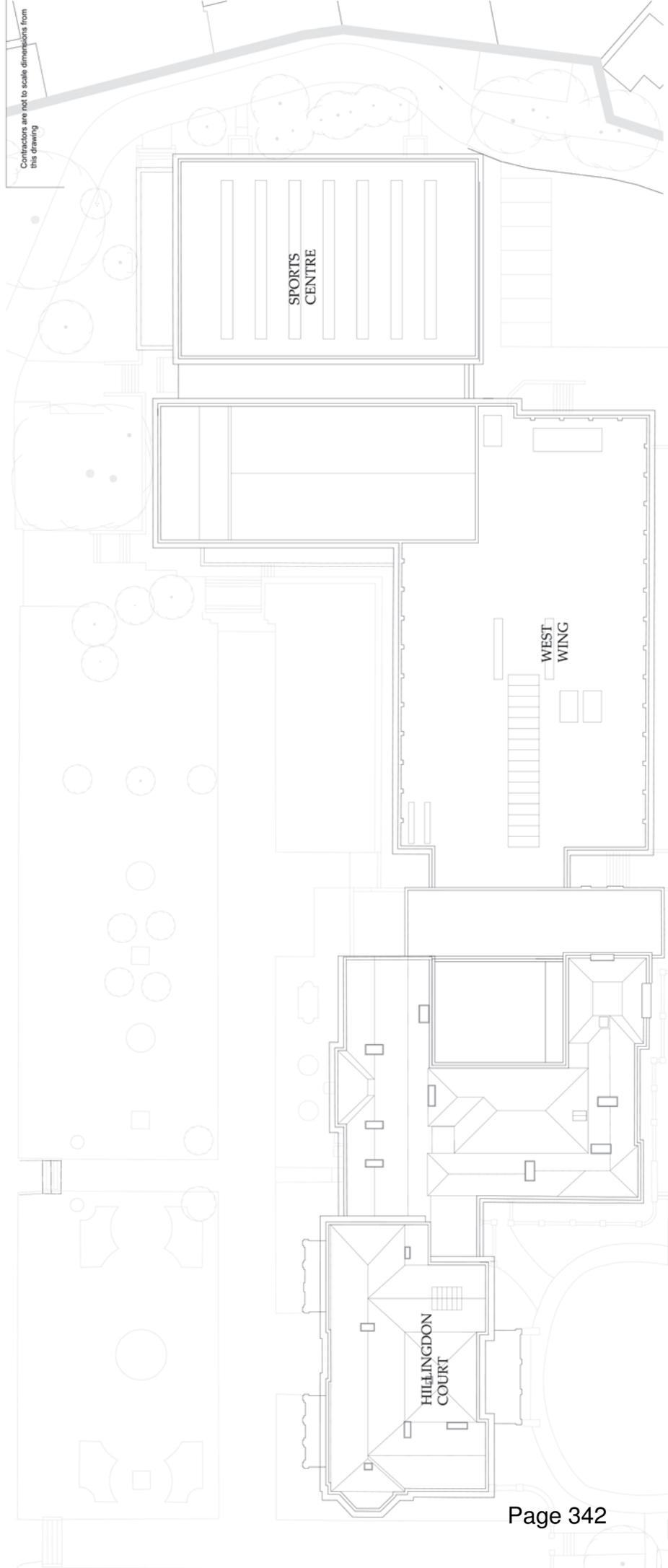
- PLANT ROOMS
- LOWER SCHOOL
- MIDDLE SCHOOL
- HIGH SCHOOL
- WHOLE SCHOOL (TEACHING)
- WHOLE SCHOOL (SUPPORT)

ROOM LABELS

USAGE AREA

MAXIMUM OCCUPANCY

10/02/2019 10:59:19 AM



Contractors are not to scale dimensions from this drawing

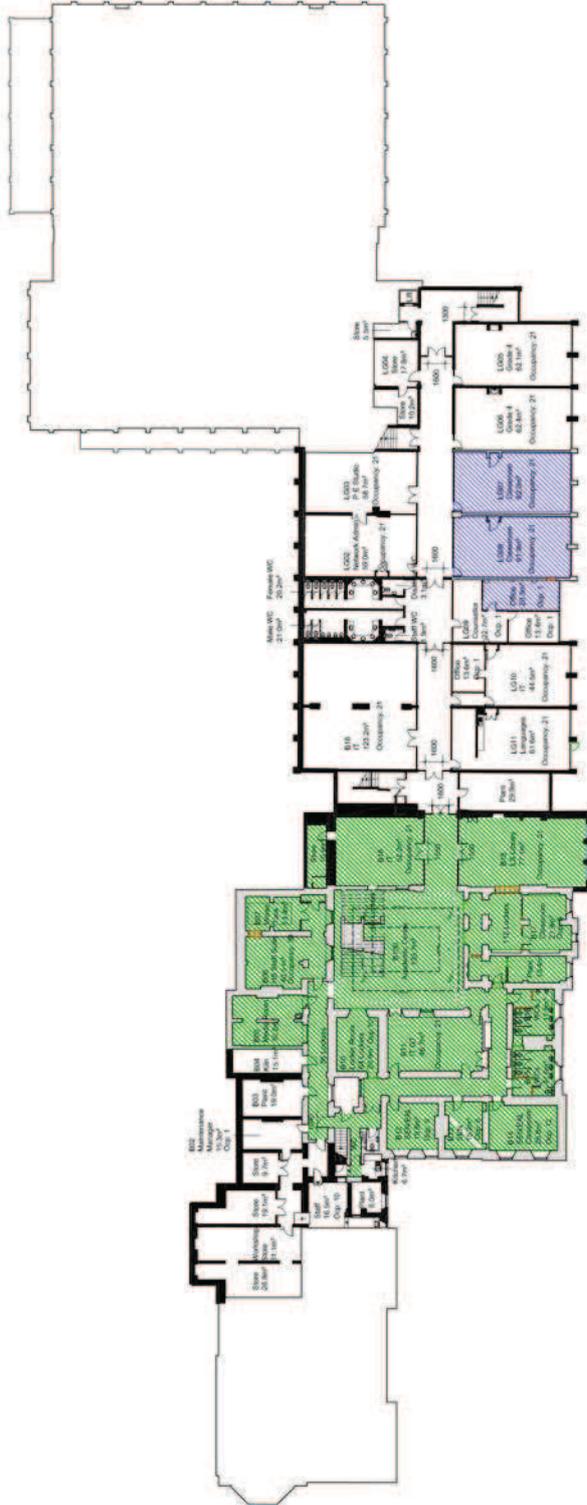
P2 | Rooflights updated | AT | 25.06.15

BroadwayMalayan BM
 Architecture Urbanism Design
 10a House, 53 High Street
 Broadwalk
 Brompton
 London W1 1UR
 T: +44 (0)181 833 3468
 F: +44 (0)181 833 3467
 E: info@broadwaymalayan.com
 www.broadwaymalayan.com

Client
ACS Hillingdon
 Project
Project Clyde
 Description
Existing Roof Plan

Status
Planning
 Date
12/06/15
 Drawn
AT
 Checked
AT
 Project Number
30331 A-Ex-A-03-005
 Revision
P2

Contractors are not to scale dimensions from this drawing



Scope of Projects

- PROJECT A
Science Extension
- PROJECT B
Academic Centre
- PROJECT C
First Floor Repurpose
- PROJECT D
Sports Extension
- PROJECT E
Staff & Administration

NOTE:
Refer to Qada DWG's for extent of M&E works which may effect additional areas

PD1	Planning Issue	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status		Stage D & Planning	
Scale	1:500@A3	Drawn By	AT
Job Number	30331	Drawing Number	A-02-Pro-030
Date	Nov 14'	Revision	PD1

Client
ACS Hillingdon

Project
Project Clyde

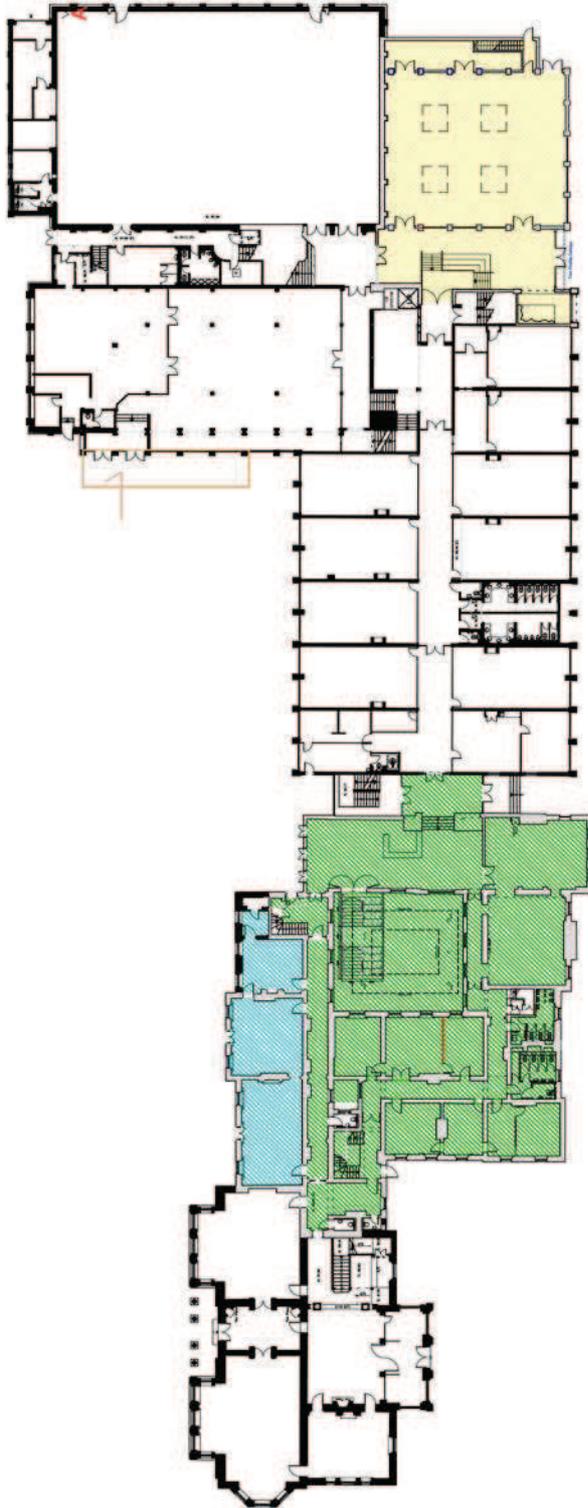
Description
**Scope of Architectural Projects
Lower Ground Floor**

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Scope of Projects

- PROJECT A Science Extension
- PROJECT B Academic Centre
- PROJECT C First Floor Refurbishment
- PROJECT D Sports Extension
- PROJECT E Staff & Administration

NOTE:
Refer to Other DWG's for cabinet locations which may affect additional areas.

PD1	Stage D & Planning	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status		Date	Nov 14'
Stage D & Planning		Drawn By	AT
Scale	1:500@A3	Job Number	30331
Revision		Drawing Number	A-02-Pro-031
			PD1

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Client
ACS Hillingdon

Project
Project Clyde

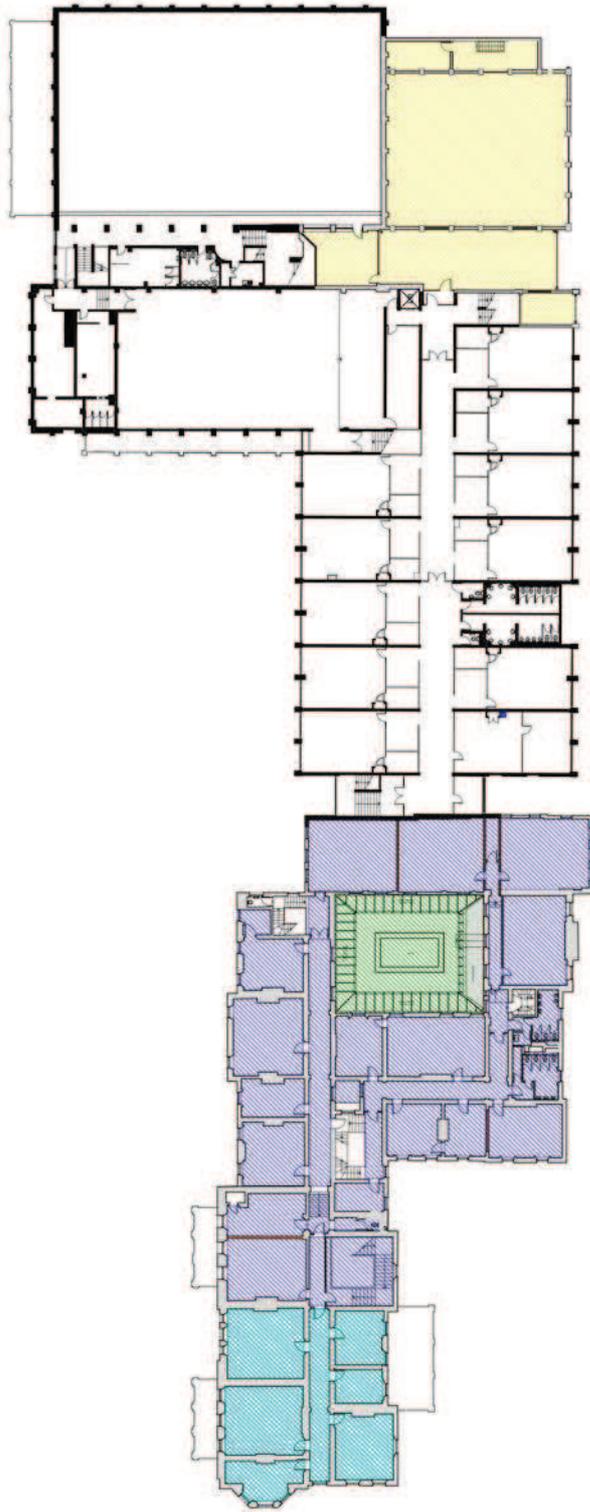
Description
Scope of Architectural Projects
Ground Floor

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Scope of Projects

- PROJECT A
Science Extension
- PROJECT B
Academic Centre
- PROJECT C
First Floor Repurpose
- PROJECT D
Sports Extension
- PROJECT E
Staff & Administration

NOTE:
Refer to Quads DWG's for extent of M&E works which may affect additional areas

PD1	Planning	AT	17.12.14
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Client
ACS Hillingdon

Project
Project Clyde

Description
**Scope of Architectural Projects
First Floor**

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T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

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Status
Stage D & Planning

Scale
1:500@A3

Job Number
30331

Drawn By
AT

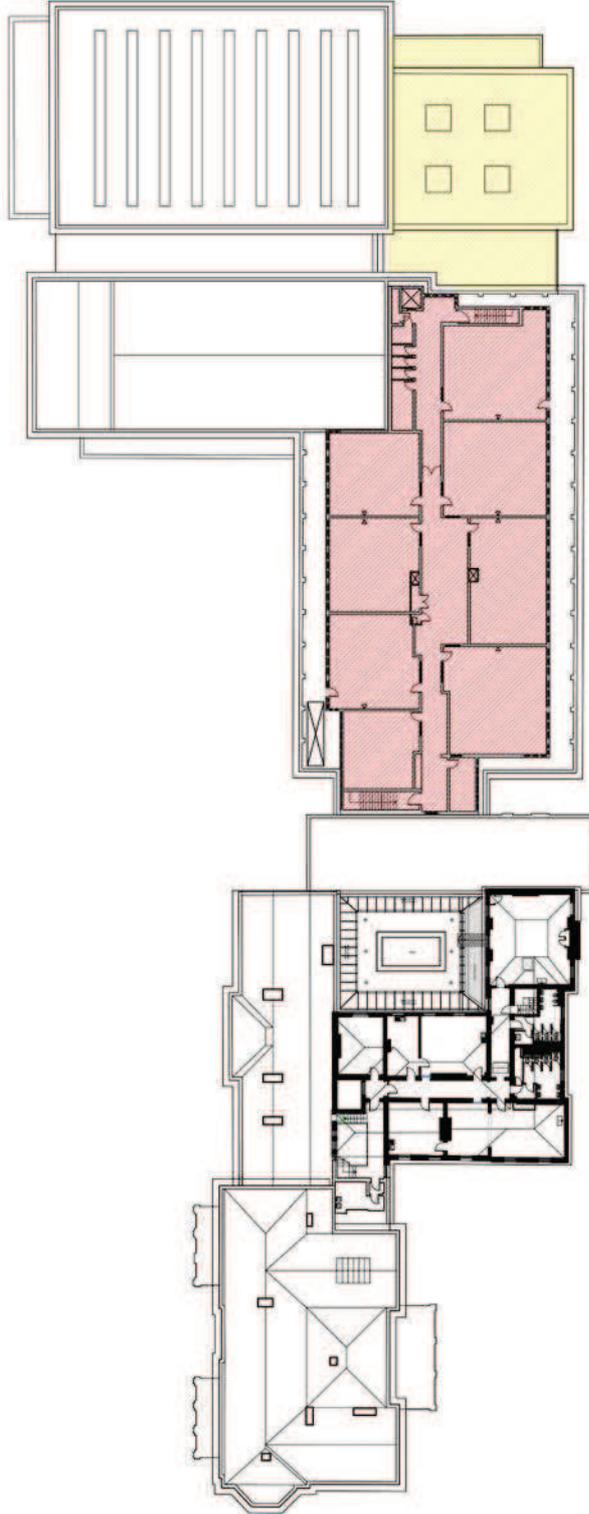
Drawing Number
A-02-Pro-032

Date
Nov 14*

Revision
PD1

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- Scope of Projects**
- PROJECT A Science Extension
 - PROJECT B Academic Centre
 - PROJECT C First Floor Re-purpose
 - PROJECT D Sports Extension
 - PROJECT E Staff & Administration

NOTE:
Refer to Ooba DWG's for extent of M&E works which may affect additional areas

Client
ACS Hillingdon

Project
Project Clyde

Description
**Scope of Architectural Projects
Second Floor**

BroadwayMalyan ^{BM} **Architecture Urbanism Design**

T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rlg@BroadwayMalyan.com
Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN

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PD1	Planning Issue	AT	11.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Confirmation of Scope	AT	25.11.14
P-	Vacated Rooms Identified	AT	09.10.14
P	Planning	AT	26.09.14
A	Consequential Works Omitted	AT	19.09.14

Status
Stage D & Planning

Scale
1:500@A3

Drawn By
AT

Job Number
30331

Drawing Number
A-02-Pro-033

Date
Nov 14'

Revision
PD1

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Project D: Multi-Use Hall

Project A: Science

Project B: Academic Centre

Additional building footprint

Additional Floor Space
(provided by adding roof to courtyard)

PD1 Planning issue	AT	11.02.15
PD Stage D & Planning	AT	17.12.14

Status	Stage D & Planning		
Scale	1:500@A3	Drawn By	AT
Job Number	30331	Drawing Number	A-02-Pro-034
Date	Nov 14'	Revision	PD1
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client	ACS Hillingdon
Project	Project Clyde
Description	Scope of Main Works & additional footprint + floor space Roof Plan

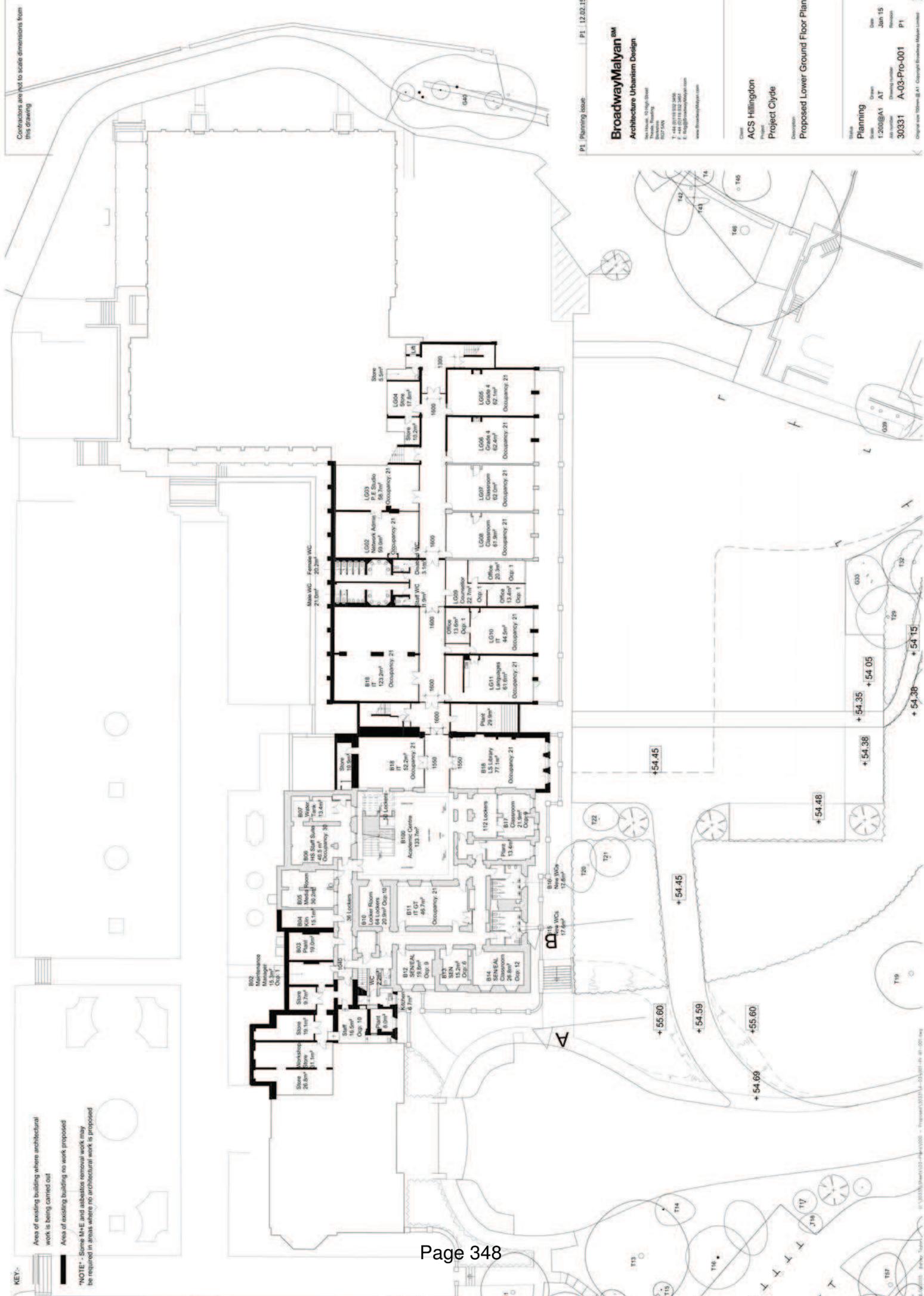
BroadwayMalyan^{BM} Architecture Urbanism Design

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KEY:
 Area of existing building where architectural work is being carried out
 Area of existing building no work proposed
 *NOTE: - Some M&E and asbestos removal work may be required in areas where no architectural work is proposed



Contractors are not to scale dimensions from this drawing

KEY:
 - - - Area of existing building where architectural work is being carried out
 - - - Area of existing building no work proposed
 - - - NOTE - Some MLE and labelled external work may be required in areas where no architectural work is proposed



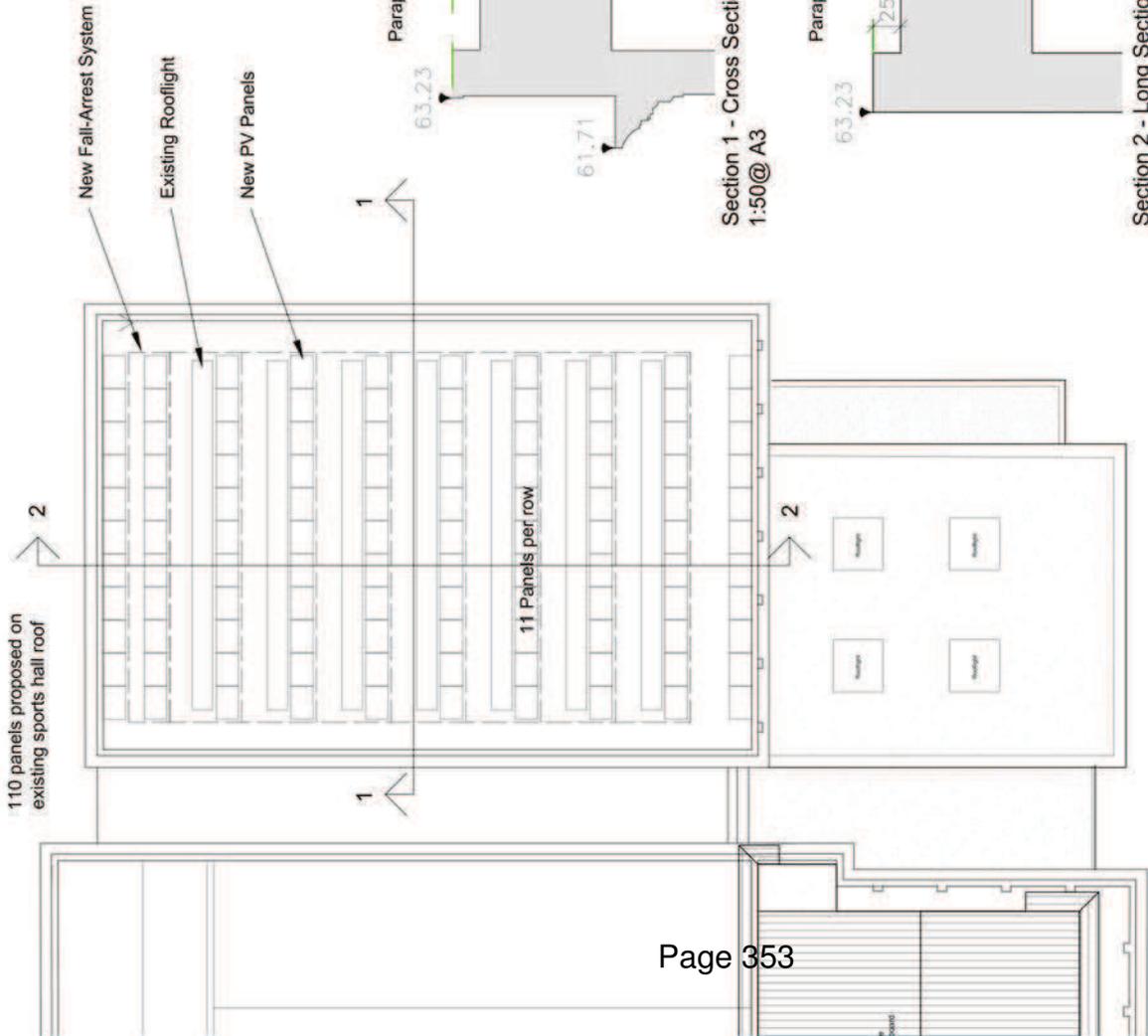
P3: Revised to Planning Comments AT 11.06.15
 P2: Planning revisions AT 04.06.15
 P1: Planning issue AT 12.02.15

BroadwayMalayan
 Architecture Urbanism Design
 No. 10, Jalan 10/100, Taman Malayan, Kuala Lumpur, Malaysia
 Tel: +603 2282 2282
 Fax: +603 2282 2282
 Email: info@broadwaymalayan.com
 www.broadwaymalayan.com

Client: ACS Hillingdon
 Project: Project Clyde
 Date: July 15
 Revision: P3
 Drawing No: 30331 A-03-002
 Proposed Ground Floor Plan

Contractors are not to scale dimensions from this drawing

Note:
Drawing based on survey of parapet height and roof level. These levels show that PVs will not be visible in elevation above parapet. The exact layout of PVs will be determined when survey showing position of roof lights is undertaken.



