



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: WEDNESDAY, 26 AUGUST
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

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

Published: Tuesday, 18 August 2015

Contact: Charles Francis
Tel: 01895 556454
Fax: 01895 277373
Email: democratic@hillington.gov.uk

This Agenda is available online at:
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services. Please enter from the Council's main reception where you will be directed to the Committee Room.

Accessibility

An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode.

Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



A useful guide for those attending Planning Committee meetings

Security and Safety information

Fire Alarm - If there is a FIRE in the building the fire alarm will sound continuously. If there is a BOMB ALERT the alarm sounds intermittently. Please make your way to the nearest FIRE EXIT.

Recording of meetings - This is not allowed, either using electronic, mobile or visual devices.

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 meetings held on 16 July 2015 and 5 August 2015 1 - 12
- 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 without a Petition

	Address	Ward	Description & Recommendation	Page
6	Site of former Unitair Centre & Wayfarer House, Great South West Road, Feltham 49559/APP/2015/1991	Heathrow Villages	Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334. Recommendation: Approval	13 - 30 252 - 270
7	Heathrow Point West, 234 Bath Road, Heathrow 41331/APP/2015/1886	Heathrow Villages	Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping. Recommendation: Approval subject to a S106 Agreement	31 - 66 271 - 280

8	Hayes Gate House , 27 Uxbridge Road, Hayes 2385/APP/2015/1464	Townfield	Variation of Condition 2 (Approved drawings) and Condition 7 (accessible bedrooms) of planning application 2385/APP/2013/2523 (Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping) to allow for a reduction in the provision of rooms with hoists. Recommendation: Approval subject to a S106 Agreement	67 - 82 281 - 284
9	St Andrews Park, Hillingdon Road, Uxbridge 585/APP/2015/848	Uxbridge North	Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development. Recommendation: Approval	83 - 162 285 - 295
10	Phase 3, Stockley Park, Stockley Road, West Drayton 37977/APP/2015/1004	Yiewsley	Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination. Recommendation: Approval	163 - 250 296 - 322

PART I - Plans for Major Applications Planning Committee
Pages - 251 - 322

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

6 January 2015

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



HILLINGDON
LONDON

	<p>Committee Members Present:</p> <p>Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Janet Duncan (Labour Lead), Ray Graham, Carol Melvin, John Morgan and Brian Stead,.</p> <p>Cllr. Jazz Dhillon was delayed en-route to the meeting and consequently did not vote on agenda items 5 or 6.</p> <p>LBH Officers Present:</p> <p>James Rodger, Head of Planning, Green Spaces and Culture, Adrien Waite, Major Applications Manager, Syeed Shah, Principal Highways Engineer, Sarah White, Legal Advisor, Charles Francis, Democratic Services Officer, Jon Pitt, Democratic Services Officer.</p>
1.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Cllr David Yarrow, with Cllr Ray Graham substituting.</p>
2.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllrs. John Morgan and Peter Curling declared a pecuniary interest in item 5 as they were trustees of the Fassnidge Trust. Both left the room and did not vote on the item.</p> <p>Cllr Brian Stead declared a non-pecuniary interest in Item 6 as he was a member of the 'Friends of the Bunker'. Cllr. Stead left the room and did not vote on the item.</p>
3.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>)</p> <p>It was confirmed that there were no matters notified in advance or urgent.</p>
4.	<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 4</i>)</p> <p>It was confirmed that items marked Part 1 would be heard in public and those marked Part 2 would be heard in private.</p>
5.	<p>FASSNIDGE MEMORIAL HALL - R/O HIGH STREET, UXBRIDGE - 12156/APP/2014/3099 (<i>Agenda Item 5</i>)</p>

Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping.

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

The application related to Fassnidge Memorial Hall to the R/O High Street, Uxbridge. Planning permission was sought for a residential mixed use development, comprising a total of 48 new residential apartments (twelve 1-bed, thirty three 2-bed and three 3-bed) within a part four, part seven, part eight storey building with three distinct but coherent elements arranged alongside Harefield Road and Oxford Road roundabout. Four of the dwellings would be affordable and all dwellings would comply with the unit size standards prescribed by the London Plan Housing Design Standard.

The scheme would also provide a replacement community dining hall with a combined 300m² of modern floorspace. This would be flexibly designed and capable of accommodating a full range of compatible community uses and activities.

Development proposals at the same site had been brought to Planning Committees twice previously and had been rejected. It was noted that the size of the scheme had been reduced considerably compared to the previous proposals.

Members noted that Officers had concluded that the proposed development was considered to be sensitive to the surrounding area, including the adjacent grade II listed building. The location was considered to be highly sustainable due to the public transport connections and it was noted that planning policies encouraged the development of such sites. In principal, Officers had no objection to the development of the site.

In accordance with the Council's constitution a representative of the petitioners objecting the proposals addressed the meeting.

The petitioner objecting to the proposals made the following points:

- They would like know why the Fassnidge Trust had moved a large proportion of its funds into an asset management company and requested a deferral of the decision on this basis.
- The petitioners objected to the construction of an eight storey building at the location and consider that the site is not suitable for residential housing.
- Several of the background reports are based only on desk research.
- Air quality and noise levels at the site are of concern and considered to be a threat to the health of future residents and nearby neighbours.
- That the redevelopment of the Community Hall appears to be being used as an excuse for construction of the flats.
- The petitioners were of the opinion that the proposed development would add to the 'wall effect' created by existing high rise building, thereby amplifying traffic and other environmental noise.
- The petitioners were of the opinion that the developer has been granted a number of concessions. These included:
 - That only four of the 48 flats would be affordable.
 - That the development would have fewer three bedroomed dwellings than

would normally be permitted in such a mixed development.

- That there would be a shortfall of amenity space within the development.
- That repairs to an adjacent listed building would be at risk if the developer of Fassnidge Memorial Hall made no contribution.
- That parking for the flats would have an impact on the surrounding area and that although residents would not be able to obtain permits to park in nearby roads, these roads would be inundated with cars outside the restricted hours.

In accordance with the Council's constitution a representative of the applicant addressed the Committee.

The representative of the applicant made the following points:

- Although there had been two previous unsuccessful planning applications for the development of the site, there had been support for the principal of redevelopment.
- The development would be in keeping with the surrounding area and would respect the adjacent listed building.
- There had been a positive dialogue with Council Officers and this had led to a number of changes having been made to the plan.
- Distribution of leaflets about the development had indicated that there was local public support.
- The tallest elements of the development would be well away from the street. This would ensure minimum damage to the conservation area.
- The development would help the Fassnidge Trust to raise funding for the development of other housing projects in the Borough.
- The new dining hall would become an important local hub.
- The developer would pay to transport people to other facilities during construction of the Dining Hall.
- That the £100,000 developer contribution would secure a number of local public realm improvements.
- Proposed landscaping as part of the development would have a positive effect on the local area.
- That the development would support council policies and that Transport for London was supportive of the proposed parking arrangements.

Officers confirmed that the financial status of the Fassnidge Trust was not relevant to the planning application under consideration and that this would therefore have no impact on the decision to be made by the Committee.

The committee Members raised a number of concerns about the development. These included that two of the four units that had the potential to be adapted for disabled persons would not have car parking provision. There were also concerns that there would only be four affordable homes within a development of 48 dwellings and that there would be no financial contribution from the developer to the maintenance of the nearby listed building. Concerns were also raised regarding local air quality and that residents may need to keep their windows closed in order to breathe air that was of an acceptable quality. A question was also raised regarding associated landscaping that would be required with the development.

Officers responded that the parking provision was considered to be suitable for a site in a town centre location with good public transport links and pointed out that the units capable of being adapted for disabled persons would not necessarily be used for this

purpose. With regard to the affordable homes requirement, it was stated that the original proposal had not included any affordable homes and that insisting on additional affordable units would have put the financial viability of the development at risk. This would have jeopardised the likelihood of it going ahead. Officers considered that the ventilation system to be installed as part of the development would mitigate air quality issues, although residents would still be able to open their windows if they so wished. It was also confirmed that appropriate landscaping would be undertaken as part of the development.

The Committee agreed the following verbal changes to the Recommendation section of the Officer's report:

Addition of the words 'and Refuse' after 'servicing' in Head of Term iii)

Addition of '£20,000' between 'associated' and 'bond' in Head of Term iv)

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

Resolved - That the application be approved as per the Officer's report, changes to the report noted above and the addendum sheet circulated at the meeting.

6. **THE BATTLE OF BRITAIN BUNKER, RAF UXBRIDGE, HILLINGDON ROAD, UXBRIDGE - 585/APP/2014/3910** (*Agenda Item 7*)

Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

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

The application related to the Battle of Britain Bunker, RAF Uxbridge, Hillingdon Road, Uxbridge. Planning permission was sought for the erection of a Battle of Britain Education and Visitor Centre with exhibition space, auditorium, meeting rooms, library, cafe, shop and associated parking area and landscaping.

Prior approval had been granted for the demolition of the existing building and planning permission was granted in December 2014 for enabling works to allow construction of the building which is the subject of this application. Enabling works would include the creation of a temporary compound to facilitate demolition together with a temporary structure to house volunteers during demolition and construction thus enabling the facility to remain open.

The application site is located within land designated as Green Belt, while the adjacent underground Bunker is a Grade I listed structure. Development in the green belt is generally considered inappropriate except in special circumstances. It is considered that the new facility, which will enhance the visitor and educational offering on the site together with assisting in securing the future of the listed bunker, provides special circumstances which would justify development in the green belt.

The proposed building, while offering enhanced facilities to visitors is also considered

	<p>to preserve the setting of the listed bunker. The proposal was therefore considered to be acceptable in heritage terms.</p> <p>Members noted that Officers had no objection in principal to the proposed development. Officers were of the opinion that the nature of the proposed cultural and educational facility justified development in the Green Belt and that approval should therefore be granted, subject to referral to the Secretary of State.</p> <p>The Committee Members welcomed the proposal. It was agreed that a requirement to provide a minimum of four parking spaces for motorcycles would be imposed on the applicant. There was a discussion about coach parking at the site and it was considered that it would not be necessary to require dedicated coach parking at the site. This was because coaches would arrive by prior appointment only and also that the access road to the site is not a through road. A question was also asked about the contaminated land status of the site. Officers confirmed that this had been addressed in the addendum to the application.</p> <p>The Committee agreed that Condition 6 be amended to require the provision of four motorcycle spaces.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed unanimously.</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 and amendments to Condition 6.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7:10 pm.</p>

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

This page is intentionally left blank

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

5 August 2015

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



HILLINGDON
LONDON

	<p>MEMBERS PRESENT: Councillors: Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman) Peter Curling, Jazz Dhillon, Janet Duncan (Labour Lead) Carol Melvin, John Morgan, Brian Stead and David Yarrow.</p>
	<p>LBH OFFICERS PRESENT: Alex Chrusciak (Planning Service Manager), Syed Shah (Highway Engineer), Adrien Waite (Major Applications Manager), Tim Brown (Legal advisor) and Jon Pitt (Democratic Services Officer).</p>
24.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>) No apologies for absence were received.</p>
25.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>) There were no declarations of interest.</p>
26.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>) The Chairman informed Members that item number 8 on the agenda in relation to the site of the former Unitair Centre and Wayfarer House had been withdrawn by the applicant and had, therefore, been removed from the agenda.</p>
27.	<p>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 (<i>Agenda Item 4</i>) It was confirmed that all items would be considered in Part 1 public.</p>
28.	<p>THE OLD VINYL FACTORY, BLYTH ROAD, HAYES - 59872/APP/2015/1798 (<i>Agenda Item 5</i>) Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front. Officers introduced the report and referred Members to the addendum sheet</p>

that had been circulated. It was noted that the application was a full application rather than a reserved matter. The Old Vinyl Factory site was being brought forward in separate phases of development and the current UTC proposal would replace a previously proposed cinema and ancillary restaurant. The proposals included soft landscaping, that was considered to be well designed and had regard to the wider public realm of the local area.

The proposed educational use of the site for a UTC was supported at all levels of planning policy. The standalone application was considered to be acceptable within the wider outline consent for the development of the Old Vinyl Factory and it was noted that the Highway Department also considered the application to be acceptable.

Members asked for confirmation of where 40 staff parking spaces proposed would be situated. It was also asked whether these spaces would be allocated to particular staff and what the impact would be on local on street parking. Officers advised that parking considerations would be addressed through the legal agreement and that the parking conditions attached to the approval of the previous application were still valid, although the number of parking spaces to be provided may need to be reduced. It was requested that the wording of the recommendation, in relation to the required agreement under Section 106 of the Planning Act and/or Section 278 of the Highways Act, be revised to make reference to both traffic and parking impact.

A full assessment of the need for parking provision would be undertaken. An initial assessment had been carried out which suggested that 51 spaces would be required, although only 40 staff parking spaces would be provided on site. This difference was due to both feedback from Transport for London and to the development of Crossrail, which it was hoped would reduce the parking requirement. The Chairman advised that the parking arrangements proposed were no different to those for other schools. It was anticipated that the UTC would develop a Green Travel Plan. However, it was not within the remit of the Council to specify that, for example, only persons who agreed to use a particular mode of transport would be employed. Any necessary mitigation would need to be considered later. In response to a Member question, it was noted that there would be 5 disabled visitor spaces on site.

In response to a Member question about ownership of the development site, it was confirmed that the owner was working with the Education Funding Agency and that the S106 agreement and UTC agreement required the agreement of both parties. The relevant Heads of Terms would ensure linkage to the development of the wider site. It was noted that the scheme was publicly funded by the Education Funding Agency.

Concerns were raised that the submitted plans only included the provision of one lift and that the Access Officer had identified this as being an issue. The Chairman asked whether the proposed planning condition number 17 of the officer report covered this issue sufficiently. It was noted that access to lifts would be ensured through building regulations. In addition, it was requested that the Head of Planning be asked to review the wording to ensure that the Access Officer's comments in relation to lift provision were adequately covered. This would then be reviewed by Chairman and Labour Lead.

The Committee agreed the following verbal changes to the Recommendation section of the Officer's report:

- Condition 19 be removed and replaced with an appropriate informative.
- Item 1. A) iv. Within the recommendation be amended to read: Traffic *'and Parking'* Impact Studies.
- Condition 17 to be reviewed by the Head of Planning to ensure suitable provision for lifts other access measures. Final wording to be agreed by the Committee Chairman and Labour Lead.

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

Resolved - That the application be approved as per the officers' report, changes to the report noted above and the addendum sheet circulated at the meeting.

29. **FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD, HEATHROW AIRPORT - 67622/APP/2015/1851** (*Agenda Item 6*)

Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

Officers introduced the report and outlined the details of the application. The application was presented jointly with Agenda Item number 7, the latter application being for the erection of an elevated pedestrian walkway.

The scheme had been amended to remove the veil structure that had previously been proposed to run around the building and also to amend the conditions relating to this and the internal layout of the building. This included increased floor space and basement size.

It was noted that the Conservation Officer had provided comments in relation to landscaping at the site. These comments and the wider public realm would be addressed through the legal agreement attached to the planning applications for the site.

The Committee agreed the following verbal changes to the Recommendation section of the Officer's report:

- Removal of Part A of Condition 19 as inclusion of this condition would amount to duplication.

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

	<p>Resolved - That the application be approved as per the officers' report, changes to the report noted above and the addendum sheet circulated at the meeting.</p>
30.	<p>FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD, HEATHROW AIRPORT - 67622/APP/2015/1854 (<i>Agenda Item 7</i>)</p> <p>Erection of elevated pedestrian walkway.</p> <p>Officers introduced the report and outlined the details of the application. The application was presented jointly with Agenda Item number 6, the former application being for the variation of conditions to a previous application for a hotel and other associated development.</p> <p>The application under consideration was for the erection of an elevated pedestrian walkway. This would provide access to Terminal 4 at Heathrow Airport. It was noted that the walkway would link to an existing Hilton Hotel walkway and would provide easier access to the terminal for local residents.</p> <p>The proposals were considered to not have a detrimental impact on the overall character and appearance of the surrounding area and were also considered acceptable in relation to user accessibility.</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 as per the officers' report.</p>
31.	<p>SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE, GREAT SOUTH ROAD, FELTHAM - 49559/APP/2015/1991 (<i>Agenda Item 8</i>)</p> <p>The item was withdrawn from the agenda at the request of the applicant.</p>
32.	<p>UNIT C, PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON - 18399/APP/2015/1087 (<i>Agenda Item 9</i>)</p> <p>Change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.</p> <p>Officers introduced the report, noting that the application related to a proposed change of use. The proposals were considered to be acceptable in planning terms and the Highways Officer considered that the change of use was not likely to have a significant impact on local traffic volumes.</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 as per the officers' report and the addendum sheet circulated at the meeting.</p>

33. **SENATOR COURT, BELMONT ROAD, UXBRIDGE - 68385/APP/2015/1218** (*Agenda Item 10*)

Variation of condition 5 (Approved plans) of the Planning Inspector's decision letter dated 26/3/14 (LPA Ref. 68385/APP/2012/2398) to allow internal and external alterations to include an additional roof terrace, stair tower revisions, fenestration alterations, introduction of blade columns, amendment of external materials, removal of brise-soleil, creation of amenity space and screen on existing terrace, removal of two existing staircases to create large central stairs, small third floor infill extension, re-location of cycle facilities, additional electric charging spaces and re-configuration of landscaping.

Officers introduced the report, explaining that the application was a variation on similar schemes that had previously been agreed by the Committee. It was noted that the application was seeking approval for an extension to an existing building.

Members expressed their support for the proposals, but concern was expressed about the resulting loss of trees and it was suggested that the Council should ensure that the lost trees were replanted. Officers advised that this had been addressed through revised conditions, as set out in the addendum. These stated that a scheme to replace three trees must be submitted to and approved in writing by the planning authority. This requirement would only be waived in the event that it could be demonstrated to the reasonable satisfaction of the planning authority that such tree planting was not feasible.

It was questioned whether trees could be planted elsewhere in Belmont Road, which was owned by the Council, in the event that it was not possible for them to be planted closer to the site. The Chairman noted that the S106 agreement in relation to the application included a Public Realm contribution of £25,000 for improvement to Uxbridge Town Centre. It would be possible for the details to be amended if agreed prior to commencement of the scheme. Accordingly, it was agreed that the Head of Planning be given authority to amend the conditions in relation to tree replacement.

The Committee agreed the following verbal changes to the Recommendation section of the Officer's report:

- Condition 17 to be reviewed by the Head of Planning

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

Resolved - That the application be approved as per the officers' report, changes to the report noted above and the addendum sheet circulated at the meeting.

The meeting, which commenced at 6.00 pm, closed at 6.45 pm.

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

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE GREAT SOUTH WEST ROAD FELTHAM

Development: Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334.

LBH Ref Nos: 49559/APP/2015/1991

Drawing Nos: 30461-PL-131 Rev A
30461-PL-132 Rev A
30461-PL-133 Rev A
30461-PL-121 Rev D
30461-PL-126 Rev A
30461-PL-134
672.12.01 Rev A
Skyline TS 15.06.26 v1.2
Skyline TP 15.06.26 v1.2
30461-PL-122 Rev D
30461-PL-123 Rev D
30461-PL-124 Rev C
30461-PL-125 Rev B
Delivery and Servicing Plan V1.1 (02/06/15
null
070808-CA-0-G00-DSP-SE-001-P0'
null
30461-PL-127_A
30461-PL-128
30461-PL-129_A
30461-PL-130
3806-PV-100 PV Layout-A'

Date Plans Received:	29/05/2015	Date(s) of Amendment(s):	29/05/2015
Date Application Valid:	29/05/2015		19/06/2015
			23/07/2015
			26/06/2015

1. SUMMARY

Outline Planning Consent (reference 49559/APP/2014/334) was granted on the 27/05/14 for 'Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.'

This application is a Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to the above outline planning permission

It is worth noting that the site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are

residential properties on the opposite side of the Great South West Road (A30) to the east. There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

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

2. RECOMMENDATION

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:

30461-PL-121 Rev D

3806-PV-100 PV Layout-A1

30461-PL-123 Rev C

30461-PL-124 Rev C

30461-PL-131 Rev A

30461-PL-132 Rev A

30461-PL-133 Rev A

672.12.01 Rev A

30461-PL-122 Rev D

30461-PL-130

30461-PL-129A

30461-PL-128

30461-PL-127A

30461-PL-126A

30461-PL-125B

30461-PL-134

070808-CA-0-G00-DSP-SE-001-P01; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

Skyline Drainage Strategy (22 May 2015)

Energy Strategy (May 2015)

Bird Hazard Management Plan (29 May 2015)

Ecological Assessment (26 May 2015)

External Lighting and CCTV Assessment (May 2015)

Landscape Management Schedule

Delivery and Servicing Plan V1.1 (June 2015)

Travel Plan Rev V1.2 (26 June 2015)

Transport Statement Rev V1.2 (26 June 2015)

Noise Assessment Addendum (August 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 that the development complies with the objectives of Policies within Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1

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>)

2

You are advised that the scheme is required to abide by the conditions and the S106 Legal Agreement of the Planning Permission Reference Number 49559/APP/2014/334.

3 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).

4 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.

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes

	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.6	(2015) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). 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.

6

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located in the very south of the borough beyond Heathrow Airport and adjacent to the border with the London Borough of Hounslow. The site is roughly rectangular in shape except for the northern boundary which follows the course of a bend in the adjacent rivers. The site is bounded to the west by industrial uses and large scale industrial buildings associated with Heathrow Airport. To the south are further industrial/commercial uses. To the east is the Great South West Road (A30) which is part of the Transport for London Road Network (TLRN) and also provides access to the site. At present the site currently has two vehicular and pedestrian access points onto the Great South West Road. The closest residential properties to the application site are located beyond the Great South West Road, with the closest dwelling approximately 40m from the sites eastern boundary. Located to the north are the Longford and Duke of Northumberland Rivers which curve around the site boundary. The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary that is in the ownership of the Department of Culture, Media and Sport (Central Government).

The site is approximately 2.79 Ha in area and previously accommodated DB Schenker (the former Unitair Centre) and Wayfarer House. These independent sites had separate access points to the A30 which are still in situ. The applicant has stated that both buildings did not meet modern business needs and were vacant prior to their demolition.

The current site is essentially flat having little variation in ground level across its extent. There is existing landscaping along the sites borders with the rivers to the north and the Great South West Road to the east (consisting of mature trees, shrubs and grass verges). There is no landscaping within the site which is generally covered with hardstanding and rubble debris from the demolition of the previous buildings.

The site is located in Flood Zone 1 and is identified as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also located within an Industrial and Business Area and within a developed area as designated by the Policies contained within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application submission is pursuant to Outline Planning Permission reference

49559/APP/2014/334 and relates to the site of the Former Unitair Centre and Wayfarer House on the Great South West Road.

Reserved matters approval is sought for the access, appearance, landscaping, layout and scale in compliance with Condition 2 of planning permission ref. 49559/APP/2014/334. Condition 7 of this approval outlines what details the Council requires to be assessed at this stage:

- (i) A full travel plan should be provided that includes a full mode split disaggregating public transport trips from private vehicle use plus details of how the developers of the site will ensure that any occupiers complete a travel plan (such as through a lease agreement). Details of carriageways, footways, turning space, safety strips, at road junctions and kerb radii, plus traffic, car parking (including 10% of spaces to disabled standards) and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays and sight lines, means of surfacing, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans, including planting plans, refuse storage, boundary treatments, lighting and levels or contours plus a scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation. Also a scheme for the inclusion of living wall, roofs and screens.
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed floor levels and finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.
- (xi) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xii) Bird Hazard Management Plan.

The parameters plan approved as part of the outline application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis
Maximum Sui Generis (Car Showroom): 1,700 sqm
Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

The application proposes to provide 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes) across two buildings. Unit 1 would comprise of 7,474 sq m and Unit 2 comprising of 6,832 sq m(Gross External Area). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The heights of the buildings follow the principles within the maximum height of the approved parameters. The dimensions for Unit 1 are 93.5m x 68.5m x 17.5m (height) and Unit 2 are 93.5m x 61.9m x 16.5m (height).