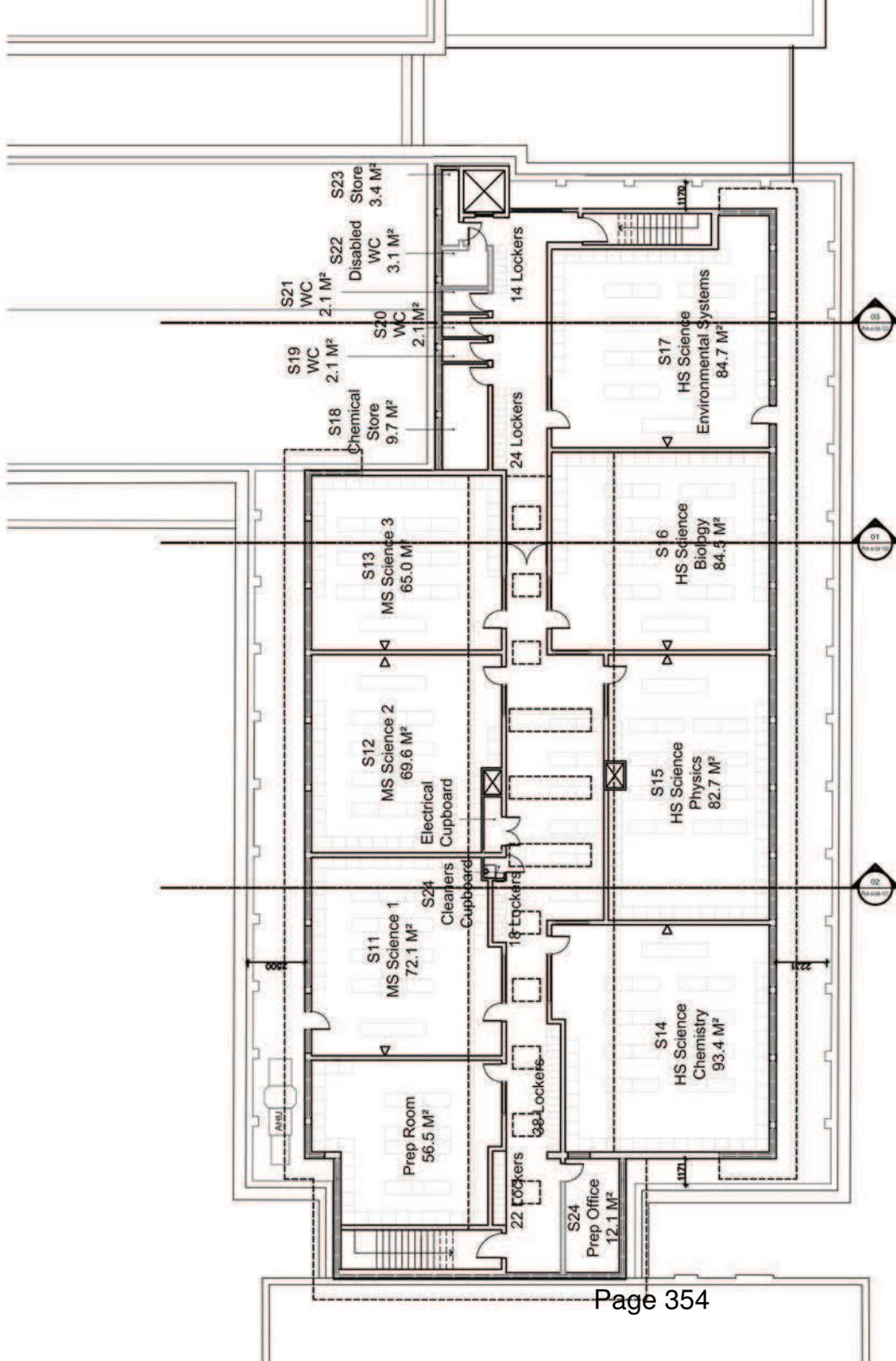
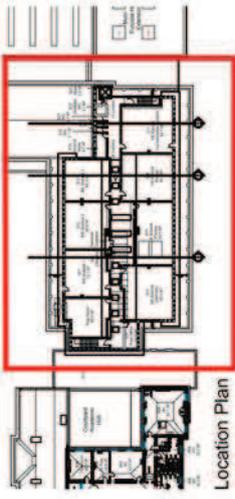
Existing Sports Hall Proposed Roof layout
1:250@ A3

BroadwayMalyan BM
Architecture Urbanism Design
T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
Ilex House, 10 High Street, Theale, Reading, Berkshire, RG7 5AN
www.BroadwayMalyan.com

Client
ACS Hillingdon
Project
Project Clyde
Description
**Existing Sports Roof
Proposed PV Plan**

PD | Planning | AT | 24.06.15
Status
Planning & Stage D
Scale
1:200@A3
Job Number
30331
Drawing Number
A-27-100
Date
Jun 2014
Revision
PD
Original size 100mm @ A3 Copyright Broadway Malyan Limited

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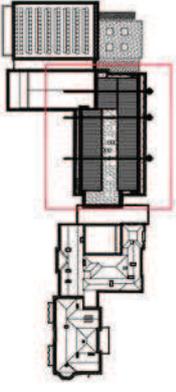
P	Planning	AT	26.09.14
P-	Stage C - For Information	AT	09.10.14
P1	Updated for Co-ordination	AT	07.11.14
P2	Updated from pre app meeting	AT	18.11.14
P3	Updated for Final Comments	AT	10.12.14
P4	Pre-App Adjustments	AT	21.11.14
P5	Issued for Final Comments	AT	12.12.14
P6	Stage D & Planning	AT	17.12.14
PD	Stage D & Planning	AT	16.01.15
PD1	Stage D & Planning	AT	12.02.15
PD2	Stage D & Planning	AT	29.05.15
PD3	Revised to planning comments	AT	11.06.15
PD4	Revised to planning comments	AT	19.06.15
PD5	Revised curtain walling	AT	

Status **Planning & Stage D**
 Scale **1:200@A3**
 Drawn By **AT**
 Job Number **30331**
 Drawing Number **PrA-A-03-Pro-100**
 Date **Oct 2014**
 Revision **PD5**
 Original size 100mm @ A3 Copyright Broadway Malyan Limited

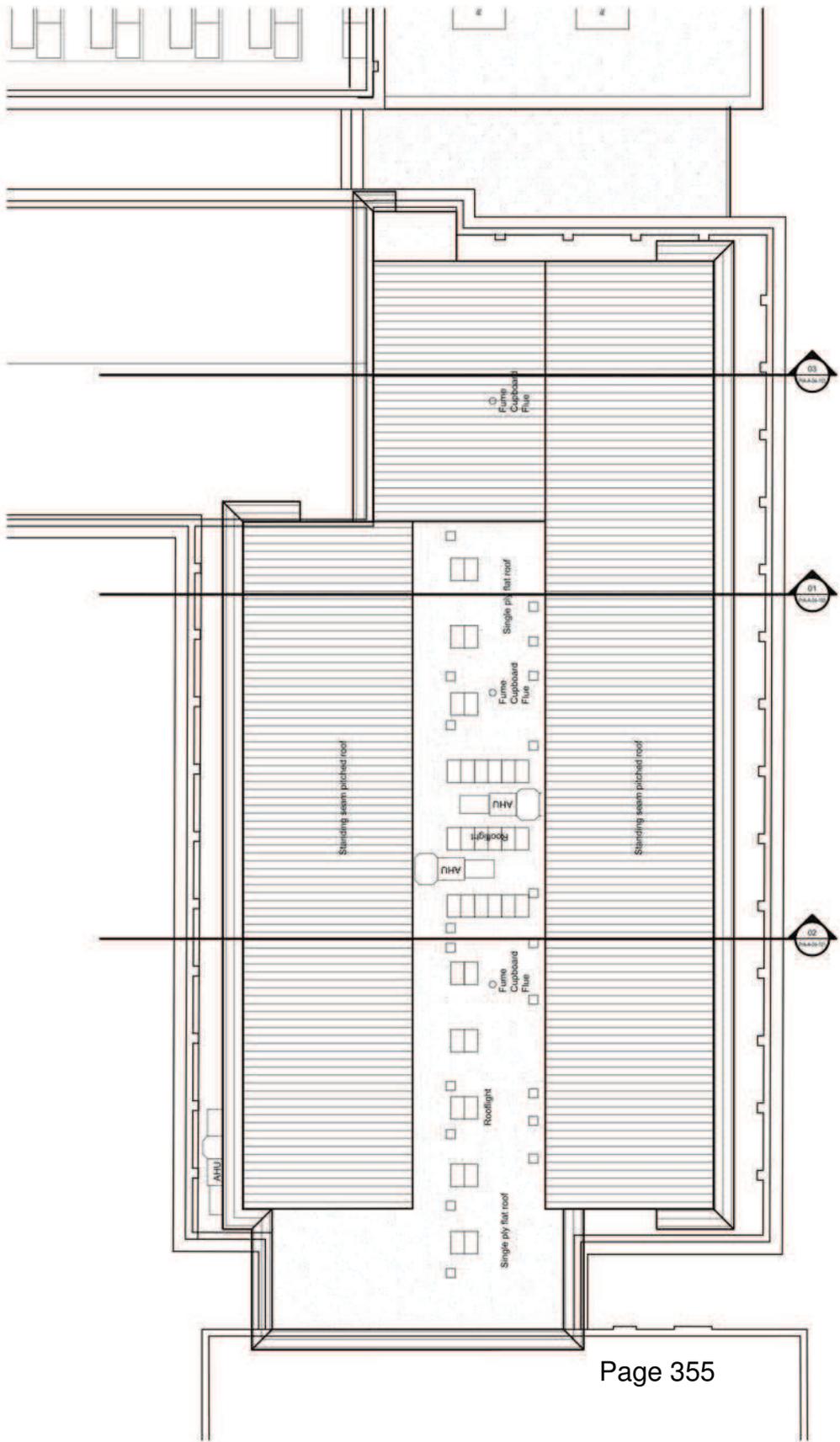
Client **ACS Hillingdon**
 Project **Project Clyde**
 Description **Project A - Science Extension Proposed Plan**

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 T: +44 (0)118 932 3456 F: +44 (0)118 932 3461 E: Rdg@BroadwayMalyan.com
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Contractors are not to scale dimensions from this drawing



Location Plan



P	Planning	AT	26.09.14
P-	Stage C - For Information	AT	09.10.14
P1	Updated for Co-ordination	AT	23.10.14
P2	Updated for Co-ordination	AT	07.11.14
P3	Stage D & Planning	AT	19.12.14
P4	Stage D & Planning	AT	16.01.15
P5	Planning issue	AT	12.02.15
P2	Revised planning issue	AT	09.03.15
P3	Revised to planning comments	AT	29.05.15
P4	Revised to planning comments	AT	11.06.15
P5	Revised to planning comments	AT	19.06.15

Status		Stage D & Planning	
Scale	1:200@A3	Drawn	AT
Job number	30331	Drawing number	PrA-A-03-101
Revision	PD5	Date	
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client
ACS Hillingdon

Project
Project Clyde

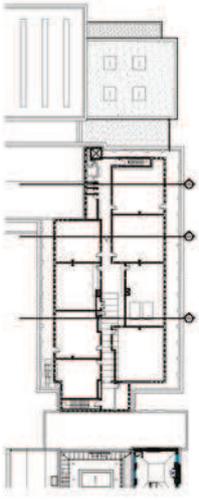
Description
**Project A - Science Roof top extension to West Wing
Proposed Roof Plan**

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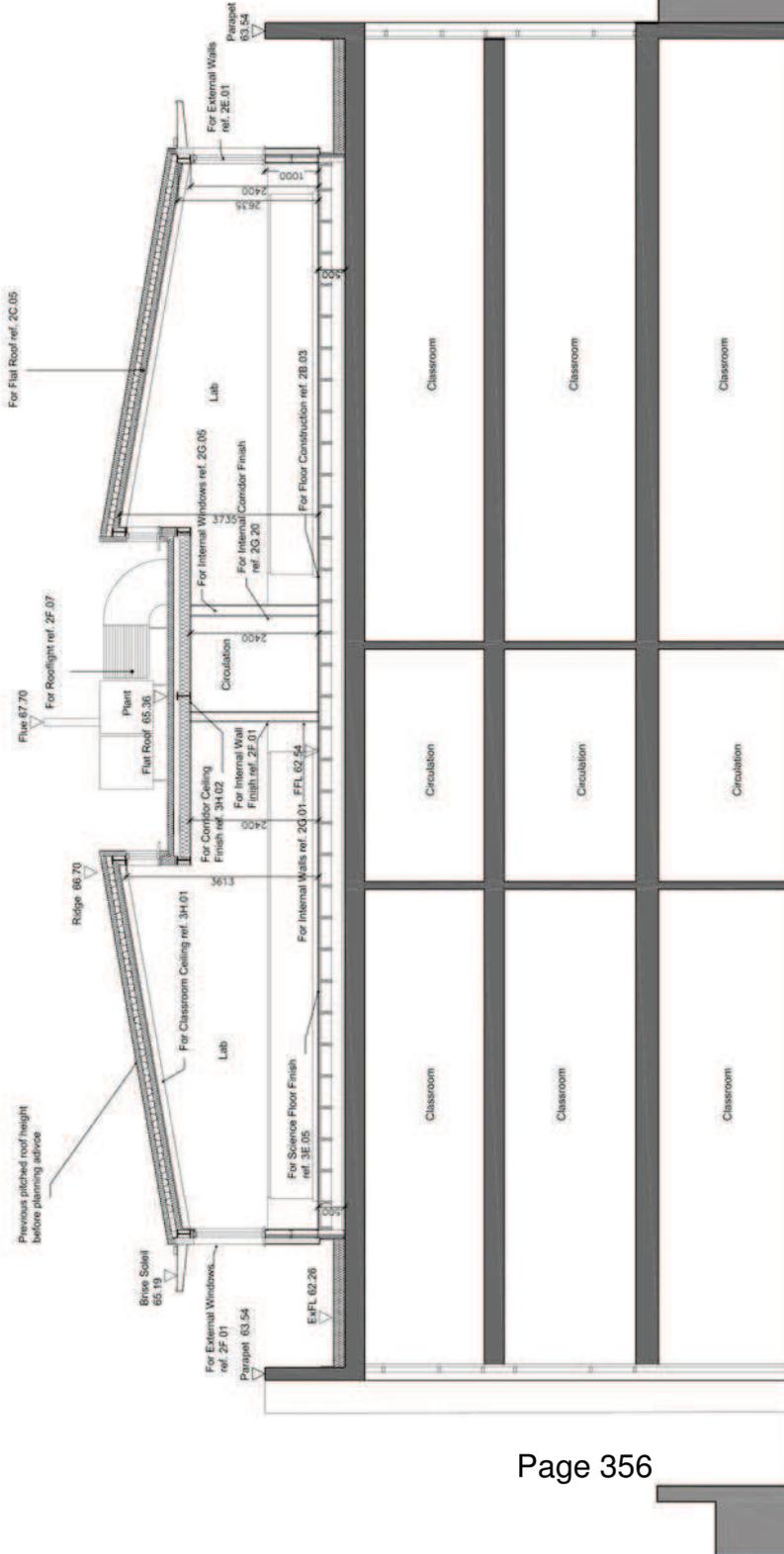
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Location Plan



PD6	Revised planning issue	AT	25.06.15
PD5	Revised planning issue	AT	11.06.15
PD4	Revised planning issue	AT	01.06.15
PD3	Revised planning issue	AT	09.03.15
PD2	Planning issue	AT	12.02.15
PD1	Stage D & Planning	AT	16.01.15
P4	Stage D & Planning	AT	12.12.14
P3	Pre-App Alterations	AT	21.11.14
P2	Updated for Co-ordination	AT	07.11.14
P1	Updated for Co-ordination	AT	09.10.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Stage D & Planning	
Scale	1:100@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrA-A-04-Pro-100
Date	Sep 2014	Revision	PD6
Original size 100mm @ A3 Copyright Broadway Malyan Limited			

Client
ACS Hillingdon
Project
Project Clyde
Description
Project A - Science Extension
Section PrA-01

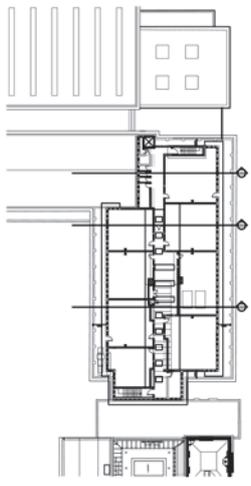
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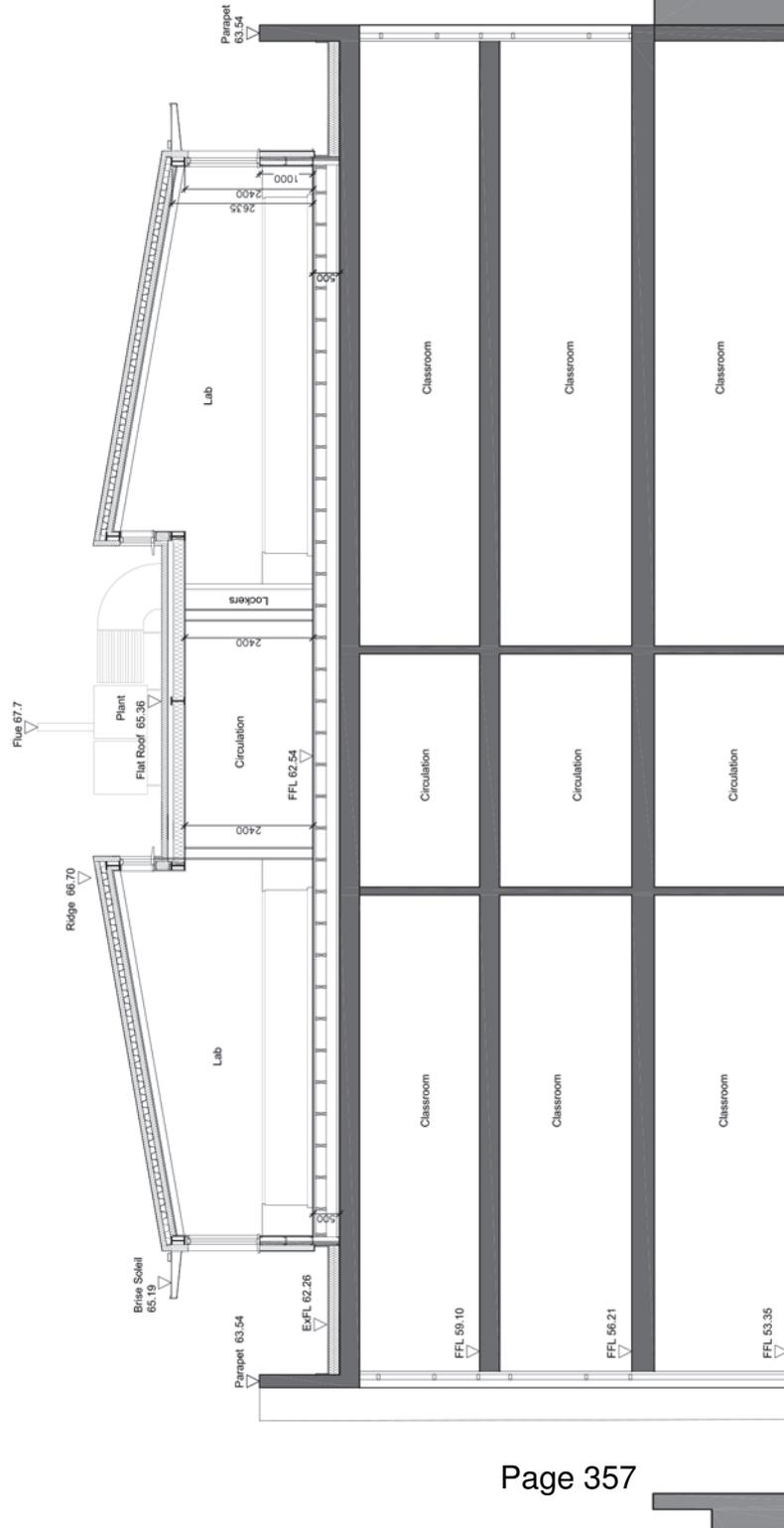
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U: \\30331\Sheets\04-Sections\30331_PrA-04-PrA-100.dwg

Contractors are not to scale dimensions from this drawing



Location Plan



Section PrA-02

PD6	Revised planning comments	AT	25.06.15
PD5	Roof redesigned	AT	11.06.15
PD4	Roof redesigned	AT	29.05.15
PD3	Revised Planning issue	AT	09.03.15
PD2	Planning issue	AT	12.05.15
PD1	Stage D & Planning	AT	16.01.15
P1	Stage D & Planning	AT	12.12.14
P-	Issued for Co-ordination	AT	07.11.14

Status		Stage D & Planning	
Client	ACS Hillingdon	Drawn By	AT
Scale	1:100@A3	Job Number	30331
Project	Project Clyde	Drawing Number	PrA-A-04-Pro-101
Description	Project A - Science Extension Section PrA-02	Date	Sep 2014
		Revision	PD6

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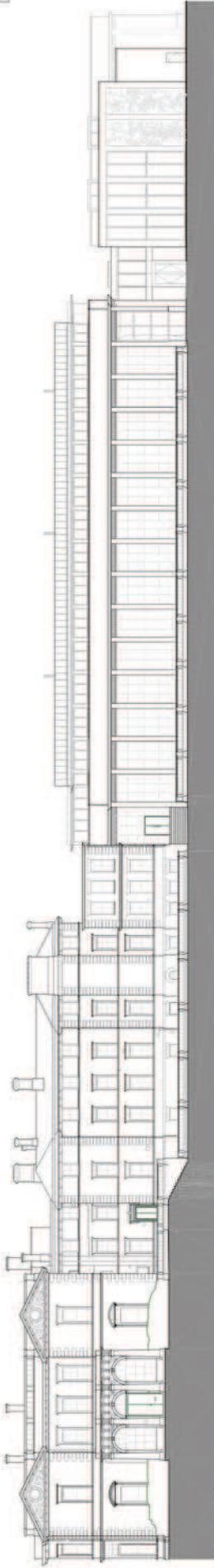
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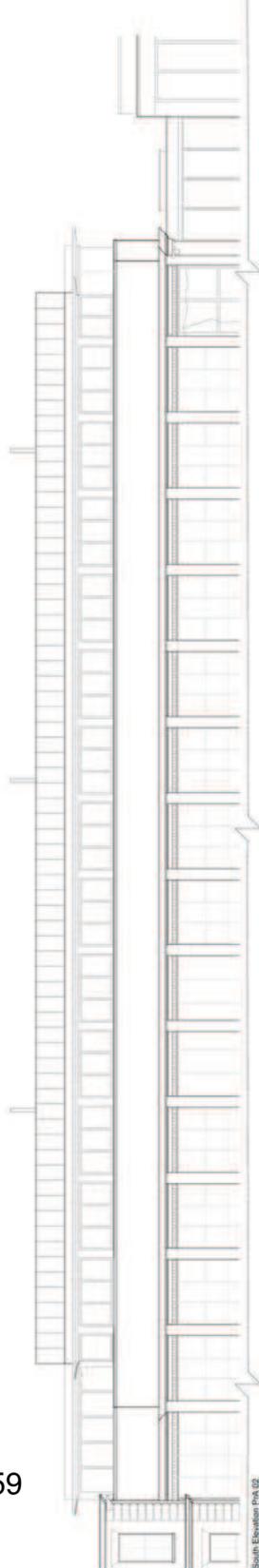
Location Plan



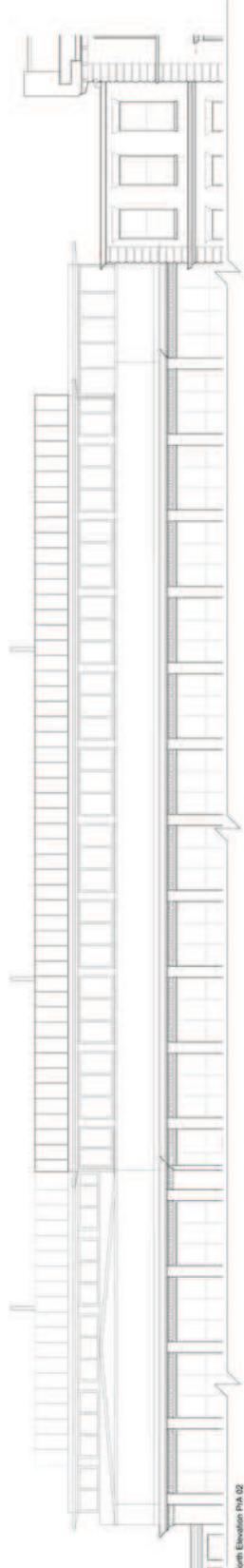
South Elevation P/A.02
1:200 @ A1



North Elevation P/A.02
1:200 @ A1



South Elevation P/A.02
1:100 @ A1



North Elevation P/A.02
1:100 @ A1

PO6 Revised curtain walling AT 23.06.15
PO5 Revised to planning comments AT 10.06.15
PO4 Revised to planning comments AT 29.05.15
PO3 Revised Planning Issue AT 09.03.15

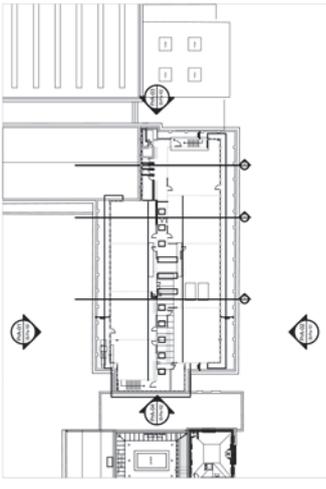
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Singapore
P.O. Box 12345
Tel: +65 6339 1234
Fax: +65 6339 5678
E: info@broadwaymalayan.com
www.broadwaymalayan.com

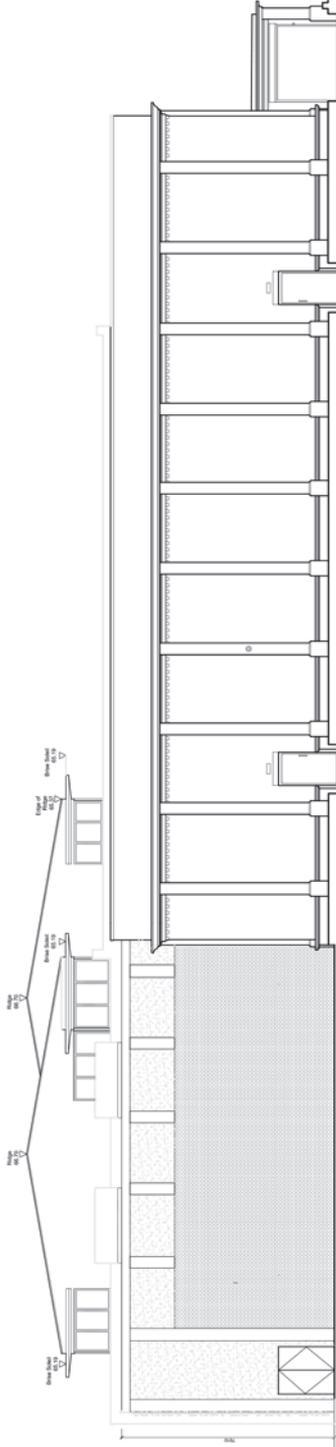
Client: ACS Hillingdon
Project: Project Clyde Bournemouth
Description: Project A - Science Extension Elevation North & South

Stage: Planning & Stage D
Author: [Name]
Checked By: AT
As noted: AT
Drawing Number: 30331 P/A-05-100
Revision: PD6
Date: June 2015
Prepared: [Name]
Checked: [Name]
Original scale 1:100 @ A1 Copyright Broadway Malayan Limited

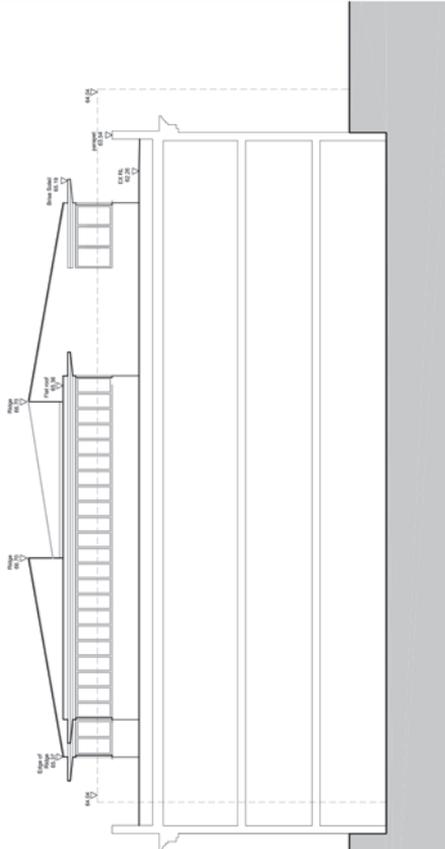
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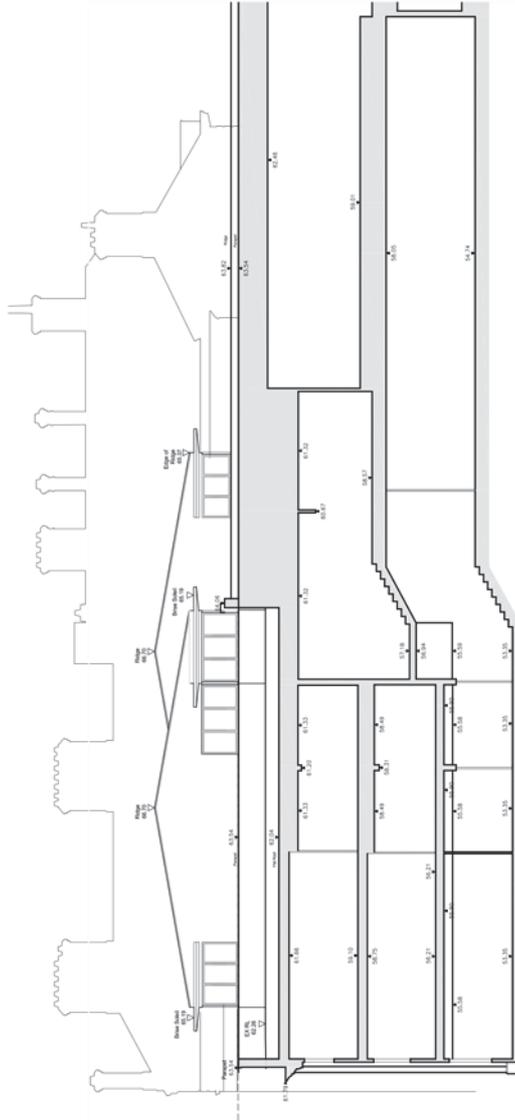
Location Plan
1:1000 @ A3



West Elevation PrA 03
1:200 @ A3



East Elevation PrA 04
1:200 @ A3



West Elevation PrA 03
(section through PE dept)
1:200 @ A3

PD6 Revised to planning comments	AT	25.06.15
PD5 Revised to planning comments	AT	10.06.15
PD4 Revised to planning comments	AT	04.06.15
PD3 Revised Planning Issue	AT	09.03.15

Status		Planning & Stage D
Scale	Drawn By	Date
1:200@A3	AT	Jan 2015
Job Number	Drawing Number	Revision
30331	PrA-A-05-Pro-101	PD6
Original size 100mm @ A3 Copyright Broadway Malyan Limited		

Client	ACS Hillingdon
Project	Project Clyde
Description	Project A - Science Extension West & East

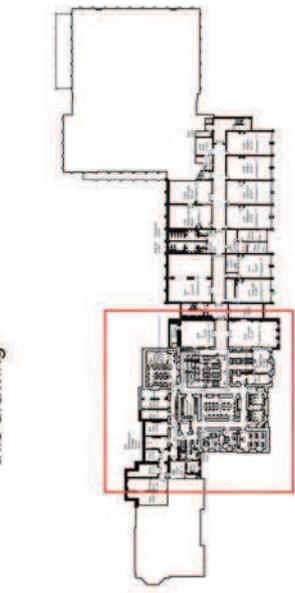
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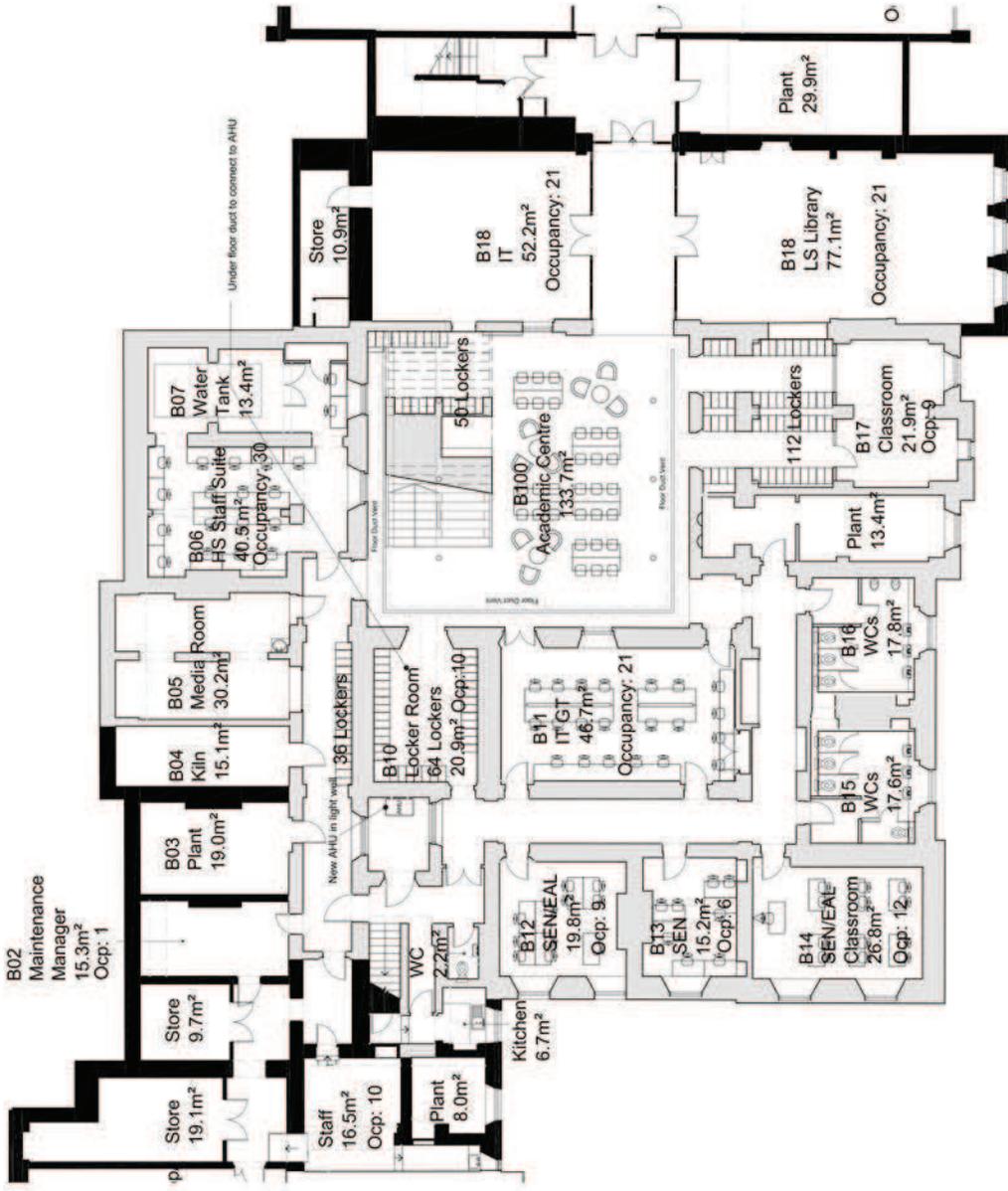
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U: \30331\Sheets\05-Elevations\30331 PrA-05-Pro-101.dwg

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Location Plan



Location Plan

PD3	Updated to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	04.06.15
PD1	Planning issue	AT	13.02.15
PD	Stage D & Planning	AT	17.12.14
P2	Stage D & Planning	AT	12.12.14
P1	Updated for Co-ordination	AT	07.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status	Planning	Date	Oct 14'
Scale	1:200@A3	Drawn By	AT
Job Number	30331	Revision	PD3
Drawing Number	PrB-A-03-200		

Client
ACS Hillingdon

Project
Project Clyde

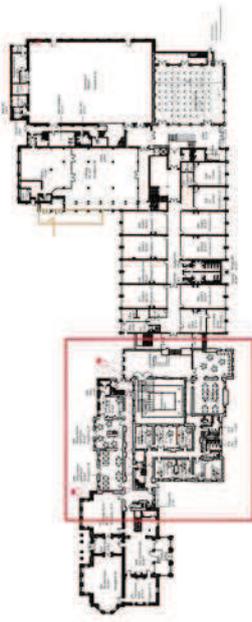
Description
**Project B - High School Hub
Lower Ground Floor Proposed Plans**

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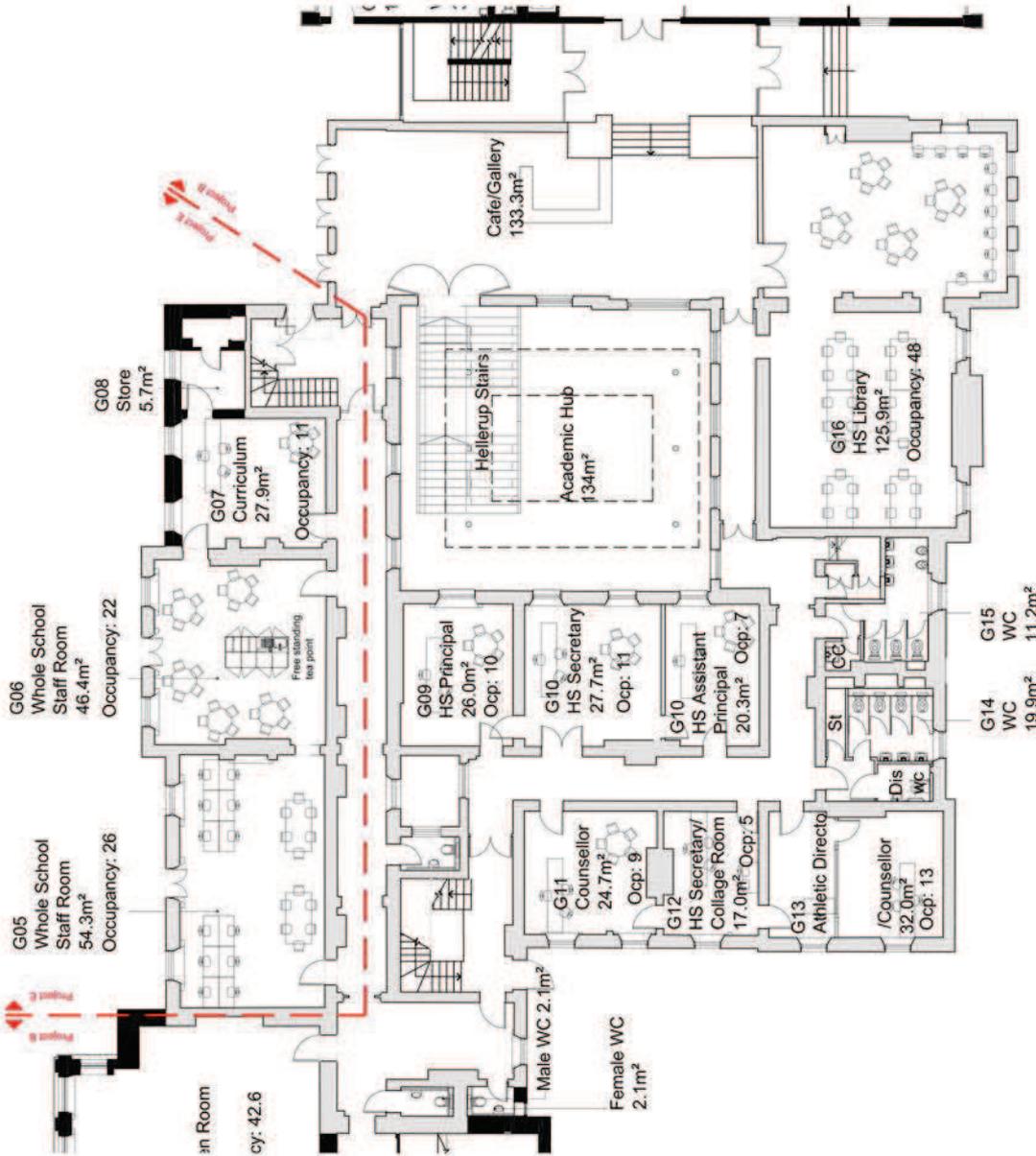
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Location Plan



PD3	Revised to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	05.06.15
PD1	Planning	AT	13.02.15
P2	Stage D & Planning	AT	12.12.14
P1	Updated for Co-ordination	AT	07.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

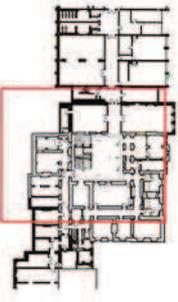
Status		Pre Application	
Scale	1:200@A3	Drawn By	AT
Job Number	30331	Drawing Number	PrB-A-03-201
Date	Oct 14	Revision	PD3

Client
ACS Hillingdon
Project
Project Clyde
Description
**Project B - High School Hub
Ground Floor Proposed Plans**

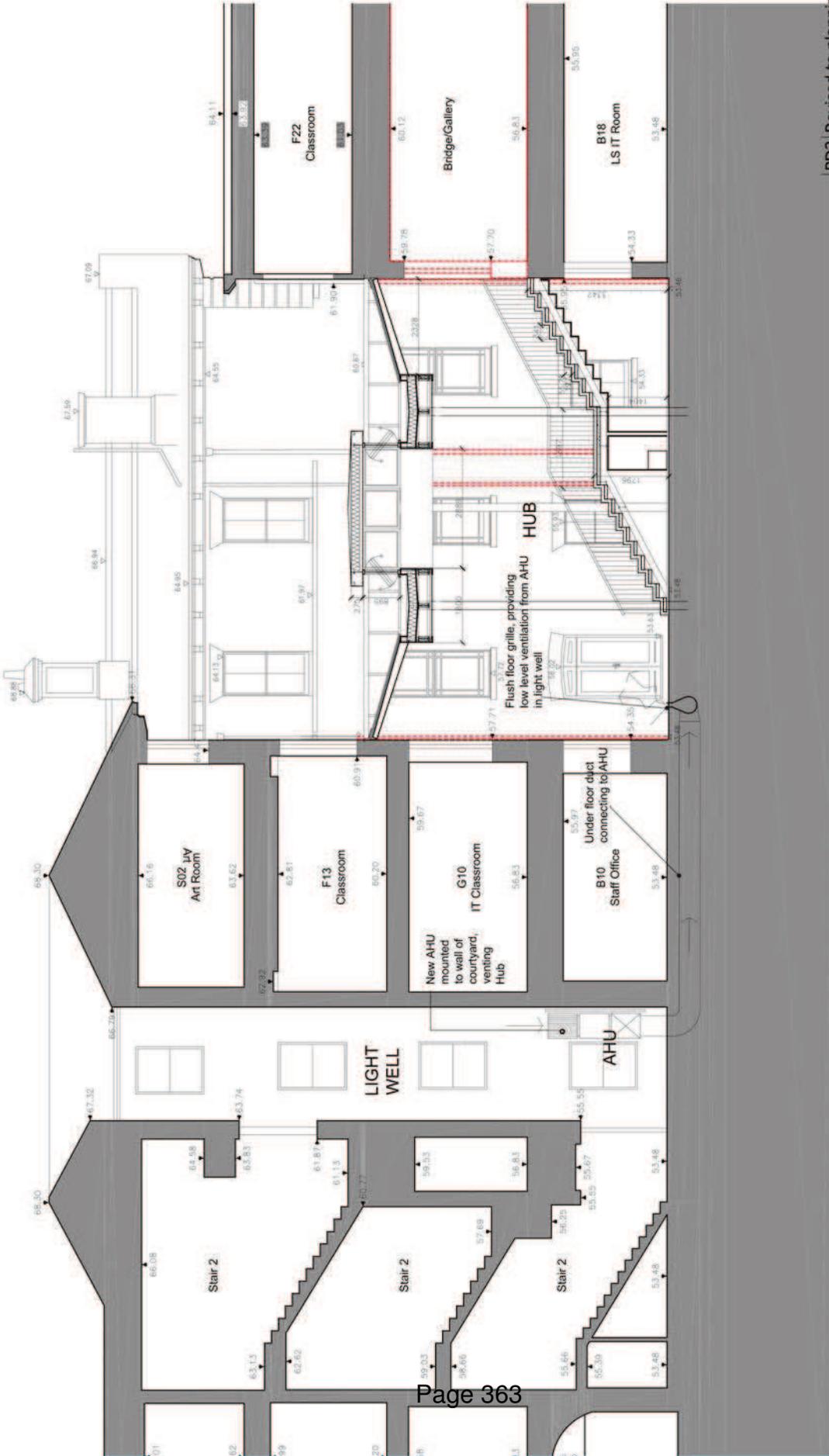
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Location Plan



PD2	Revised to planning comments	AT	25.06.15
PD1	Revised to planning comments	AT	11.06.15
PD	Planning Issue	AT	04.06.15

Status		Stage D & Planning	
Scale	Drawn By	Date	Jan 15
1:50@A3	AT	Revision	PD2
Job Number	Drawing Number		
30331	PrB-A-04-Pro-202		
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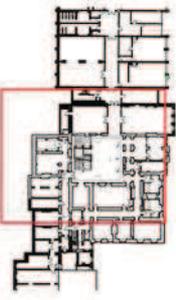
Client	ACS Hillingdon
Project	Project Clyde
Description	High School Hub Section A - South Facing & Surrounding Mansion House