140 car parking spaces will be provided across the two units, with 81 allocated to Unit 1 and 59 allocated to Unit 2. This is a parking ratio of 1:102m². Unit 1 will provide 8 disabled parking spaces and Unit 2 will provide 6 disabled parking spaces. The development will also provide a total of 46 secure and covered cycle parking spaces, with 24 provided for Unit 1 and 22 for Unit 2.

The use of high quality materials, selective colours and architectural articulation on the elevations for the proposed units provides a modern design that continues the benchmark set by the existing industrial units to the west of the site.

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

The service yards to the units will be enclosed by 2.4m high weld mesh fencing and access/egress will via 2.4m high swing gates. The site frontage has an avenue of trees along the Great South West Road providing soft screening to the buildings and an open perception.

The proposed means access for HGVs and other vehicles to and from the buildings will be via the A30. Each unit has its own designated entrance. Pedestrian access will be via the footpath along the Great South West Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has a varied planning history, however most relevant to the current application is Outline Planning consent (all matters reserved) ref. 49559/APP/2014/334 dated 27/05/14.

In conjunction with this reserved matters application, the applicant has also submitted a number of applications in order to discharge conditions attached to the outline consent. These are:

Application ref. 49559/APP/2015/1992 for Condition 6 plus Condition 7 parts vi, vii and x.

Application ref. 49559/APP/2015/1994 Condition 7 parts i, ii, iii, ix

Application ref. 49559/APP/2015/1995 Condition 16 - Approved 26/06/15.

Application ref. 49559/APP/2015/1997 Condition 7 part viii

Application ref. 49559/APP/2015/1999 Condition 7 part xi plus Condition 17 - Approved 13/07/15

Application ref. 49559/APP/2015/2001 Condition 10 plus Condition 7 parts iv, v ,xii

The Council received a prior notification under the General Permitted Development Order 1995 Schedule 2 Part 31 for the demolition of the existing building application (ref: 49559/APP/2013/703). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case officer confirms that the previous buildings have been demolished.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies

London Plan (March 2015)

Council's Supplementary Planning Guidance - Noise

Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Guidance - Planning Obligations

Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact

A4 New development directly related to Heathrow Airport

A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

(i) Dial-a-ride and mobility bus services

(ii) Shopmobility schemes

(iii) Convenient parking spaces

(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.6	(2015) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd July 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Circa 50 neighbouring residential units were consulted by letter on 09/06/15 and site notices were displayed. No comments or objections to the proposal have been received.

TRANSPORT FOR LONDON (TfL)

I have now reviewed the latest transport statement and travel plan submission. I therefore consider that the issues raised previously are addressed subject to appropriate conditions/ obligations in relations to car, disabled, electric vehicle charging point and cycle parking provision; submission and implementation of DSP, CLP and travel plan.

Officer's Comments:

- a. Both the submitted Travel Plan and Delivery and Servicing Plan include a commitment that Tenant specific TP's and DSP's will subsequently be developed in partnership between the occupiers and the London Borough of Hillingdon (LBH) and in accordance with Transport for London (TfL) travel planning guidance.
- b. The original outline consent (ref. 49559/APP/2014/334) included a condition for the applicant to provide a Construction Logistics Plan.
- c. The Council's Highways Engineers have reviewed the submitted plans and documents and have raised no objection to the proposals.

THAMES WATER

The reserved matters application does not affect Thames Water and as such we have no observations to make.

Internal Consultees

TRANSPORT AND AVIATION

No objection to the proposal.

HIGHWAYS

There are no highways objections regarding the proposed parking provision on site.

ENVIRONMENTAL PROTECTION UNIT (EPU)

The noise report that was submitted at the outline stage predicted that the impact from HGV noise could be as much as 10dBA above background at night and that this was an unacceptable impact. The report recommends mitigation measures and suggests a noise barrier the exact details to be determined at the detailed design stage.

The report also details design criteria for plant noise and details will need to be provided as to how this is to be met.

Please could you ask the applicants to provide further noise data as requested.

Case Officers Comments:

The above comments were passed on to the developer who has responded with the production of the Noise Assessment Addendum Report (August 2015). This report was provided to EPU for review.

ENVIRONMENTAL PROTECTION UNIT (Second response)

After reading through the latest noise addendum, it states that an acoustic fence will be installed around the site perimeter and a further barrier at the site entrances - as specified in Figure 1 of the report and appendix A (Proposed Layout plan)

The proposed fencing and acoustic treatment should minimise disturbance to the residential properties close to the site.

Ideally, I would like some assurances that the site will do all they can to minimise noise from deliveries

- but given the nature of this site and the issues surrounding it I can confirm that the report will suffice.

ACCESS OFFICER

I have considered the detail of this planning application and deem the accessibility provisions to be acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies.

The Hillingdon Local Plan (November 2012) states that IBAs are allocated locations for new industrial and warehousing development, and are deemed the most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. The LPA considers that offices and other B1 Use Class activities are acceptable in principle in IBAs. Other employment uses may also be acceptable when there is no realistic prospect of an industrial or warehousing use or such a use would be undesirable, particularly on residential amenity grounds.

Policy LE2 of the Hillingdon Local Plan states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis Uses appropriate in an industrial area. The proposed use therefore adheres to IBA policy and will replace previous IBA uses on the site.

The Hillingdon Local Plan: Part 1 Strategic Policy E2 designates Locally Significant Industrial Sites as locations where industrial and warehousing activities can operate and 'locations of employment growth' with a commitment to provide 9,000 jobs throughout the plan period.

The principle of the development has been established under outline planning permission ref.49559/APP/2014/334 granted on 27/05/14. Accordingly, there is no objection to the principle of the proposal.

7.02 Density of the proposed development

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

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

English Heritage/GLAAS were consulted as part of outline application reference 49559/APP/2014/334 and whilst the site lies within the Council's proposed Heathrow Archaeological Priority Zone, there is clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. They therefore raised no objection to the scheme nor recommended any conditions be attached to any approval.

7.04 Airport safeguarding

Heathrow Airport Safeguarding and the National Air Traffic Services (NATS) were consulted as part of the outline application and responded with no objection to the proposals subject to appropriately worded conditions. A condition was attached to the outline consent requiring a Bird Hazard Management Plan (BHMP) to be provided to the Council and Heathrow Airport Limited. The BHMP was submitted as part of application ref. 49559/APP/2015/2001 to

discharge the relevant condition. Heathrow Airport Limited have reviewed the BHMP and raised no objection.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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

As part of the Outline planning permission, the supporting information included a Design and Access Statement. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The outline proposals were for a scheme with all matters reserved and as such acceptable parameters for future development were established:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

The two proposed building's dimensions create a total area of 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including the Council's Landscape Architect.

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

In terms of the proposed building, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that continues the design principles established in the wider area.

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

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area,

particularly in its relationship to residential properties which are a significant distance from the site. In addition, a sufficiently high standard of design has been achieved for the building and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with London Plan Policies and Hillingdon's UDP Saved Policies OE1, OE3 and BE13 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

7.08 Impact on neighbours

The nearest residential units to the site are situated approximately 40m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow Airport Hotel is located approximately 500m to the northeast of the site.

Access to the site is only from the Great South West Road at present and this will remain the case. It is considered that residential amenity would not be unacceptably affected by traffic associated with the proposed use as the Great South West Road already carries high vehicle numbers.

A Noise Impact Assessment was submitted and approved as part of the outline planning consent. The Council's Environmental Protection Unit has reviewed this document and the current proposed layout and requested further details to be provided. A Noise Assessment Addendum Report has been submitted by the applicant which EPU have reviewed and are satisfied that the proposed acoustic fence will sufficiently protect residential amenity.

7.09 Living conditions for future occupiers

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

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Great South West Road (A30) is part of the Transport for London Road Network (TLRN) and also provides two access points to the site at present which remain from the previous developments on the site. As the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway under the control of the London Borough of Hillingdon.

The Council's Highway Engineer has reviewed the proposals layout and raised no objection to the development. The Council's Transport and Aviation Team have reviewed the submitted Travel Plan and likewise raised no objections.

Transport for London were consulted as part of the application and requested amendments to the submitted documents. The documents were altered in line with TfL's comments and following a further review TfL have raised no objections to the proposals.

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

7.11 Urban design, access and security

Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials are required by Condition No. 7 attached to the outline consent. These details have been submitted under application

reference 49559/APP/2015/1997 and are being considered by the Council and the Metropolitan Police.

7.12 Disabled access

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

Details relating to disabled access are required under Condition Nos. 6 and 7 of the outline consent. These details have been provided under application reference 49559/APP/2015/1992. The Council's Access Officer has reviewed the submitted details and raised no objection to the development proposed.

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

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

There are no TPO's or Conservation Area designations affecting the site and the site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the Great South West Road.

Details relating to landscaping were required by Condition no. 7 of the outline consent. These details have been provided as part of the supporting discharge of conditions applications and the Council's Trees and Landscape Officer has raised no objection to the proposals.

7.15 Sustainable waste management

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

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

7.16 Renewable energy / Sustainability

Condition 7 part xi plus Condition 17 of the outline consent required further details in relation to renewable energy and sustainability. These details have been submitted under application reference 49559/APP/2015/1999. The Council's Sustainability Officer has raised no objections to the proposed development based on the submitted energy strategy and the application to discharge these conditions was approved on 13/07/15.

The proposal is therefore deemed to be in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

7.17 Flooding or Drainage Issues

The Council's Water and Flood Management Officer has assessed the proposals and details regarding the risk to the site from the nearby watercourse as part of the outline consent. The applicant proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards.

Condition 16 of the outline consent required details to be provided to the Council for Sustainable Urban Drainage on the site. These details have been submitted under application reference 49559/APP/2015/1995 which was approved on 26/06/15.

7.18 Noise or Air Quality Issues

Issues relating to noise are addressed in section 7.08 of this report. Issues relating to air quality were considered under the grant of the outline planning permission, with a requirement for a contribution towards Air Quality Assessment included within the s106. Accordingly the proposal does not give rise to any concerns relating to air quality. The Council's Environmental Protection Unit has reviewed the proposal and raised no objection subject to appropriate noise mitigation.

7.19 Comments on Public Consultations

No neighbour comments were 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 application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the outline planning permission.

The application seeks approval of reserved matters for an outline permission which was granted after the adoption of Mayoral CIL. Accordingly, the proposed floorspace will be liable to pay Mayoral CIL at a rate of £35 per square metre.

7.21 Expediency of enforcement action

None relevant.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south.

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

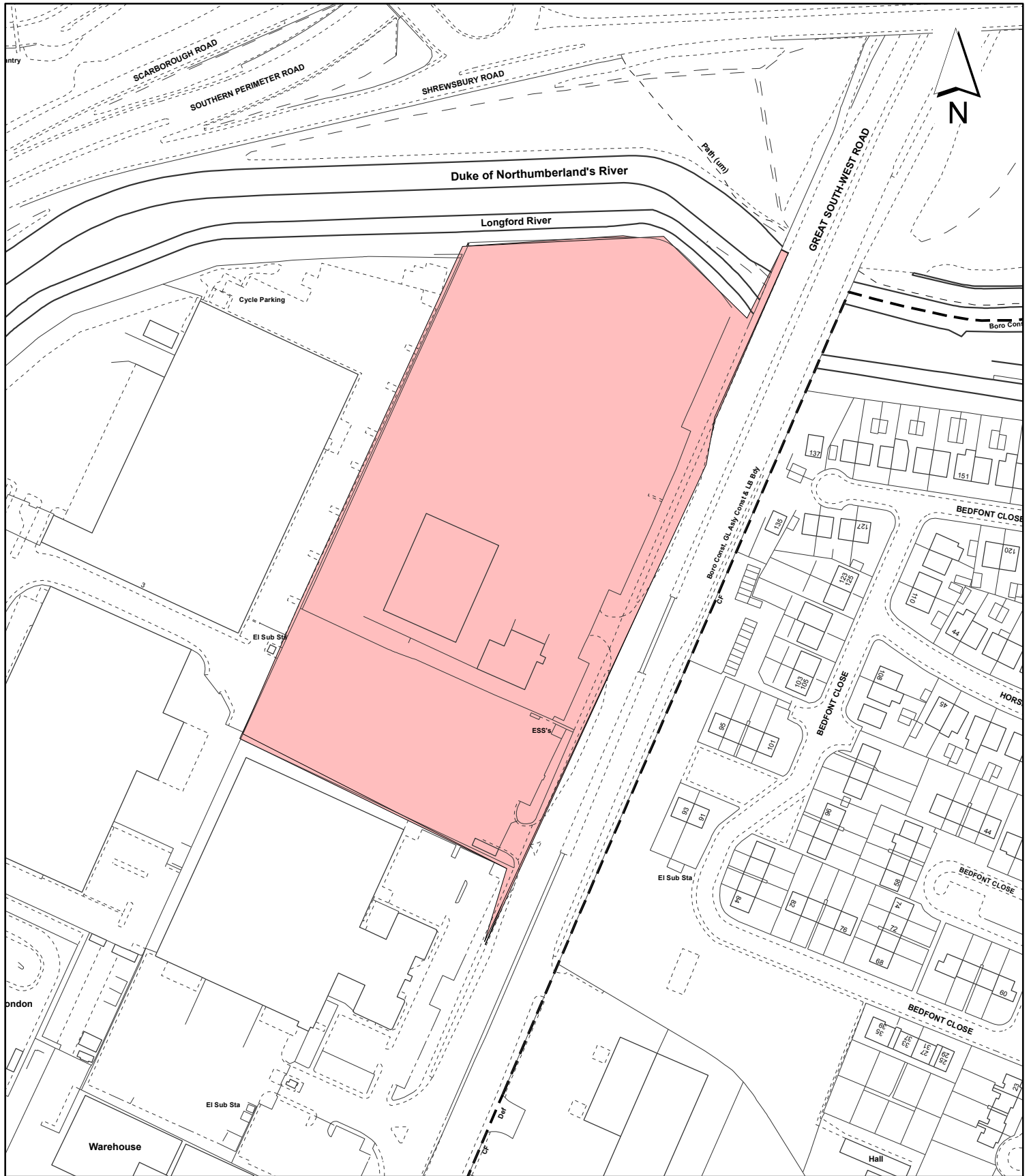
11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies

London Plan (March 2015)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Site of former Unitair Centre
 & Wayfarer House
 Great South West Road
 Feltham**

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

Planning Application Ref:
49559/APP/2015/1991

Scale:
1:2,000

Planning Committee:
Major Page 30

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HEATHROW POINT WEST 234 BATH ROAD HEATHROW

Development: Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping.

LBH Ref Nos: 41331/APP/2015/1886

Drawing Nos: Design and Access Statemen
Location Plan
878 RDP P01
878 RDP P02 (A1)
878 RDP P03 (A1)
878 RDP P04 (A1)
878 RDP P05 (A1)
878 RDP P06 (A1)
878 RDP P01-1 REV A

Date Plans Received: 21/05/2015

Date(s) of Amendment(s):

Date Application Valid: 26/05/2015

1. SUMMARY

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1), including single storey side extension and associated amendments to landscaping and car parking.

There is no objection to the principle of change of use in planning policy terms.

Given the site's context, the scheme raises no adverse amenity issues to residential neighbours, nor does the new side extension's siting and massing prejudice the existing office developments on the adjacent sites. The height of the proposed side extension is consistent with the surrounding development and in terms of visual appearance the treatment of the elevations is considered appropriate.

The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable, including the arrangements for service delivery and guest drop off / collection.

Subject to details, the proposed landscaping of the redundant car parking areas is adequate.

In summary the scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

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

1. To secure all necessary highway works
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.
2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).
3. Hospitality Training contributions or an in-kind scheme
4. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.
5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 23/9/2015, 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 provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training, hospitality training, highway works and air quality). The proposal therefore conflicts with Policies R17, AM7 and OE1 of the adopted Local Plan Part 2 and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning 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:

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

Location Plan

878 RDP P02 (A1).

878 RDP P03 (A1).

878 RDP P04 (A1

878 RDP P05 (A1).

878 RDP P06 (A1)

878 RDP P01-1 REV A

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

REASON

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

Arboriculture Report Ref MCA1215/01

Noise Assessment

Bird Hazard Management Plan

Waste & Refuse 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

4 NONSC Air Quality - Energy Provision

Prior to occupation of the development hereby approved, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the Local Planning Authority for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

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).

5 NONSC Air Quality - CHP

Prior to occupation of the development hereby approved, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

6 COM17 Control of site noise rating level

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

REASON

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

7 COM25 Loading/unloading/deliveries

The premises shall not be used for the delivery and loading or unloading of goods, including the collection of refuse and recycling, outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

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

8 COM30 Contaminated Land

(i) Prior to works associated with the single storey side extension and any external ground works, a scheme to deal with contamination in accordance with the Supplementary Planning Guidance on Land Contamination shall be submitted to 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 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.

(b) 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 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 COM15 Sustainable Water Management

Prior to commencement of any external works, 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 Water The scheme shall follow the strategy set out in the Statement for Sustainable Urban Drainage scheme, produced by RDP Architects Limited dated April 2015 and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating 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, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater 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).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. Identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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: incorporate water saving measures and equipment.

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

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.

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.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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 in accordance with 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 (2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

10 NONSC Energy Efficiency

Prior to the commencement of development, a scheme showing the development can achieve a 35% reduction in CO2 emissions shall be submitted and approved in writing by the Local Planning Authority. The scheme shall set out

1: the existing emissions (regulated and unregulated) associated with the existing development, a similar size new build development built to 2013 building regulations, and the baseline expected emissions from the proposed development.

2: The measures (in accordance with the London Plan Policy 5.2 energy hierarchy) that will show a reduction in regulated energy of 35% from the existing development unless otherwise agreed in writing by the Local Planning Authority.

3: Details and specifications (i.e. technology specifications, roof plans etc.) of the chosen low or zero carbon technologies to be used to reach the target.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

11 COM31 Secured by Design

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association

of Chief Police Officers (ACPO). The building shall be occupied for hotel use until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

12 COM7 Materials (Submission)

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

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

REASON

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

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

Prior to works associated with the single storey side extension and any external ground works, 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 (which shall be covered and secure)
- 2.b Cycle Storage (including secure storage for at least 30 cycles)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts, including the provision 40 car parking spaces, including at least 4 disabled parking spaces, and demonstration that at least 12 parking spaces are served by electrical charging points (8 active and 4 passive); and 7 motor cycle parking bays
- 2.e Hard Surfacing Materials (including measures to prevent car parking on the redundant car parking areas)
- 2.f External lighting including for the car park
- 2.g Other structures (such as furniture)

3. Details of Landscape Maintenance

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

seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

14 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved, a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

15 NONSC Facilities for People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

16 NONSC Car Parking for guests and staff only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed

and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

17 NONSC Air Extraction

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

REASON

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

18 COM27 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

19 NONSC Archaeology

A) No development shall take place until the applicant (or their heirs and successors in title) has 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.

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

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

REASON

Heritage assets of archaeological interest are expected to survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations

3 I14C Compliance with Building Regulations Access to and use of

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- 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.

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5

Condition 5 relates to the operational phase of the commercial development and is intended for the protection of future occupants 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. They should contact the Environmental Protection Unit if they have any queries.

6 I28 **Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

7 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

8 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)

9

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

10

With respect to the archaeological condition 20, the applicant is advised that the written scheme of investigation should be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

A watching brief involves the proactive engagement with the development groundworks to

permit

investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. The applicant's archaeological scheme will need to identify where groundworks could reveal archaeological remains and make provision for appropriate monitoring and recording.

3. CONSIDERATIONS

3.1 Site and Locality

Heathrow Point West is situated on the North side of Bath Road (A4) north of Heathrow Airport which is located to the south of the A4.

Heathrow Point West is a three storey office building totaling approximately 5,096.7 sq m, located on a site with an area of 0.9 hectares. Boltons Lane lies to the west of the site boundary and Mondial Way to the north. The site bounded on the east by Amadeus Building and Samsonite House, both offices. The main access to the site is from the junction of Boltons Way and Mondial Way.

The building is set within a well-planted site, with tree and shrubs / hedges around all boundaries and between the two car parks, situated to the north and west of the building. However, some of the planted areas are tired-looking /suffering from a lack of maintenance and are in need of rejuvenation.

The site lies within the proposed Heathrow Archaeological Priority Zone.

3.2 Proposed Scheme

Planning permission is sought for the change of use from class B1(a) to C1, involving the conversion of the existing office building into a 159 bed hotel and erection of new 185 sq metre single storey side extension.

The ground floor will accommodate the front reception desk, concierge, lobby male and female toilets, left luggage store, bar and restaurant and meeting rooms as well as the back of the house activity. The ground floor will also accommodate some guest rooms to the west of the building. The first and second floor will accommodate 112 guest bedrooms whilst the third floor will accommodate 22 rooms and plant room. The rooms are arranged around a central atrium which echoes the rectangular shape of the building and the site.

The external areas of the site to be developed to include vehicular and pedestrian access routes, enhanced landscaping to the redundant parking areas located to the north and west of the building, as well as internal amenity space for the hotel guests within the internal covered courtyard.

The site will accommodate 40 parking spaces, 3 taxi stands, 3 coach parking spaces, 7 motor bike stands, 30 cycle stands and integral refuse bin areas. The parking will also provide active and passive electric vehicle charging points.

The following documents have been submitted in support of the application:

1. Air Quality Assessment

2. Energy Assessment
3. Transport Statement
4. Travel Plan -
5. Arboriculture Report & Landscaping Details
6. Noise Assessment
7. Soil Contamination
8. AM PM Hotel Market Snapshot.
9. Hotel Brand and Interest Report
10. Financing and Development Finance Approval Report from Bank.
11. Bird Hazard Management Plan
12. Waste & Refuse management Plan
13. Sustainable Urban Drainage Plan
14. Site & topography survey

3.3 Relevant Planning History

41331/88/0087 2 Mondial Way Harlington

Erec of 3-storey office bldg. comprising 5574m2 (60,000 sq ft) with assoc parking, landscaping

Decision: 01-07-1988 Approved

41331/APP/2015/1724 Heathrow Point East 234 Bath Road Harlington

Retention of existing pay and display car park and installation of 2 ticket machines for a temporary period of 12 months

Decision: 16-07-2015 Refused

Comment on Relevant Planning History

An application for the retention of existing pay and display car park and installation of 2 ticket machines for a temporary period of 12 months was refused on 16-07-15.

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.E1 | (2012) Managing the Supply of Employment Land |
| PT1.E3 | (2012) Strategy for Heathrow Opportunity Area |
| PT1.E7 | (2012) Raising Skills |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management |
| PT1.EM6 | (2012) Flood Risk Management |

- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
- LPP 2.6 (2011) Outer London: vision and strategy
- LPP 2.7 (2011) Outer London: economy
- LPP 2.8 (2011) Outer London: Transport
- LPP 4.1 (2011) Developing London's economy

- LPP 4.5 (2011) London's Visitor Infrastructure
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.10 (2011) Urban Greening
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.4 (2011) Retrofitting
- LPP 5.7 (2011) Renewable energy
- LPP 6.1 (2011) Strategic Approach
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2011) Parking
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 38 local owner/occupiers on 29/05/2015. The application was also advertised by way of site and press notices. One letter of objection has been received which raises the following concerns:

- . This will increase traffic, noise and pollution in Heathrow Villages.
- . There are already enough hotels.
- . No more airport hotels should be built in our community.