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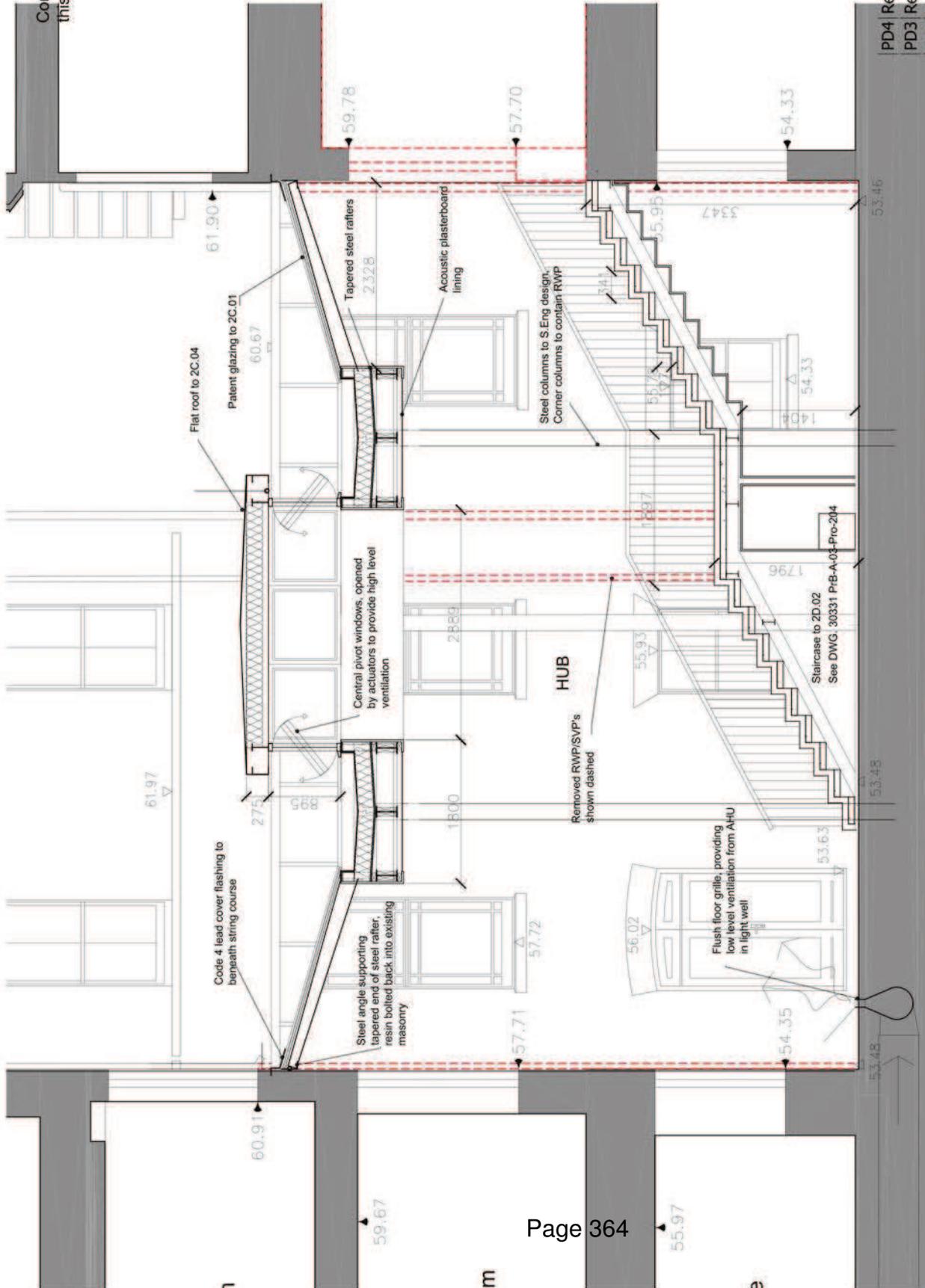
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Location Plan



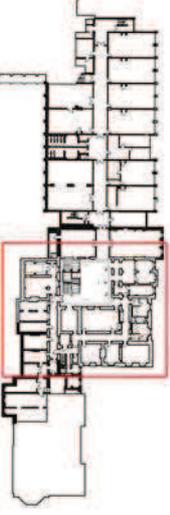
PD4	Revised to planning comments	AT	25.06.15
PD3	Revised to planning comments	AT	11.06.15
PD2	Planning comments vents/roof	AT	04.06.15
PD1	Planning	AT	13.02.15
PD	Stage D & Planning	AT	19.01.15

Status
Stage D & Planning
 Scale
 1:50@A3
 Drawn By
 AT
 Job Number
 30331
 Drawing Number
 PrB-A-04-Pro-200
 Revision
 PD4
 Date
 Jan 15
 Original size 100mm @ A3 Copyright Broadway Malyan Limited

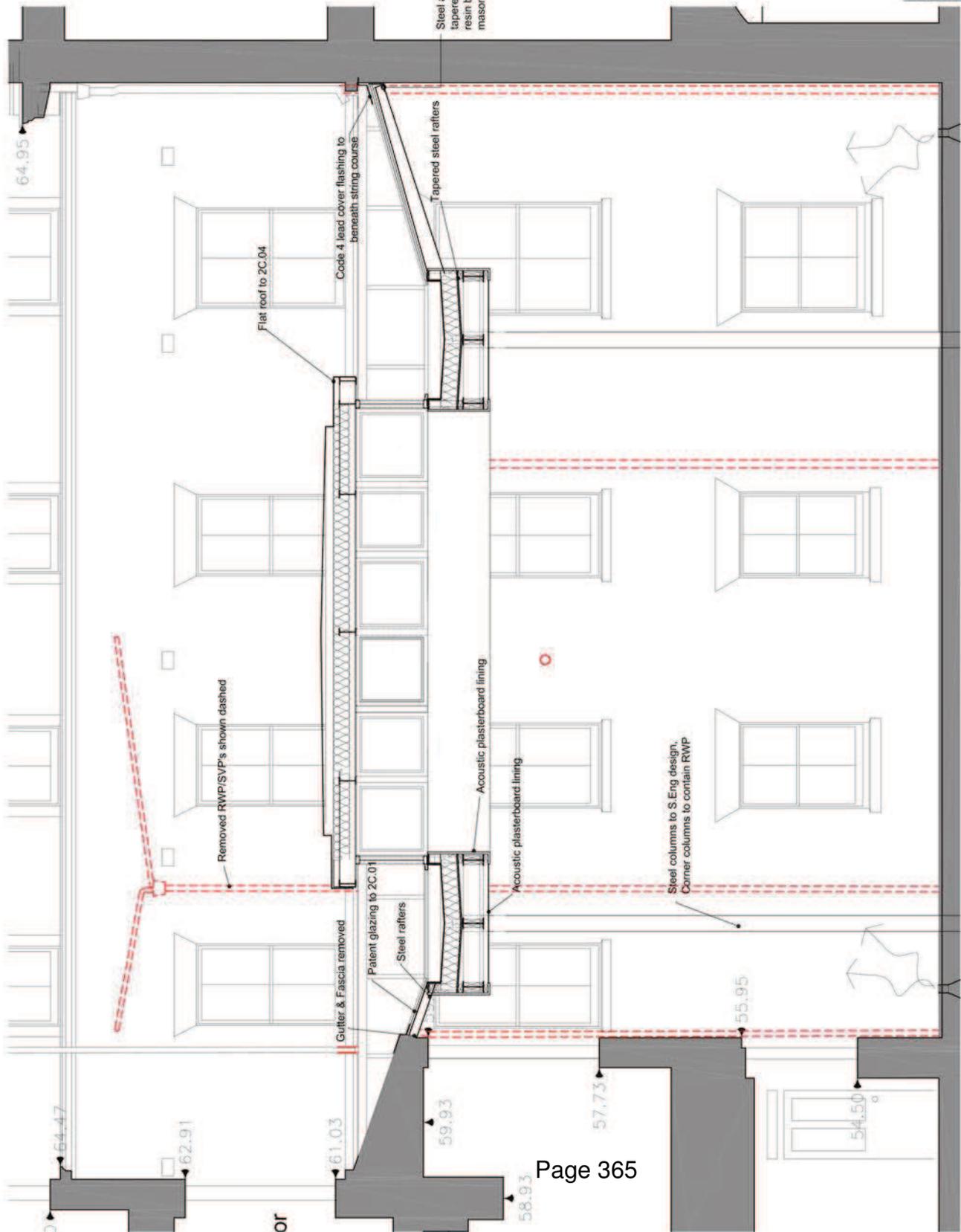
Client
ACS Hillingdon
 Project
Project Clyde
 Description
**High School Hub
 Section A - South Facing**

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 www.BroadwayMalyan.com
 25.06.2015 Ashley Taylor
 U:\30331\Sheets\04-Sections\30331 PrB-04-Pro-200.dwg

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Location Plan



PD3 Revised to planning comments	AT	25.06.15
PD2 Roof alterations	AT	12.06.15
PD1 Planning issue	AT	13.02.15
PD Stage D & Planning	AT	19.01.15

Status		Stage D & Planning
Scale	Drawn By	Date
1:50@A3	AT	Sep 2014
Job Number	Drawing Number	Revision
30331	PrB-A-04-Pro-201	PD3
Original size 100mm @ A3 Copyright Broadway Malyan Limited		

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project B - High School Hub
Section B - East Facing**

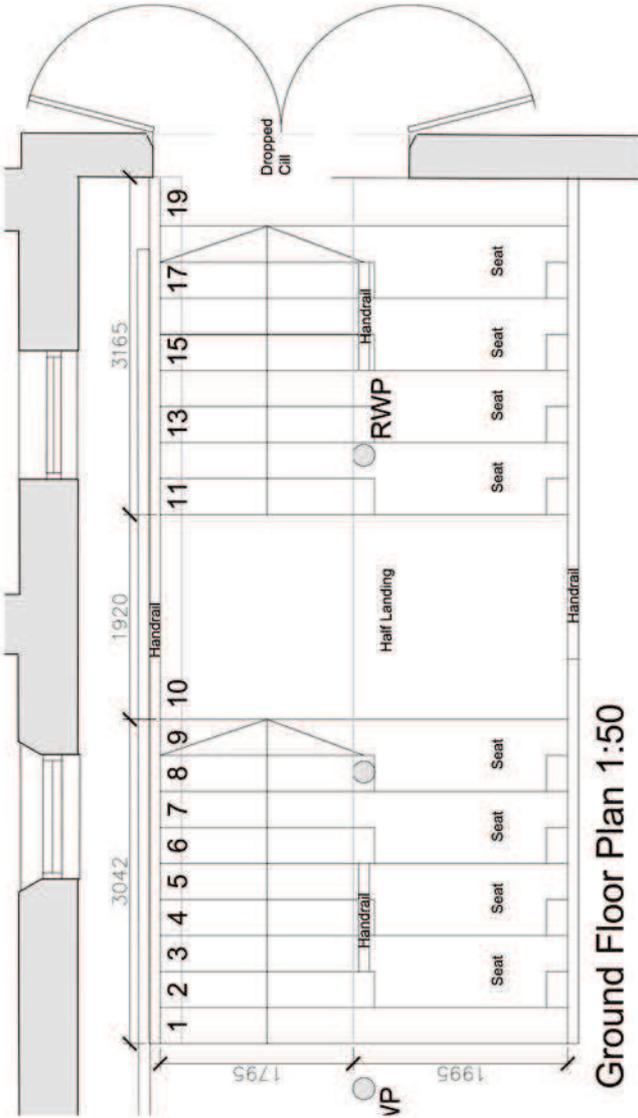
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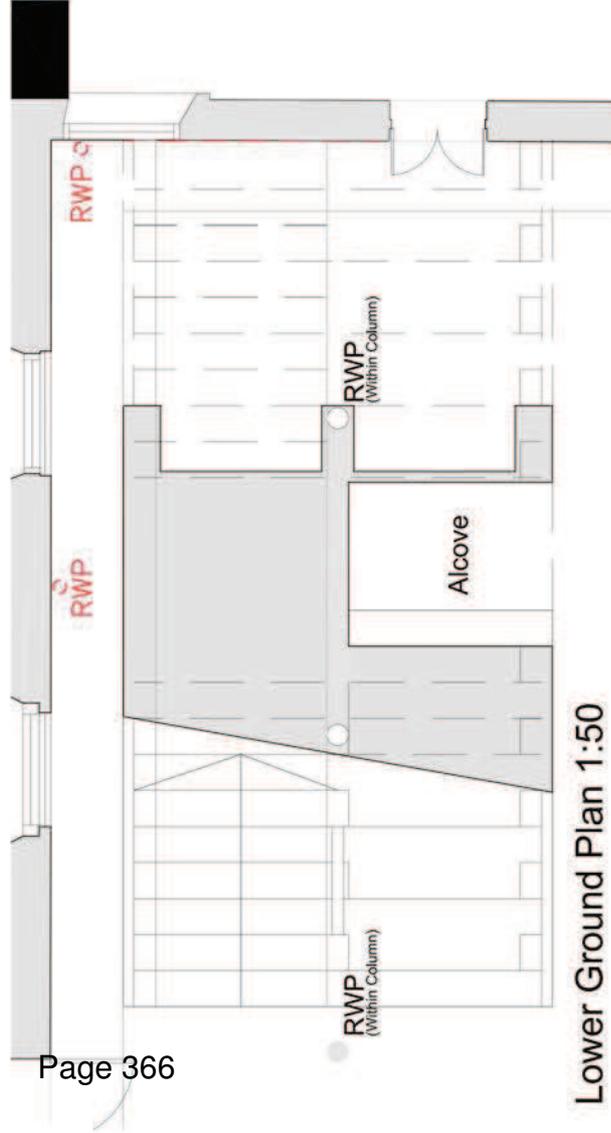
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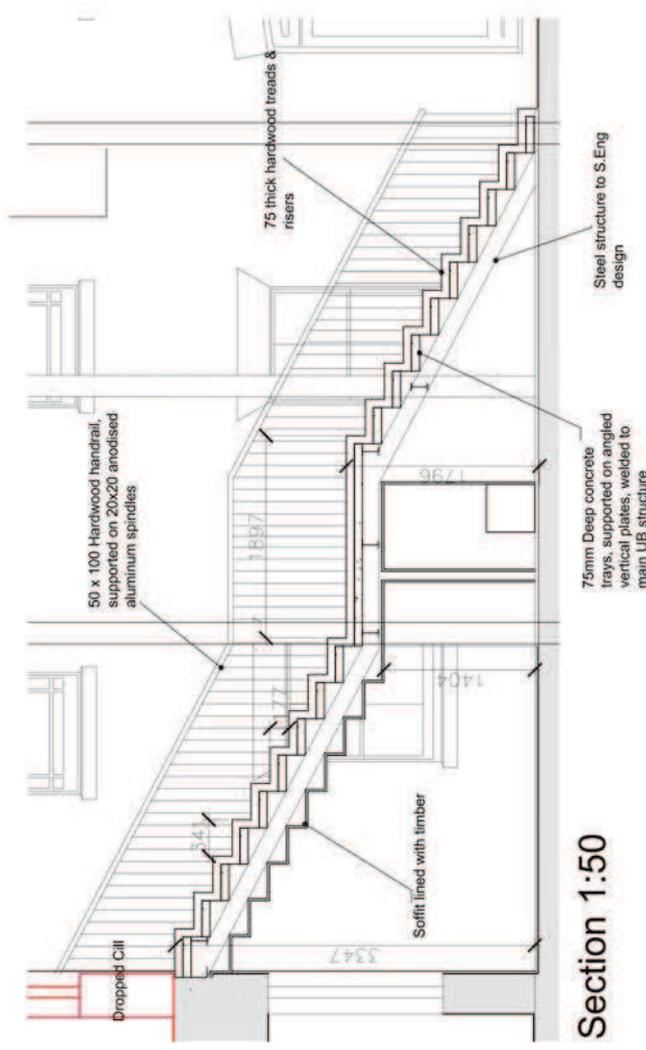
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Ground Floor Plan 1:50



Lower Ground Floor Plan 1:50



Section 1:50

PD4	Revised to planning comments	AT	26.05.14
PD3	Revised to planning comments	AT	11.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D	AT	16.01.15

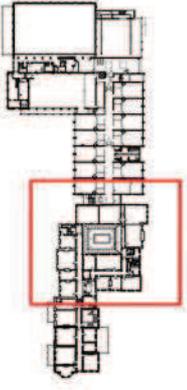
Status	Stage D	Client	ACS Hillingdon
Scale	1:50@A3	Project	Project Clyde
Drawn By	AT	Description	Project B - High School Hub Staircase Plans & Section
Job Number	30331		
Drawing Number	PrB-A-03-204		
Revision	PD4		
Date	Oct 14'		

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Location Plan



PD2 Planning	AT	25.06.15
PD1 Planning	AT	13.02.15
PD Stage D & Planning	AT	17.12.14
P1 Stage D & Planning	AT	12.12.14
P- Stage C - For Information	AT	09.10.14
P Planning	AT	26.09.14

Status		Stage D & Planning
Scale	1:200@A3	Drawn AT
Job number	30331	Drawing number PrC-A-03-Pro-300
Date	25.06.15	Revision PD2
Original size 100mm @ A3 Copyright Broadway Malyan Limited		

Client
ACS Hillingdon

Project
Project Clyde

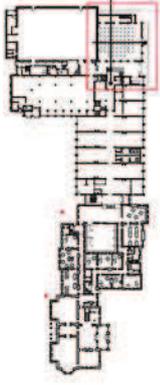
Description
Project C - First Floor Refurbishment
GA Proposed Plan

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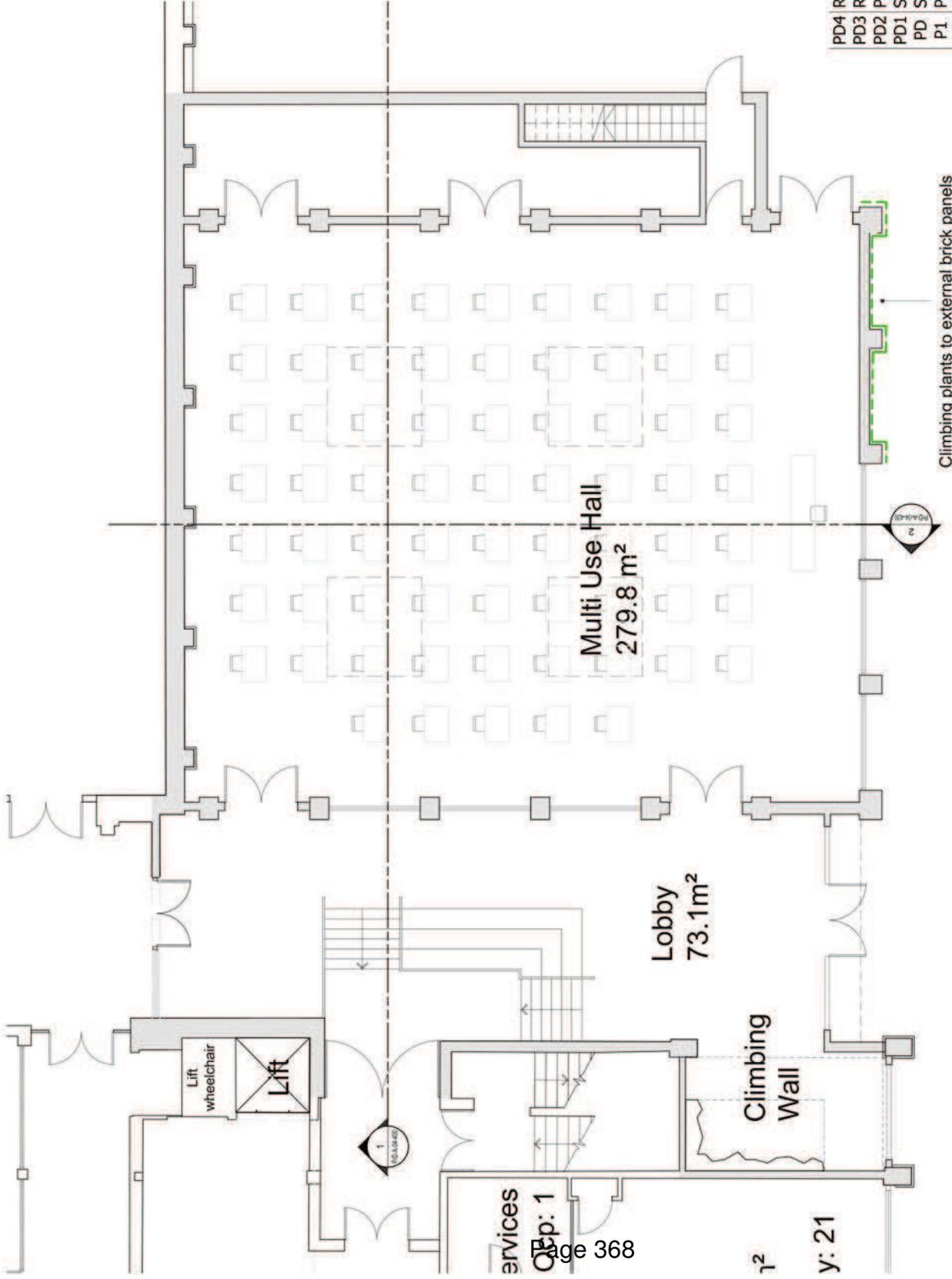
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Location Plan



Climbing plants to external brick panels

services
Opp: 1
Age 368
1²
y: 21

PD4	Revised to planning comments	AT	25.06.15
PD3	Revised to planning comments	AT	19.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D & Planning	AT	16.01.15
PD	Stage D & Planning	AT	06.01.15
P1	Pre-App Adjustments	AT	21.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status	Stage D & Planning		
Scale	1:200@A3	Drawn	AT
Job number	30331	Drawing number	PrD-A-03-400
Date	Oct 14	Revision	PD4
Original size 100mm @ A3 Copyright Broadway Malyan, Limited			

Client
ACS Hillingdon

Project
Project Clyde

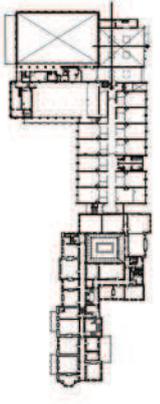
Description
**Project D - Multi Use Hall Extension
Proposed Plan Ground Floor**

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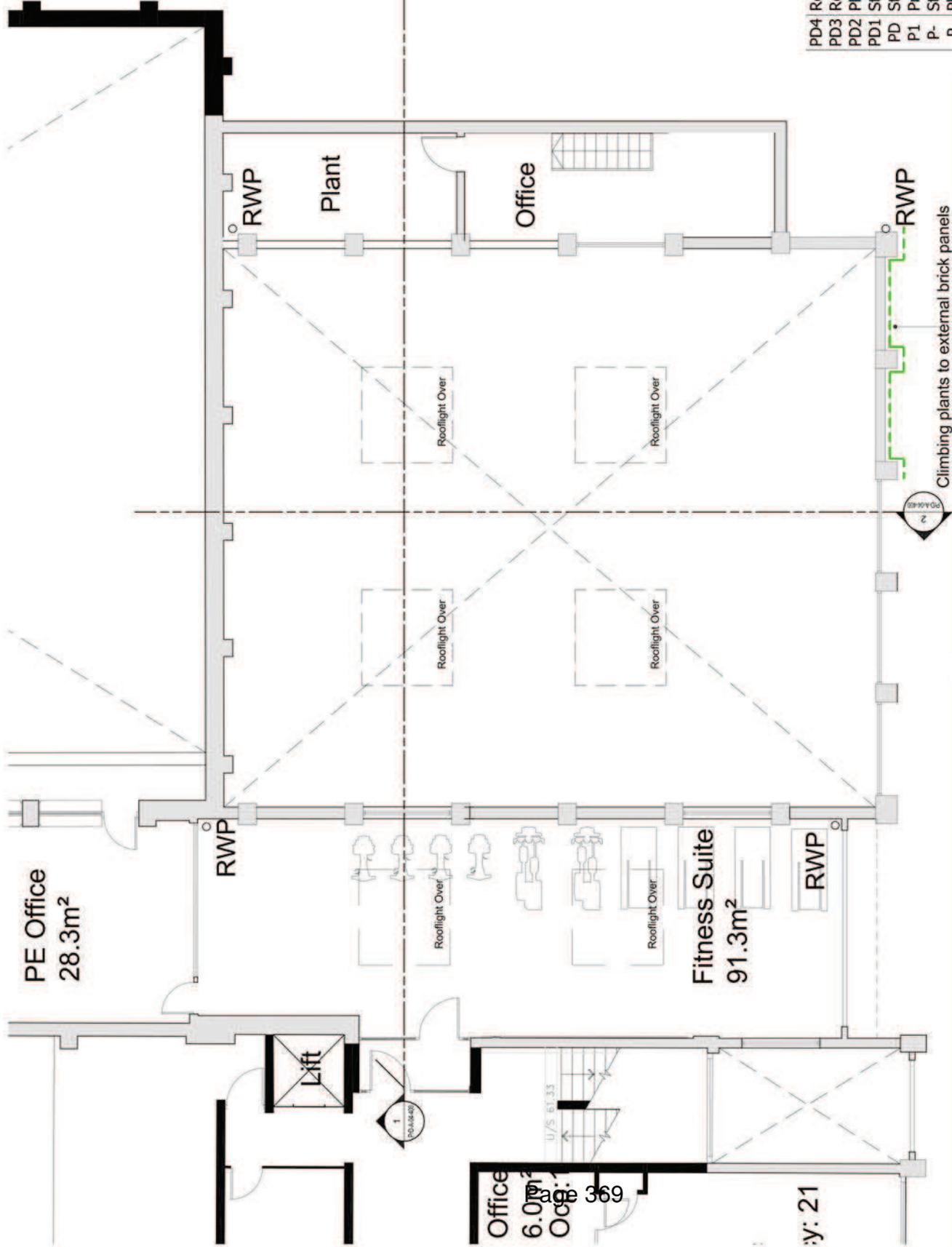
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Location Plan



PD4	Revised to planning comments	AT	25.06.15
PD3	Revised to planning comments	AT	19.06.15
PD2	Planning	AT	13.02.15
PD1	Stage D & Planning	AT	16.01.15
PD	Stage D & Planning	AT	06.01.15
P1	Pre-App Adjustments	AT	21.11.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status	Stage D & Planning
Scale	1:200@A3
Job number	30331
Drawing number	PrD-A-03-401
Date	Oct 14
Revision	PD4

Client
ACS Hillingdon

Project
Project Clyde

Description
**Project D - Multi Use Hall Extension
Proposed Plan First Floor**

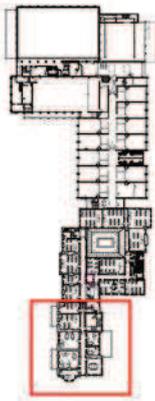
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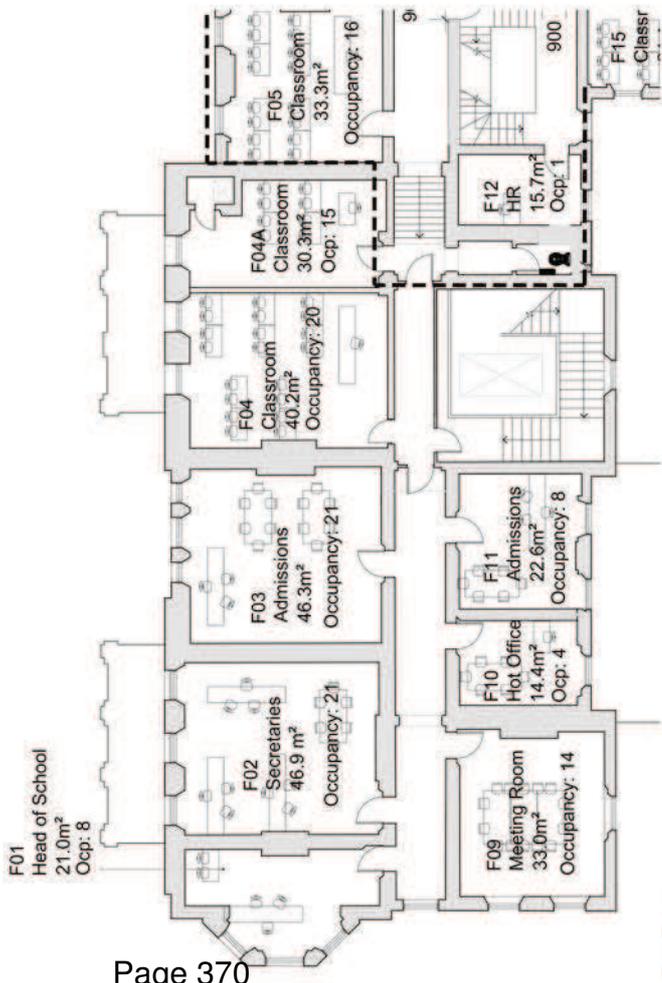
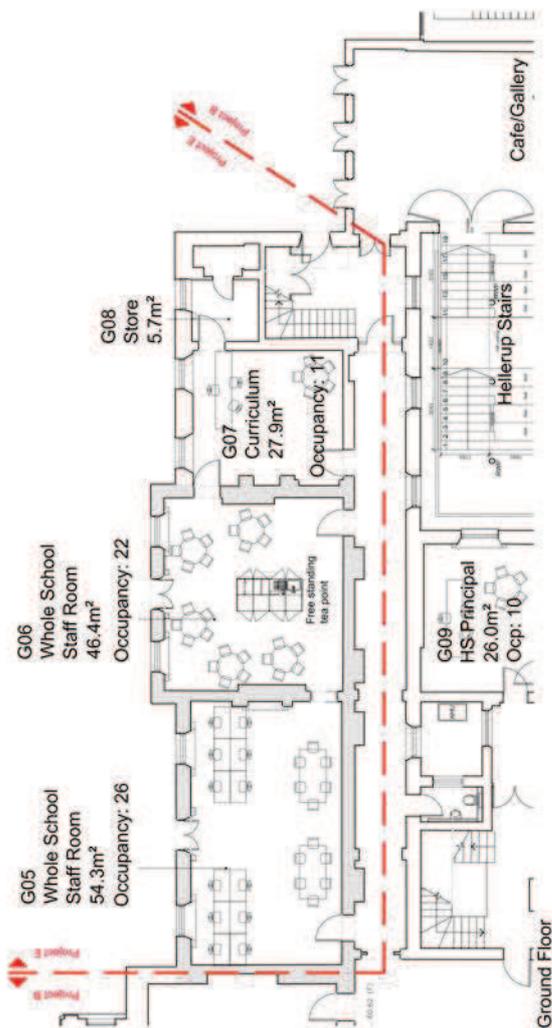
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Location Plan



PD3	Revised to planning comments	AT	25.06.15
PD2	Revised to planning comments	AT	04.06.15
PD1	Planning	AT	13.02.15
PD	Stage D & Planning	AT	17.12.14
P1	Stage D & Planning	AT	12.12.14
P-	Stage C - For Information	AT	09.10.14
P	Planning	AT	26.09.14

Status		Stage D & Planning	
Scale	1:200@A3	Drawn	AT
Job number	30331	Drawing number	PrE-A-03-500
Date	Nov 2014	Revision	PD3

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Client
ACS Hillingdon

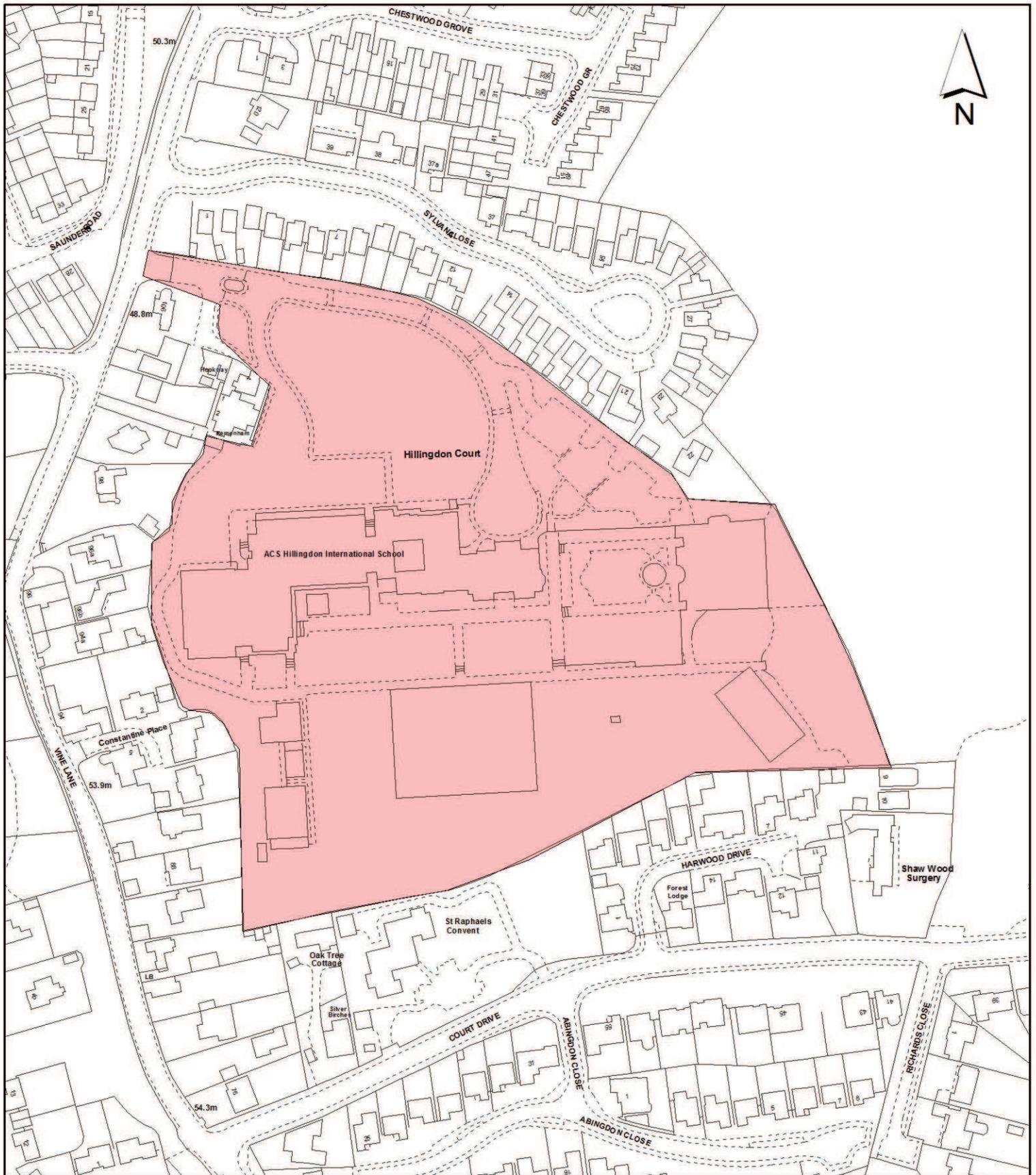
Project
Project Clyde

Description
**Project E - Staff & Administration
Proposed Plan GF & FF**

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Notes:

 Site boundary

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

Planning Application Ref:
2393/APP/2015/1147

Scale:
1:2,000

Planning Committee:
Major Page 371

Date:
July 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address PADCROFT WORKS TAVISTOCK ROAD YIEWSLEY

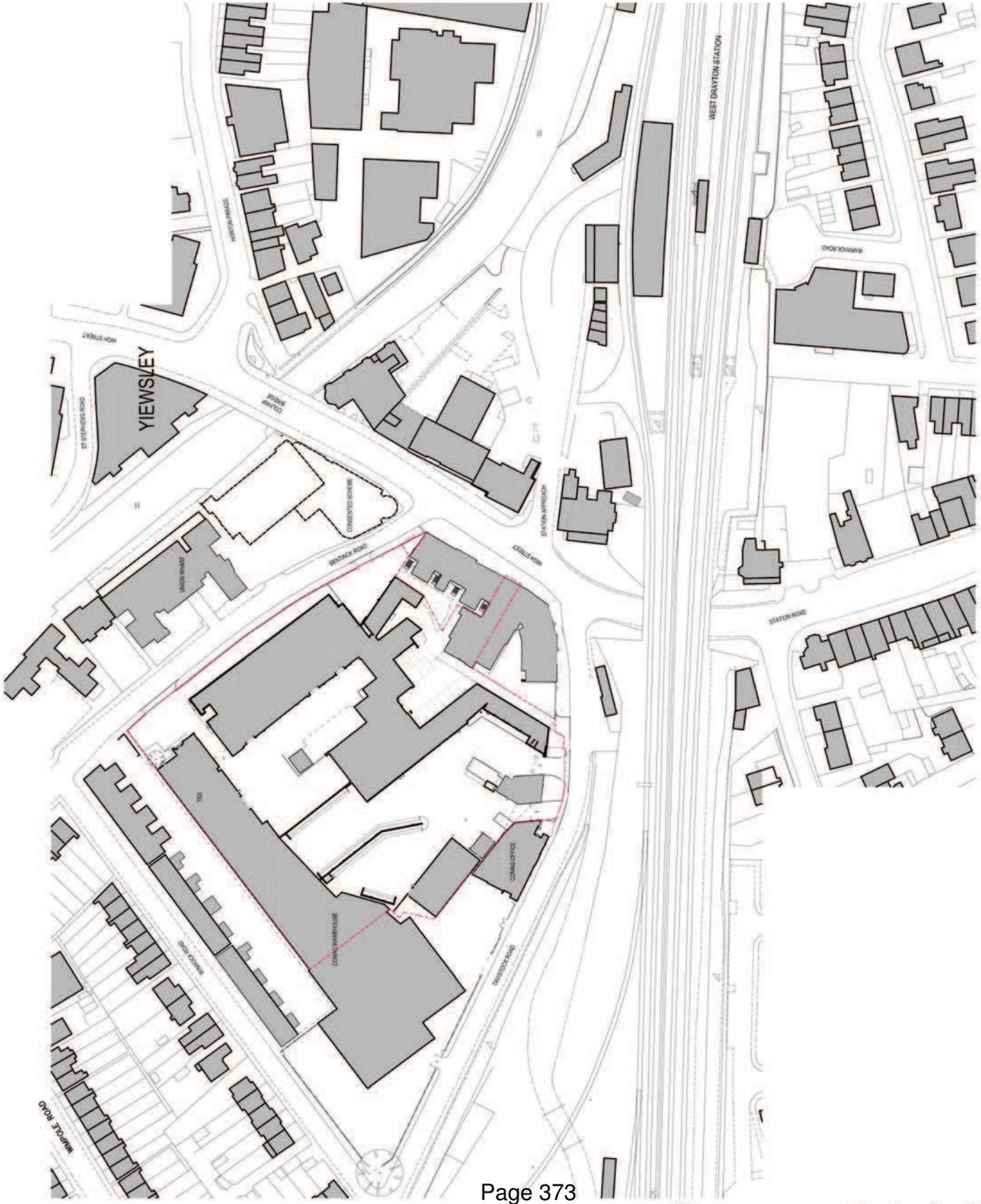
Development: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles.

LBH Ref Nos: 45200/APP/2014/3638

Date Plans Received: 10/10/2014
Date Application Valid: 10/10/2014

Date(s) of Amendment(s): 10/10/2014
14/05/2015

- NOTES**
- 1 The Contractor must check and confirm all dimensions
 - 2 All discrepancies must be reported and resolved by the Architect before works commence
 - 3 This drawing is not to be scaled
 - 4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

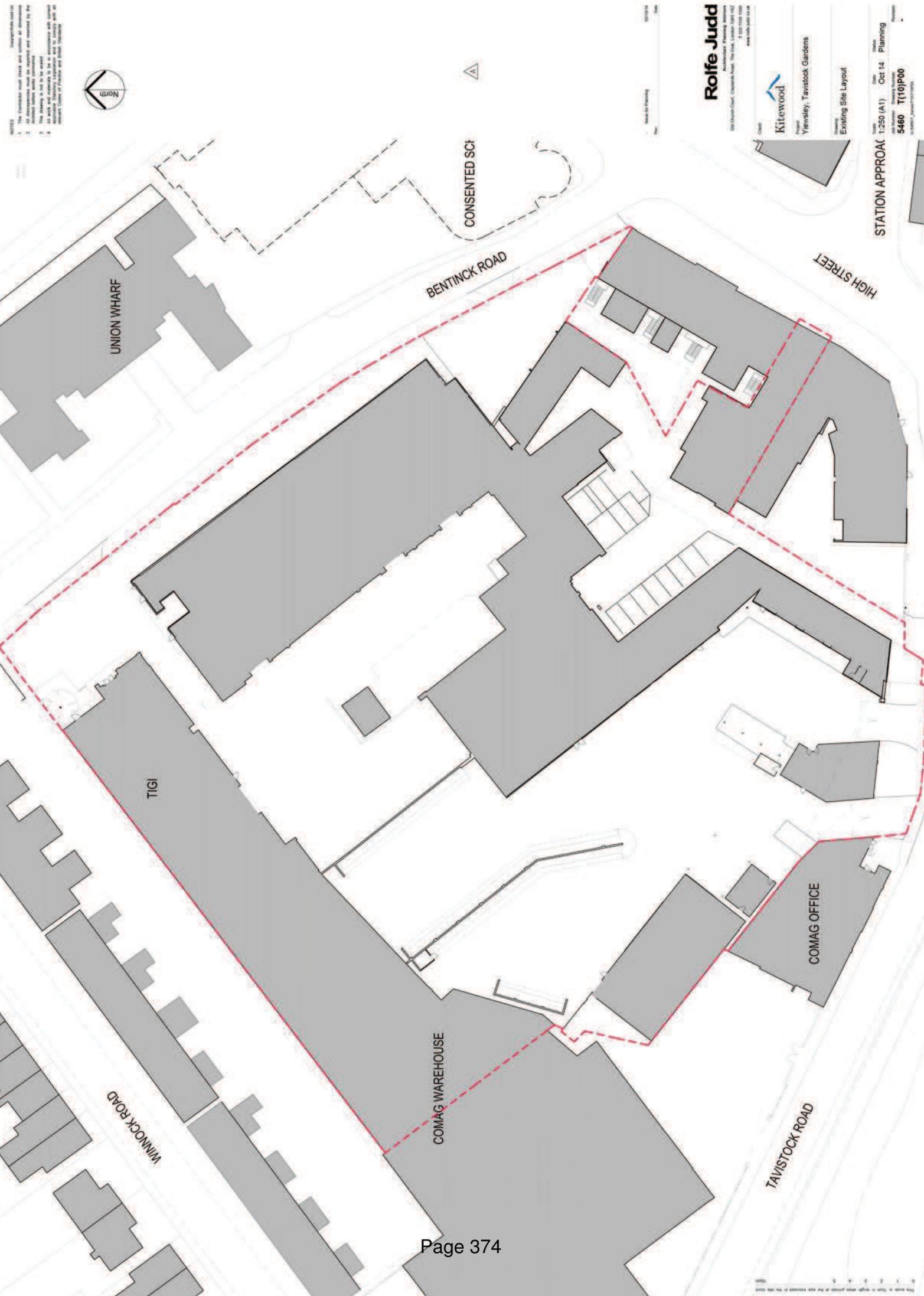


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Rev _____ Date _____
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 Architecture Planning Interiors
 Old Church Court, Claylands Road, The Oval, London SW8 1NZ
 T 020 7596 1500
 www.rolfe.judd.co.uk

Client
Kitewood
 Project
 Yiewsley, Tavistock Gardens
 Drawing
 Location Plan
 Scale
 1:1250 (A3)
 Date
 Oct 14
 Status
 Planning
 Job Number
 5460
 Drawing Number
 T(90)P100
 Revision
 0:546007_Series1750750P100

- NOTES
1. Client's name, address and contact details are shown in the top right corner.
 2. All measurements are in metres and rounded to the nearest millimetre.
 3. This drawing is not to be used for any other purpose without the written consent of the architect.
 4. This drawing is not to be used for any other purpose without the written consent of the architect.



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 Architecture Planning Interiors
 888 Church Court, Church Road, The City, London EC4A 3DF
 T 020 7308 1000
 www.rolfe-judd.co.uk

Kirewood
 Project: Viewley, Tavistock Gardens
 Drawing: Existing Site Layout

Scale: 1:250 (A1) Date: Oct 14
 Job Number: 5460 Drawing Number: T101P00
 Revision: 1

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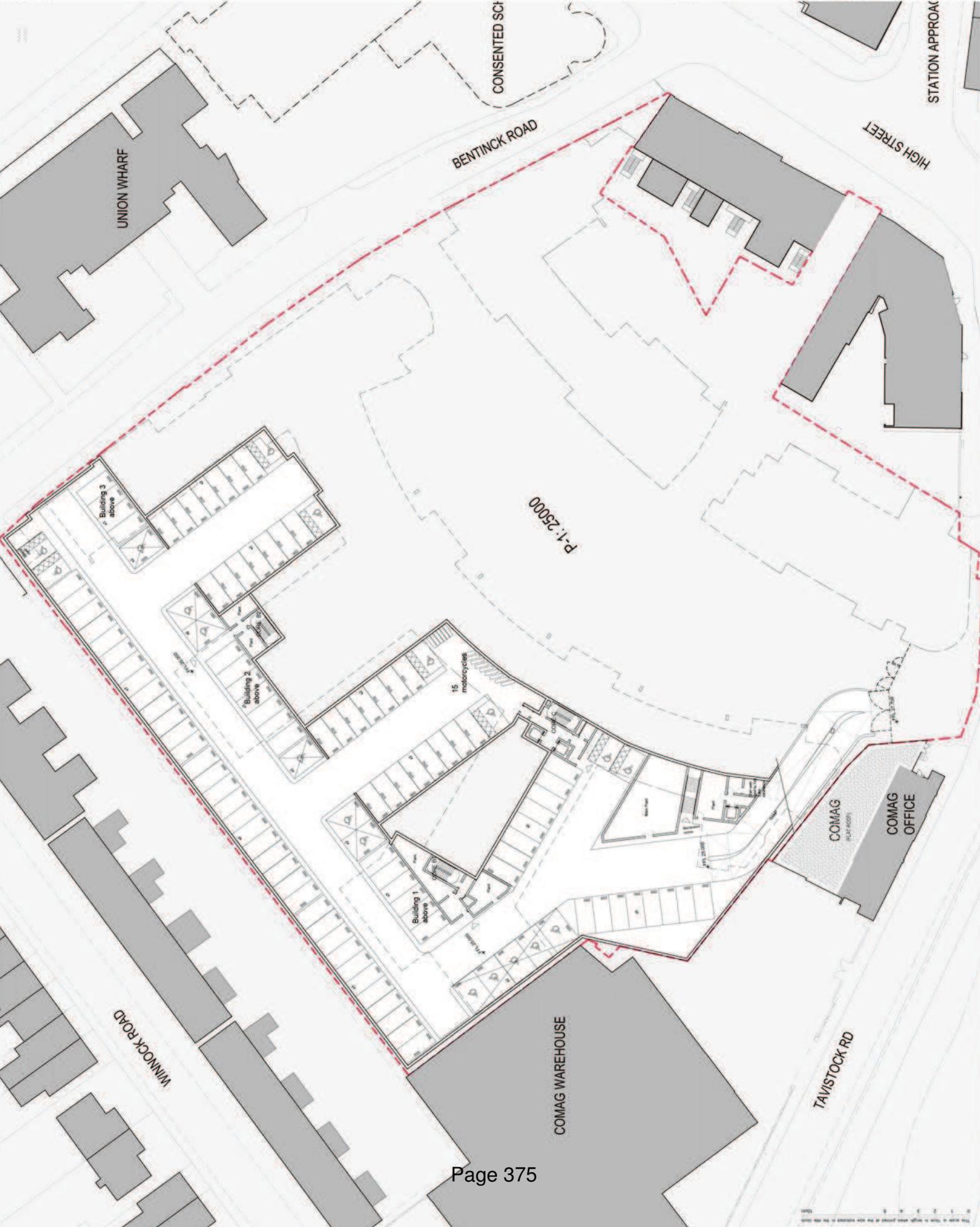
- 1. All dimensions are in millimetres unless otherwise stated.
- 2. All dimensions must be shown on the drawings.
- 3. All dimensions must be shown on the drawings.
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Rolfe Judd
Architectural Planning Services
6th Church Court, Churchfields Road, The City, London EC4A 3DF
T 020 7308 1000
www.rjudd.co.uk

Kirewood
Project: Viewley, Tavistock Gardens
Drawing: Lower Ground - parking
Scale: 1:250 (A1)
Date: Oct 14
Revision: Planning
Job Number: 5460
Drawing Number: T (20) P-1
Revision: B



STATION APPROAK

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- NOTES
1. Consultation with the relevant authorities is required for all proposed works.
 2. All proposed works must be approved by the relevant authorities.
 3. This drawing is not to be used for any other purpose without the written consent of the relevant authorities.
 4. The drawing is not to be used for any other purpose without the written consent of the relevant authorities.
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Roife Judd
Architectural Planning Services
100 South Quay, Chesham Road, The City, London E14 1LQ
T 020 7338 1000
www.roifejudd.co.uk

Roife Judd
Architectural Planning Services
100 South Quay, Chesham Road, The City, London E14 1LQ
T 020 7338 1000
www.roifejudd.co.uk

Kirewood
Project
Tgi Site, Benhink Road

Proposed Consolidated Scheme
Ground Floor

Scale: 1:250 (A1) Feb 14: Preliminary
Job Number: Drawing Number: Revision: J
5460 Z1(20) P00-TSA

STATION APPROAC



NOTES:
 1. Construction levels and dimensions are given in millimetres unless otherwise stated.
 2. All dimensions must be double checked and verified by the architect before construction.
 3. This drawing is not to be used for construction purposes without the approval of the architect.
 4. The architect is not responsible for any errors or omissions in this drawing or for any consequences arising from its use.
 5. The architect is not responsible for any errors or omissions in this drawing or for any consequences arising from its use.