TRANSPORT FOR LONDON (TfL)

1. The proposed development is situated on A4 Bath Road, which forms part of the Transport for London Road Network (TLRN).
2. The proposal to provide 30 cycle parking spaces meets the latest 2015 London Plan cycle parking standards; however TfL is concerned that the proposed cycle store location, which is close to the servicing vehicle turning area will increase risk of conflicts between cyclists and servicing vehicles, which is often HGV would not be desirable. Therefore it requests that the cycle store be located away from the servicing area and be closer to the hotel entrance where possible for safety and convenience.
3. The proposal to provide 133 car parking spaces for the 159 room hotels is considered excessive; TfL noted that all of the recent hotel proposals on the A4 in the vicinity of Heathrow Airport have a significantly lower parking ratio to reflect the site's good accessibility to Heathrow by public transport. TfL therefore requests that car parking provision be reduced significantly, a recommended ratio of approximately 0.3 should be achieved. As highway network around Heathrow Airport is busy for most parts of the day, therefore it would be necessary to adopt a restrain approach to ensure proposed development would not generate excessive number of car trips, but encourage the use of other sustainable modes of the transport, this would avoid adding further pressure onto the network.
4. Notwithstanding the ultimate level of car parking to be agreed, TfL is content with the proposed level of provision for disabled parking, coach and taxi bays. The provision of 23 electric vehicle charging points (EVCP) is considered satisfactorily.
5. TfL recommends that direct pedestrian and cycle access should be provided from A4 Bath Road, this will provide better bus access to guests as well as those using the existing cycle facility on A4 Bath Road.
6. A delivery & servicing plan (DSP) should be implemented to rationalise servicing vehicle activities, this should be secured by planning condition.
7. The finalised travel plan for the proposal should be secured by s106 agreement with Hillingdon Council. It is recommended that the hotel shall work with local operator to enable the Hotel Hoppa shuttle service to serve this particular site.
8. A construction management plan (CMP) and construction logistics plan (CLP) should be submitted for Hillingdon Council and TfL's approval prior to construction commences on site. The plans should be produced in accordance with TfL's CLP guidance, and employed contractors/ suppliers are expected be members of the TfL Freight Operator Recognition Scheme (FORS), where trainings are provided to drivers with vehicles equipped with safety apparatus to reduce collision risks with vulnerable road users, i.e. cyclists and pedestrians.

In summary, the applicant is required to address the issues raised above satisfactorily, in particular car parking to ensure the proposed development complies with London Plan policy and acceptable in transport and highway terms.

(Officer Note: The on site car parking has been reduced from 133 to 40 spaces. A construction management plan (CMP), construction logistics plan (CLP) and delivery & servicing plan (DSP) are secured by the S106 Agreement).

THE GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to

boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The above planning application either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. However, the development appears to involve only relatively small-scale groundworks and there is unlikely to be good survival beneath the modern building.

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.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

A) No development shall take place until the applicant (or their heirs and successors in title) has 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.

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

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

The written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs

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

This application lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan so the assertion in the Design & Access Statement (6.4) that it doesn't lie in an archaeological zone is incorrect. The zone reflects the well documented and extensive archaeological interest in the Heathrow area which is summarised in the Council's review document. At approximately 1 hectare, this is a fairly large site so the application should have been supported by an archaeological desk-based assessment.

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The

outcome will be a report and archive. The applicant's archaeological scheme will need to identify where groundworks could reveal archaeological remains and make provision for appropriate monitoring and recording.

(Officer note: A programme of archaeological investigation has been secured by condition).

HARLINGTON VILLAGE RESIDENTS ASSOCIATION - No response.

HARMONDSWORTH AND SIPSON RESIDENTS ASSOCIATION - No response.

HEATHROW AIRPORT LIMITED

We have now assessed the above 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 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/policysafeguarding>).

(Officer note: An informative has been added)

Internal Consultees

TREES AND LANDSCAPE OFFICER

Landscape Planning designations: There are no Tree Preservation Orders and no Conservation Area designations affecting the site. The site lies within an Air Quality Monitoring Area.

Landscape constraints / opportunities: Bath Road is a strategic road and the gateway to Britain for many visitors. There is a need to retain and enhance the landscape setting of the building fronting onto Bath Road.

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

The revised plan indicates the surplus areas of car park which can be landscaped. The proposed random tree groups show no design intent and appear to offer little in the way of visual or general environmental enhancement - for example the opportunity to create attractive external space, or provide additional tree planting to improve the local air quality. The current landscaping along the site frontage is also scruffy and requires a make-over, or improved maintenance at least. These matters of detail should be conditioned using COM9 parts 1,2,4,5 and 6 and COM10.

URBAN DESIGN AND CONSERVATION OFFICER

No objection provided the boundary tree planting is protected adjacent to the site of the new addition. The site lies within the proposed Heathrow APZ, GLAAS should be consulted even though the addition is fairly small.

(Officer note: An archaeological condition has been added in accordance with the advice provided by GLAAS).

ENVIRONMENTAL PROTECTION UNIT

Noise:

Given that the plant has yet to be confirmed, the following condition should be attached:

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

REASON

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

Plus the standard construction informative.

(Officer note: Conditions and informative added).

Contamination

Submitted Report

Phase 1 Desk Study at 234 Bath Road by Soils Ltd dated April 2015 reference 14926/DS

I refer to your consultation on the above site. The above desk study provides sufficient detail to indicate where any potential contamination issues. The report highlights where contamination might be present and particularly notes the potential issues as airport, petrol station, motor repair works and substation. The site had an old motor repair works in the south west corner, there is a substation and car park there now. I am not sure on the petrol station use, this may refer to Axis House on Bolton's Lane where there was a garage. I wasn't aware of a petrol garage here recently, perhaps the offices had a pump. Axis House went for offices to flats fairly recently under a prior approval application (references under 43794/). There was a contamination report and some groundwater monitoring with this application, and it appears some hydrocarbons were found in the groundwater in the area. The source was not proved. It was probably due to the old garage uses and motor repair works in the vicinity although with the adjacent airport there may be other sources. The Soils Limited report recommends a site investigation and I think this is necessary post any approval as we have no investigation boreholes on this side of Bolton's Lane.

Although it is not residential I would advise adding our standard condition to ensure that some investigation is carried out. I am not anticipating problems but the ground is fairly unknown and in particular the motor works and adjacent garage may have affected the soils. The substation should be OK but they can leak PCB's if the station is very old.

We could use the condition below which includes testing the imported soils assuming they will improve the landscaping around the hotel. You could leave (i) (a) the desk study out as we have this. After the site investigation hopefully there will not be too much remediation necessary, the investigation should include some gas and vapour monitoring.

Contaminated Land Condition

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

(iv) 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 Unitary Development Plan Saved Policies (September 2007).

(Officer note: Conditions and informative added).

FLOOD AND WATER MANAGEMENT

If additional landscaping is proposed then SuDs should be employed where possible to limit run off. Please add the following condition:

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

a) Manages Water The scheme shall follow the strategy set out in the Statement for Sustainable Urban Drainage scheme, produced by RDP Architects Limited dated April 2015 and demonstrate

ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating 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, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater 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).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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:
incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

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.

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.

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.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

REASON

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

National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

(Officer note: Condition added).

ACCESS OFFICER

Planning permission is sought to convert the existing building and to erect a new single-storey side extension for use as 159 bedroom hotel.

Accessibility principles and inclusive design concepts are said to have been employed from the stage of project inception. However, it appears that the text within the Design & Access Statement related to accessibility and inclusive design has largely been copied and pasted, and it is therefore not possible to ascertain from the document which principles are aspirational and which have been applied to the design.

Two accessible bedrooms are shown on the ground floor plan, with an additional seven rooms on both the first and second floors. Plans suggest that the rooms would be specified to BS 8300:2009.

Conclusion: No objection is raised on the submitted plans. However, the Design & Access Statement does not clearly state how accessibility and inclusive design principles have been applied, to include means of escape/stay put provisions for people with restricted mobility.

HIGHWAY ENGINEER

a. The range of office and hotel sites used for the assessment of traffic generation and the corresponding assessment of car park accumulation would suggest that there is a very significant over provision of car parking for both the office use and the proposed hotel use. Under these circumstances, the transport assessment can not be considered to be based on data from comparable sites, unless the car parking provision is correspondingly reduced to reflect the level of accumulation indicated by the data from TRICs sites. As a guide, maximum provision should be approximately 1 car park space / 4 rooms.

b. Given that the site has good public transport accessibility, a reduction in provision of car parking to meet operational needs would be consistent with promoting use of sustainable transport.

Revised plans:

a. The vehicular swept path for the coach entering the site should not encroach onto the traffic lane used by vehicles exiting from the site. Vehicle swept paths for coaches turning within the site and exiting the site in forward gear should be provided. All swept paths should include 300mm error margins.

b. It is noted that the car parking provision has now been significantly reduced and is acceptable.

Subject to the above, there are no highway objections.

(Officer note: The on site parking provision has been reduced, in accordance with advice from the Highway Engineer and TfL. Vehicle swept paths can be secured by condition).

SUSTAINABILITY OFFICER

The energy assessment submitted with the application is lacking aspiration and results in less than a 10% reduction in CO2 emissions. The change from offices to a hotel will place a far greater burden on the electricity supply and it would be expected that an energy assessment shows far greater reductions (nearer to the 35% reduction target set in the London Plan).

The following condition is therefore necessary:

Condition

Prior to the commencement of development a scheme showing the development can achieve a 35% reduction in CO2 emissions shall be submitted and approved in writing by the Local Planning Authority. The scheme shall set out

- 1: the existing emissions (regulated and unregulated) associated with the existing development, a similar size new build development built to 2013 building regulations, and the baseline expected emissions from the proposed development.
- 2: The measures (in accordance with the London Plan Policy 5.2 energy hierarchy) that will show a reduction in regulated energy of 35% from the existing development unless otherwise agreed in writing by the Local Planning Authority.
- 3: Details and specifications (i.e. technology specifications, roof plans etc...) of the chosen low or zero carbon technologies to be used to reach the target.

The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Table 5.3 (Heathrow Opportunity Area) of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) notes that there is particular pressure on employment land for hotel uses in the Heathrow area. Accommodating hotel growth must not be at the expense of employment land around Heathrow Airport and as such, hotel development will be directed to locations outside the airport boundary and outside of designated employment areas.

Policy E1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) safeguards Locally Significant Industrial Sites on the Heathrow perimeter. However, the application site does not fall within any of the designated locally significant industrial sites along Bath Road.

In addition, Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; and
- ii) The development is located near or on a primary or secondary road or rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and
- (iv) Parking to standards adopted by the local planning authority can be met within the

curtilage of the site.

(v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

The development is considered to comply with the above mentioned criteria and in light of the site's location and the adequate car parking provision (refer to section 7.10 of the report) it is considered that the scheme is acceptable in principle when assessed against Local Plan part 2 Policy T4.

The property was formally occupied by Heathrow Airport Ltd, who vacated the building in May 2014.

The applicants advise that a marketing campaign was initiated to identify a purchaser in May 2014. Evidence has been provided in support of the application that the site has been unsuccessfully marketed for one year. The details provided of marketing show there has been very limited interest in retaining the existing office use on the site.

the applicant estimates that 60 employees will be required to run the hotel (40 permanent and 20 part time staff. The applicant also confirms that the scheme will provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry. This could be addressed and secured through a section 106 agreement.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused, and does not presently positively contribute to the street scene.

Based on the combination of both the marketing evidence provided, the location of the site and compliance with relevant Local Plan Policies, it is not considered there is a robust reason to resist the change of use from Class B1 office to Class C1 hotel use. Accordingly, there is no objection to the principle of change of use in planning policy terms.

7.02 Density of the proposed development

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

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

The site is not located within a Conservation Area, Area of Special Local Character or close to the site.

The site lies within the proposed Heathrow Archaeological Priority Zone (APZ). The Greater London Archaeological Advisory Service (GLAAS) has been consulted even though the site extension is relatively small and very little external works are proposed which requires excavation.

GLAAS advise that heritage assets of archaeological interest are expected to survive on the site. As such, it will be necessary to secure the provision of appropriate archaeological investigation, including the publication of results. A condition is therefore recommended to secure the implementation of a programme of archaeological investigation in accordance

with a Written Scheme of Investigation.

As such, it is considered that the archaeological position could be reserved by attaching the above mentioned condition to any consent granted under this application, in accordance with Policy Saved Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.04 Airport safeguarding

This is primarily a change of use application, and there are no airport safeguarding objections to the proposal. However, given the proximity to Heathrow Airport, it is important to ensure the site does not attract birds. Therefore a condition is recommended to ensure that the proposed landscaping is done in a way which would not create large pools of water involve berry bearing species (which may also attract birds). Subject to this condition, it is considered that the proposal would not impact on the safe operation of Heathrow airport.

7.05 Impact on the green belt

The site is not located within or is in close proximity to the Green Belt. there are therefore no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

This site is surrounded on three sides by the existing built form of similar heights to the existing office building, which will remain essentially as existing, apart from an extension to the side at single storey. The single storey extension has been designed to match the existing architectural details and it is not considered that this structure will have a significance impact on the existing building, the site, or the area in general. The details of the materials would be controlled via a condition on any permission.

In addition, the scheme seeks to provide enhanced visual interest, with enhanced landscaping to the west and northern redundant car parking areas.

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

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed extension would be sited a over 100 metres away from the nearest residential properties in Boltons Lane and Doghurst Avenue to the north and west of the site. The proposed extension is not considered to be over-dominant when viewed in conjunction with the existing building and the wider context of the site and surroundings, with

numerous large commercial buildings. As such, the extension is unlikely to impact on the visual amenities of neighbouring properties in terms of loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

Overall, it is not considered that there would be a material loss of amenity to neighbouring properties, in compliance with with policies BE20, BE21 and BE24 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The proposal is for a hotel and there will be no future residential occupiers. There are no policies or standards that relate to hotel accommodation.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

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

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

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

TfL is the highway authority for A4 Bath Road, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Bath Road.

A Transport Assessment has been submitted in support of this application, which considers the impact of the proposed development of the site on the local highway and concludes that sufficient capacity exists to support the proposals. The accompanying Draft Travel Plan identifies the various measures proposed as part of the application to encourage sustainable patterns of movement.

The site has a PTAL of 3, with bus stops just outside the site. There are currently 133 car parking spaces on site for the permitted office use. The 159 bed hotel proposal will reduce these to 40 spaces (including 4 disabled parking bays). This level of on site car parking provision, a ratio of 1:4 guest rooms is similar to that of other hotel developments approved by the Council located nearby and serving Heathrow Airport. In addition, 3 coach parking

bays are also proposed.

The parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

30 covered cycle parking spaces, 3 taxi stands and 7 motor bike stands are to be provided and are considered adequate.

Given the reduction in on site car parking, it is considered that the transport impacts of the current proposal would be lower compared to the existing authorised use. The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to details of manouvering for coaches into and out of the site, a S106 requirement that a 'hopper bus' service be used and a travel plan provided.

7.11 Urban design, access and security

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

7.12 Disabled access

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

Two accessible bedrooms are shown on the ground floor plan, with an additional seven rooms on both the first and second floors. Plans suggest that the rooms would be specified to BS 8300:2009.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on the ground , lifts from ground floor level to the rest of the hotel, and fire refuges on each upper floor.

Subject to a appropriate conditions, it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan (2015).

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

TREES/LANDSCAPE

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

No trees or other landscape features of merit will be affected by the proposal, as most of the development proposal affects the change of use and fit out within the existing building, with the exception of the new single-storey extension on the eastern facade.

All of the trees and other soft landscape areas will be retained and protected during the development process. With regard to the site layout, the scheme provides an improvement over the existing expanse of hard standing. A revised site plan indicates the surplus areas of car park which will be landscaped on the northern and western parts of the site, which provides significant potential for valuable landscape enhancement at the site. However, the Tree and Landscape Officer notes that there is insufficient detail to ensure that the increased landscaped areas would maximise the opportunity to create attractive external space, or provide additional tree planting to improve the local air quality. The Tree and Landscape Officer also notes that the current landscaping along the site frontage requires enhancement and/or improved maintenance.

A landscape condition is therefore recommended requiring the submission and approval of a more detailed landscape plan. Subject to appropriate landscape conditions, the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

Saved Policy EC2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in and surrounding the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The previous use and extent of hard standing and built form on the site reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the retention of the majority of the trees, the additional tree planting and soft landscaping will contribute towards the promotion of nature conservation interests in the area. It is considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area, in compliance with the above mentioned policies.

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 bin area is integral to the building with access for staff and access from for the refuse collectors. The level of waste and recycling store provision, and its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, it is recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan Policies 5.16 and 5.17.

Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2015), at Policy 5.2. This policy requires major applications to include a detailed energy assessment. The 2015 London Plan requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably, albeit with more information required to be provided by the applicant. This extra information can be handled by planning condition.

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements, the scheme complies with London Plan Policies 5.2, 5.3, 5.4 and 5.7.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan Policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

The scheme would need to investigate rainwater harvesting, including the provision of a ground storage tank, and permeable paving to replace the existing large expanse of non permeable hard standing.

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

The Council's Floodwater Management Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition.

7.18 Noise or Air Quality Issues

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

7.19 Comments on Public Consultations

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

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The obligations sought are as follows:

1. Highways: to secure all necessary works including a pedestrian access onto Bath Road
2. The provision of a Travel Plan, (including a bond), which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.
3. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million buildcost)
4. Hospitality Training contributions or in kind scheme to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry

5. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

6. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

The Council's Community Infrastructure Levy (CIL) charge would be applicable on the new floorspace created at a rate of £40 per square metre.

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

This application is liable for the Mayor's CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. The site had an old motor repair works in the south west corner, and there is currently an electricity substation and extensive car parking thereat present.

Although the proposed use is not residential the Council's Environmental Protection Unit (EPU) advise adding a condition to ensure that some site investigation is carried out. EPU point out that the ground is fairly unknown and in particular the motor works and adjacent garage may have affected the soils. The electricity substation could potentially leak Polychlorinated biphenyls (PCBs) if the station is very old. (PCBs are a group of man-made compounds that were widely used in the past, mainly in electrical equipment, but which were banned at the end of the 1970's in many countries because of environmental concerns).

In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with this condition, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

There is no objection to the principle of the development involving the change of use of the site to a hotel.

The general size, height and massing of the proposed single storey extension is considered acceptable. It is not considered that the development would have any detrimental impact on

the street scene, or upon residential amenity.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or highway safety, given the reduced on site cars parking provision, limiting the use of the car park to staff and guests, and the small number of vehicular movements anticipated as a 159 bedroom hotel serving Heathrow Airport, where most guests are anticipated to arrive by public transport or taxi.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene, with little prospect of the existing building being brought back to active life.

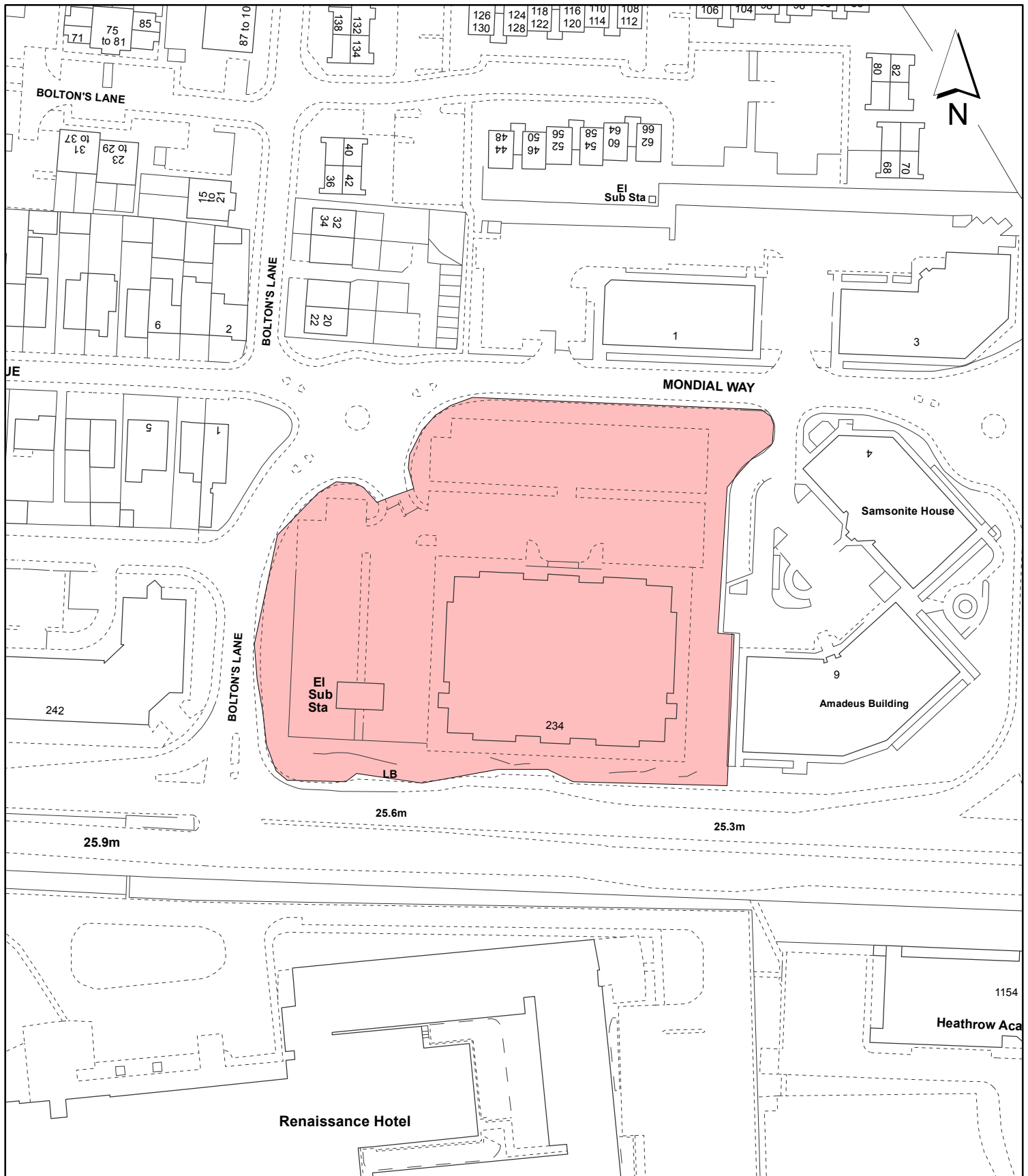
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies. Accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (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: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Heathrow West Point
 234 Bath Road
 Heathrow**

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

Planning Application Ref:

41331/APP/2015/1886

Scale:

1:1,250

Planning Committee:

Major Page 65

Date:

August 2015



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address HAYES GATE HOUSE, 27 UXBRIDGE ROAD HAYES

Development: Variation of Condition 2 (Approved drawings) and Condition 7 (accessible bedrooms) of planning application 2385/APP/2013/2523 (Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping) to allow for a reduction in the provision of rooms with hoists.

LBH Ref Nos: 2385/APP/2015/1464

Drawing Nos: 12129 - 212 rev PL03
12129_212

Date Plans Received: 22/04/2015

Date(s) of Amendment(s):

Date Application Valid: 23/04/2015

1. SUMMARY

This application seeks to vary conditions 2 (approved drawings) and 7 (accessible bedrooms) of application 2385/APP/2013/2523, which granted consent for the change of use of the existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping.

The reason for the amendments to the approved scheme, relate to alterations sought in respect of reducing the number of rooms with a fixed tracked hoist system. The application seeks to replace the fixed track hoist system that was previously proposed for the 5% of the total number of rooms (9 units), with a mobile hoist system (or similar) for 2.5% of the total number of rooms (4 rooms).

Given the nature of the application, issues relating to the principle, design, parking and sustainability, remain as considered and approved previously, and it is not considered that the changes to the London Plan in March 2015, alter the Councils previous considerations to such a degree that the scheme would now be considered unacceptable.

The proposed alterations to the hoist system have been reviewed by the Council's Access Officer and no objections are raised to proposed amendments. It is therefore considered that the application be approved subject to the completion of a Deed of Variation and associated conditions.

2. RECOMMENDATION

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

A) The completion of a Deed of Variation pursuant to Section 106A 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 vary the terms of the S106 Agreement dated 18th February 2014 so as to reference the S73 application.

B) That in respect of the application for planning permission, the applicant meets

the Council's reasonable costs in preparation of the Deed of Variation 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 Deed of Variation has not been finalised by 7th October 2015, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to agree to undertake all necessary highway works and to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy E7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the Deed of Variation under Section 106A 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 18th February 2017

REASON

To comply with Section 73 and 91 of the Town and Country Planning Act 1990 and the terms and conditions of planning application 2385/APP/2013/2523.