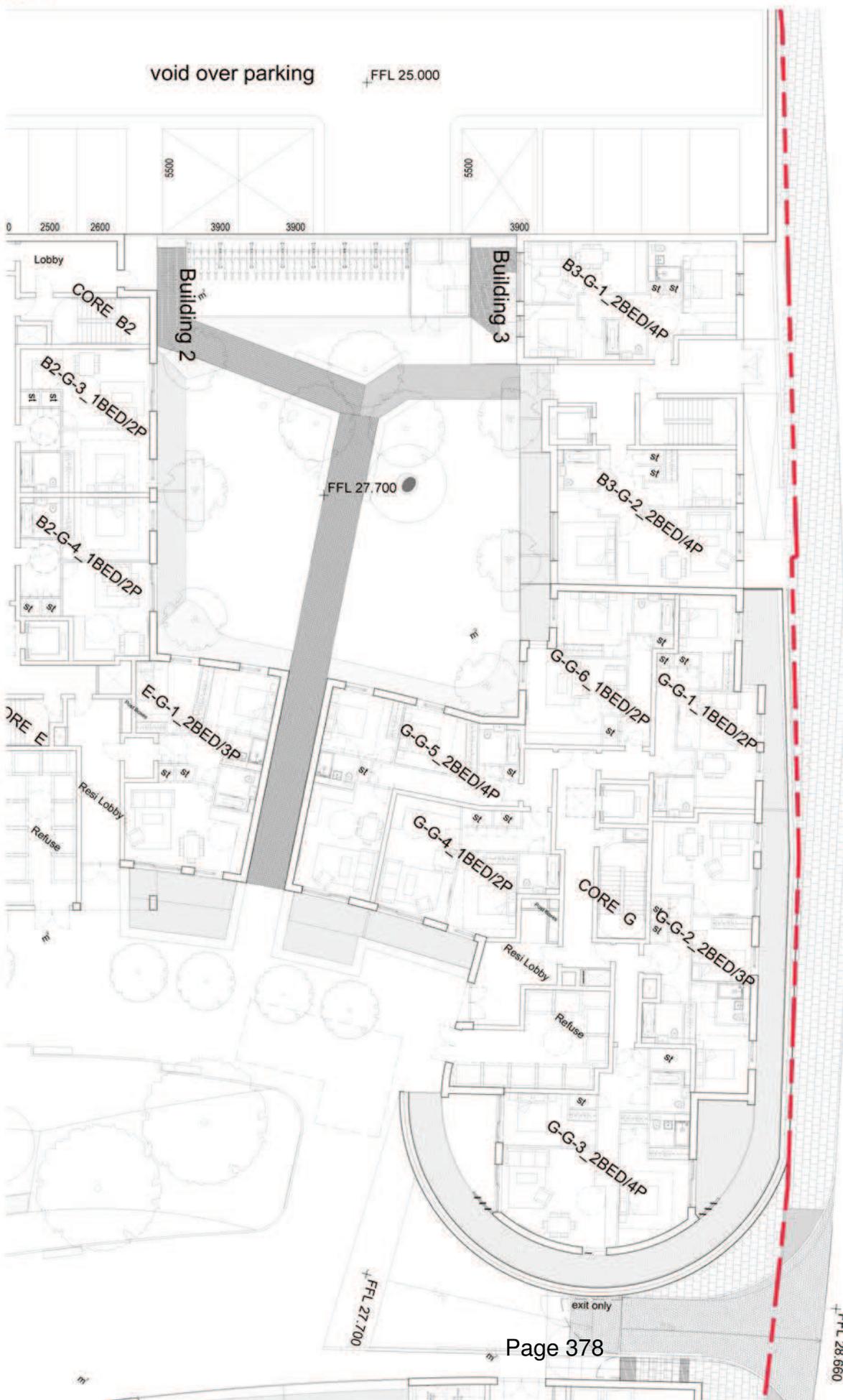
Architect: Roife Judd
 1000114
 1000114

Roife Judd
 Architecture Planning Interiors
 88 South Quay, Chesham Road, The Oyle, London SW11 1LZ
 T 020 238 1900
 www.roifejudd.co.uk

Kitewood
 Project: Viewsley, Tavistock Gardens

Drawing: Proposed Detail First Floor Building 3
 Date: 1:100 (A1) Feb 15
 Drawing Number: 5460 T (20) P101
 Revision: A

- 1. This drawing is not to be used for any other purpose without the written consent of the architect.
- 2. All dimensions must be double checked and verified by the architect before construction.
- 3. This drawing is not to be used for any other purpose without the written consent of the architect.
- 4. All dimensions must be double checked and verified by the architect before construction.



Architect: Rolfe Judd
 1000114
 1000114

Rolfe Judd
 Architecture Planning Interiors
 881 Church Court, Church Road, The Oaks, London W9H 1LZ
 T 020 238 1300
 www.rjudd.co.uk

Kitewood
 Project: Viewsley, Tavistock Gardens

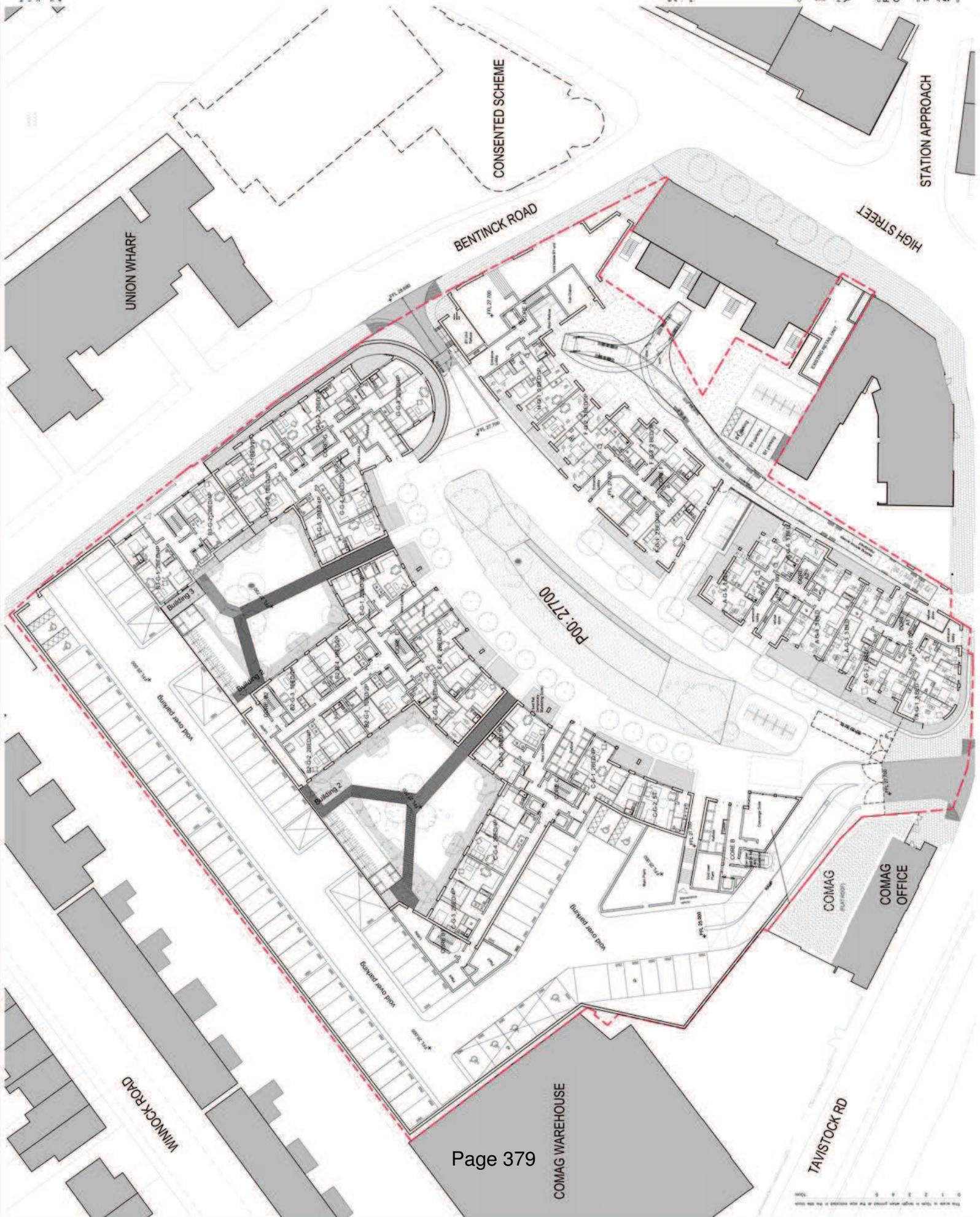
Drawing: Proposed Detailed Ground Floor Building 3
 Date: Feb 15
 Scale: 1:100 (A1)
 Job Number: 5460
 Drawing Number: T(20) P100
 Revision: A

- NOTES
1. Consultation with the relevant authorities is required for all proposed works.
 2. All proposed works must be approved by the relevant authorities.
 3. This drawing is not to be used for any other purpose without the written consent of the relevant authorities.
 4. This drawing is not to be used for any other purpose without the written consent of the relevant authorities.



Roife Judd
Architectural Planning Services
Old Church Court, Chesham Road, The City, London W9 1LZ
T 020 238 1000
www.roifejudd.co.uk

Project: Viewsley, Tavistock Gardens
Drawing: Proposed Ground Floor
Scale: 1:250 (A1) Feb 15 Planning
Job Number: 5460 T(20) P00
Revision: B

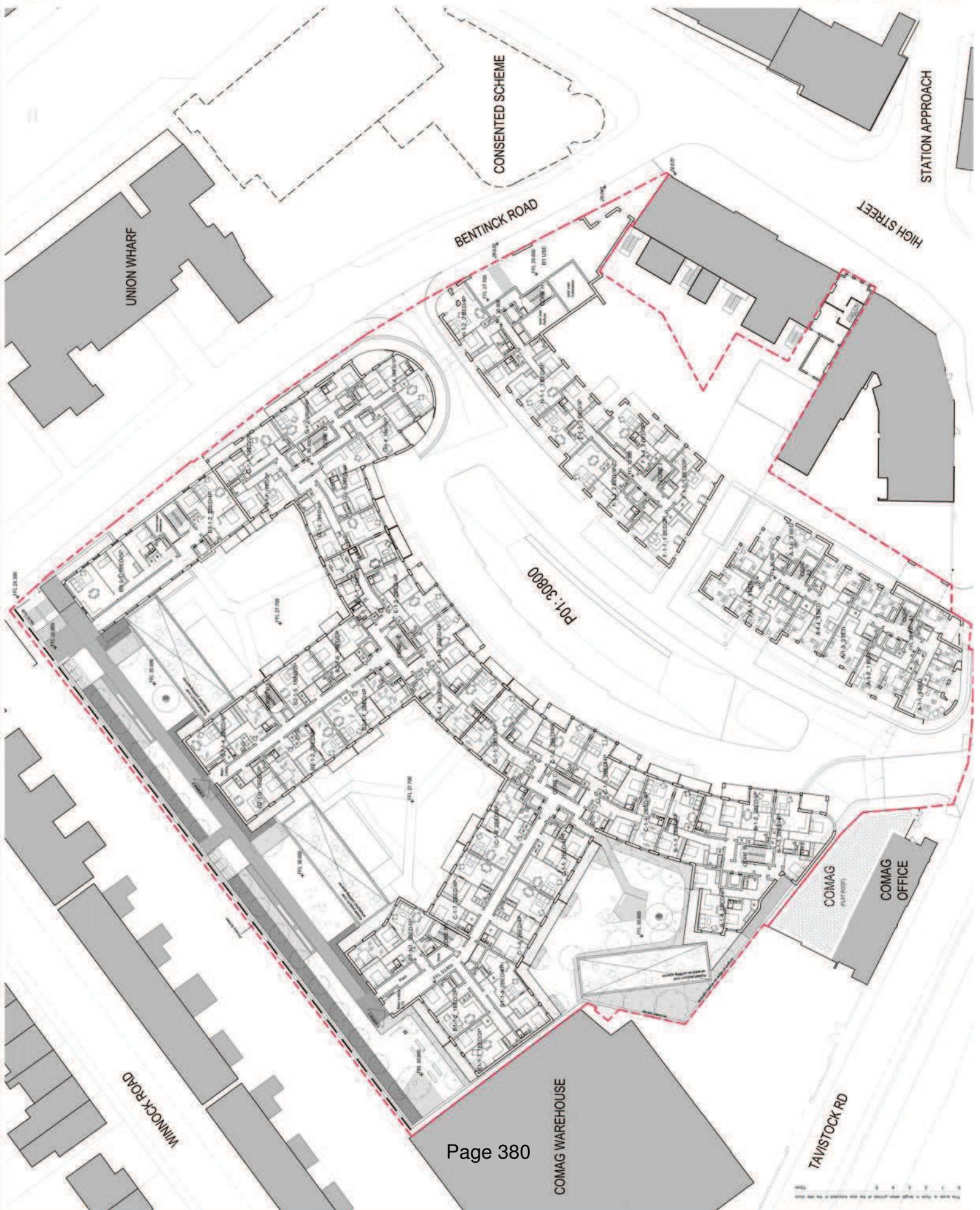


- NOTES
1. The information on this sheet is for information only and should not be used for any other purpose.
 2. All dimensions must be double checked and confirmed by the architect before construction.
 3. This drawing is not to be used for any other purpose without the written consent of the architect.
 4. The information on this sheet is for information only and should not be used for any other purpose.
 5. The information on this sheet is for information only and should not be used for any other purpose.



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9th Church Court, Church Road, The Oyle, London SW16 1LZ
T 020 838 1000
www.roifejudd.co.uk

Client
Kirewood
Project
Yiewsley, Tavistock Gardens
Drawing
Proposed First Floor
Scale
1:250 (A1) Feb 15 Planning
Job Number Drawing Number
5460 T (20) P01
Revision
B



- NOTES**
1. The contractor shall check and correct any errors on the drawings.
 2. All measurements must be recorded and retained by the contractor.
 3. All work shall be carried out in accordance with the contract.
 4. All work shall be carried out in accordance with the contract.
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Rolfe Judd
 Architects / Planning
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PHASE 1

- NOTES:**
1. The Contractor shall check and control all dimensions.
 2. All measurements shall be reported and retained by the Contractor before work commences.
 3. The Contractor shall be responsible for any variations with consent of the Client.
 4. The Contractor shall be responsible for any variations with consent of the Client.
 5. The Contractor shall be responsible for any variations with consent of the Client.



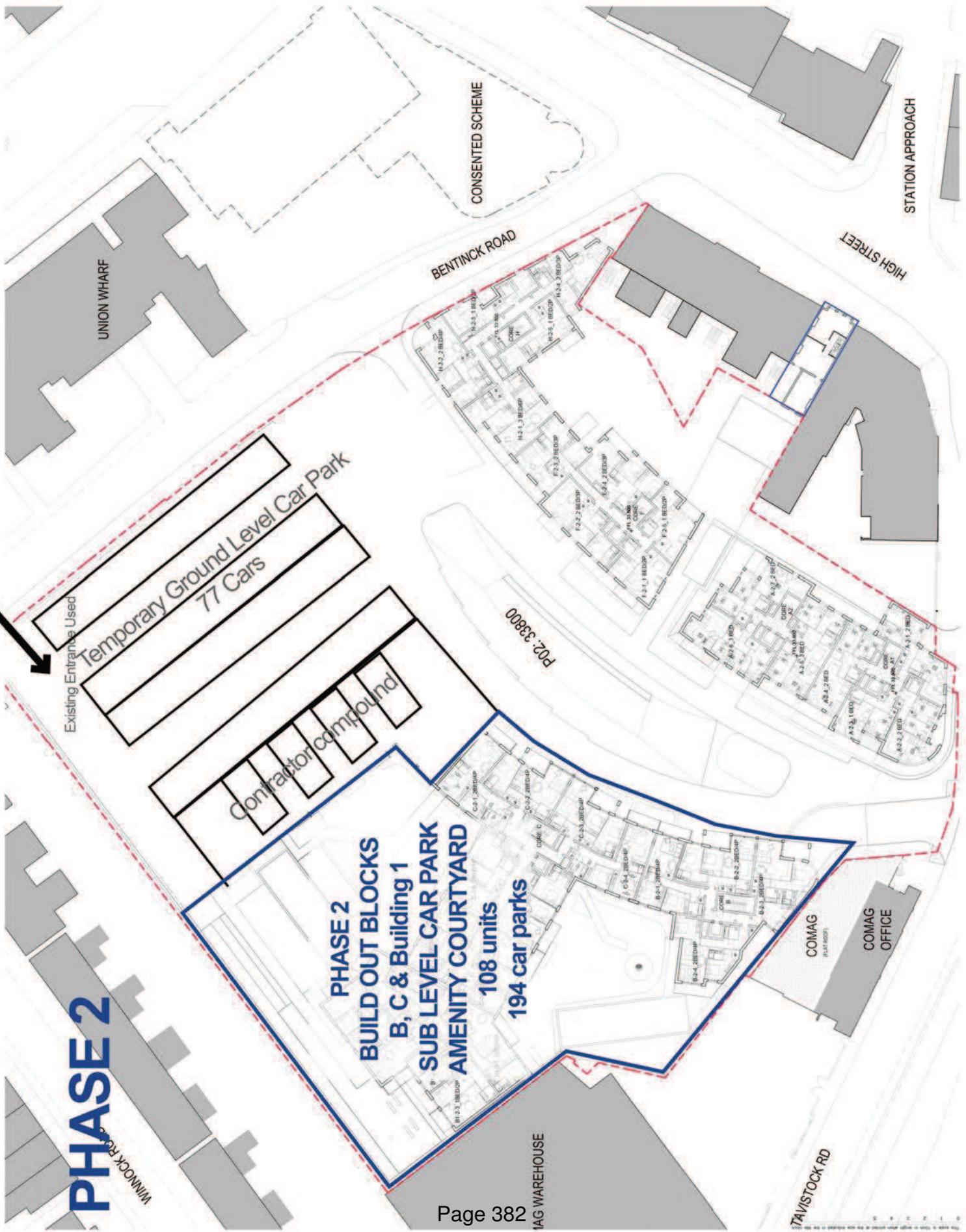
NO.	DESCRIPTION	DATE
000001	Issue for Information	10/01/20
000002	Issue for Information	10/01/20
000003	Issue for Information	10/01/20

Roife Judd
 Architects Planning & Interior Design
 104 Church Court, Capenhurst, The Choke, Leamington Spa CV32 9JQ
 01926 7058 0000
 www.roifejudd.co.uk



Client: Kitewood
 Viewley, Tavistock Gardens

Project: Proposed Second Floor
 Date: 1.250 (A1) Feb 15
 Drawing Number: 5460 T (20) P02
 Revision: C



PHASE 2

**PHASE 2
 BUILD OUT BLOCKS
 B, C & Building 1
 SUB LEVEL CAR PARK
 AMENITY COURTYARD
 108 units
 194 car parks**

- NOTES
1. Consultation with the relevant authorities is required for all proposed works.
 2. All measurements must be accurate and verified by the relevant authorities.
 3. This drawing is not to be used for any other purpose without the written consent of the relevant authorities.
 4. This drawing is not to be used for any other purpose without the written consent of the relevant authorities.



Roife Judd
Architectural Planning Services
888 Church Court, Chesham Road, The City, London W9 1LZ
T 020 238 1000
www.roifejudd.co.uk

Client
Kirewood
Project
Viewsley, Tavistock Gardens
Drawing
Proposed Third Floor
Scale
1:250 (A1) Feb 15 Planning
Job Number Drawing Number
5460 T (20) P03 B
03/04/2017 10:00:00



- 1. The information on this drawing is for the use of the client only and is not to be used for any other purpose.
- 2. All dimensions must be double checked and confirmed by the client before any construction starts.
- 3. This drawing is not to be used for any other purpose.
- 4. The information on this drawing is for the use of the client only and is not to be used for any other purpose.



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 Architecture Planning Interiors
 888 Church Court, Chesham Road, The City, London W9A 1LZ
 T 020 238 1000
 www.rolfjudd.co.uk

Kirewood
 Project
 Viewley, Tavistock Gardens

Drawn
 Proposed
 Fourth Floor

Date
 1:250 (A1) Feb 15 Planning
 Job Number
 5460 T(20) P04
 Revision
 B



- NOTES
1. The site is shown in grey and is the subject of a planning application.
 2. All dimensions must be double checked and confirmed by the architect before construction.
 3. This drawing is not to be used for any other purpose without the written consent of the architect.
 4. The site is shown in grey and is the subject of a planning application.



0000170
 Planning Services Limited
 House of Planning
 10001000
 10001000

Rolf Judd
 Architecture Planning Services
 888 Church Court, Church Road, The City, London EC4A 3DF
 T 020 7338 1000
 www.rolfjudd.co.uk

Kirewood
 Viewsley, Tavistock Gardens

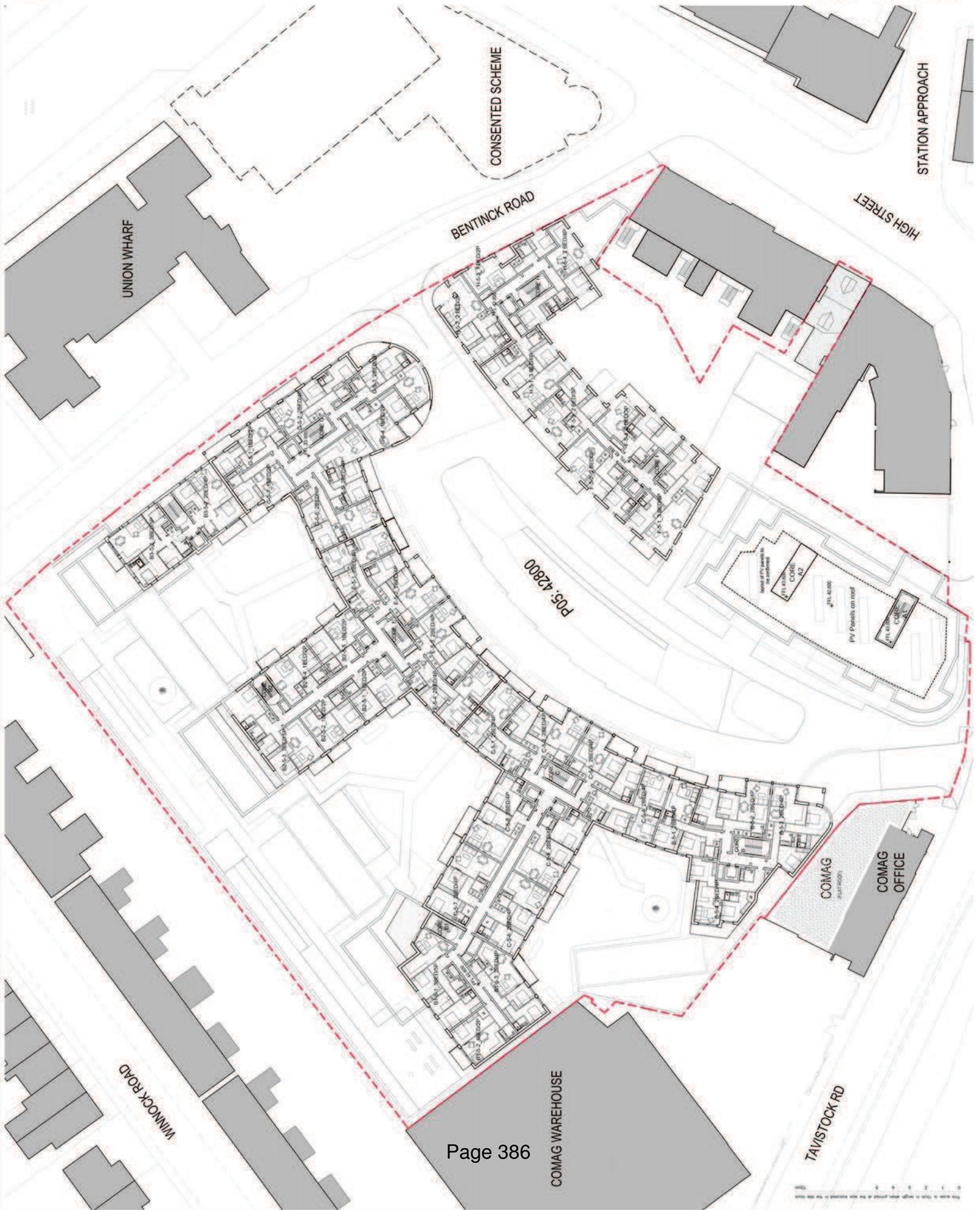
Project
 Viewsley, Tavistock Gardens

Drawings
 Proposed
 Fifth Floor

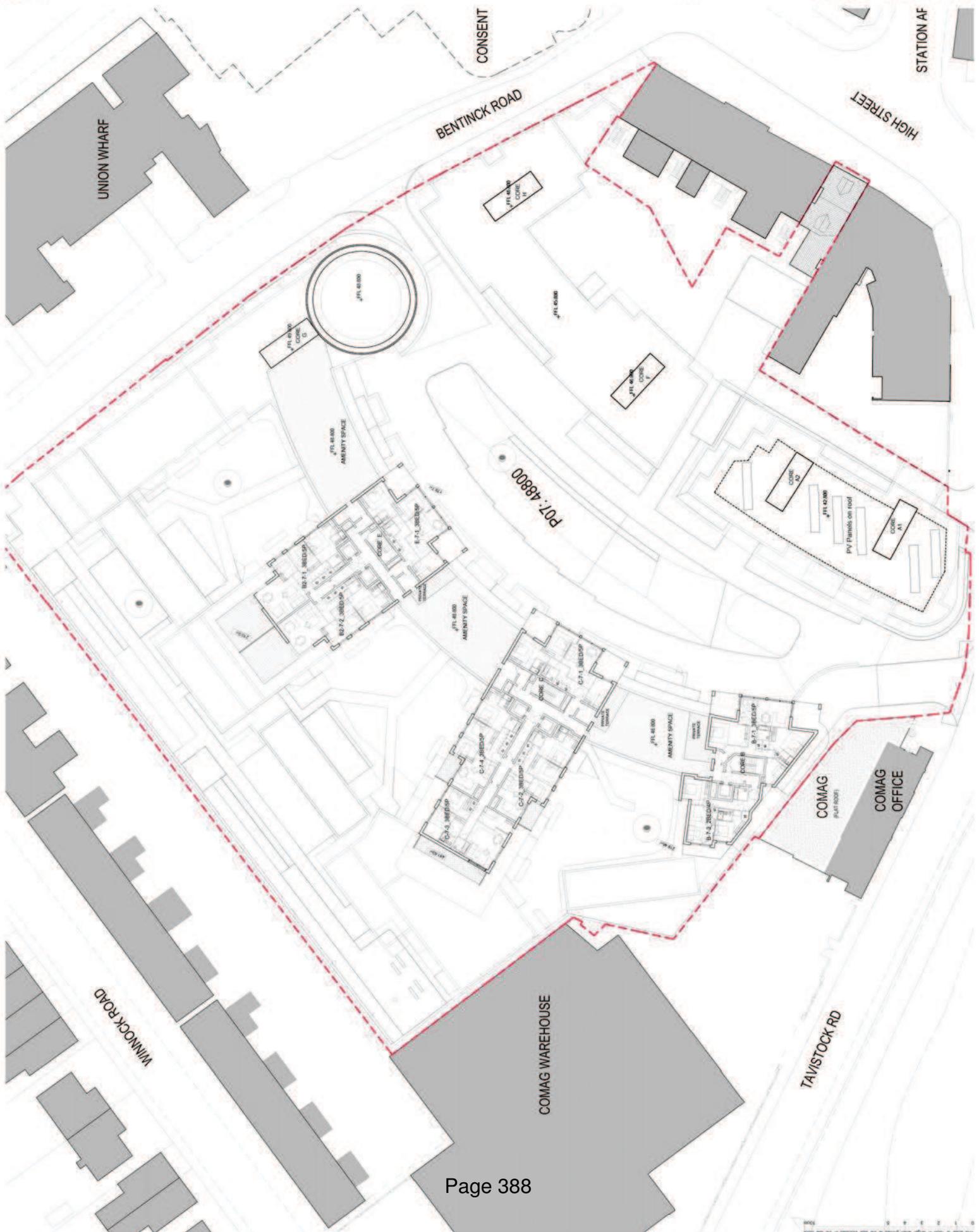
Date
 1:250 (A1) Feb 15 Planning

Job Number Drawing Number
5460 T (20) P05

Revision
B



- NOTES
1. Consultation with the relevant authorities is required.
 2. All dimensions must be accurate and verified by the architect before construction.
 3. This drawing is not to be used for any other purpose without the written consent of the architect.
 4. The architect shall be responsible for the accuracy of the information and to comply with all relevant Codes of Practice and British Standards.