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 plans numbers:

- 12129_200_PROPOSED SITE PLAN GROUND LEVEL
- 12129_201_PROPOSED SITE PLAN FIRST FLOOR LEVEL
- 12129_202_PROPOSED BASEMENT FLOOR PLAN
- 12129_203_PROPOSED GROUND FLOOR PLAN
- 12129_204_PROPOSED 1ST FLOOR PLAN
- 12129_205_PROPOSED 2ND FLOOR PLAN
- 12129_206_PROPOSED 3RD - 11TH FLOOR PLAN
- 12129_207_PROPOSED 12TH FLOOR PLAN
- 12129_208_PROPOSED ROOF PLAN
- 12129_211_EV CHARGING POINT PROVISION
- 12129_220_WEST ELEVATION
- 12129_221_SOUTH ELEVATION
- 12129_222_EAST ELEVATION
- 12129_223_NORTH ELEVATION
- 12129_230_SECTION A-A

12129_231_SECTION B-B
 12129_232_SECTION C-C
 12129_501_PERIMETER WALL DETAIL
 12129_502_BIKE STORE DETAILS
 12129_503_REFUSE STORE INFORMATION
 2129_001_LOCATION PLAN
 12129_101_EXISTING GROUND FLOOR PLAN
 12129_102_EXISTING 1ST FLOOR PLAN
 12129_103_EXISTING 2ND-11TH FLOOR PLAN
 12129_104_EXISTING WEST ELEVATION
 12129_105_EXISTING SOUTH ELEVATION
 12129_106_EXISTING EAST ELEVATION
 12129_107_EXISTING NORTH ELEVATION
 12129/002/PL01
 GROUND FLOOR LANDSCAPE ARRANGEMENT PLAN
 FIRST FLOOR LANDSCAPE ARRANGEMENT PLAN
 TREES PALETTE
 TREES PLAN
 SHRUBS PALETTE
 LANDSCAPE SECTION 1
 LANDSCAPE SECTION 2
 BOUNDARY WALL SECTIONS
 12129_212_Revision PL03 DISABLED ROOMS PROVISION
 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 (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:

CCTV REPORT
 CCTV LOCATION PLANS (GROUND AND FIRST FLOOR LEVELS)
 MECHANICAL VENTILATION STRATEGY REPORT
 REDUCTION IN POTABLE WATER USE REPORT
 AIR QUALITY REPORT
 STAGE C REPORT (K12109)
 SUSTAINABLE URBAN DRAINAGE STRATEGY REPORT (SUDS Report)
 DRAINAGE STRATEGY DRAWING
 STAGE 1- DESKSTUDY AND WALKOVER SURVEY
 STAGE 1- DESKSTUDY APPENDICES (SECTION 1)
 STAGE 1- DESKSTUDY APPENDICES (SECTION 2)
 SITE INVESTIGATION REPORT
 SITE INVESTIGATION APPENDICES
 GPR SURVEY
 TRANSPORT STATEMENT
 WORKPLACE TRAVEL PLAN
 ENVIRONMENTAL NOISE SURVEY AND MECHANICAL PLANT ASSESSMENT

BUILDING FACADE SOUND INSULATION REVIEW

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

REASON

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

4 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2015) Policies 7.1 and 7.3.

5 NONSC Energy

Prior to the commencement development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The 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 building. The development must proceed in accordance with the approved details.

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan (March 2015) Policy 5.2.

6 NONSC Water efficiency

Prior to the commencement of development a scheme for the reduction in mains water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The scheme shall also demonstrate how rainwater and grey water will be collected and treated appropriately for reuse in the building to further reduce potable water demand. The development must

proceed in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (March 2015) and Policy EM8 of the London Borough of Hillingdon Local Plan Part 1 November 2012.

7 NONSC Accessible bedrooms

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 2.5% with a mobile tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with London Plan (March 2015) policy 4.5.

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 60 bicycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 4 parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
3. 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. Schedule for Implementation

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

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

REASON

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

9 NONSC Car parking management

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
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

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 I47 Damage to Verge

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

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

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

5 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

6 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.5 hectare plot located on the south east corner of the junction of Uxbridge Road and Springfield Road in Hayes, some 750 metres to the east of the Uxbridge Road Hayes minor town centre. It currently accommodates a 13-storey vacant B1 office building with ancillary parking for 140 cars.

The site immediately adjoins other industrial and business uses and is bounded to the north by Uxbridge Road, beyond which are two-three storey office buildings with retail at ground floor level and offices and/or residential above; to the east by an industrial unit used by Hayes Autos; to the south by a Scottish and Southern Energy Depot; and to the west by Springfield Road, beyond which is Uxbridge Road Retail Park, comprising units such as Wickes and Carpet Right.

The site falls within the Springfield Road Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. Uxbridge Road is designated as a London Distributor Road.

3.2 Proposed Scheme

This application seeks to vary conditions 2 (approved drawings) and 7 (accessible bedrooms) of application 2385/APP/2013/2523, which granted consent for the change of use of the existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping.

The reason for the amendments to the approved scheme, relate to alterations sought in respect of reducing the number of rooms with a fixed tracked hoist system. Condition 7 on the original consent stated:

"The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with London Plan policy 4.5."

This application proposes to amend this condition to reduce the number of rooms with a fixed tracked-hoist system, proposing instead, mobile systems that would be available from reception if required. It is proposed that the condition is amended as follows:

"The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 2.5% with a mobile hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with London Plan policy 4.5."

Amendments are required to the approved drawings, to alter the internal floor layouts so as to illustrate the amendments proposed.

3.3 Relevant Planning History

2385/APP/2011/1143 Hayes Gate House, 27 Uxbridge Road Hayes

Application for a new planning permission to replace an extant planning permission in order to extend the time limit for implementation ref: 2385/APP/2005/3477 dated 16/6/2008- Change of use of Hayes gate house from office to hotel and conference facilities, alterations to Hayes Gate House building, erection of a freestanding three storey media centre, ancillary car parking and landscaping.

Decision: 14-06-2012 Approved

2385/APP/2013/2523 Hayes Gate House, 27 Uxbridge Road Hayes

Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with

ancillary car parking and landscaping.

Decision: 20-11-2013 Approved

Comment on Relevant Planning History

The most relevant planning history can be summarised as follows:

2385/APP/2001/99 - Change of use from offices and redevelopment of petrol filling station to provide an hotel, including alterations to external appearance and erection of an entrance canopy - Approved 17/12/02

2385/APP/2004/3309 - Change of use of Hayes Gate House (offices) to an hotel and conference facility, alterations to building, erection of a freestanding three-storey media centre, ancillary car parking and landscaping - Refused 01/03/05

2385/APP/2005/3477 - Change of use of Hayes Gate House from office to hotel and conference facility, alterations to building, erection of a freestanding three-storey media centre, ancillary car parking and landscaping - Approved 12/06/08

2385/APP/2009/2613 - Change of use of ground floor from Class B1 (offices/light industry) to wholesale cash and carry with ancillary restaurant/canteen. Refused 11/06/2010.

2385/APP/2010/1241 Change of use of first and second floors from Class B1 office to banquet and conference centre. Refused 05/11/2010.

2385/APP/2010/1434 - Change of use of ground floor from ancillary retail, office and warehouse to wholesale cash and carry with ancillary restaurant/canteen. Refused 11/1/2010.

2385/APP/2010/1218 - Change of use of floors 3 to 8 from B1 to D1 adult education facility. Refused.

2385/APP/2011/1143 - Application for a new planning permission to replace an extant planning permission in order to extend the time limit for implementation ref: 2385/APP/2005/3477 dated 16/6/2008- Change of use of Hayes gate house from office to hotel and conference facilities, alterations to Hayes Gate House building, erection of a freestanding three storey media centre, ancillary car parking and landscaping. Granted Planning Permission 26/06/2012.

2385/APP/2013/2523 - Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping. Granted planning permission 18/02/14

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

55 neighbouring occupiers were consulted. No letters were received in response to this consultation.

Internal Consultees

ACCESS

The details pertaining to Variation of Conditions 2 and 7 have been the subject of extensive pre-application discussions and are considered to be acceptable from an accessibility standpoint.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Since permission was granted on the 18th March 2015, the Council has adopted its Community Infrastructure Levy (CIL) charging scheme and the London Plan was updated in March 2015. The CIL charging scheme will be discussed in more detail as part of section 7.2 of this report.

In respect of the changes to the London Plan, the scheme has been considered in light of the most recent update and it is considered that the principle of the conversion of Hayes Gate House to a hotel remains acceptable.

7.02 Density of the proposed development

This is not applicable to this type of development.

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

The site does not fall within an archaeological priority area. As such the proposal raises no archaeological issues.

7.04 Airport safeguarding

The appropriateness of the proposal in terms of airport and aerodrome safeguarding is established under the extant planning permission. In addition, this application does not propose any extensions or alterations at roof level. The scheme therefore complies with the London Plan and the Councils adopted policies and guidance.

7.05 Impact on the green belt

The site is not located within or near to designated Green Belt. The proposal would therefore not have any impact on the openness of the green belt.

7.07 Impact on the character & appearance of the area

The proposed alterations to the scheme involve internal works only and the external elevations of the building remain as approved within application 2385/APP/2013/2523. The comments and details made in this application are therefore still relevant.

7.08 Impact on neighbours

The proposal does not seek to make any alterations to the bulk, scale, size and siting of the building and therefore the proposed alterations would not have any detrimental impacts on neighbouring occupiers and accordingly would comply with Policies OE1, OE3, OE5, BE20, BE21, BE22 or BE24 of the Saved Policies UDP, the Council's adopted supplementary planning guidance and London Plan.

7.09 Living conditions for future occupiers

Given the nature of the application, the living conditions of future residential occupiers is not considered strictly relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for hotel visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

No alterations are proposed to the car/cycle parking associated with this application and these will remain as approved within application 2385/APP/2013/2523. The scheme therefore complies with the London Plan and the Councils adopted policies and guidance.

7.11 Urban design, access and security

No alterations are proposed to the layout or external appearance of the building, and security issues will be addressed by way of an appropriately worded Secure By Design condition.

7.12 Disabled access

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

Condition 7 attached to application 2385/APP/2013/2523 sought to ensure that 5% (equivalent to 9 rooms) of the rooms had a fixed track hoist system. The applicant seeks to amend this requirement to only 2.5% of rooms (equivalent to 4 rooms) and install these with a mobile hoist system instead, that would be made available from reception on request.

The application has been reviewed by the Council's Access Officer who raises no objection to the variation of Conditions 2 and 7. These have been the subject of extensive pre-application discussions and are considered to be acceptable from an accessibility standpoint.

The remainder of the hotel development would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts, fire lifts and service lifts.

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

7.13 Provision of affordable & special needs housing

Considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

The current scheme is similar in terms of layout to the extant planning permission and no alterations are proposed to the landscaping previously approved. It is considered that the proposed development would therefore enhance the landscaping of the site and remain compliant with the London Plan and the Council's adopted policies and guidance.

7.15 Sustainable waste management

The level of waste and recycling store provision, its location and means of collection by refuse vehicles remains as approved within application 2385/APP/2013/252. As such the scheme is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17

7.16 Renewable energy / Sustainability

The details submitted in relation to renewable energy and sustainability remains as approved within application 2385/APP/2013/252. Subject to conditions, no objection is raised on these grounds.

7.17 Flooding or Drainage Issues

The proposals are not considered to raise flooding issues. The site is not located in or near a flood risk zone.

7.18 Noise or Air Quality Issues

The sole changes to the scheme are internal alterations to the accessible bedrooms. The scheme remains as approved within application 2385/APP/2013/252 in relation to noise and air quality considerations. The scheme therefore complies with the London Plan and the Council's adopted policies and guidance.

7.19 Comments on Public Consultations

There have been no comments received as a result of the public consultation.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan Saved Policies 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.

Application 2385/APP/2013/2013/2523 was granted subject the completion of a S106 agreement to secure the following heads of terms:

i. S278 and S38 Highways Works: to secure all necessary works, the provision of a Green Travel Plan.

- ii. Air Quality Monitoring: A contribution in the sum of £12,500
- iii. Construction Training: A contribution in the sum of £119,266.96 or deliver an in-kind scheme to the value of the financial contribution.
- iv. Hospitality Training. A contribution in the sum of £18,133.33 or deliver an in-kind scheme to the value of the financial contribution.
- v. Green Travel Plan.
- vi. Project Management and Monitoring: 5% of total cash contributions.

The Council adopted its Community Infrastructure Levy (CIL) charging schedule on the 10th July 2014 and the above heads of terms are still considered relevant to the development in light of this. A Deed of Variation to this legal agreement has been drafted.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

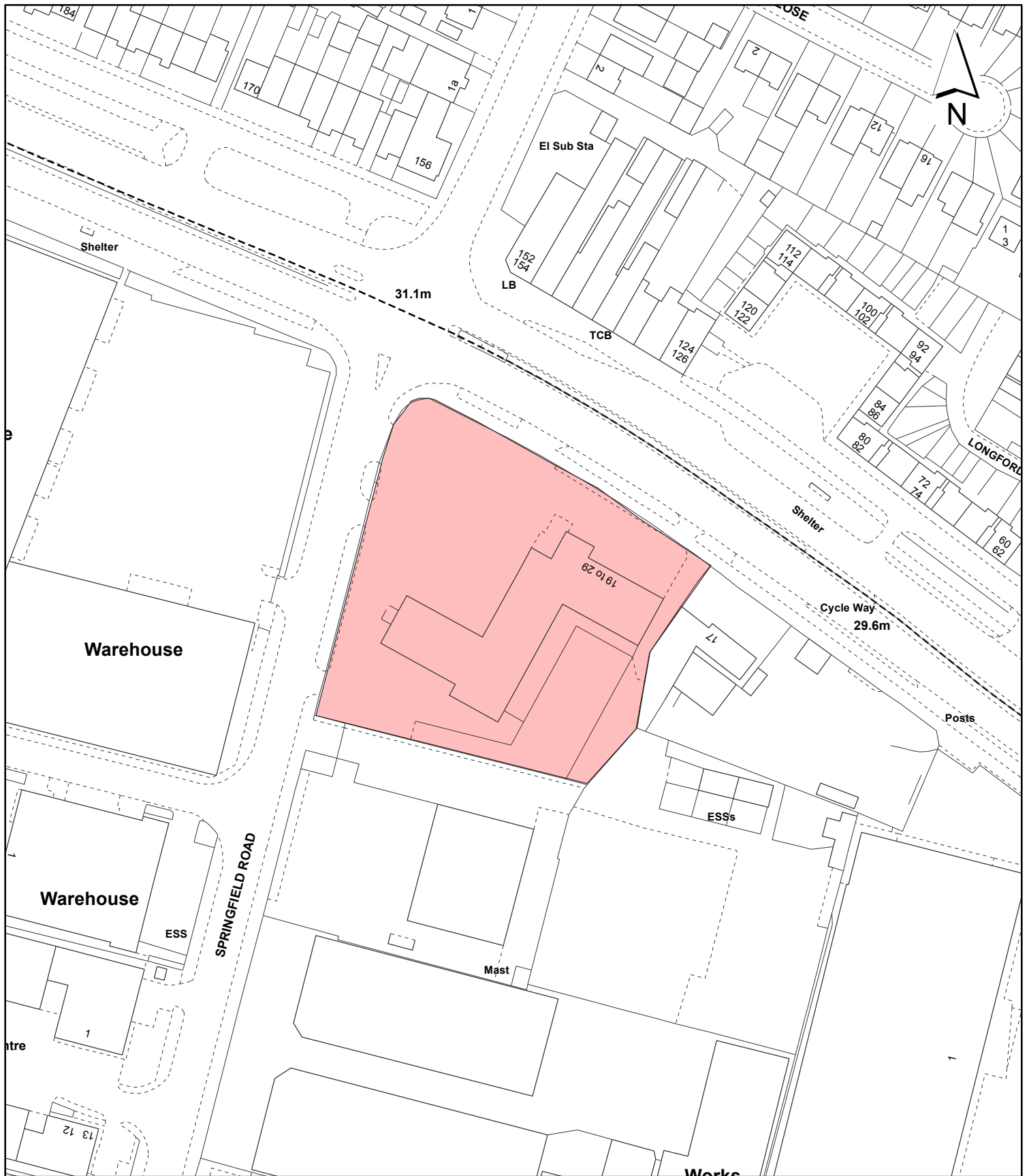
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon 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: Charlotte Bath

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Hayes Gate House
 27 Uxbridge Road
 Hayes**

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

Planning Application Ref:

2385/APP/2015/1464

Scale:

1:1,250

Planning Committee:

Major Page 82

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE
- Development:** Variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans and drainage strategy regarding the Town Centre Extension phase of the development.
- LBH Ref Nos:** 585/APP/2015/848
- Drawing Nos:** (PL) A (00) 001 Rev E
Stage 1 Road Safety Audi
Transport Assessment Addendum Document Pt
VSM/UXB/HPA/11A.1 & B.
VSM/UXB/HPA/12.
VSM/UXB/HPA/15.
VSM/UXB/HPA/16.
VSM/UXB/HPA/LBC/1.
GVA Correspondence dated 09 November 201
VSM/UXB/HPA/1.
VSM/UXB/HPA/2.
VSM/UXB/HPA/4.
VSM/UXB/HPA/6.
VSM/UXB/HPA/7.
VSM/UXB/HPA/8.
VSM/UXB/HPA/10.
3300-25-304 Rev E
3300-22-209 Rev B
3300-22-210 Rev B
3300-25-303 Rev C
3300-25-304 Rev E
3300-23-302 Rev C
3300-23-301 Rev E
3300-23-202 Rev D
3300-25-302 Rev E
3300-21-712 Rev C
3300-22-208 Rev B
3300-20-202 Rev 01
3300-21-711 Rev C
3300-21-710 Rev B
3300-00-101 Rev C
3300-22-202 Rev A
3300-22-201 Rev A
3300-23-201 Rev D
3300-23-101 Rev D
3300-22-308 Rev B
3300-22-307 Rev A
3300-22-306 Rev C
3300-22-305 Rev B
3300-21-101 Rev A
3300-20-205 Rev 01

3300-20-206 Rev 01
3300-22-304 Rev A
3300-21-106 Rev D
3300-10-124 Rev A
3300-05-123
3300-20-204 Rev 01
3300-20-203 Rev 01
3300-10-123 Rev A
3300-10-105 Rev A
3300-21-715 Rev D
(PL) A (00) 003 Rev C
(PL) A (00) 004 Rev E
(PL) A (00) 006 Rev C
(PL) A (00) 009 Rev F
(PL) A (00) 010 Rev C
3300-24-201 Rev C
3300-24-101 Rev D
3300-23-401 Rev C
3300-21-615 Rev F
3300-21-614 Rev F
3300-22-208 Rev C
3300-21-612 Rev C
3300-21-611 Rev D
3300-21-610 Rev D
3300-22-204 Rev A
3300-22-203 Rev A
3300-21-613 Ref C
3300-21-108 Rev D
3300-24-202 Rev B
3300-23-304 Rev C
3300-21-602 Rev C
3300-22-303 Rev A
3300-22-302 Rev A
3300-10-114 Rev F
3300-10-113 Rev
(PL) A (00) 007 Rev E
(PL) A (00) 008 Rev C
3300-25-401 Rev C
3300-21-107 Rev C
3300-21-601 Rev A
3300-00-001 Rev B
3300-25-301 Rev F
VSM/UXB/HPA/2
VSM/UXB/HPA/3
VSM/UXB/HPA/4
VSM/UXB/HPA/5
VSM/UXB/HPA/6
VSM/UXB/HPA/8
VSM/UXB/HPA/14
VSM/UXB/HPA/15

VSM/UXB/HPA/10
 VSM/UXB/LBC/1
 3300-22-211 Rev A
 3300-25-202 Rev B
 3300-25-101 Rev C
 3300-25-201 Rev B
 3300-22-205 Rev A
 3300-00-102
 3300-22-301 Rev A
 3300-22-207 Rev A
 3300-22-206 Rev A
 3300-00-103 Rev A
 3300-05-117 Rev A
 3300-20-201 Rev 01
 3300-20-101 Rev A
 3300-23-303 Rev B
 3300-10-125
 3300-10-122 Rev B
 3300-10-106 Rev D
 3300-21-714 Rev D
 3300-10-115 Rev A
 3300-10-101 Rev C
 3300-24-401 Rev C
 3300-24-303 Rev B
 3300-24-302 Rev B
 3300-21-713 Rev B
 3300-24-301 Rev C
 3300-10-112 Rev F
 3300-10-111 Rev A
 3300-10-110 Rev E
 VSM/UXB/HPA/9
 VSM/UXB/HPA/10
 VSM/UXB/HPA/11A
 VSM/UXB/HPA/11E
 VSM/UXB/HPA/13
 (PL) A (00) 002 Rev A

Date Plans Received:	06/03/2015	Date(s) of Amendment(s):	11/08/2015
Date Application Valid:	11/03/2015		26/05/2015
			10/08/2015

1. SUMMARY

The application seeks a variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend the approved plans, including the layout and drainage strategy regarding the Town Centre Extension phase of the wider St Andrews Park development.

For the reasons outlined below, the proposed changes to the Town Centre Extension layout and drainage strategy are considered to comply with the policies of the adopted Hillingdon Local Plan (2012), and as such this application is recommended for approval.

2. **RECOMMENDATION**

Approval, subject to receipt of confirmation from the Greater London Authority that the Mayor will not be requesting the opportunity for a Stage 2 response or 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, that 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 enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 585/APP/2009/2752 dated 18/01/12) or any obligations as amended through previous deed of variations to that agreement.

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

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 12 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

e) That subject to the above, the application be deferred for determination by the 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 OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of five (5) years from the 18th of January 2012, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved matters - submission

Unless otherwise agreed in writing by the Local Planning Authority, application for approve

of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission:

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 OUT3 Approval of Details

Unless otherwise agreed in writing by the Local Planning Authority, approval of the details of the layout, scale, landscaping and appearance of the relevant parts of the individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For the relevant parts of each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with the Revised Design Code (Ref VSM/UXB/HPA/7.1, September 2010) and shall include the following:

i) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

An accurate survey plan at a scale of not less than 1:200, showing:-

- Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- A clear indication of trees, hedges and shrubs to be retained and removed.
- Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained.
- Planting plans (at not less than a scale of 1:100 or an appropriate scale to be agreed with the Local Planning Authority),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme,
- Proposed finishing levels or contours,
- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,
- Private and communal external garden and other amenity spaces
- Outdoor children's playspace
- Car parking layouts (including landscaping around car parking areas),
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as furniture, refuse storage, signs and shall include

lighting for amenity spaces and streets),

- Details and the retention of any existing features or artefacts on the site,
- The final design and specification of play equipment and play areas including the style of enclosure and security measures as well as any associated furniture and features applicable
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures)
- Retained historic landscape features and proposals for their restoration where relevant,
- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation,
- Signs and lighting including flood lighting and street lighting

ii) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings.

iii) Full plans of the buildings including roof form and details of photovoltaic, living roofs and walls, lift overruns plant and any other features/installations/projections

iv) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale;

v) Details at an appropriate scale showing the provision of bat and bird boxes in the facade

vi) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.

vii) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the assisted living retirement village. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork.

viii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials,

ix) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials,

x) Full drawings showing the siting, design and finish heights of obscure glazed privacy screens on all balconies and terraces.

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

REASON

(i) to (iii) To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 2012),

(iv) to (ix) To ensure that the external appearance of the buildings and landscaping is satisfactory accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

(x) To safeguard the amenity of surrounding areas in accordance with Policy BE24 of the Hillingdon Local Plan Saved Policies (November 2012).

4 NONSC Phasing

Unless otherwise agreed in writing by the Local Planning Authority, the overall phasing of

the development shall largely accord with the phasing plan (Ref: 3300_10_106 Rev D). Before commencement of each phase of development, a detailed phasing and implementation plan, for the relevant phase including the order and timing of development of individual buildings, landscaped areas, play space, bicycle parking and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be completed in strict accordance with the approved details.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

5 NONSC Height and Building Footprint

Unless otherwise agreed in writing by the Local Planning Authority, the scheme shall strictly accord with the siting, footprint and maximum width, length and height of all buildings which form part of the outline element of the development hereby approved shall accord with Plan No. (PL) A (00) 009 F.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of nearby occupiers and the visual amenities of the area and to accord with Policies BE13, BE19, BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Saved Policies (November 2012).