CONSENT

BENTINCK ROAD

HIGH STREET

STATION AF

WINNOCK ROAD

COMAG WAREHOUSE

TAVISTOCK RD

COMAG
PLANT ROOM

COMAG
OFFICE

Approved and Issued for Construction Building 5 10/01/14
Mark W. P. Planning

Rolf Judd
Architectural Planning Services
888 Church Court, Churchfields Road, The City, London EC4A 3DF
T 020 200 1000
www.rolfjudd.co.uk

Kirewood
Project
Viewsley, Tavistock Gardens

Drawn
Proposed Seventh Floor (Roof Plan)

Date
1:250 (A1) Feb 15 Planning

Job Number Drawing Number
5460 T (20) P07

Revision
A

Scale: 1:250 (A1) Feb 15 Planning

- NOTES
1. Core areas are shown in grey and are to be retained.
 2. All areas shown in grey are to be retained.
 3. All areas shown in white are to be demolished.
 4. This drawing is not to be used for construction purposes.
 5. All areas shown in white are to be demolished.
 6. All areas shown in grey are to be retained.
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 8. All areas shown in grey are to be retained.
 9. All areas shown in white are to be demolished.
 10. All areas shown in grey are to be retained.



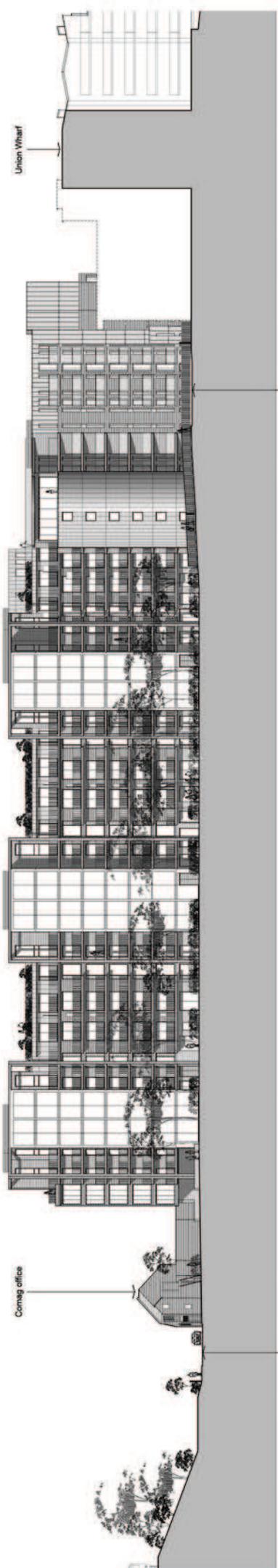
Approved Planning Application Building 5
 10/2019 14
 Date:

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 Architecture Planning Services
 888 Church Court, Churchfields Road, The Oyle, London W9 1LZ
 T 020 238 1000
 www.roifejudd.co.uk

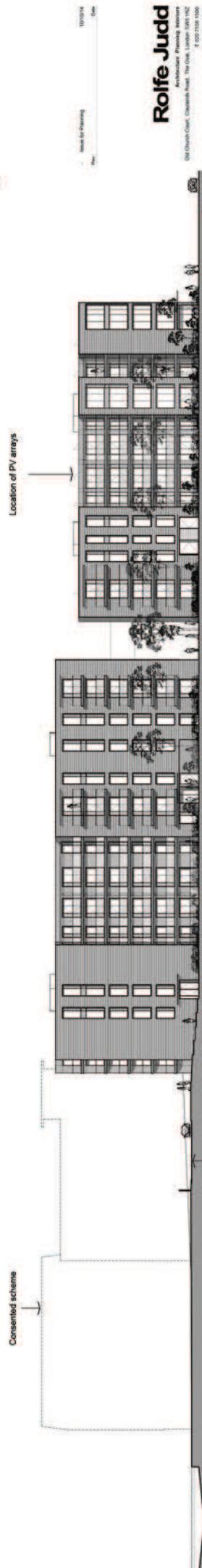
Kirewood
 Project: Viewley, Tavistock Gardens

Drawing: Proposed Eighth Floor (Roof Plan)
 Date: 15 Feb 2015
 Scale: 1:250 (A1)
 Job Number: 5460
 Drawing Number: T (20) P08
 Revision: A

- NOTES**
1. The elevation is a perspective view.
 2. All elevations must be approved and stamped by the Architect before any construction.
 3. This drawing is not to be used for any other purpose without the written consent of the Architect.
 4. The Architect is not responsible for any errors or omissions in this drawing or for any consequences arising therefrom.



01 ELEVATION NUMBER 1
(GRID) SCALE 1:250 (A1)



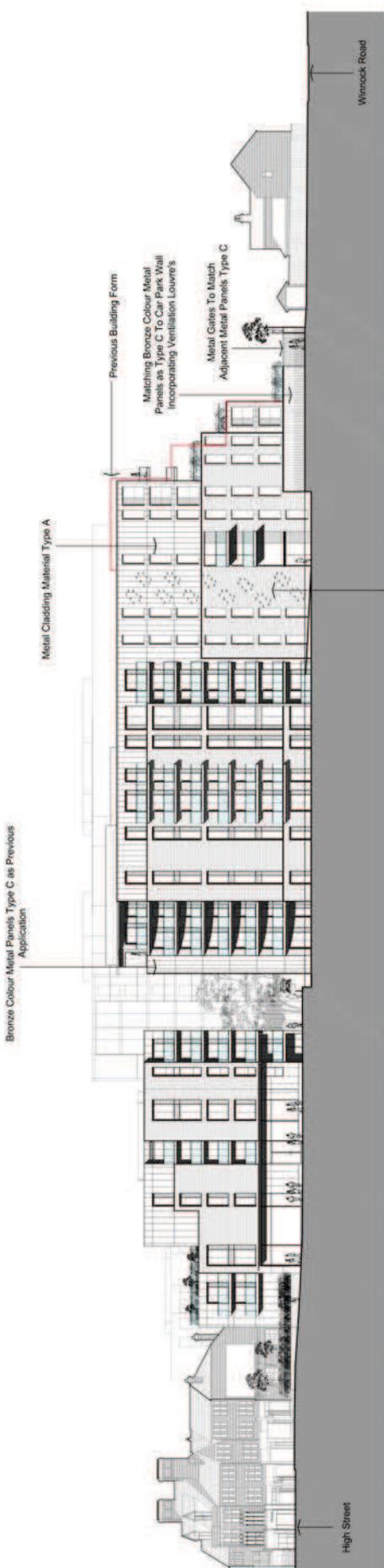
02 ELEVATION NUMBER 2
(GRID) SCALE 1:250 (A1)

Rolf Judd
 Architectural Planning Services
 888 Church Court, Chesham Road, The Oyle, London W9 1LZ
 T 020 338 1000
 www.rolfjudd.co.uk

Kitewood
 Project: Viewsley, Tavistock Gardens
 Drawing: 5460 T (20)E01
 Date: Oct 14
 Revision: 1

Proposed Elevations 1 and 2
 Scale: 1:250 (A1)
 Job Number: 5460 T (20)E01
 Drawing Number: 5460 T (20)E01

- NOTES**
1. All elevations shall be drawn at 1:250 (A1) scale.
 2. All elevations shall be drawn and printed in black ink on white paper.
 3. This drawing is not to be used for construction purposes without the written consent of the Architect.
 4. All dimensions shall be in millimetres unless otherwise stated.
 5. The drawing is not to be used for any other purpose without the written consent of the Architect.
 6. The drawing is not to be used for any other purpose without the written consent of the Architect.



03 ELEVATION NUMBER 3
SCALE: 1:250 (A1)



04 ELEVATION NUMBER 4
SCALE: 1:250 (A1)

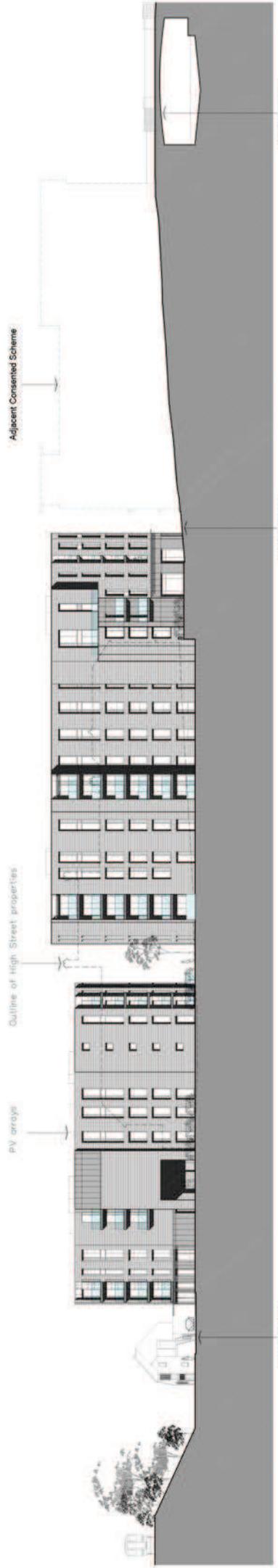
Architectural Planning Services
100 Church Court, Church Road, The City, London EC4A 3DF
Tel: 020 7338 1000
www.rolfejudd.co.uk

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Architectural Planning Services
100 Church Court, Church Road, The City, London EC4A 3DF
Tel: 020 7338 1000
www.rolfejudd.co.uk

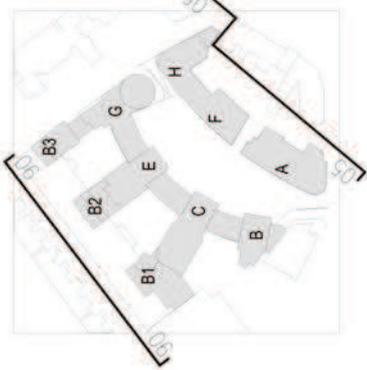
Kirewood
Project: Viewsley, Tavistock Gardens

Proposed Elevations 3 and 4
Scale: 1:250 (A1) Date: Feb 15 Planning
Job Number: 5460 T (20)E02
Revision: A

- NOTES
1. All elevations must be shown in black and white.
 2. All elevations must be shown at 1:250 scale.
 3. All elevations must be shown at 1:250 scale.
 4. All elevations must be shown at 1:250 scale.
 5. This drawing is not to be used for construction purposes.
 6. This drawing is not to be used for construction purposes.
 7. This drawing is not to be used for construction purposes.
 8. This drawing is not to be used for construction purposes.



05 ELEVATION NUMBER 5

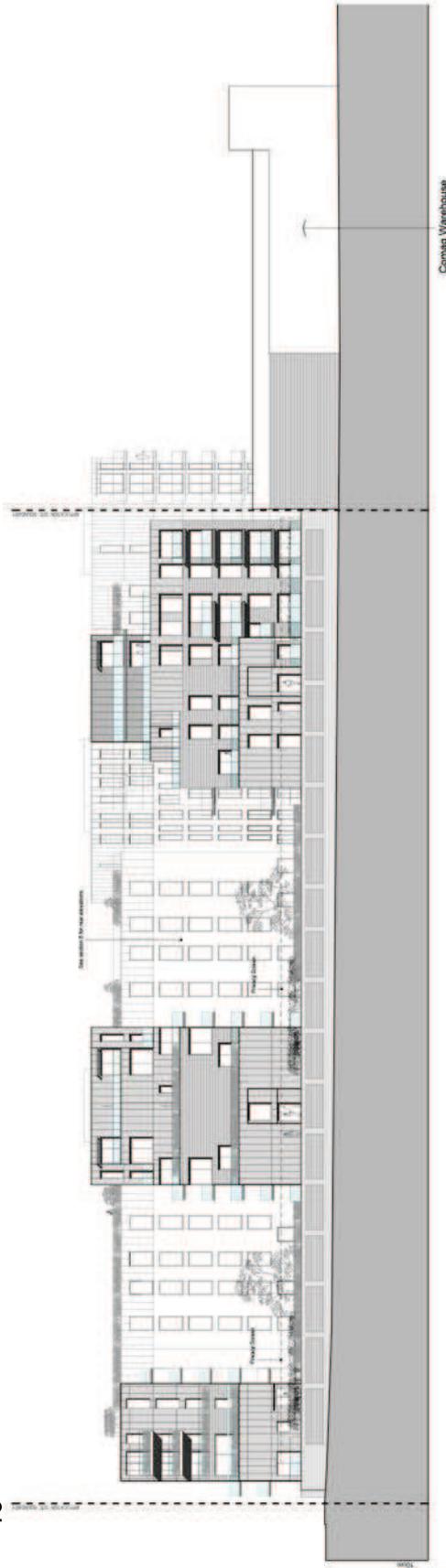


Approved Planning Application Building 5
 10/20/14
 Date

Rolf Judd
 Architectural Planning Services
 888 Church Court, Chestnut Road, The Oaks, London W9 1LZ
 T 020 238 1000
 www.rolfjudd.co.uk

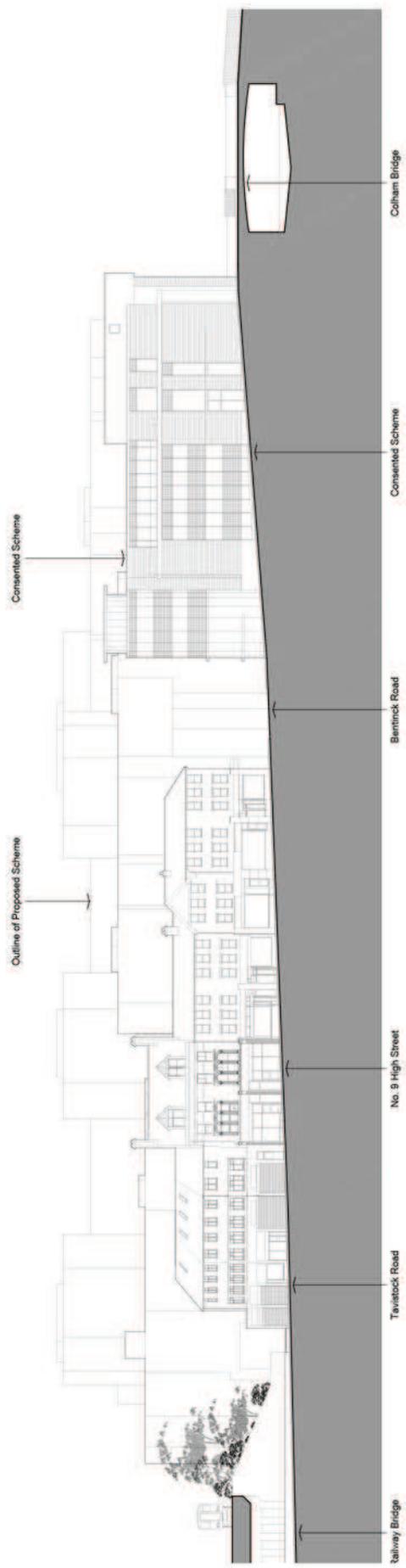
Kirewood
 Project
 Yiewsley, Tavistock Gardens

Client
 Proposed
 Elevations 5 and 8
 Date
 1:250 (A1) Feb 15 Planning
 Job Number Drawing Number
 5460 T (20)E03
 Revision
 A

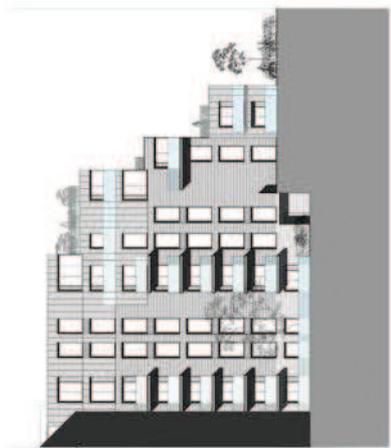
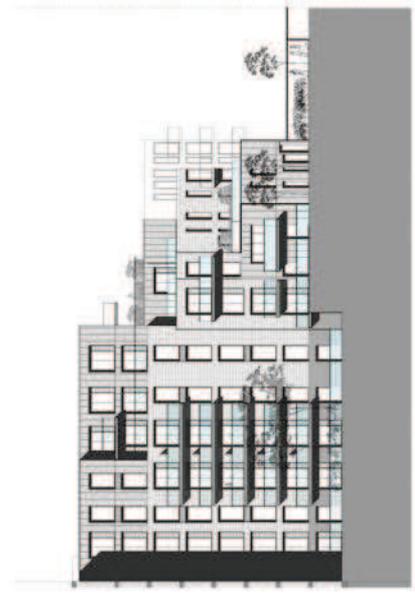
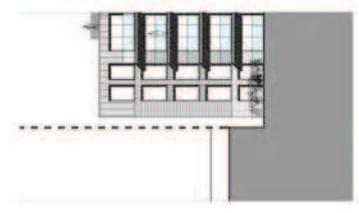


06 ELEVATION NUMBER 6

- NOTES
1. Consultation with the Council and other interested parties is required.
 2. All elevations must be approved and stamped by the Council before construction.
 3. This drawing is not to be used for any other purpose without the written consent of the Architect.
 4. All elevations must be approved and stamped by the Council before construction.



07 ELEVATION NUMBER 7
SCALE: 1:250 (A1)



08 ELEVATION NUMBER 8
SCALE: 1:250 (A1)

09 ELEVATION NUMBER 9
SCALE: 1:250 (A1)

10 ELEVATION NUMBER 10
SCALE: 1:250 (A1)

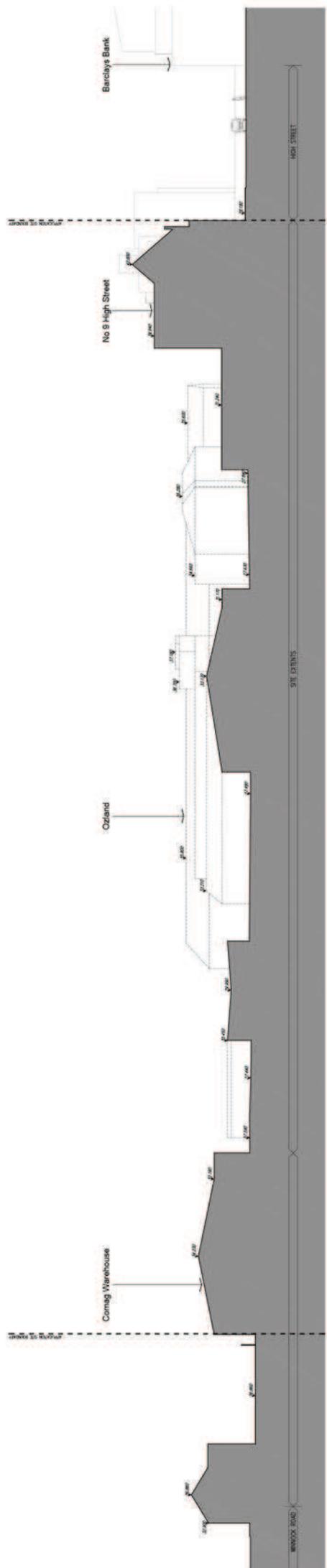
Scale of Drawing: 1:250 (A1)

Rolfe Judd
Architectural Planning Services
88 Church Court, Church Road, The Oyle, London SW16 1LZ
T 020 338 1000
www.rolfejudd.co.uk

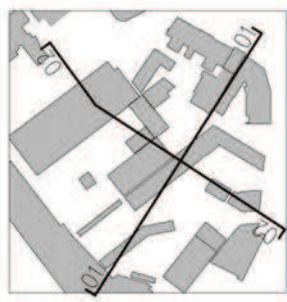
Kitewood
Project: Viewsley, Tavistock Gardens

Client: Kitewood
Proposed Elevations 7, 8, 9 and 10
Date: 1:250(A1) Oct 14 Planning
Job Number: 5460 T (20)E04
Revision: 03/10/17 - Rev 1/20/17

- NOTES**
1. All dimensions shall be in millimetres unless otherwise stated.
 2. All dimensions shall be rounded up to the nearest millimetre.
 3. This drawing is not to be used for construction purposes without the written consent of the architect.
 4. All dimensions shall be taken from the centre of the line unless otherwise stated.
 5. All dimensions shall be taken from the finished ground level unless otherwise stated.



01 SECTION
SCALE: 1:250 (A1)



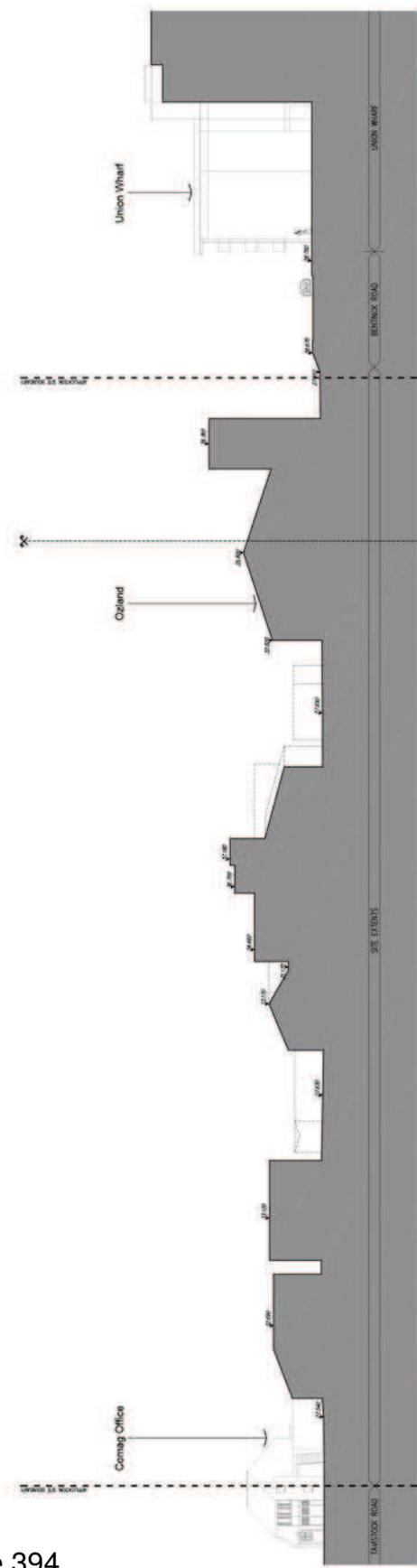
North of Planning
10/10/14
Date

Rolfe Judd
Architectural Planning Services
888 Church Court, Church Road, The Oyle, London SW14 1LZ
T 020 338 1000
www.rjudd.co.uk

Kitewood
Project
Yiewsley, Tavistock Gardens

Drawings
Existing Site Sections

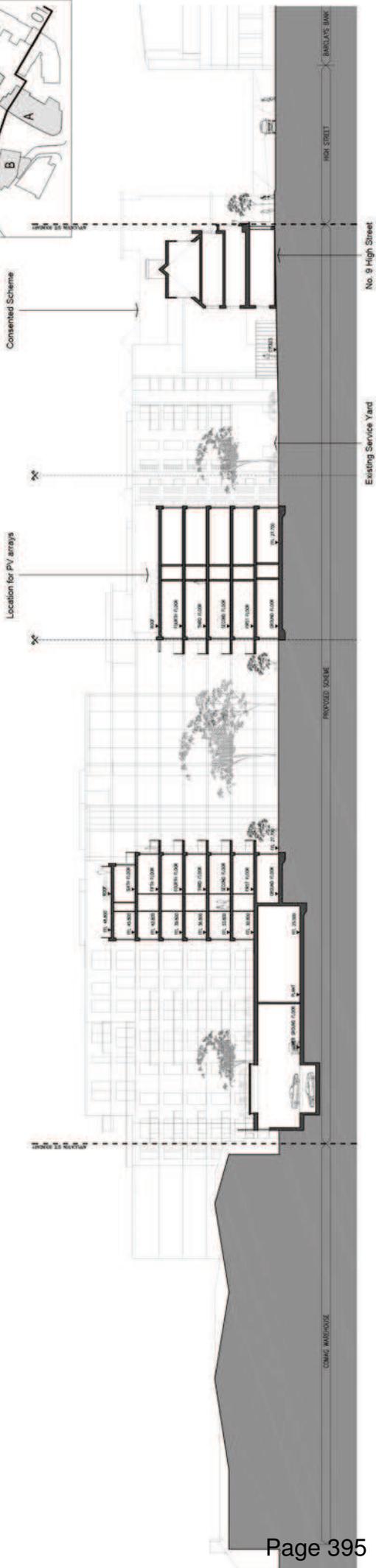
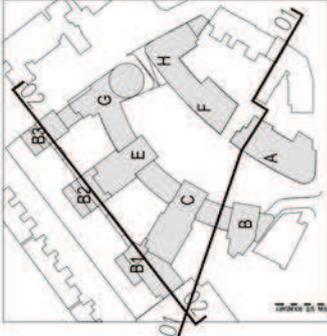
Scale	1:250 (A1)	Date	Oct 14	Revision
Job Number	5460	Drawing Number	T(10)S01	



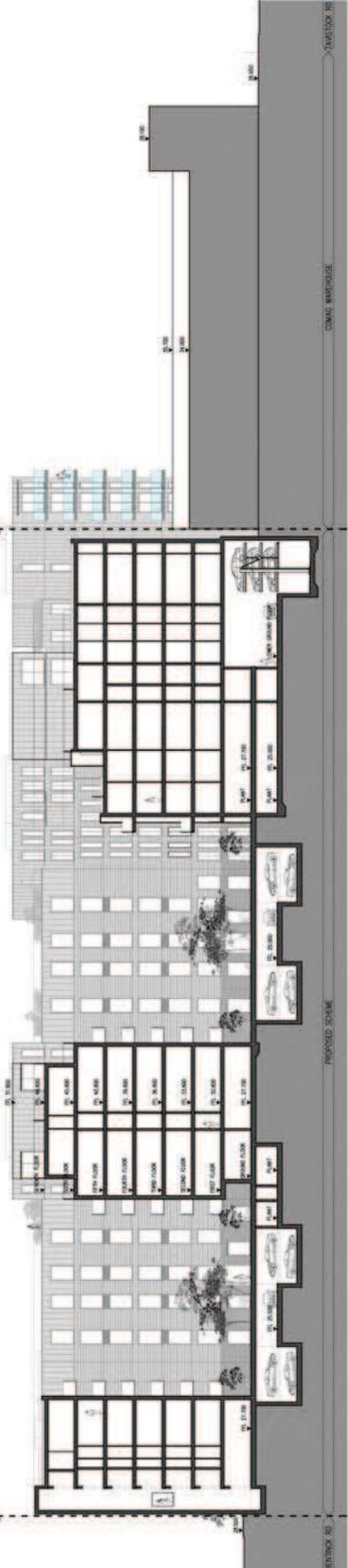
02 SECTION
SCALE: 1:250 (A1)

This drawing is to be used for construction purposes only and is not to be used for any other purpose. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant building regulations and other applicable laws.

- NOTES**
1. The site is a Grade II listed building and is subject to a Conservation Area.
 2. All proposed works must be approved by the Local Planning Authority.
 3. The listing is not to be used as a basis for any other planning application.
 4. The listing is not to be used as a basis for any other planning application.



01 SECTION
SCALE: 1:250 (A1)



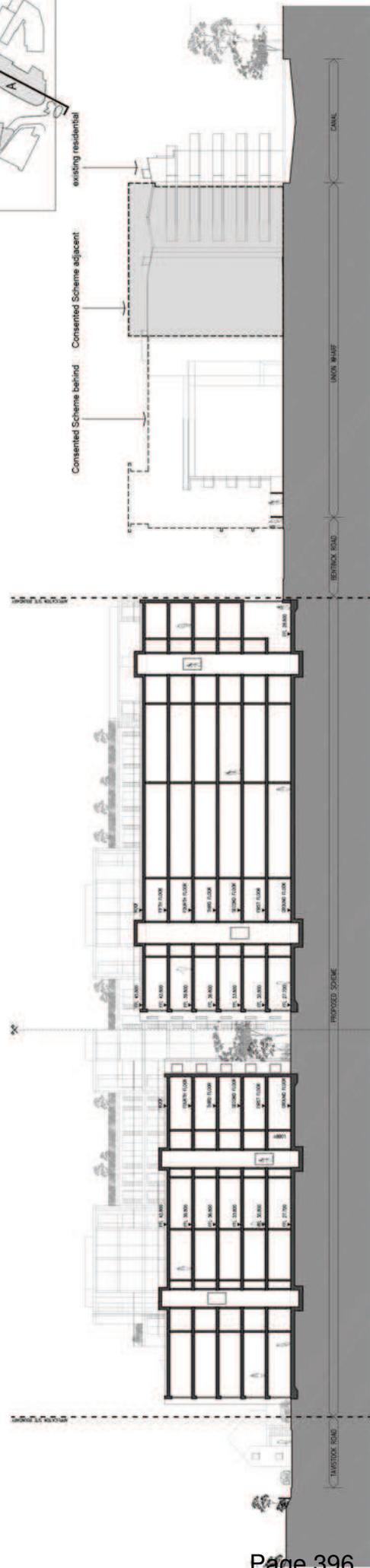
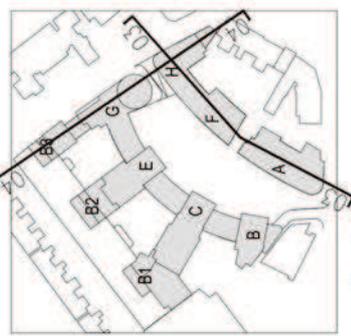
02 SECTION
SCALE: 1:250 (A1)

Rolfe Judd
Architectural Planning Services
88 Old Church Court, Churchfields Road, The Oaks, London W9H 1LQ
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www.rjudd.co.uk

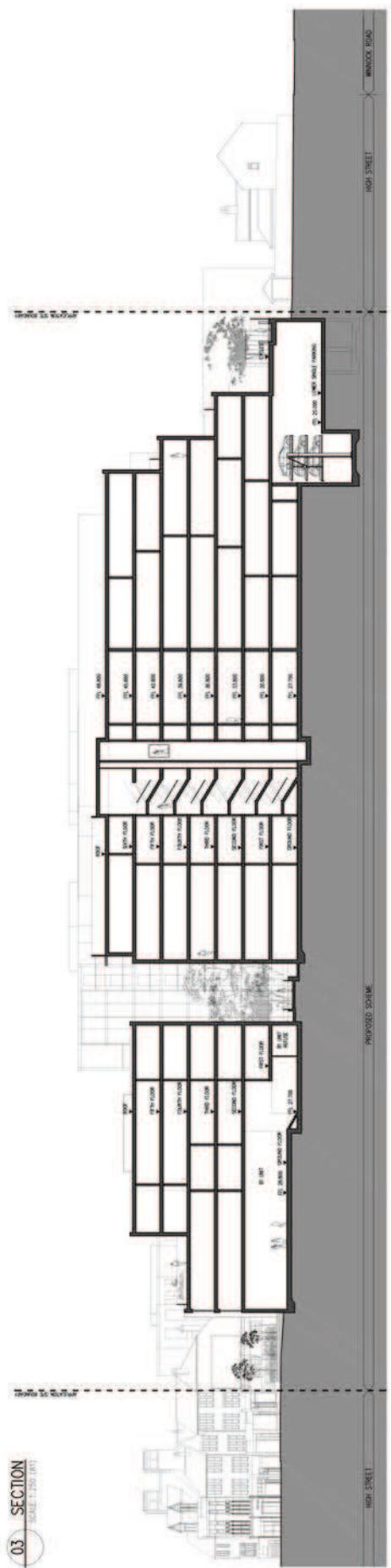
Kirewood
Project
Viewsley, Tavistock Gardens

Drawn: Proposed Section 1 and 2
Scale: 1:250 (A1)
Date: Oct 14
Drawing Number: 5460 T (20) S01
Revision: 03/10/2021

- NOTES**
1. The Client has approved the proposed scheme.
 2. All annotations must be approved and recorded by the Architect before work commences.
 3. This drawing is not to be used for any other purpose without the written consent of the Architect.
 4. The Client is responsible for obtaining all necessary planning and building regulations approvals and to comply with all relevant Codes of Practice and British Standards.



03 SECTION
ELEVATION (A1)



04 SECTION
ELEVATION (A2)

Roife Judd
Architectural Planning Services
814 Church Court, Church Road, The City, London E9 1LQ
T 020 338 1000
www.roifejudd.co.uk

Client
Kirewood
Project
Viewsley, Tavistock Gardens

Drawing
Proposed
Sections 3 and 4

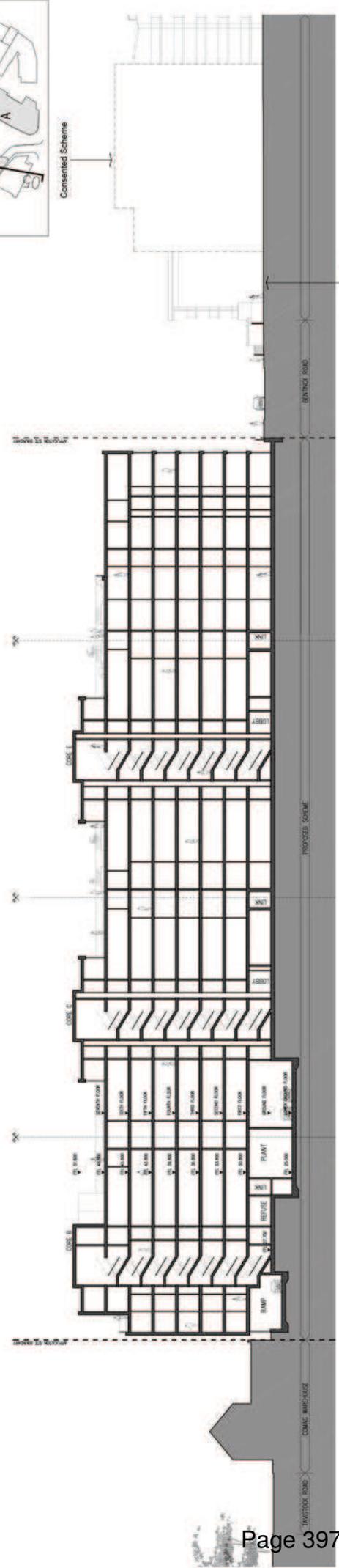
Scale
1:250 (A1) Oct 14 Planning
Job Number Drawing Number
5460 T (20) S02

Revision

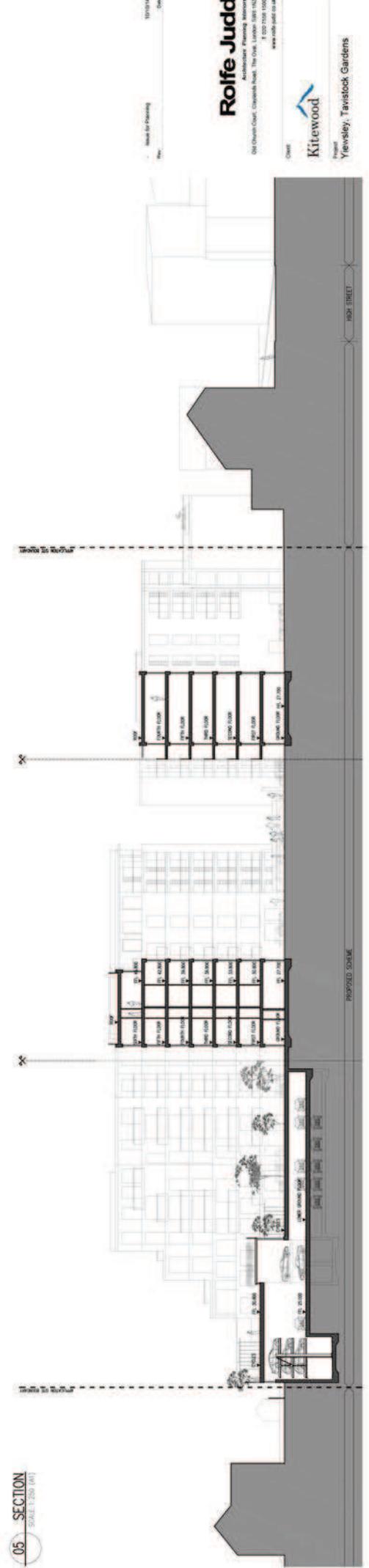
- NOTES**
1. The site is divided into blocks and zones as shown.
 2. All dimensions must be accurate and consistent to the Architect before work commences.
 3. This drawing is not to be used for construction purposes without the written consent of the Architect.
 4. All dimensions are given in millimetres unless otherwise stated.



Consented Scheme



05 SECTION
SCALE 1:250 (A1)



06 SECTION
SCALE 1:250 (A1)

Rolfe Judd
Architectural Planning Services
6th Church Court, Churchfields Road, The Oaks, London W9 1AZ
T 020 2338 1000
www.rjda.co.uk

Kirewood
Project
Viewsley, Tavistock Gardens

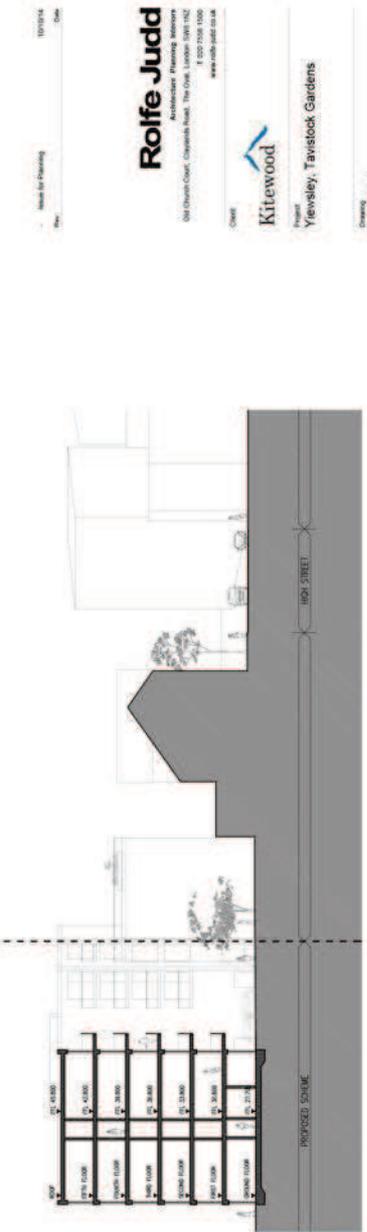
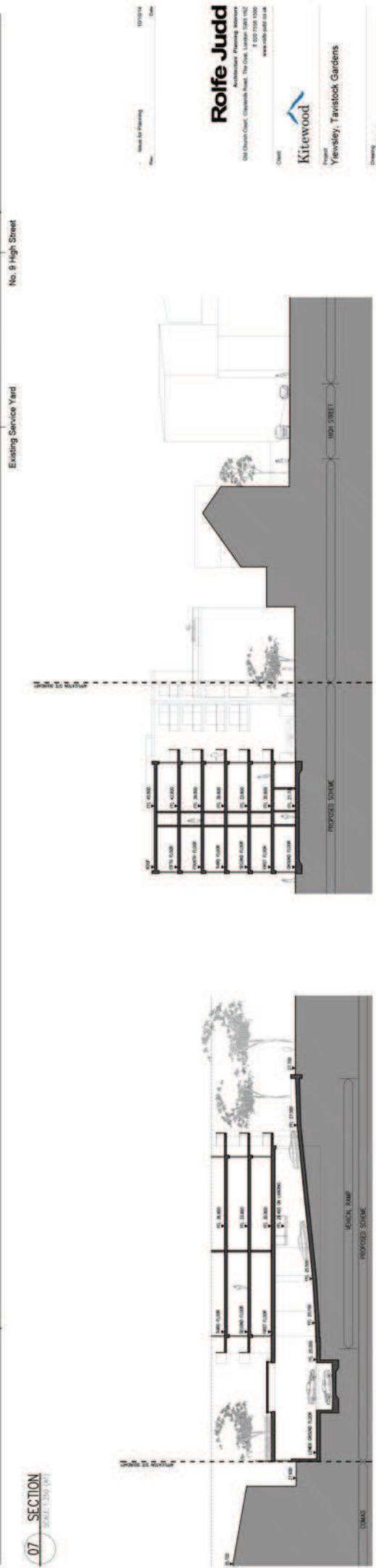
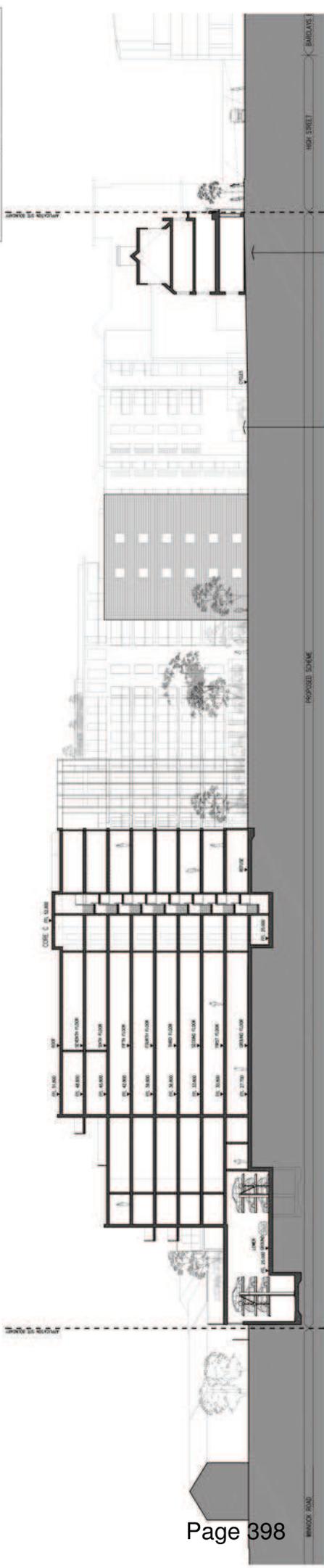
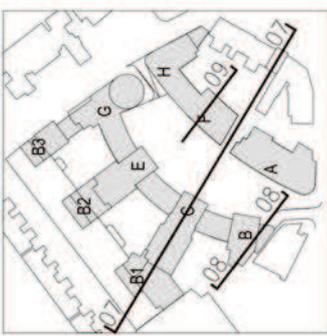
Drawing
Proposed
Sections 5 and 6

Date
1:250 (A1) Oct 14 Planning

Job Number Drawing Number
5460 T (20) S03

Revision
03/10/17_James12022020

- NOTES**
1. The architect shall check and verify all dimensions and levels at all stages.
 2. All dimensions shall be marked and verified by the architect before work commences.
 3. This drawing is not to be used for construction purposes without the written approval of the architect and in conformity with relevant Codes of Practice and British Standards.



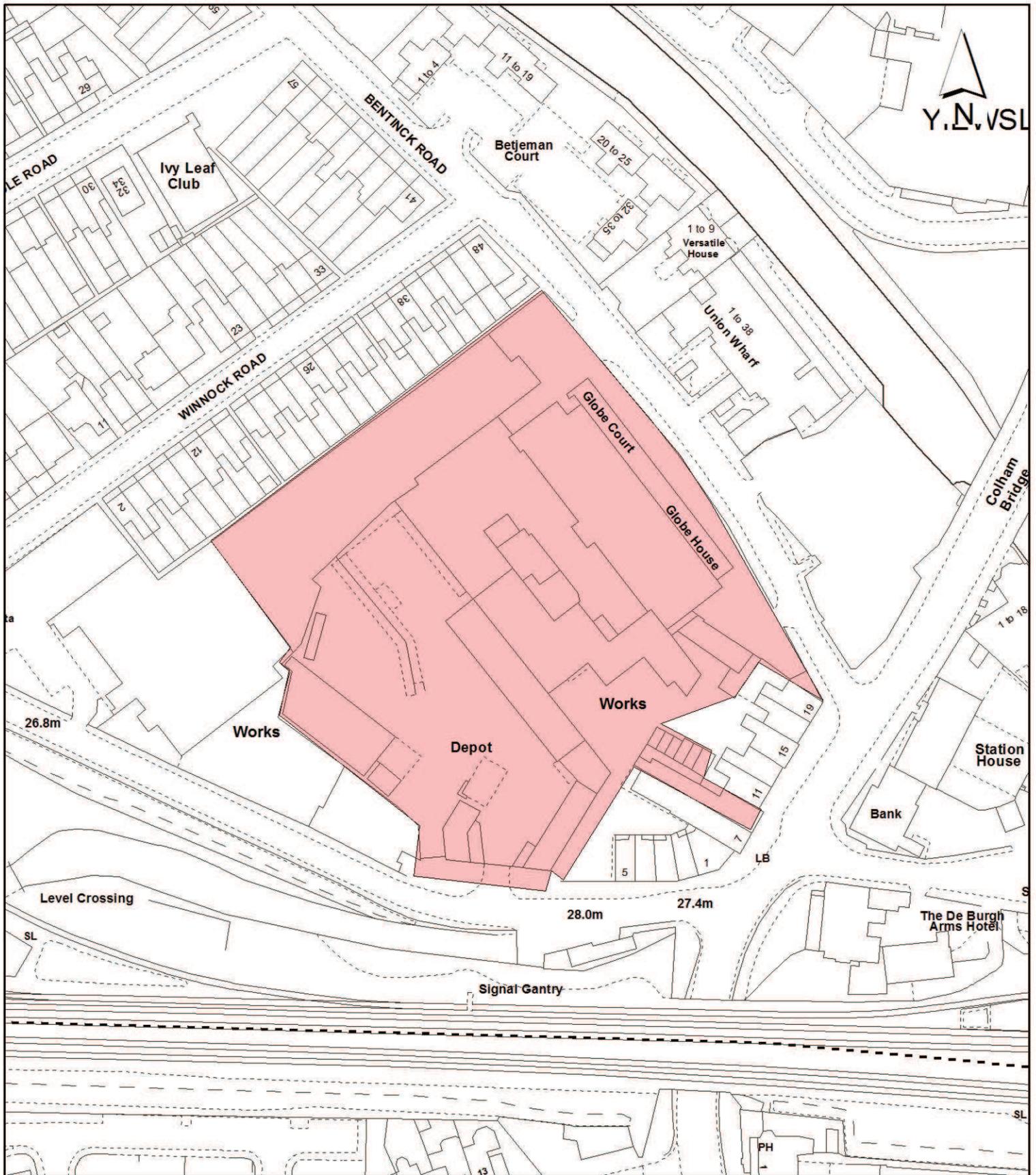
Roife Judd
Architectural Planning Services
988 Church Court, Church Road, The City, London EC4A 3DF
T 020 7338 1000
www.roifejudd.co.uk

Client:
Kitewood
Project:
Viewsley, Tavistock Gardens

Drawing:
Proposed
Sections 7, 8 and 9

Scale:
1:250 (A1) Oct 14 Planning

Job Number: 5460 T (20) S04
Revision:



Notes:

 Site boundary

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Site Address:

**Padcroft Works
 Tavistock Road
 Yiewsley**

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

Planning Application Ref:

45200/APP/2014/3638

Scale:

1:1,250

Planning Committee:

Major Page 399

Date:

July 2015



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 LONDON

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