6 NONSC Non Standard Condition

Notwithstanding the details shown on any other plan listed in this permission, when Reserved Matters Applications for the Town Centre Extension phase are submitted in relation to Conditions 2 and 3 of this consent they shall be in accordance with the following plans:

- (PL) A (00) 001 B Proposed Development Phasing Plan
- (PL) A (00) 002 A Site Location Plan
- (PL) A (00) 003 C Masterplan Strategy Diagram
- (PL) A (00) 004 E Illustrative Masterplan
- (PL) A (00) 006 D Parameter Plan 01 - Access and Movement
- (PL) A (00) 007 E Parameter Plan 02 - Landscape
- (PL) A (00) 008 D Parameter Plan 03 - Land Use
- (PL) A (00) 009 F Parameter Plan 04 - Scale
- (PL) A (00) 010 C Parameter Plan 05 - Character Areas

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 (March 2015).

7 NONSC Playspace

None of the dwellings in each phase hereby permitted shall be occupied, until the playspaces serving the dwellings within any part of the relevant phase approved in accordance with condition 3(i) have been laid out and made available for use for the relevant phase or part thereof.

Thereafter, the playspaces shall so be maintained for the life of the development unless

otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development makes adequate provision for childrens play in accordance with Policy R1 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 3.16.

8 NONSC Amenity space for new build dwellings

Unless otherwise agreed in writing by the Local Planning Authority, Reserved Matters applications submitted in accordance with condition 2 of this permission, shall ensure that the detailed design of all residential C3 dwellings, not at ground floor level, benefit from one of or a combination of, the following amenity space provisions:

- i) Balconies and/or Terrace and/or the like; and/or
- ii) Communal amenity space

The size and design of the amenity space shall have regard to the provisions of Hillingdon's HDAS Residential Layouts or any subsequent policy or guidance which is deemed to supersede it at the time of the reserved matters application, to be agreed by the LPA.

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

REASON

To ensure the availability of amenity space for future residential occupiers in accordance with Hillingdon HDAS Residential Layouts and BE23 of the Hillingdon Local Plan Saved Policies (November 2012).

9 NONSC Traffic and Parking Arrangements

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase, detailed drawings and supporting documentation for the relevant phase shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

- i) Traffic and car parking arrangements for the relevant phase, including:
 - Secure electric vehicle charging points including the details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided for at least 20 percent (20%) of car parking spaces in each phase as well an additional 20% passive provision for residential parking and additional 10% passive provision for non-residential or a higher level, if supported by London Plan policies in place at the time. Notwithstanding, all car parking spaces are to be designed to be able to be easily fitted with an electric vehicle charging point in the future,
 - the allocation and designation of car parking spaces to both the non-residential and residential uses approved on the site (including plans showing the location of allocated car parking spaces, dedicated to each unit),
 - provision for wheelchair disabled people and blue badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area and which shall be cited in close proximity to the entrances they serve and shall comprise a total 10% of overall parking provided,
 - car club siting within the development and the allocation of six spaces designated for future car club operators,
 - the means of ingress and egress, roundabouts and new road junctions, the closure of

existing access (where appropriate),

- details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, visibility splays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities for all non-residential uses including coach parking and taxi rank for the Hotel Use, closure of existing access and means of surfacing), in order to achieve a high standard of design and construction in accordance with the Local Planning Authority's standards, even in the instance that the roads are not offered for adoption by the Local Planning Authority,

- Revised plans and supporting information showing no parking on any adopted road,
- the detailed design, to the Council's adoption standards, of the main internal spine road from The Green Way to the Chippendale Way Roundabout, the link road to the new signalised site access including the new signalised junction and the improvements to the Hillingdon Hill / Greenway and Kingston Lane junctions is to be submitted to LBH for approval. The spine road from the Greenway to the northern boundary of phase 1, as well as the Greenway / Hillingdon Hill junction must be completed and operational prior to the occupation of the 30th residential unit,

- The remaining part of the spine road from the site access link road to the altered Chippendale Way roundabout is to be completed and operational prior to the occupation of any part of the Early/ Independent phases. or Phase 2 whichever is developed first,

- The Chippendale Way roundabout improvements and the spine road up to the northern end of phase 7 must be completed prior to any occupation of the early independent phases

- The above highways works and the internal roads to the school must be delivered to meet the programmed occupation dates stipulated by the Local Planning Authority,

- The main signalised site access in Hillingdon Hill, the main spine road and the link road between the main site access and the spine road must be completed prior to any occupation of phase 2,

- Deliveries to avoid peak periods.

ii) A delivery and servicing plan for the relevant phase which shall include details of the types of vehicle (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries shall be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

iii) The means of construction and surfacing of all roads, drives, parking areas, cycle ways and footpaths, for the relevant phase.

Note that the applicant is responsible for the costs of any traffic orders required for waiting restrictions and/ or a parking management scheme for the new spine road and the link road.

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

REASON

(i) To encourage sustainable travel and to comply with London Plan Policy 5.3.

- To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

- To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

(i), (ii) and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure adequate facilities are provided for cyclists in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Local Plan Saved Policies (November 2012).

10 NONSC Energy

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of phase 1, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

i) A detailed Energy Strategy, including plans detailing the energy centre size 1,200sqm and associated technology not limited to and including biomass boilers, heat distribution net works, CHP systems, photovoltaic panels, any other renewable any features and the like unless otherwise agreed in writing by the Local Planning Authority.

The features shall accord with the Energy Strategy (Ref. VSM/UXB/HPA/10, December 2009) and the Addendum Energy Strategy (Ref. VSM/UXB/HPA/10.1, September 2010) and shall demonstrate for each phase that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority

With particular regard to the biomass boiler, details shall include a written schedule of maintenance, which shall include removal of ash, inspection and maintenance of particulate arrestment equipment, boiler servicing and stack cleaning.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed and adopted in strict accordance with the approved details and thereafter be maintained for the lifetime of the development.

REASON

To provide on site renewable energy and reduce carbon emissions in accordance with Policy 5.7 of the London Plan (March 2015).

11 NONSC Code 6 dwellings in Phase 2

Unless otherwise agreed in writing by the Local Planning Authority, before commencing Phase 2 of the development, plans and details of not less than 29 dwellings to be completed within Phase 2, compliant with Sustainable Homes Code Level 6 shall be submitted to and approved in writing by the LPA.

Documentation shall include a statement demonstrating that measures will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes level 6 in accordance with changes to national Building Regulations.

No dwelling in phase 2 shall be occupied until a design stage Code Certificate has been issued for the relevant dwelling, and for no less than 29 dwellings in phase 2, the Code Certificate shall demonstrate compliance with Code for Sustainable Homes level 6, for all other dwellings in phase 2 the Code Certificate shall demonstrate compliance with Code for Sustainable Homes level 4, with reasonable endeavours to obtaining higher levels in later

parts, in accordance with changes to national Building Regulations.

REASON

To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan (March 2015).

12 NONSC Non-residential shopfronts

Prior to any occupation of the residential component of any phase which also comprises a component of non-residential uses, the non-residential units shall be completed in accordance with the approved plans and retained thereafter for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13, BE28 and BE38 of the Council's Local Plan Saved Policies (November 2012).

13 NONSC Active frontages Transparent windows

All glazing at ground floor level of the non residential uses shall be transparent to enable views into the building and shall not otherwise be obscured by any temporary or permanent objects and internal arrangements including window displays, fixtures, advertising, and equipment unless otherwise agreed in writing by the Local Planning Authority.

No roller shutters or grills at ground floor of non-residential uses unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and Policies 7.1 and 7.5 of the London Plan (March 2015).

14 N1 Noise mitigation

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase, a scheme for protecting the proposed development from road traffic noise and rail traffic noise shall be submitted for approval in writing by the Local Planning Authority. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas. The scheme shall include such combination of measures as may be approved in writing by the Local Planning Authority.

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

REASON

To protect the amenity of occupiers in accordance with policy OE5 of the Hillingdon Local Plan Saved Policies (November 2012).

15 NONSC Hillingdon House Conservation Management Plan

Unless otherwise agreed in writing by the Local Planning Authority, prior to the

commencement of any works in relation to Hillingdon House or affecting its curtilage a detailed conservation management plan for Hillingdon House shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter any development shall be undertaken in accordance with the approved management plan.

REASON

To ensure the future conservation, management and enhancement of the building and to safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan Saved Policies (November 2012).

16 NONSC Submission of details

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of any works in relation to Hillingdon House, its curtilage, (including the existing curtilage boundary wall, courtyard areas and the Carpenters Building) shown on Plan 3300-21-106 Rev D, detailed drawings and supporting documentation relevant to the work to be commenced and to a standard to be agreed with the LPA shall be submitted to and approved in writing by the Local Planning Authority and include but not necessarily be limited to the following:

Walls

- * Details of the design of any proposed new openings to the existing courtyard walls and any gates to both new and existing openings in the wall around the curtilage of Hillingdon House.

Courtyard areas and Carpenters Building

- * A detailed layout for the hard / soft landscaping, samples of materials and details of surfaces, lighting, signage, ramps, steps and additional means of enclosure
- * Details at an appropriate scale of the design, construction and materials of the new windows and doors (internal and external) to the Carpenters Building
- * Repair methodology and schedule of repairs to the Carpenters Building

Hillingdon House

- * Details of the design and appearance of the Hillingdon House goods lift, the new internal staircase, service floor area and the enclosing wall to the basement service area, including samples of materials and finishes (bond, mortar mix and pointing style)
- * Details of the new Hillingdon House lift, its enclosure, atrium roof and lift mechanism
- * Elevational drawings at an appropriate scale illustrating the appearance and design of the new Hillingdon House doors and openings. (It is noted that, where new openings are created between original bedrooms and dressing rooms, cornices and a down stand over each should be left).
- * Details of the repair / reinstatement of the Hillingdon House niches to the south elevation
- * Details of design (1:10, 1:5 and to full size, including cross-sections) construction and materials of the new Hillingdon House windows, dormers and external doors
- * Details of all new Hillingdon House internal joinery, doors, architraves, chair rails and skirtings at 1:10, 1:5 and to full size as appropriate (including cross-sections)
- * Repairs to internal decorative plaster work in Hillingdon House;

- * Details of the Hillingdon House hallway ramp, including design, materials and finishes
- * Details of the new Hillingdon House staircase, including design, materials and finishes; details of refuge and communication points
- * Works to make good the flank elevation of the main Hillingdon House following the demolition of the existing basement wing
- * Details of the methods and materials to be used for fire and sound proofing

Thereafter and prior to occupation of any part of the relevant building(s), 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 special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan Saved Policies (November 2012).

17 NONSC Cinema Building

Unless otherwise agreed in writing by the Local Planning Authority, before commencing any works to or undertaking any use of the former Cinema Building, plans details and supporting documentation of the following shall be submitted to and approved in writing by the Local Planning Authority:

- i) Detail of the exact nature of the activities to be undertaken in the former Cinema Building, including use, hours of operation, numbers of staff and visitors;
- ii) Waste and recycling storage facilities and disposal arrangements;
- iii) Details of signage and lighting;
- iv) Plans, elevations and other details showing precisely the extent and scope of works;
- v) Details showing compliance with relevant disabled access, landscaping and energy requirements;
- vi) Car parking, cycle storage and access arrangements;
- vii) A scheme for the management, maintenance and security of the premises;

The scheme shall then be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the residential amenity of occupiers of nearby properties, to ensure a satisfactory appearance and in the interests of the amenities of the occupiers and nearby residents, to ensure persons with disabilities have adequate access to the premises, to ensure works do not harm the historically significant fabric of the building and to accord with Policies BE4, BE27, OE3, AM13 of the Hillingdon Local Plan Saved Policies (November 2012) and Policies 3.1, 3.8 and 7.15 of the London Plan (March 2015).

18 NONSC Traffic and Parking Arrangements

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of any of the elements of development for which full planning permission is hereby approved, the following details of traffic arrangements for the relevant element (including where appropriate) carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing shall be submitted to and approved in writing by the Local Planning Authority.

The relevant elements of development shall not be occupied until all such works have been

constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

For the purposes of this condition, the definition of 'development for which full planning permission is approved' is as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate offstreet parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Local Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

19 NONSC Defensive space

Unless otherwise agreed in writing by the Local Planning Authority, none of the residential elements of the development for which full planning permission is hereby approved shall commence until details of measures to ensure the provision of defensive space adjacent to ground floor windows within communal areas have been submitted to, and approved in writing by, the Local Planning Authority.

For the purposes of this condition, the definition of residential elements of development for which full planning permission is as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

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

well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

20 RPD2 Obscured Glazing and Non-Opening Windows

The following windows shall be permanently glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence:

- * Second floor, northern elevation window in Town House 01D shown in plan 3300-21-610 Rev D;
- * The upper (3rd floor) level southern elevation window in Town House 02D shown in plan 3300-21-611 Rev D;
- * The upper (3rd floor) level northern elevation window in Town House 02A shown in plan 3300-21-611 Rev D;
- * The first floor windows in the eastern elevation of the town houses shown in plan 3300-21-612 Rev C (Town Houses 03);
- * The two first floor eastern elevation windows in Flat Block 01 shown in plan 3300-21-614 Rev F;
- * The first and second floor windows in the southern elevation of western most duplex in Flat Block 02 shown in plan 3300-21-615 Rev F;
- * The first floor window in the southern elevation of eastern most duplex in Flat Block 02 shown in plan 3300-21-615 Rev F;
- * All western elevation windows, with the exception of the living room/lounge room window, in the Carpenters Building shown in plan 3300-21-602 Rev C
- * The ground floor windows in the northern elevation of the Sick Quarters (townhouse D) shown in plan 3300-24-301 Rev C;
- * The first and second storey windows in the eastern elevation of the central protruding element of the Barrack Block (shown as being obscured glazed in plan 3300-25-301 Rev F);

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan Saved Policies (November 2012).

21 M5 Means of Enclosure

Unless otherwise agreed in writing by the Local Planning Authority, development of the residential elements of development for which full planning permission is hereby approved shall not commence until details of boundary fencing or other means of enclosure and details of all gates and barriers (including details of locks, materials, height, management and maintenance) associated with the relevant dwellings (and their associated car parking spaces, amenity areas, accessways, courtyards and other spaces) have been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the relevant dwelling is occupied and shall be permanently retained thereafter. The means of enclosure shall include gated accesses to the side of buildings, boundary treatments to communal and private amenity areas and means of enclosure of the Children's play area.

For the purposes of this condition, the definition of 'development for which full planning permission is approved' is as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D

- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- ix) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- x) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan Saved Policies (November 2012).

22 M1 Details/Samples to be Submitted

Unless otherwise agreed in writing by the Local Planning Authority, development of the elements of development for which full planning permission is hereby approved shall not commence until details and/or samples of all materials, colours and finishes to be used on all external surfaces of the relevant component of the full planning element have been submitted to and approved in writing by the Local Planning Authority.

The detail shall also include (and shall not be limited to) drawings to an appropriate scale and details and/or samples/materials shall be provided for dormers, windows and external doors, as well as what materials are to be used for surfacing outdoor amenity areas of Town Houses 03 shown on plan 3300-21-612 Rev C

For the purposes of this condition, the definition of development for which full planning permission is approved is as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

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

23 NONSC Deliveries and Servicing for the Cinema and Hillingdon House

Prior to commencement of any development associated with Hillingdon House, its curtilage or the Cinema Building, details of delivery and servicing arrangements for the relevant building (Hillingdon House or the Cinema Building) shall be submitted to and approved in writing by the Local Planning Authority, and shall include the following:

- i) details of the types of vehicle (including size and weight),

- ii) the routes which trucks will take to/from the building,
- iii) measures to minimise the impact of noise,
- iv) traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries shall be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

The scheme shall then be completed in strict accordance with the approved details and thereafter maintained for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate offstreet parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Local Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

24 TL5 Landscaping Scheme

No development of any component of the full planning permission shall take place until a landscape scheme providing full details of hard and soft landscaping works for the relevant component of the full planning permission element has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out in strict accordance with the approved details. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Signs and lighting including flood lighting and street lights,
- Means of enclosure, including railings and other barriers to prevent future residents falling from upper level/elevated private and communal gardens or stairs leading to upper level gardens;
- Screens, walls, trellis, planting and other measures to prevent overlooking of residences from the upper level/elevated garden areas.
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures)
- Retained historic landscape features and proposals for their restoration where relevant.

For the purposes of this condition, the definition of development for which full planning permission is approved is as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C

- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema Building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

25 NONSC Development in accordance with details hereby approved

The development shall not be carried out otherwise than in strict accordance with the plans and supporting information, and in particular the Design Code VSM/UXB/HPA/7.1 hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of near by occupiers, the visual amenities of the area as well as protecting the environment and to accord with PPS1, PPS3, Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24, BE38 and OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

26 NONSC Maximum number of dwellings and floorspace

Unless otherwise agreed in writing by the the Local Planning Authority, the maximum number of dwellings and floorspace in each respective use granted by the Full and Outline permissions shall be:

- i) Class C3: 1,340 residential units
- ii) Class C2: 77 assisted living retirement accommodation
- iii) Class A1/A2/A3/A4/A5: 3,600 sqm
- iv) Class B1(a): 15,360 sqm
- v) Class C1: 3,950 sqm
- vi) Class D1/D2: 4,170 sqm
- vii) Sui Generis Theatre: 2,900 sqm
- viii) Sui Generis Energy Centre: 1,200 sqm

REASON

To ensure an appropriately balanced and complimentary range of residential and non-residential uses on site in and that the extent of The development of the site is the subject of an Environmental Impact Assessment pursuant to PPS1, Policy 3.7 of the London Plan (March 2015) the Council's SPD for the NATS site

27 NONSC Demolition and Construction

Prior to commencement of any phase of the outline or full planning permission elements of the development as hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to

and approved in writing by the Local Planning Authority.

Unless otherwise agreed in writing by the Local Planning Authority, the detailed drawings and supporting documentation shall include the following:

(i) A demolition and construction environmental management plan including a method statement which shall include:

- The phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- The phasing of development works,
- The hours during which development works will occur (please refer to informative 12 for maximum permitted working hours),
- A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing,
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),
- Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours), which shall accord with the following:
 1. The principle construction access to the site will be from the main access off Hillingdon Hill,
 2. No construction access will be permitted from the Greenway / Hillingdon Hill junction until the Greenway and Kingston Lane junction improvements have been implemented,
 3. No construction access will be permitted from Vine Lane,
- Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- The storage of demolition/construction materials on site,
- Details of the site manager, including their contact details (phone, facsimile, postal address and email),
- The location of a large notice board on the site that clearly identifies the name, telephone number and address for service of the site manager,
- Any means of protection of services such as pipes and water mains within the road reserve,
- Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities,
- Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works,
- Proposed numbers and timing of truck movements throughout the day and the proposed routes,
- Proposed hours of work on the site,
- Measures to ensure deliveries avoid peak periods,
- Ensuring no adverse impact on the Battle of Britain Bunker and associated buildings in the south eastern portion of the site which is to be retained in MOD operation and ownership building
- Measures for protecting neighbours and the public from noise and vibration
- ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction
- Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction.

Thereafter and during the construction of each relevant phase of the outline and full elements as hereby approved, the scheme shall be completed in strict accordance with the approved details for the relevant phase of the full element of development for which full planning permission is approved, unless consent to any variation is first obtained in writing from the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved is defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To protect the amenity of the surrounding area in accordance with Policy BE19 of the Hillingdon Local Plan Saved Policies (November 2012) as well as manage air quality in accordance with Policies 7.1 of the London Plan (March 2015) and OE1 of the Hillingdon Local Plan Saved Policies (November 2012) and to minimise the impact of the construction phase on the strategic highway network and to comply with London Plan Policy 6.14 (March 2015).

28 OM2 Levels

Unless otherwise agreed in writing by the Local Planning Authority, the plans showing the existing and proposed levels approved as part of condition 3(ii) shall be shown in relation to a fixed datum point, and for the avoidance of doubt prior to the commencement of any of the elements of development for which full planning permission is hereby approved, plans of the relevant part of the site showing the existing and proposed ground levels and the proposed finished floor levels (in relation to a fixed datum point) of the relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall not be carried out other than in accordance with the approved details.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C

- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

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

29 NONSC Disabled Access

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The detailed drawings and supporting documentation shall include the following:

- i) Sign plates, incorporating a representation of the Universal Wheelchair Symbol for the relevant phase, or element of the full planning permission, shall be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates shall identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location shall have large characters or numerals and clearly contrast with the background colour.
- ii) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:
 - the internal layout of buildings,
 - details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings),
 - external areas (including car parking areas).

Prior to occupation of the relevant phase, or 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.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policies 3.8, 3.1 and 7.2.

30 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards unless otherwise agreed in writing by the Local Planning Authority. Furthermore 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document Hillingdon Design and Accessibility Statement: Accessible Hillingdon.

Thereafter these features shall be retained and maintained for the life of the development.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (March 2015) Policies 3.1, 3.8 and 7.2.

31 NONSC Waste

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

- i) Detailed drawings and specification of covered, secured and signposted waste and recycling storage collection areas.
- ii) Detailed drawings and supporting information for the management and collection of waste from the energy centre as well as waste and recycling for all other non-residential uses

Prior to occupation of the relevant phase, or relevant component of the full planning element, the approved refuse and recycling facilities shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, 'development for which full planning permission is approved' and 'full planning element' are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C

xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure a sustainable living environment is secured for all residents in compliance with the requirements of Policy 5.3 of the London Plan (March 2015).

32 NONSC Security

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

i) Details of security measures to reach the standard necessary to achieve the '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).

Prior to occupation of the relevant phase, or 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, unless consent to any variation is first obtained in writing from the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority'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).

33 NONSC CCTV

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of

the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:

- i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
- ii) Details of CCTV cameras, including type and specification;
- iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings, amenity areas and bicycle storage areas

Prior to occupation of the relevant phase, or 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 unless consent to a variation has been agreed in writing by the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

In pursuance of the Local Planning Authority'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 Local Planning Authority'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 that the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

34 NONSC Overlooking Potential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows or doors shall be constructed in the flank walls or roof slopes of all the residential dwellings unless consent to any variation has been agreed to in writing by the Local Planning Authority.

REASON

To prevent overlooking to adjoining properties in accordance with Policy BE24 of Hillingdon's Local Plan Saved Policies (November 2012).

35 TL20 Amenity Areas

No dwelling hereby permitted as part of the outline planning element of this permission sh

be occupied, until the outdoor amenity area(s) serving the relevant dwelling (including balconies and communal spaces where these are shown to be provided) have been approved in accordance with conditions 3(i) and have been laid out and made available for use. For the avoidance of doubt, prior to the occupation of each of the dwellings for which full planning permission is hereby approved, the outdoor amenity area(s) serving the relevant dwelling (including communal spaces where these are shown to be provided) shall have been laid out and made available for use.

Thereafter, the amenity areas shall be maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 7.1

36 NONSC Deliveries (Non - residential Uses Only)

Unless otherwise agreed in writing by the Local Planning Authority, there shall be no loading or unloading of goods or fuel (including fuel for any biomass boiler) to the non residential elements of the development (including Hillingdon House) outside the hours of 08:00 to 18:00 hours Mondays to Fridays, 08:00 to 13:00 Saturdays. There shall be no deliveries to the premises on Sundays, Bank or Public holidays.

REASON

To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

37 HLC7 Music

In respect of all non-residential uses (including those within Hillingdon House, the District Park and any publicly accessible outdoor space), no amplified or other music shall be played except between 0800 hours and 2000 hours Mondays to Fridays, between 0800 hours and 1600 hours on Saturdays and at no time on Sundays, Public or Bank Holidays unless consent to any variation is first obtained in writing from the Local Planning Authority

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in

accordance with Policy OE3 of the Hillingdon Local Plan Saved Policies (November 2012)

38 NONSC Public access to the site at all times

Each phase of the development shall be publicly accessible from first occupation and remain so for the lifetime of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure access to the site and its facilities and to facilitate connections into and across the site, in the interest of achieving sustainable communities in accordance with PPS1 and Policies 7.1 and 7.5 of the London Plan (March 2015).

39 NONSC Antenna

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected on the buildings hereby approved including the Mons Barrack Blocks building, with the exception of the Class C3 detached, semi-detached and terraced residential dwelling houses.

REASON

To ensure that the apparatus does not detract from the visual amenities of the area and is considered acceptable on a temporary basis only, in accordance with Policy BE37 of the Hillingdon Local Plan Saved Policies (November 2012).

40 NONSC Archaeology

No phase of the development or any of the elements of development for which full planning permission is hereby approved shall take place until the applicant has secured the implementation of a programme of archaeological work for the relevant phase/relevant component of the full planning element in accordance with a written scheme for investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

The development of each relevant phase of the outline element or of the relevant component of the full planning element shall only take place in strict accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority unless consent to any variation is first obtained in writing from the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 and in accordance with Policy BE3 of the Hillingdon Local Plan Saved Policies (November 2012).

41 NONSC Historic Building Recording

No phase of the outline element of the scheme or any of the elements of development for which full planning permission is hereby approved shall take place until the applicant has secured the implementation of a programme of recording of the standing buildings, to include video and still photography of the historic buildings within the relevant phase/relevant component of the full planning element, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

The planning authority wishes to secure the recording of the existing buildings prior to development, in accordance with the guidance and model condition set out in PPG16 and in accordance with Policy BE3 of the Hillingdon Local Plan Saved Policies (November 2012).

42 NONSC Car Parking - Allocation and Nomination

Unless otherwise agreed in writing by the Local Planning Authority, car parking arrangements approved in compliance with Conditions 8, 17, 42, 43 shall ensure that a maximum of 450 car parking spaces are allocated to, and dedicated for, the use of the non-residential uses (including the assisted living retirement village as well as car parking spaces adjacent to Hillingdon House being allocated for the sole use of staff and visitors) approved for development on the site.

A maximum of 1,649 car parking spaces are to be allocated for all residential development (excluding the assisted living retirement village) with each individual residential dwelling to be allocated as follows:

- (i) 3, 4 and 5 bed room dwellings are allocated 2 car parking spaces each;
- (ii) 2 bedroom houses and 3 bedroom flats are to be allocated at least 1 car parking space each and at a maximum rate of 2 car parking spaces;

- (iii) All 2 bedroom flats are to be allocated a maximum of 1 car parking space;
- (iv) 1 bed units to be allocated the remainder of spaces.

The car parking space allocation to residential dwellings shall be for the dedicated sole use of the occupiers of the dwelling to which each space has been allocated.

Thereafter, the location, allocation and dedication of car parking spaces shall be retained and maintained in accordance with the approved details for so long as the development remains in existence, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that car parking is adequately provided for all residential and non-residential uses on the site and to accord with Policies AM7 and AM14 of the Hillingdon Local Plan Saved Polices (November 2012).

43 NONSC Car Parking

Unless otherwise agreed in writing by the Local Planning Authority, car parking arrangements approved in compliance with Condition 8, 17, and 41 shall demonstrate that parking provision is commensurate with the scale of development completed in each phase, and following completion of all phases of development, not more than a maximum of 2,099 car parking spaces [comprising not more than 450 spaces for the non-residential uses (including Assisted Living retirement home) and not more than 1,649 spaces for the residential uses] are to be provided on the site at any time.

REASON

To ensure that car parking is adequately provided for all residential and non-residential uses on the site and to accord with Policy AM14 of the Hillingdon Local Plan Saved Polices (November 2012).

44 NONSC Car Parking Management Plan

Prior to commencement of development (other than site preparation and enabling infrastructure works) a Car Park Management Plan covering the entire site shall be submitted to and approved in writing by the Local Planning Authority.

The provisions of the Car Parking Management Plan will be implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the suitable management of parking on site and to impact on the surrounding area in accordance with policies Pt1.10, AM14, AM15, AM16 of the Hillingdon Local Plan Saved Policies (November 2012).

45 NONSC Parking permits

With the exception of people with a disability, the owners/occupiers/residents of the proposed development will not be entitled to an on street parking permit if and when a residents' parking management scheme is introduced in the area for which the parking management scheme encompasses.

REASON

To prevent parking from the development over spilling on to the surrounding streets in order to reduce reliance on the private car in compliance with the aims of Policy AM14 of the Hillingdon Local Plan Saved Policies (November 2012).

46 NONSC Travel Planning Service

The Detailed Travel Plan to be submitted pursuant to this application shall include the consideration of providing a personalised travel planning service to residents to maximise the take up of more sustainable modes of transport.

REASON

The site is located within an Air Quality Management Area (AQMA) and it is therefore necessary to reduce emissions from vehicles and to safeguard residential amenity in accordance with policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

47 NONSC Signage and Wayfinding

Prior to commencement of each phase of development (other than site preparation and enabling infrastructure works), a scheme of pedestrian signage and wayfinding for the relevant phase both within the site and linking to external routes to bus stops, the town centre and station and Brunel University shall be developed in consultation with TfL using the principles of the Legible London system, and submitted to and approved (in consultation with TFL) by the Local Planning Authority.

Thereafter the approved signage and wayfinding scheme shall be implemented in accordance with the approved details before the final occupation of the relevant phase.

REASON

To enhance wayfinding and connectivity and integration of the site with the surrounding area in accordance with Pt1.33 of the of the Hillingdon Local Plan Saved Policies (November 2012).

48 H15 Cycle Storage

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each relevant phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, and for the avoidance of doubt, prior to commencement of the development, detailed drawings and supporting documentation for the relevant element of the full planning permission shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- i) Details demonstrating the adequate provision of covered and secure cycle storage for the occupiers of residential flats/maisonettes and non-residential uses. The minimum number of spaces to be provided shall be in accordance with the minimum standards specified in the annex to the Saved UDP (September 2007).
- ii) For non-residential uses details demonstrating the adequate provision of changing facilities, lockers and shower facilities for cyclists.
- iii) In addition, details showing visitor parking provision across the site including not less than 1 space per 10 residential dwellings as well as provision for non-residential uses.

Prior to occupation of the relevant phase, or 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.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

49 NONSC Barrier Across Access Way

Unless otherwise agreed in writing by the Local Planning Authority, and notwithstanding the details shown on the approved plans, before any development commences, details of the barrier to be installed across the roadway for the purposes of restricting motor vehicle traffic only and not pedestrians or cyclists leading from the primary school to Vine Lane, as well as associated signage and alterations to the width and design of the access/road way in the vicinity of the barrier, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include details of the exact location, height, foundations, materials, locks, access control and of an ongoing maintenance scheme.

Before creating any vehicular access to the site from Vine Lane, the barrier shall be installed in accordance with the approved details and thereafter retained, maintained and operated in strict accordance of the approved details for the life of the development.

REASON

To prevent unacceptable traffic impacts arising from the development on Vine Lane, to ensure that pedestrian and vehicular safety is not prejudiced and to accord with policy AM7 of the Hillingdon Local Plan Saved Policies (November 2012).

50 HLC1 Restaurants/Cafes/Class A3 Uses

Unless otherwise agreed in writing by the Local Planning Authority, in respect of any Class A3 use hereby approved, no persons shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours with an allowance of up to 30 minutes either side of these times for closing and opening.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Local Plan Saved

Policies (November 2012).

51 NONSC Construction Logistics Plan

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, a construction logistics plan for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The construction logistics plan shall include measures to minimise the impact of construction of the relevant phase or relevant component of the full planning element on the strategic highway network in accordance with the London Freight Plan and shall include, but is not be limited to measures such as consolidated deliveries, off site prefabrication and the use of recycled materials on site and avoiding peak periods.

For each relevant phase or relevant component of the full planning element, the provisions of the construction logistics plan shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To minimise the impact of the construction phase on the strategic highway network and to comply with London Plan (March 2015) Policy 6.14.

52 NONSC Code for Sustainable Homes

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase (with the specific exception of the 29 units in phase 2 which shall achieve Code 6 in accordance with condition 10) of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved (except the Mons Barrack Blocks, Lawrence House and Sick Quarters buildings and Carpenters Building), detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- i) A statement demonstrating measures that will be incorporated to ensure that the residential units (Class C3) achieve a minimum standard of Code for Sustainable Homes Level 4 with reasonable endeavours to obtaining higher levels in later parts, in accordance with changes to national Building Regulations.

Prior to occupation of the relevant phase, or relevant component of the full planning element, design stage Code Certificates shall be obtained for each of the dwellings in the relevant phase or component of the full planning element certifying that at least Code Level 4 has been achieved, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter the scheme shall be completed in strict accordance with the approved details and maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev E
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev E
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev D
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev E

REASON

To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan (March 2015) and the RAF Uxbridge SPD.

53 NONSC BREAM

Prior to commencing any non-residential development (including in phase 2, the town centre extension phase and applicable independent phases) a statement demonstrating that the relevant non-residential development being commenced will achieve a BREEAM rating of excellent shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

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

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan (March 2015).

54 NONSC Air Pollution Mitigation

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a scheme designed to minimise the ingress of polluted air into buildings in the relevant phase/relevant component of the full planning element shall be submitted to and approved 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:

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

Thereafter the scheme shall be completed in strict accordance with the approved details and maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

In the interests of the health and amenity for future occupiers in accordance with Policy 7.1 of the London Plan (March 2015).

55 NONSC Energy Centre Emissions

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of works to create any energy centre or the like, details of the means to control air pollution for the energy centre or the like shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the height and location of any flue(s).

The measures shall be provided prior to the occupation of the relevant phase and thereafter be operational and maintained for the lifetime of the development unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 7.1.

56 NONSC Air Quality and Traffic

Any traffic management proposals for mitigation of the impact of the development must be accompanied by an air quality assessment of their environmental benefits. The traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.

REASON

To suitably consider, monitor and manage the impacts of traffic on air quality in the

interests of the amenity of existing future occupiers in accordance with Policies 7.1 of the London Plan (March 2015) and OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

57 NONSC Air Quality scheme

Unless otherwise agreed in writing by the Local Planning Authority, a scheme detailing the implementation of the use of, and promotion of, cleaner technologies shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the first phase. Examples include promotion of car clubs, provision of electric charging points, and use of low emission boilers. The provisions of the Air Quality Scheme shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To improve air quality in accordance with Policies 7.1 of the London Plan (March 2015) and OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

58 A12 Biomass boiler - control of air pollutants

Unless otherwise agreed in writing by the Local Planning Authority, no biomass boiler shall be used until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in strict compliance with the approved measures.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 7.1.

59 A13 Biomass boiler - fuel quality

Unless otherwise agreed in writing by the Local Planning Authority, any biomass boiler(s) shall only be operated using clean biomass fuel that complies with a recognised fuel standard (such as CEN/TS 14961:2005). A written guarantee shall be submitted to the local authority prior to the commencement of the development with a declaration that biomass fuel conforming to a recognised fuel quality will be used in the biomass boiler. A statement shall be submitted to the local authority specifying the fuel specifications in accordance with CEN/TS 14961:2005 or a similar recognised standard (the statement shall be obtained from the fuel supplier).

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 7.1.

60 A14 Biomass boiler - maintenance

Any biomass boiler shall be associated with a written schedule of maintenance, which shall include removal of ash, inspection and maintenance of particulate arrestment equipment, boiler servicing and stack cleaning. The maintenance schedule shall be submitted prior to installation.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan (March 2015) Policy 7.1.

61 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plans 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 Saved Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

62 TL3 Protection of Trees and Plants During Site Clearance andDev

Prior to the commencement of any site clearance or construction work in any phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained in the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

No site clearance works or development of any relevant phase or relevant element of the full planning permission shall be commenced the fencing has been erected in accordance with the details approved.

Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- i) There shall be no changes in ground levels;
- ii) No materials or plant shall be stored;
- iii) No buildings or temporary buildings shall be erected or stationed;
- iv) No materials or waste shall be burnt; and

v) No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

63 NONSC Flood Storage Landscape Plan

Prior to the commencement of any development a landscape management plan for the flood storage areas for the entire site, unless otherwise agreed in writing by the local planning authority, including long term design objectives, planting proposals, management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the local planning authority.

The landscape management plan for the flood storage areas shall be carried out as approved as each relevant phase or relevant element of the full planning permission is implemented. Any subsequent variations shall be agreed in writing by the local planning authority.

REASON

To secure opportunities for the enhancement of the nature conservation value of the site in accordance with Policies EC5 and BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

64 TL6 Landscaping Scheme - implementation

All hard and soft landscaping in any phase of the outline elements of the development or any of any of the elements of development for which full planning permission is hereby approved shall be carried out in accordance with the approved landscaping scheme for the relevant phase/relevant component of the full planning element and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard

Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme for any phase or full planning element, which, within a period of 5 years from the completion of that development phase, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place 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.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

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

65 TL7 Maintenance of Landscaped Areas

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a schedule of landscape maintenance for the relevant phase/relevant component of the full planning element covering a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C

- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure that the approved landscaping is properly maintained in accordance with Policy BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

66 TL21 Tree Protection, Building & Demolition Method Statement

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a method statement outlining the sequence of development for the relevant phase/relevant component of the full planning element, including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority.

Thereafter the development shall be implemented in accordance with the approved method statement, unless consent to any variation is first obtained in writing from the Local Planning Authority

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Local Plan Saved Policies (November 2012).

67 NONSC Bird Hazard Management

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, 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 Saved Policies (November 2012).

68 NONSC Drainage

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a drainage strategy detailing any on and/or off site drainage works for the relevant phase/relevant component of the full planning element (including the adoption of sustainable urban drainage initiatives into the development), shall be submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Thereafter and prior to occupation of each phase/relevant component of the full planning element, the scheme shall be completed in accordance with the approved details and thereafter maintained for the life of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E

- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

Given that the development may lead to sewerage flooding, the above works is to ensure that sufficient capacity is made available to cope and to avoid adverse environmental impact upon the community in accordance with Planning Policy Statement 25 and Policy OE3 and OE8 of the Hillingdon Local Plan Saved Policies (November 2012).

69 NONSC Foul and Surface Water Disposal

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to dispose of foul and surface water for the relevant phase/relevant component of the full planning element, shall be submitted to and approved by the Local Planning Authority.

Thereafter and prior to occupation of each 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, unless consent to any variation is first obtained in writing from the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 of the London Plan (March 2015) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Local Plan Saved Policies (November 2012), Policy 5.12 of the London Plan (March 2015).

70 NONSC Greywater/Rainwater Recycling

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, details demonstrating the incorporation of either rainwater or grey water recycling facilities into each of the buildings in the relevant phase/relevant component of the full planning element, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter and prior to occupation of each 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.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 5.3 and 5.15 of the London Plan (March 2015).

71 NONSC Flood Risk Assessment

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Issue F dated 15/9/10 and the following mitigation measures detailed within the FRA:

- i) Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
- ii). Provision of compensatory flood storage on / or in the vicinity of the site to a 1 in 100 year plus climate change standard.
- iii). Finished floor levels are set no lower than 300mm above the 1 in 100 year plus climate change flood level .

REASON

- i) To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- ii) To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.
- iii) To reduce the impact of flooding on the proposed development and future occupants and
- iv) To comply with Policy 5.13 of the London Plan (March 2015) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Local Plan Saved Policies (November 2012), and Policy 5.12 of the London Plan (March 2015).

72 NONSC Plant and Equipment Noise Levels

Unless otherwise agreed in writing by the Local Planning Authority, the rating level of the

noise emitted from the plant, equipment and any air conditioning units shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, Method for rating industrial noise affecting mixed residential and industrial areas.

REASON

To protect the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan Saved Policies (November 2012).

73 NONSC Contaminated Land Condition

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to deal with contamination within the relevant phase or component of the full planning element shall be submitted (in accordance with the Supplementary Planning Guidance on Land Contamination) to and approved in writing by the Local Planning Authority.

All works which form part of the remediation scheme for the relevant or component of the full planning element shall be completed before any part of the relevant phase/component of the full planning element of development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

(i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site and 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;

(ii) 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 each phase suitable for the proposed use;

(iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation;

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

(iv) Upon completion of the remedial works, this condition will not be discharged for any phase until a verification report for the relevant phase has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D

- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

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 Saved Policies (November 2012).

74 NONSC EA Contaminated Land Condition

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development or any of the elements of development for which full planning permission is hereby approve (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the areas of the site within the relevant phase/relevant component of the full planning element shall each be submitted to and approved, in writing, by the local planning authority:

i) A preliminary risk assessment which has identified:

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

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

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

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C

- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Local Plan Saved Policies (November 2012).

75 NONSC Previously Unidentified Contamination

If, during development of any phase/component of the full planning element, contamination not previously identified is found to be present at the site then no further development on that phase/relevant component of the full planning element (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how contamination shall be dealt with.

For the purposes of this condition, full planning element is defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Local Plan Saved Policies (November 2012).

76 NONSC Contamination Remediation Verification Report

Prior to occupation of any part of a permitted phase of development, or any component of the full planning element, a verification report for that part of the phase/component of the full planning element, demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages,

maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

For the purposes of this condition, full planning element is defined as follows:

- i) The Town Houses (TH01) shown on plan 3300-21-610 Rev D
- ii) The Town Houses (TH02) shown on plan 3300-21-611 Rev D
- iii) The Town Houses (TH03) shown on plan 3300- 21-612 Rev C
- iv) The Town Houses (TH04) shown on plan 3300-21-613 Rev C
- v) The Flat Block (FL01) shown on plan 3300-21-614 Rev F
- vi) The Flat Block (FL02) shown on plan 3300-21-615 Rev F
- vii) The Carpenters Building shown on plan 3300-21-602 Rev C
- viii) Hillingdon House shown on plan 3300-21-106 Rev D
- ix) The Cinema building shown on plan 3300-20-101-Rev A
- x) The dwellings in Lawrence House shown on plan 3300-23-301 Rev E
- xi) The dwellings in the Sick Quarters shown on plan 3300-24-301 Rev C
- xii) The dwellings in the Barrack Block shown on plan 3300-25-301 Rev F

REASON

To protect controlled waters by ensuring remediation is completed to an acceptable level in accordance with Policy OE11 of the Hillingdon Local Plan Saved Policies (November 2012).

77 NONSC Infiltration by Surface Water

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in strict accordance with the approved details.

REASON

To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Local Plan Saved Policies (November 2012).

78 NONSC Piling Method

Piling or other deep foundation works 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 of each phase shall be carried out in strict accordance with the approved details.

REASON

To prevent intrusive works introducing new contaminant migration pathways that put controlled waters at increased risk of contamination in accordance with Planning Policy Statement 1 and Planning Policy Statement 23.

79 NONSC Imported Materials

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

REASON

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

80 NONSC Ecological Mitigation Management Plan

Unless otherwise agreed in writing by the Local Planning Authority, the commencement of the first phase of the development shall not commence until an Ecological Mitigation, Enhancement and Management Plan (EMMP) for the whole of the development site has been submitted to and approved in writing by the Local Planning Authority. The EMMP will provide details concerning the implementation of the mitigation and enhancement measures proposed in the supporting documents to the planning application and include long-term objectives, management responsibilities and maintenance schedules and as guided by the planning in formatives hereby approved.

All work on site shall be carried out in accordance with the approved details of the EMMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interest of nature conservation and in accordance with Paragraph 14 of Planning Policy Statement 9, Policy 7.19 of the London Plan (March 2015), and Policy EC5 of the Hillingdon Local Plan Saved Policies (November 2012).

81 NONSC Pre-commencement badger survey

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a pre-commencement badger survey for the relevant phase/component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

All construction and related activity shall only be undertaken in accordance with the recommendations of the survey as agreed.

REASON

To prevent the killing, injuring and cruelty of badgers and interfering with setts. Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly mistreat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill treatment.

82 NONSC River Pinn Buffer Zone

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development a scheme for the provision and management of a buffer zone alongside the River Pinn shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in strict accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- i) plans showing the extent and layout of the buffer zone;
- ii) details of any planting scheme within the buffer zone (using locally native plant species, of UK genetic provenance);

- iii) details demonstrating how the buffer zone will be protected during development.
- iv) details of any footpaths, fencing, lighting.

REASON

Development that encroaches on the River Pinn corridor has a potentially severe impact on their ecological value. This is contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan. Land alongside the River Pinn corridor is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

83 RPD8 Housing Estate

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions or changes to the external appearance of any dwelling house (including alterations to fenestration) shall be carried out, nor shall any sheds, garages, porches, fences, gates or walls be erected and balconies formed without the prior written consent of the Local Planning Authority.

REASON

To preserve the character and appearance of the development and protect the visual amenity of the area in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan (November 2012).

84 NONSC Piling Method in Respect of Historic Building Protection

Piling or other deep foundation works 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 detrimental impact upon the stability and fabric of the historic buildings on site.

REASON

To prevent damage to historic assets of the site in accordance with Planning Policy Sstatement 5.

85 NONSC Non Standard Condition

Prior to commencement of works in any relevant phase, details shall be provided for approval in writing by the local planning authority of measures to protect the listed buildings from the weather, vandalism and accidental damage. The measures shall be maintained during the construction phase of the development.

REASON

To ensure the future conservation, management and enhancement of the building and to safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan Saved Policies (November 2012).

86 NONSC Evacuation Management Plan

Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place until a management plan, setting out details of how disabled persons are to be

evacuated from the upper levels of the publicly accessible buildings in the event of emergencies, including fires, has been submitted to and approved in writing by the local planning authority.

Thereafter the development shall be built in accordance with the approved management plan, unless consent to any variation is first obtained in writing from the Local Planning Authority

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Local Plan Saved Policies (November 2012) and London Plan Policies (March 2015) 3.8, 3.1 and 7.2.

87 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Local Plan Saved Policies (November 2012), Policy 5.12 of the London Plan (March 2015).

88 NONSC LBC required before phase 4 commences

Before any part of phase 4 of the development is completed, the Works under the application for Listed Building Consent Ref: 585/APP/2009/2754 shall be completed to the satisfaction of the Local Planning Authority, unless consent to any variation is first obtained in writing from the Local Planning Authority.

Reason

To ensure restoration works are undertaken in order to safeguard the special architectural and historic interest of the building in accordance with Policies BE8, BE9 and BE10 of the Hillingdon Local Plan Saved Policies (November 2012).

89 NONSC Non Standard Condition

No construction work above 8m AGL shall commence within the Town Centre Extension until the Developer has consulted and obtained approval from the London Borough of Hillingdon in respect of the typology and height of any cranes to be used at this location.

REASON: In the interests of the safe operation Air Traffic Services in accordance with policy A6 of the Hillingdon Local Plan Saved 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 Local Planning Authority to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol

(protection of property) and Article 14 (prohibition of discrimination).

2

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

OL1 Green Belt acceptable open land uses and restrictions on new development

OL2 Green Belt landscaping improvements

OL11 Green Chains

OL26 Protection and enhancement of trees, woodland and landscape features

EC5 Retention of ecological features and creation of new habitats

BE2 Scheduled ancient monuments

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

BE11 Proposals for the demolition of statutory listed buildings

BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

BE13 Layout and appearance of new development

BE14 Development of sites in isolation

BE15 Alterations and extensions to existing buildings

BE18 Design considerations - pedestrian security and safety

BE19 New development within residential areas complementing and improving amenity and character of the area

BE20 Daylight and sunlight considerations

BE21 Siting, bulk and proximity of new buildings/extensions

BE23 External amenity space and new residential development

BE24 Design of new buildings protection of privacy

BE26 Town centres design, layout and landscaping of new buildings

BE28 Shop fronts design and materials

BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

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 developments proposals

OE1 Protection of the character and amenities of surrounding properties and the local area

OE5 Siting of noise-sensitive developments

OE6 Proposals likely to result in pollution

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

OE10 Phasing of development in areas of potential flooding or inadequate sewerage capacity

H3 Loss and replacement of residential accommodation

H4 Mix of housing units

H5 Dwellings suitable for large families

H8 Change of use from non-residential to residential

H10 Proposals for hostels or other accommodation for people in need of care

R1 Development proposals in or near areas deficient in recreational open space

R2 Provision of recreation, entertainment and leisure facilities in Town Centres

R4 Proposals that would involve the loss of recreational open space

R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities

R6 Ancillary recreational facilities

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

R8 Loss of facilities which support arts, cultural and entertainment activities

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

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

LE6 Major officer and other business proposals in town centres

T2 Location of tourist accommodation and conference facilities

T4 Hotels, guesthouses and other tourist accommodation; location, amenity and parking requirements

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

AM3 Proposals for new roads or widening of existing roads

AM6 Measures to discourage the use of Local Distributor and Access Roads by through traffic

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

AM12 Promotion of traffic management measures which give priority to buses

AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes

AM14 New development and car parking standards

AM15 Provision of reserved parking spaces for disabled persons

AM16 Availability for public use of parking spaces in commercial developments in town centres and other areas

AM17 Provision of short stay off-street parking space for town centres

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

All matters submitted pursuant to the above conditions must be in accordance with the proposals tested within the Environmental Impact Assessment (EIA). If the Council considers that future submissions go beyond the scope of the EIA or introduce significant effects not previously been assessed then a further EIA may be required or addendums to the current version. Section 73 applications to vary or not comply with conditions are also subject to EIA regulations and will be reviewed in the context of the existing environmental statement.

5

Note that the permission hereby granted does not include any change of use or alterations and additions to the Rifle Range which is being retained in situ. Any proposals will be subject to the necessary approvals at the time of consideration and prior consultation with the LPA and English Heritage is recommended.

6

Note that the permission hereby granted does not include any change of use or alterations and additions to the Battle of Britain Bunker and its curtilage including associated structures which are being retained in situ. Any proposals will be subject to the necessary approvals at the time of consideration and prior consultation with the LPA and English Heritage is recommended.

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 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 Environment & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

9 I6 **Property Rights/Rights of Light**

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

10 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 (i.e. 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 0207556 2100).

11 I12 Notification to Building Contractors

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

12 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

13 I19 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).

14 I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning, Environment & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

15 I28 **Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

16 I34 **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

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

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

17 I46 **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

18 147 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact the Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

19

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 crane in close proximity to an aerodrome. This is explained in Advice Note 4 Cranes and Other Construction Issues which is available at www.aoa.org.uk/publications/safeguarding.asp

20

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 the aviation interests. This is explained further in Advice Note 7 Wind Turbines and Aviation which is available at www.aoa.org.uk/publications/safeguarding.asp

21

Fire hydrants as required by the London Fire Brigade should conform to BS750:1984 and the hydrant indicator plate should conform to BS325117/01/20101976.

22

Prior to work commencing on site, you are recommended to consult the Council's Environmental Protection Unit Team as well as the Environment Agency on matters including controlled waters conditions, waste management issues and site exemptions including mobile plant licences and remedial works.

23

All flats to have a food waste grinder

24

In respect of the detailed design, the following matters and any other relevant issues should be addressed for consideration by the Council's Access Officer in discharge of conditions of approval:

- In respect of landscaping, street furniture should be conducive to needs of older people and people with a disability and positioned to allow ease of movement by people with visual impairments.
- All publicly accessible buildings should be inclusively design and especially with regard to legal obligations under DDA or any other disability or accessibility related legislation and guidance prior to implementation
- Apartment blocks are to incorporate refuse areas area with appropriate communication links, with sizing addressing wheelchair manoeuvrability (refer to BS 9999:2008)
- Recommend two lifts at opposite ends of flatted buildings be incorporated into the

scheme and should be designed and integrated to support horizontal evacuation

- Advice from a fire safety officer regarding accessible provisions should be sought at an early stage.
- A reminder of the duty to consider DDA 1995 regarding employment and service provision
- All facilities for people with disabilities must be shown on submitted drawings at reserved matters.

25

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs-swmp.co.uk>.

In the case of waste storage facilities for residential C3 dwellings, dustbins and enclosed refuse collection areas, should be sited a maximum distance of 23 metres (10 metres where paladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

26

You are recommended to consult with TFL at an early stage to discuss the necessary information requirements to discharge the Delivery and Servicing Plan and Construction Logistics Plan conditions. It should be noted that any documents submitted in fulfilment of these conditions should clearly identify efficiency and sustainability measures to be undertaken including: booking systems; consolidated or re-timed trips avoiding peak times on the road network; secure off-street loading and drop-off facilities; mode shift away from road where possible; using operators committed to best practice, demonstrated by membership of TfL's FORS scheme, or similar; swept path analysis demonstrating sufficient access for delivery vehicles.

27

With regard to surface water drainage, it is the responsibility of the 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 off-site 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 ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

28

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

29

A Trade Effluent Consent will be required for any effluent discharge other than domestic discharge. Any discharge without the consent is illegal and may result in prosecution. Note that domestic use includes for example, toilets, showers, washbasins baths and contains. Trade effluent processes include: laundrette/laundry, PCB manufacture,

photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treating cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before Thames Water can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Tel 0208 507 4321.

30

With regards to water supply, this site is within the area covered by the Veolia Water Company. It is recommended that Veolia Water company are contacted to establish the requirements for supply connection. The address to write to is Veolia Water Company, The Hub, Tamblin Way, Hartfield, Herts AL10 9EZ. Tel 0845 782 3333

31

If bats are discovered Natural England will need to be consulted and a Department of Food and Rural Affairs (DEFRA) licence will need to be obtained prior to any recommencement of work and mitigation measures proposed.

32

Living roofs and walls should be considered in the construction of any flat roofed buildings which contribute greatly to on-site biodiversity by attracting a range of insects and birds. They also provide natural insulation, rainwater attenuation and cooling, and are visually attractive and innovative. Living walls provide many of the same benefits, and have been shown to provide considerable temperature regulation, as well as contributing to on-site biodiversity by providing habitat for insects and nesting birds. Reason: To aim towards biodiversity enhancements in new developments in compliance with guidance in paragraphs 5.32 to 5.56 of PPS9, PPS1 and the NERC Biodiversity Duty.

33

WT suggest including grey water recycling, external water butts etc in new building design. See

<http://www.environment-agency.gov.uk/subjects/waterres/286587/286911/548861/862159/?version=1&land=e>

And

<http://www.greenbuildingstore.co.uk/water-reedbeds.php>

This is to aim towards sustainable water usage in new developments, in compliance with sustainability guidance PPS1.

34

The development should maximise energy efficiency and conservation through use of renewable energy sources, solar panels, wind turbines (where efficient), ground source heat pump, insulation creating buffer zones, weather-breaking planting, localised temperature controls, and use of condensing boilers. This is to aim towards sustainable energy usage in new developments.

35

Further in respect of the required Sustainable Urban Drainage (SUD) systems, the SUDS manual (c697) by Woods Ballard B, Kellager R et al is available at <http://www.circa.org/downloads.htm>

Again this is to aim towards sustainable drainage systems in developments

36

The Biodiversity Benchmark for Land Management of the Wildlife Trust is the first award for business designed to recognise and reward continual biodiversity improvement. It was set up to support businesses and other organisations in their work to enhance biodiversity. The biodiversity Benchmark is managed by the Wildlife Trust. Its strategic direction is overseen by a steering group comprising commercial and environmental organisations including Natural England and the Environment Agency. It provides a nationally recognised standard for commitment to biodiversity, demonstrating responsible land management. How to apply: Self-assessment packs and related documents can be downloaded from the Biodiversity Benchmark website www.biodiversitybenchmark.org or email bb@wildlifetrusts.org to obtain a copy.

37

Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. If the development is within the AQMA and close to public transport a more detailed Travel Plan should be sought. The provision of a personalised travel planning service can help to enhance the uptake of more sustainable modes of transport. Advice on this approach can be found in the following DfT publication <http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/personalisedtravelplanningev5774>

38

In respect of the requirement to submit an Ecological Management Plan, no demolition of buildings, or removal of trees, scrub or hedges, shall be carried out on site between the 1st March and 31st August inclusive in any year, unless searched beforehand by a suitably qualified ornithologist.

Please note that nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981.

39

In respect of the requirement to submit an Ecological Management Plan, no external lighting shall be installed or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing the details of its position, height, design and intensity. The hedgerows, tree lines and vicinity of any at boxes in particular should be protected from any direct lighting.

This is to ensure the site provides a suitable foraging habitat for bats which may be adversely affected by artificial light pollution in sensitive areas

40

In respect of the requirement to submit an Ecological Mitigation, Enhancement and Management Plan, no demolition of buildings is to take place unless carried out in the presence of a bat ecologist.

All bats and their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

41

In respect of the requirement to submit an Ecological Mitigation, Enhancement and Management Plan, prior to commencement of each phase, no trees identified on site as bat roosts are to be felled until a bat mitigation scheme has been submitted for the approval in writing by the Local Planning Authority. This is to include the results of the survey to determine which trees contain or are likely to contain bat roosts (those with cracks, rot holes, splits, dense ivy cover, etc) and the proposed mitigation measures.

The reason for this informative is that some of the trees on the site have been identified as containing features which could be used by roosting bats. If any of these are due to be removed as part of the development, they need to be checked for evidence of the use by bats beforehand. Because bats are such mobile species, this should be carried out as close to the time of the felling as possible. Any that are found to contain bats will need to be left until the bats have gone or been excluded (which would require a licence), although it would be preferable to retain on site those specimens considered likely to be used by them. Felling techniques on all trees with potential bat habitat must be felled following all guidelines in Trees and Bats (Arboricultural Association Guidance Note 1, May 2003, 2nd edition), and in the presence of a bat ecologist. If bats are discovered Natural England will need to be consulted and a DEFRA licence will be needed prior to any recommencement of work, and mitigation measures proposed. All bats and their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

42

As part of reserved matters condition No. 3, bat boxes (Wildlife trust suggests E.g. Schwegler 1FQ) or bricks (Wildlife Trust suggests E.g. Schwegler N27 or 1FR) should be installed on buildings in positions at least 3m off the ground and which protected from the elements and facing in a south/westerly direction.

This is to increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

43

As part of reserved matters condition No. 3, swift, starling and house sparrow nest boxes and/or bricks (Wildlife Trust suggests e.g. Schwegler boxes/bricks) should be erected on/in any tall buildings at least 5m above ground, and which are protected from the elements and north/east facing. For further advice see http://www.rspb.org.uk/advice/helpingbirds/roofs/internal_boxes.asp

This is to increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

44

The detailed landscape plan for each phase approved in compliance with Condition 3 shall comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping and Building Design (www.aoa.org.uk/publications/safeguarding.asp).

45

In respect of the requirement to submit an Ecological Mitigation, Enhancement and Management Plan, no works of site clearance or demolition for each phase are to begin

until a detailed landscaping plan has been submitted to the Local Planning Authority for approval in writing. This is to include:

- * details of the species of local provenance to be planted/sown and a structurally diverse habitat plan (preferably including a pond and dead wood habitats), consisting of a list and map of species to go in the tree plantings, scrub areas and hedgerow and a sample programme of management.

- * Identification and supporting information identifying and describing opportunities for temporary habitat creation in the course of implementation of the different phases of the development

All work on site shall be carried out in accordance with the approved details of the EMP, unless otherwise agreed in writing by the Local Planning Authority.

This is to increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, and the NERC Biodiversity Duty.

46

In respect of the requirement to submit an Ecological Mitigation, Enhancement and Management Plan, no works of site clearance or demolition is to begin in each phase until a survey for badgers has been carried out and a report submitted to the LPA for approval in writing. Should an active badger sett be found to be present on site, a licence would be required from Natural England in order to lawfully undertake works within close proximity of the sett(s) in question. Natural England will require a mitigation strategy to include the method and timing of the works. All works are to proceed in accordance with the approved scheme of mitigation. This is to include details of precautions to be taken before and during construction to avoid harm to badgers, such as caused by the potential sett building in fresh soil heaps. Construction activities must not approach closer than within 30m of any badger sett. A final check survey for badgers should be carried out before commencement of construction and a watching brief and general site safeguards should be put in place to protect the badgers present at the site and wider area.

Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly ill-treat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill-treatment.

47

In respect of the requirement to submit an Ecological Mitigation, Enhancement and Management Plan, any key features within the redevelopment area that could potentially be used by reptiles should be cleared sensitively, in particular habitats in the north-eastern corner of the site. Key features include log and brash piles, grass heaps, stone rubble piles and marrow burrows. Existing areas of amenity grassland should be maintained closely mown to prevent their colonisation by reptiles.

Reptiles are protected under the Wildlife and Countryside Act 1981 which makes it an offence to intentionally kill or injure these species.

48

In respect of the requirement to submit and Ecological Mitigation, Enhancement and

Management Plan, if any dead stumps on the site are to be removed, they should be dismantled sensitively and used to recreate loggeries and log piles elsewhere on site. These loggeries should be positioned upright in a shallow hole circa 0.5m deep by circa 1m square, and lined with tree bark mulch. Logs of circa 1.5m length should be used so that they protrude above ground level by circa 0.5m. The loggeries should be positioned in a damp and shady location.

Stag beetles are a UK and Hertfordshire BAP priority species, and their protection should be considered by local planning authorities in planning decisions in compliance with guidance in paragraphs 84 and 85 of PPS9, and the NERC biodiversity duty.

49

Good building practices should be adopted during the construction phase to safeguard any individual animals which venture onto the site. Such practices would include covering of deep holes and trenches overnight and or the provision of planked escape routes for any trapped wildlife. In addition, any liquids held on-site should be stored in secure lock-up. Furthermore a precautionary approach should be adopted during clearance of dense scrub. Specifically, necessary scrub clearance at the north eastern corner of the site should be carried out sensitively (i.e. using hand held tools) such that any fox earths be identified , they can be excavated sensitively.

50

The historic buildings on the site are of intrinsic archaeological interest and any alteration or demolition of historic structures should be recorded before they are altered by the development. The applicant should therefore submit detailed proposals in the form of historic building recording project designs specific to each development phase. These designs should be in accordance with the appropriate English Heritage guidelines and local policies.

51

Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8m of a main river such as the River Pinn. This is irrespective of any planning permission granted.

52

The applicant should explore options for meandering the footpath away from the river as much as possible. The path should be as narrow as practicable. This will minimize the necessity to destroy semi-natural habitat during its construction, will create a path which provides a more dynamic experience for users and will benefit the wildlife of the river corridor through widening the zone of semi-natural habitat between the river and anthropogenic influences.

53

The buffer zone should be managed so as to foster a natural character with native trees and shrubs only used in any planting scheme and any grass areas left unmown or mown only later in the season to enhance their floristic and habitat value. These measures benefit various kinds of wildlife, but are particularly important for terrestrial life stages of aquatic insects, such as dragonflies. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent

the spread of invasive, alien species within the region.

54

There shall be no light spill into the watercourse or adjacent river corridor habitat. To achieve this all artificial lighting that has potential to illuminate the buffer zone should be directional and focused with cowlings. There should also be no lighting directly placed within the buffer zone. Further information can be found in the Institute of Lighting Engineers ¿Guidance Notes For The Reduction Of Obtrusive Light [http://www.ile.org.uk/uploads/File/Technical/RLP 2005.pd](http://www.ile.org.uk/uploads/File/Technical/RLP_2005.pdf)

55

The Energy Statement references the possible use of ground source heat pumps. The use of an open loop system either re-injecting back into the aquifer and/or to public sewer (where permitted) requires an abstraction and discharge permit. Please call 08708 506506 for details.

56

Any solar panels to be installed on site in accordance with details hereby agreed in the conditions should consist of non-reflective materials to ensure the safety of aircraft traffic from RAF Northolt.

57

You are advised that there shall be no takeaways from the restaurant at Hillingdon House.

58

Facilities for waste storage should be provided to the rear of detached, semi-detached and terraced properties.

59

It is recommended that the existing boundary fencing be retained until the new boundary treatments in accordance with condition 3 are approved for each relevant phase.

60

Any blue historical plaques on the site shall be suitably relocated in the new development in consultation with the Council's conservation officer.

61

It is the Council's intention to adopt under the Highways Act, 1980, the main spine road and other road(s) to the primary school. Private parking areas on the public highway cannot be permitted and reserved matters applications for the relevant phases should therefore provide alternative parking locations.

62

As part of the reserved matters application for the hotel, details of the provision of coach drop-off facilities in the layout should be provided.

63

Although not a planning issue or requirement, you are requested to give consideration to the provision of car parking for 'brown badge' holders.

64

In respect of 16, your attention is drawn to the requirement to obtain Listed Building Consent prior to commencing any proposed alterations and additions to the Listed former cinema.

65

You are advised that in discharging condition 41, the Council will expect car parking spaces located next to/adjacent ground floor habitable room windows to be allocated to the respective unit featuring the said habitable room windows. In this regard, the car parking spaces adjacent to the northern and southern elevations of the 2 ground floor dwellings in Flat Block 01 shall be allocated to these flats.

66

It is requested that during demolition, care is taken to recover and appropriately consider the future storage, reuse and distribution of furniture, fitting and any chattels of importance, including those that may be associated with the any on site chapel.

67

In respect of condition 22, your attention is drawn to the hours of operation as specified in condition 35.

68

You are advised that in discharging condition 48 the Council will expect that the submitted details will include the provision of additional signage which makes it clear to drivers that there is a barrier across the road, and as such there is no through route or vehicular access to the school. The design and wording of the signage should seek to prevent vehicles from driving up to the barrier and having to do a u-turn.

69

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be resubmitted as part of this new planning permission where those details would remain the same.

3. CONSIDERATIONS

3.1 Site and Locality

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

The s73 application relates to the Town Centre Extension phase, located on the western edge of the wider St Andrews Park site. The Town Centre Extension is bordered to the west by the highway of Hillingdon Road (A4020), a dual carriageway with footways on either side. Further to the west is Uxbridge Town Centre. To the south is part of Phase 5 of the St Andrew's Park site, which is a purely residential phase of the development. To the east is the District Park which sits within the green belt and to the north is the remaining element of Phase 5.

The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks a variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend the approved plans, including the layout and drainage strategy regarding the Town Centre Extension phase of the wider St Andrews Park development.

Previously the application also proposed amending the energy strategy for the site, and therefore also variation of conditions 9, 30 and removal of conditions 54, 57, 58 and 59. However following discussions with the Greater London Authority the Applicant has decided to leave the energy strategy as previously approved.

The current application therefore proposes the following:

Layout

The Applicant has stated in their submission documentation that the whilst the residential and commercial markets have improved since the original consent was granted in January 2012, the Town Centre Extension phase is not commercially viable without modification. This s73 application seeks to vary the approved Parameter Plans in relation to the Town Centre Extension only. The key changes propose the reconfiguration of land uses, alterations to the massing of the development and consequential amendments in relation to access and landscaping. A summary of the proposed changes is:

- Relocation of the office use to the site previously intended for the theatre and hotel.
- The relocation of the theatre and hotel to the centre of the Town Centre Extension adjacent to St Andrew's Roundabout.
- Provision of retail uses adjacent to the theatre building and at ground level within one residential block. The total retail floorspace would decrease 160m² from that approved at outline stage with A1-A5 Uses reduced from 2,700m² to 2,540m². Other non-retail uses would remain unchanged.
- A marginal increase of 25 residential units is proposed in the Town Centre Extension phase, taking the total number to 618 from the approved 593.

Drainage

The approved Drainage Strategy included a line of swales along the eastern side of the Spine Road in the Town Centre Extension which are proposed to be removed and replaced with the provision of sections of soft landscaping, a retention basin and ditch prior to the outfall into the river.

In order to achieve the proposed amendments to the approved scheme the Applicant is proposing to vary a condition attached to the original consent. Condition 5 sets out the requirement for the proposals to accord with the parameters plan approved as part of the original consent. The proposed amendment to this condition is simply to change the plan number to approve the amended layout and parameters plan proposed.

3.3 Relevant Planning History

Comment on Relevant Planning History

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

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
 - a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential

storeys;

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

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

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

Since the approval various Reserved Matters Applications relating to early Phases of the development have been submitted and approved along with numerous discharge of conditions applications. An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (ref. 585/APP/2014/4023). This enabled the Town Centre Extension to be brought forward as and when the improving market allowed.

A further non-material amendment was submitted and approved in July 2015 (ref. 585/APP/2015/1609) that allowed for an increase in height of 19m to 21m for the residential blocks within the Town Centre Extension Phase.

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 - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL26 Protection and enhancement of trees, woodland and landscape features
- EC5 Retention of ecological features and creation of new habitats
- BE2 Scheduled ancient monuments Replaced by PT1.HE1 (2012)
- 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
- BE11 Proposals for the demolition of statutory listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- 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.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE28 Shop fronts - design and materials
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- 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.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE6 Proposals likely to result in pollution
- 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
OE10	Phasing of development in areas of potential flooding or inadequate sewerage capacity
H3	Loss and replacement of residential accommodation
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
H10	Proposals for hostels or other accommodation for people in need of care
R1	Development proposals in or near areas deficient in recreational open space
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R6	Ancillary recreational facilities
R7	Provision of facilities which support arts, cultural and entertainment activities
R8	Loss of facilities which support arts, cultural and entertainment activities
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE6	Major office and other business proposals in town centres
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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
AM3	Proposals for new roads or widening of existing roads
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
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
AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with

disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
AM17	Provision of short stay off-street parking space for town centres
LPP 2.15	(2015) Town Centres
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 7.16	(2015) Green Belt
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 8.2	(2015) Planning obligations
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to circa 3500 local owner/occupiers and the North Uxbridge Residents' Association. Site notices were also posted. 2 letters of objection have been received which can be summarised as:

1. Dislike increase in density of population in Uxbridge.

2. Application should be refused because it is different to initial approval.

HEATHROW AIRPORT LIMITED

I have now assessed the proposed variation of conditions 5, 9, 30 and removal of conditions 54, 57, 58 and 59 against safeguarding criteria and can confirm that Heathrow Airport has no safeguarding objections to these proposals.

CROSSRAIL LIMITED

Crossrail Limited administers a Direction issued by the Department for Transport on 24th January 2008 for the safeguarding of the proposed alignment of Crossrail.

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

CANAL AND RIVERS TRUST

In 2011 British Waterways advised Local Planning Authorities of changes to the notified area applicable to consultations with us, in our capacity as a Statutory Consultee. British Waterways introduced a notified area for household and minor scale development and a notified area for EIA and major scale development. The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways were previously consulted.

This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.

SPORT ENGLAND

The variation of conditions do not relate to sporting matters and as such, Sport England has no comments to make.

HILLINGDON MOTORIST FORUM

One of the issues raised by the Forum is the lack of integration of the St Andrews site into the rest of Uxbridge. We have said on a number of occasions that the pedestrian subway needs to be upgraded so that it is easier for pedestrians to reach the site via the subway. It would appear that no improvements have been made.

There is work being carried out near to the St Andrews roundabout, it would seem to provide an additional access road into the site, which the Forum considers to be an improvement. However it does not appear on the diagrams.

Case Officer Comments:

Alterations to the St Andrew's Roundabout fall outside the boundary of this planning application and were covered by the Section 106 legal agreement for the outline consent.

BUCKINGHAMSHIRE COUNTY COUNCIL

Given the nature and location of the proposed works, it is not considered that this application is

detrimental to the safety and convenience of the highway network. Mindful of the above, there are no objections or conditions to recommend with regard to highway issues.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

On the basis of the information provided, we do not consider it necessary for this application to be considered under the GLAAS charter.

ENGLISH HERITAGE

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

HILLINGDON NATURAL HISTORY SOCIETY

We as a Society have no objections to this proposal.

NATURAL ENGLAND

Natural England currently has no comment to make on the variation of conditions 5, 9 and 30 and removal of conditions 54, 57, 58 and 59.

THAMES WATER

The application does not affect Thames Water and as such we have no comments to make.

ENVIRONMENT AGENCY

As we did not request any of the conditions we will not be commenting on their variation/removal.

SOUTH BUCKINGHAMSHIRE DISTRICT COUNCIL

I refer to the above application and would advise you that this Council wishes to make the following response:

That the London Borough of Hillingdon be advised that South Bucks District Council would raise no objections.

NATIONAL AIR TRAFFIC SERVICE SAFEGUARDING (NATS)

Having assessed the application, due to the proximity to an Air Ground Air Radio Site, cranes at this location could impact our operation. as such, we respectfully request that the developer engages with NATS and consults us in respect of the types of crane to be used. Accordingly, NATS has no objection to the development subject to the following condition being imposed:

No construction work above 8m AGL shall commence on site until the Developer has consulted and obtained approval from NATS and London Borough of Hillingdon in respect of the typology and height of any cranes to be used at this location.

REASON: In the interests of the safe operation Air Traffic Services provided by NATS En-route PLC.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Having reviewed the addendum to the energy statement I have the following comments:

From a Local Air quality point of view replacing the Biomass boiler and CHP with alternatives which have a less impact on the local air quality is preferable. As there is no longer any biomass planned we have no problems with these conditions being removed. Details of the proposed renewables will need to be submitted at a later date as some such as air source heat pumps will require a noise assessment.

Case Officer's comments;

As clarified in section 3.2 of this report, issues relating to the energy strategy have been removed from the current application.

FLOOD AND WATER MANAGEMENT OFFICER

Drainage Strategy - There is insufficient information here or even a detailed plan of the new arrangement of the town centre and or consideration of how the SW drainage agreed at masterplan stage was considered to be incorporated in any changes to the layout.

The addendum therefore does not comply with the SuDs hierarchy requirements to demonstrate consideration of a variety of techniques.

Spine Road - I have no comments as there are no details relating to drainage submitted. This will need to be dealt with as a reserved matter.

Case Officer's Comments:

These comments were passed on to the applicant who provided an amended layout plan (reference (PL) A (00) 007 E) which reintroduces rain gardens to the proposed Spine Road. The Flood and Water Management Officer has reviewed this document and verbally confirmed that she has no objection to the proposal subject to detailed flood and water management issues being resolved at reserved matters stage.

TREES AND LANDSCAPING

CONDITION 30: Submission of details of each phase of development in compliance with the approved Masterplan.

The Plaza / Independent Town Centre Extension Phase (Connectivity). The approved Masterplan (dwg. No. 3300-10-101 Rev N) features a large pedestrian plaza in the north-west corner of the site, with new buildings set back from the St Andrews Roundabout. This space was partly designed to accommodate a seamless pedestrian access into Uxbridge Town Centre via terraced levels with ramps connecting to the pedestrian underpass.

The current proposals (dwg. No. (PL)A900) 001 Rev B) have reduced this space to a narrow strip which will preclude the possibility of providing comfortable / accessible pedestrian linkage under the road in the way initially envisaged. It is understood that the developer now requires a surface level pedestrian link to the town centre. This involves crossing a busy road junction and it is unclear how, or where, a safe and attractive alternative route can be created. Details to be submitted.

The Plaza / Independent Town Centre Extension Phase (Public Open Space)

As described above, the approved Masterplan promoted the concept of a large pedestrian plaza which would link the Cinema and other Retail / Public buildings. According to recent pre-application discussions and the current Proposed Development Phasing Plan, the TCE Phase will lack a single dominant public space and be will have a number of smaller, incidental residual spaces between the building masses or associated with individual buildings.

- The success of these smaller intimate spaces will depend on the detailing and the space and light available between tall buildings.
- The scope for tree planting of any size stature is likely to be restricted.
- At best, these smaller areas provide an opportunity to provide attractive incidental spaces, or pocket parks. At worst they may become shaded spaces dwarfed by buildings and providing little respite in the urban landscape.
- Detailed plans should be supported by shading / microclimate analysis.

Vista from Town Centre Extension Phase to Parkland

One of the redeeming features of the current layout is the creation of a long-distance vista from the centre of the TCE through to the District Parkland and valley of the River Pinn to the east. Buildings within the TCE and the residential units along the edge of the park have been arranged to provide an open and uninterrupted visual (and physical) link from the urban realm to the rural.

S.73 Technical note: drainage - Removal of swales

The approved drainage strategy included the incorporation of swales which extend from the residential phases to the south, through to the TCE. The current proposal is to remove the grassed swales along the eastern side of the Spine Road within the TCE.

From a landscape point of view the removal of the swales in this location is acceptable - particularly if more appropriate surface level landscaping (notably tree planting) can be secured. Please refer to Vicky Boorman regarding the hydraulic performance and acceptability of this change of strategy.

HIGHWAYS

Off site Highway Works

The red line plan does not accord with that approved at outline stage. The widening of Park Road between Chippendale and St Andrews Roundabouts under the outline consent is to be achieved by partly taking highway land from the central reservation and partly dedicating developer's land to the highway authority in order to accommodate the widened highway including the bus stand and the eastern footway around the bus stand lay by.

I understand the applicant has been advised to reinstate the red line, as approved at outline, for this S73 application.

Draft alternative proposals comprising highway widening entirely on highway land reducing footway widths on the western footpath together with further traffic modelling (VISSIM) have been submitted to LBH and TfL.

We are still waiting for a report on the modelling from TfL. The Atkins technical note dated 11 March 2015 submitted separately and not as part of this S73 application concludes that the alternative scheme is marginally worse than the original. We have concerns as both queue lengths and journey times are unacceptably high and there is a substantial unmet traffic demand which would result in further queuing upstream. Final judgement is reserved till we have access to TfL's comment

The technical note in its first paragraph states that the main reason for proposing an alternative scheme is the expensive costs of dealing with existing stats in the eastern footway. An unsubstantiated figure of 1 million was quoted and later reduced to 1/2 a million. We have already asked for but are yet to receive an accurate/reliable estimate of the utility diversion costs.

The town centre extension is being dissected by a busy road, if the pedestrian environment cannot be improved we would not support a reduction in width of existing footways in order to shift the carriageway widening to the west side of Park Way. Notwithstanding the above in order to be certain that a satisfactory highway design can be achieved 1:200 plans showing lane widths and auto tracks for HGV's on approaches to and exits from the roundabout are required.

Surface level pedestrian crossings would be supported if they can be made to work without additional traffic impact in terms of queue lengths and journey times over and above those achieved with the original scheme.

The proposal to remove the recently installed signalised pedestrian crossing just south of Chippendale Roundabout cannot be supported. It is required for the school and is on a direct pedestrian desire line to Uxbridge Bus garage and tube station as well as the Sainsbury's super store. Relocating to a suitable location immediately to the north of the roundabout could be considered.

The proposed surface level crossing just north of St Andrews roundabout does not align with the designated pedestrian route into the site via St Andrews Gate. A recent request has been made to Atkins to explore the feasibility of diagonal crossings across St Andrews Roundabout with the subways filled up.

The s106 currently attracts a St Andrews Roundabout Subway works contribution of around 1.62 million (excluding highway works above).

On site Highway Works

One of the 'selling points' of the outline scheme was to provide wide clear views into the site from St Andrews Gate almost all the way up to the school along a straight unobstructed route. This view has now been obstructed by the creation of a dog leg, buildings moved closer to reduce the width of a now shared pedestrian/vehicular surface. The starting point of the pedestrian route does not align with St Andrews Gate.

Considering the large numbers of car parking spaces being accessed and regular servicing of the units by larger vehicles a shared road without any pedestrian safeguards is not considered appropriate for this location. Perpendicular car parking spaces off the spine road are not acceptable. We cannot accept the creation of an anomaly with the existence of a privately maintained road in between two lengths of adopted highway, neither can we accept private allocated parking on an adopted highway, and particularly in a town centre location. Additional lay by parking for general public use over and above that approved at outline would need to be justified.

Signed Section 38 agreements for adoption of the Spine Road, excluding the length within this application, and the school access road are in place.

Case Officer's comments:

The application has been amended so that the site boundary is now in accordance with the red line of the outline approval. The proposal also no longer includes perpendicular private parking off the Spine Road and it is now proposed for the entire length of Spine Road to be adopted. Detailed highways concerns, such as road widths, swept path analysis and parking numbers can be resolved at reserved matters stage.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed uses and scale of development was considered and approved as part of the original outline consent (reference 585/APP/2009/2752 dated 18th January 2012). The current application seeks to amend the approved scheme and therefore this report considers these amendments and their impact on the approved scheme and surrounding area/occupiers.

The principle of the development is therefore deemed acceptable.

7.02 Density of the proposed development

The density of the proposed development was considered as part of the original application and was deemed acceptable. The proposed amendment to the layout of the town centre will

not significantly impact upon the density of the development. These matters will be considered as part of Reserved matters applications as they come forward for individual phases of the Town Centre Extension. The total number of residential units has been checked against the latest London Plan density standards and remains within acceptable parameters.

The proposed density of the residential element of the Town Centre Extension is therefore deemed acceptable.

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

The impact of the proposal on St. Andrew's Church to the south west of the site was discussed in depth with officers during the pre-application process. The submitted plans show that the footprint of the proposed hotel building has been designed so as to protect views of the Church from the north. The remaining impact of the proposals on the surrounding area were considered as part of the original consent and deemed acceptable. As such the amendments proposed are deemed to have no greater impact than the previously approved scheme.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted on the current application and raised no objections. A condition was attached to the outline consent requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference 585/APP/2012/2163 (dated 25/09/15).

7.04 Airport safeguarding

The proposed amendments to the layout of development are within the height parameters approved at outline stage subject to an amendment made via a Non Material Amendment application (reference 585/APP/2015/1609) which increased the height limit of the residential blocks from 19m to 21m. National Air Traffic Services raised no objection to the NMA application and have raised no objection to the current proposal. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding.

7.05 Impact on the green belt

The application proposes alterations to the layout of the previously approved scheme. The impact of the development on the green belt was considered as part of the original outline consent and deemed acceptable. The proposed alterations are not considered to increase or significantly alter the impact that the proposed redevelopment of the site would have on the green belt and therefore remain acceptable.

7.06 Environmental Impact

An Environmental Impact Assessment (EIA) Screening Opinion Request was submitted on 22 December 2014. It concluded that the changes proposed through this application will not result in any changes to the likely environmental effects of the development, as assessed in the original Environmental Statement that accompanied the outline planning application. The Council issued a Screening Opinion on 19 February 2015, which states that the amendments to the scheme are not likely to result in significant environmental effects beyond those already appraised and therefore it is not necessary for the amended scheme to be subject to a revised Environmental Statement.

The Environmental Impact of the proposal is therefore deemed acceptable.

7.07 Impact on the character & appearance of the area

The changes proposed through this application relate primarily to the scale and appearance of the proposed development. Whilst there has been a reconfiguration of the land uses, and therefore the massing of the development, the proposals do not exceed the maximum heights defined in the approved Parameter Plan as amended by the Non material Amendment Application.

The massing in the town centre extension has been driven by the reconfiguration of land uses, but also evidence from the recovering residential and commercial markets. The bulk of the massing is focused on the parcel adjacent to Chippendale Way roundabout (as the gateway to St Andrew's Park), which then falls away as you move south east through the town centre extension towards the District Park.

The massing of the west elevation of the proposed residential buildings to the north east of the Cinema will be no higher than that illustrated in the approved parameter plan as amended.

The design of individual phases will be resolved through the reserved matters applications as each section is brought forward.

7.08 Impact on neighbours

The uses proposed will remain as approved and the proposed alterations to the layout of the Town Centre Extension are considered to have no greater impact on neighbouring residential occupiers than the currently approved layout. The closest residential properties will be approximately 35m from the location of the proposed office blocks. Issues regarding noise attenuation and the impact of the development during construction are covered by existing conditions attached to the outline approval or will be dealt with at reserved matters stage.

7.09 Living conditions for future occupiers

The application relates to amendments to the approved Parameters Plan and drainage strategy. Full details of the proposed design of residential units will be submitted and considered at reserved matters stage.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The application relates to amendments to the approved Parameters Plan and drainage strategy. Full details of the proposed highways and parking provision will be submitted and considered at reserved matters stage. Concerns raised by the Council's Highways Officer regarding the application site's boundary and potential impact on off-site works to St Andrew's Roundabout have been resolved. Amended plans have been submitted so that the application site now matches the outline approval. Initial proposals to have a section of the Spine Road remain un-adopted have also been removed following Highways objections.

7.11 Urban design, access and security

Detailed issues relating to the design, access and security issues for each relevant section of the Town Centre Extension will be resolved at reserved matters stage.

7.12 Disabled access

The current application proposes to amend the approved parameters plan and alter the layout of the proposed Town Centre Extension. As such detailed issues regarding disabled access will be considered as part of reserved matters applications for individual phases of the development as they are brought forward.

7.13 Provision of affordable & special needs housing

Detailed issues regarding the provision of affordable housing will be considered as part of reserved matters applications for individual phases of the development as they are brought

forward.

7.14 Trees, Landscaping and Ecology

Detailed issues relating to landscaping proposals for individual sections of the site will be resolved at reserved matters stage.

7.15 Sustainable waste management

The current application proposes to amend the approved parameters plan and alter the layout of the proposed Town Centre Extension. As such detailed issues regarding sustainable waste management will be considered as part of Reserved Matters Applications for individual phases of the development as they are brought forward.

7.16 Renewable energy / Sustainability

The application proposes no amendments to the previously approved Energy Strategy for the wider site.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the submitted details and raised no objections to the removal of the swales as included within the approved outline application ref 585/APP/2009/2752. However the details of the new drainage strategy for individual phases of the Town Centre Extension will need careful consideration with the each reserved matters application.

As such the amendment to the approved drainage strategy is deemed acceptable.

7.18 Noise or Air Quality Issues

The current application proposes to amend the approved parameters plan and alter the layout of the proposed Town Centre Extension. As such detailed issues regarding noise or air quality will be considered as part of reserved matters applications for individual phases of the development as they are brought forward.

7.19 Comments on Public Consultations

Two objections were received from local residents regarding the proposed density levels and amendments to the approved outline scheme. The density levels proposed are not significantly different to those already approved at outline consent. Applications to amend or alter approved schemes are regularly submitted to the Council. There are no grounds to refuse such applications simply because they differ from those previously approved and the Council has a statutory duty to consider new proposals.

7.20 Planning Obligations

A suite of planning obligations was secured under application ref. 585/APP/2009/2752.

Given that this is a Section 73 application the development will be subject to a deed of variation to secure the provision of the aforementioned obligations to adequately mitigate its impact on local facilities.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks a variation of condition 5 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend the approved plans, including the layout and drainage strategy regarding the Town Centre Extension phase of the wider St Andrews Park development.

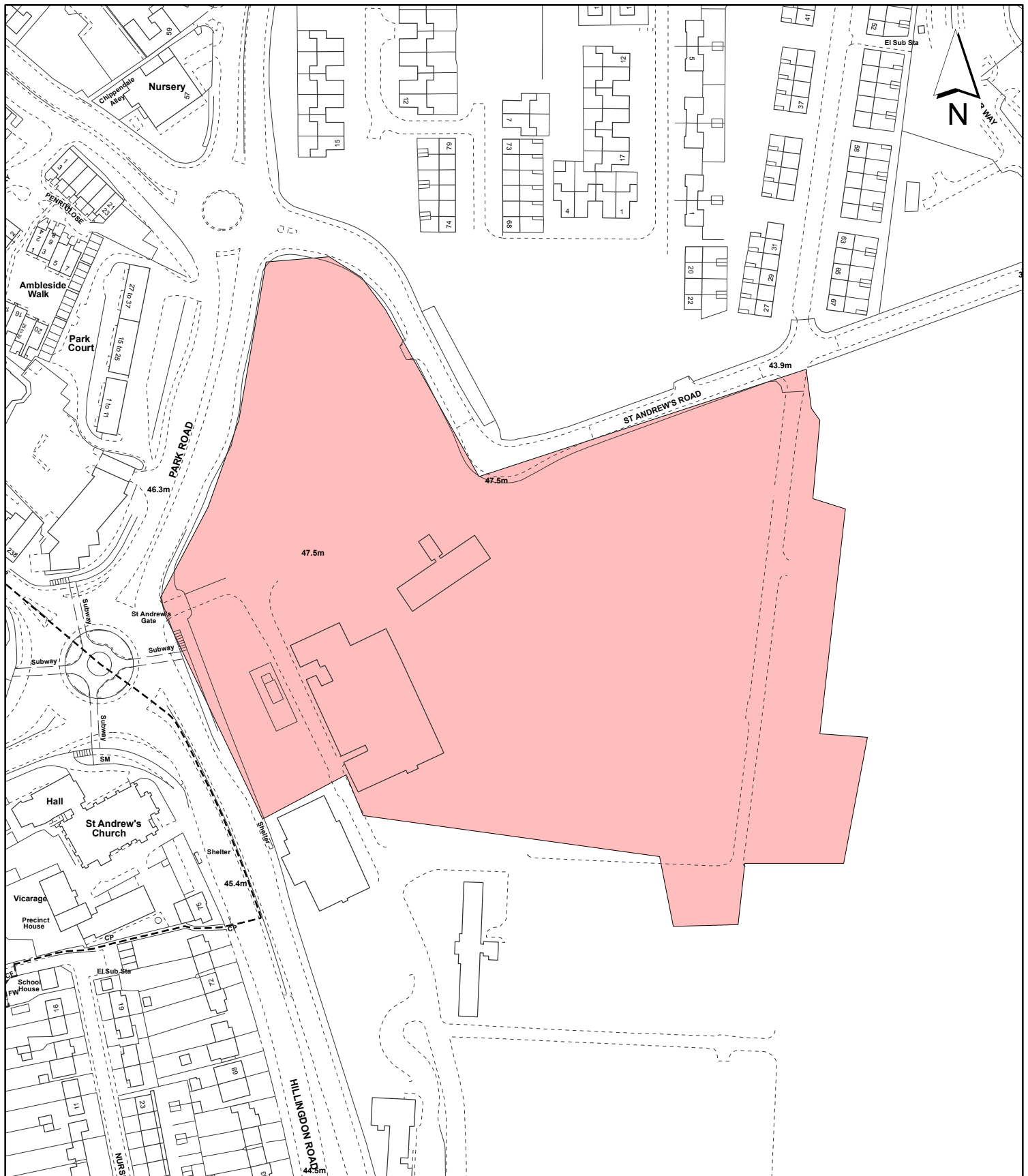
For the reasons set out above, the proposed changes to the Town Centre Extension layout and drainage strategy are considered to comply with the policies of the adopted Hillingdon Local Plan (2012), and as such this application is recommended for approval.

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 - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
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.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**St Andrews Park
 Hillingdon Road
 Uxbridge**

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

Planning Application Ref:
585/APP/2015/848

Scale:
1:2,000

Planning Committee:
Major Page 161

Date:
August 2015



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Sport and Green Spaces

Address PHASE 3 STOCKLEY PARK STOCKLEY ROAD WEST DRAYTON
MIDDLESEX

Development: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

LBH Ref Nos: 37977/APP/2015/1004

Drawing Nos: 081A
02A
03C
11B
12B
13A
14A
22A
6377-ATR-003
6377-SK-003B
27122/PL/100
056B
Michael Sparks ref. 27122 March 2015
057
058
063
064
070
071
080A

Date Plans Received: 17/03/2015

Date(s) of Amendment(s):

Date Application Valid: 18/03/2015

1. SUMMARY

This application seeks permission to develop the site known as Phase 3 of Stockley Park. The total area of the site is approximately 12Ha and it comprises the final phase of a major reclamation and regeneration project which was conceived in the 1980s with Phase 1 beginning in 1985. The scheme has resulted in a high quality landmark business and industrial development with national recognition.

The current application was submitted in the form of a hybrid application and, in total, the development seeks to provide a maximum gross floorspace of 45,000sqm of light industrial

uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with ancillary offices and servicing, parking, access roads and open space.

The hybrid planning application bisected the site in two halves and it seeks permission for the site in two parts; with full details being provided for Phase One and outline details submitted for Phase Two.

Phase One is located on the eastern half of the site, and it proposes 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure.

Additionally, the application seeks outline permission for Phase Two, which is located on the western portion of the site, as to provide up to 26,100sqm of floorspace with details of access under consideration and with details of appearance, layout, scale and landscaping reserved for future consideration. Indicative details of layouts, scale and landscaping have been provided in support of the outline element of the proposals.

The current proposed layout retains large areas of the site dedicated to landscaping and open public access with significant enhancements being proposed, inter alia, along the Grand Union Canal frontage. These works include re-profiling the bank besides the canal towpath whilst providing evenly spaced focal nodes throughout a coherent and distinctive landscaping scheme that privileges shared pedestrian and cycle connectivity. The proposals for the amenity areas are to encourage leisure as well as utilitarian activity along the canal and seek to re-ignite permanent and lasting activity in the canal towpath and site's canal frontage, mainly through an increase in the provision of pedestrian and cycle paths that open up possible car segregated alternative routes in this part of West Drayton and Stockley Park itself.

The scheme itself includes proposals to enhance both visual and physical connectivity within the site as well as on to the surrounding area; whereas the orientation of the offices within the buildings is such that overlooking of the public realm is maximised to ensure that adequate levels of natural surveillance are available. The accesses within and on to the site as well as the proposed new open spaces are designed to meet disability standards and will ensure that the new public facilities offered with the scheme will be accessible to all members of the community.

Public and community engagement with local representatives and the local authority has been undertaken at every stage of the pre-application process. This engagement has helped to inform the final design of the scheme and ensured that the proposals included local community's aspirations for the site, with particular reference to ecological, employment, leisure and educational aspects. This engagement with the local community and surrounding occupiers was exemplary and in excess of Council guidance for community engagement and has ensured that the design of the scheme has not only addressed key community objectives but has also been inspired in specific local elements, such as the a London Foundations brick project, that make the scheme relatively unique as well as specific to the local area.

A substantial part of the site (comprising 8.6Ha), mostly located towards the western sections of the site, is located within the Green Belt, with this area roughly corresponding to Phase Two of the development proposals (the outline element of the application). The eastern portion of the site is designated as an Industrial and Business Area (IBA) and this

area corresponds to the detailed elements of the proposal (Phase One).

In this respect, the proposal would represent inappropriate development within the Green Belt as it would result in the partial loss of the portion designated as Green Belt land. However, outline planning permission setting out the very special circumstances which justified development in the Green Belt for a development to provide office uses was granted in 2000. These circumstances were accepted by both the Council and the Secretary of State and still exist.

In 2011 the Council, the Greater London Authority (GLA) and the Secretary of State also resolved to grant outline permission (Ref.37977/APP/2009/2079) for a scheme comprising office space, a hotel, leisure facilities and a data centre within this site. There were numerous benefits, including employment, land remediation, open space and the gifting of off-site land parcels. Although the application was withdrawn before planning permission was issued this scheme sets out the very special circumstances for this site, which justified recent development in the Green Belt.

Significantly, the original master plan, approved in 2000 (Ref. 37977/W/96/1447) has been given effect to onsite with all engineering, roads, and landscaping having been established on the site. These benefits represent very special circumstances and on balance this need outweighs the harm which would arise from the development in other respects, including through loss of Green Belt land by reason of inappropriateness. The planning permission issued in 2000, together with further applications considered by the Council, the GLA and the Secretary of State are material planning considerations relevant to the current scheme

The current development proposals are for industrial buildings, which provide a quanta of floorspace and heights that are substantially lower than the buildings allowed in previous permissions. The site layout proposed in the current scheme has consequently evolved from the extant planning permissions with the buildings arranged in a symmetric formation to optimise physical and visual permeability through the site. The buildings are set to enable easy access from the surrounding areas and to allow a visual integration between the development with the surrounding context, which includes Green Belt land, with improvements from the layouts proposed in the original master plan.

It is considered that this is a well designed scheme which has a considerate and sensitive approach to industrial development and design and it is expected that the scheme will breathe new life into this site whilst aiming to successfully complete and integrate within a major development scheme of national importance. Albeit different in the nature of the uses proposed, the development is of an appropriate landscape, architectural and urban design quality commensurate with Phases 1 and 2 of Stockley Park and will offer new public realm improvements with significant expanses of attractive landscaped areas for the general public, staff and visitors of the development. Equally, there are no objections to the siting, size, bulk and height of the proposed buildings.

Very Special Circumstances have been demonstrated to justify its location within the Green Belt, including major land remediation works in combination with significant employment and economic benefits it would have for this part of West Drayton and the wider area.

The development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and whilst using the selection criteria outlined in Schedule 3 of the Regulations it was deemed that a full Environmental Impact Assessment was not required.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, National Planning Guidance, 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 as well as all other statutory consultees.

The application is referable to the Greater London Authority under Category 3B, 3D and 3E of the Schedule of the Town and Country Planning (Mayor of London) Order 2008 and to the Secretary of State in accordance with paragraph 3 of the Town and Country Planning (Consultation)(England) Direction 2009.

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 and to the Secretary of State, who have 21 days and 14 days respectively to decide whether or not to direct the Council to direct refusal of planning permission.

2. RECOMMENDATION

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

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;

2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

3. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 6 or Article 7 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application or that he wishes to act as the determining authority, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

4. 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, subject to changes negotiated by the Local Planning Authority, to secure:

i. Enter into a S278/S38 for all highways works required by the Local Planning Authority 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 Horton Road and Iron Bridge Road. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation;

a) Construction of new access junction onto Horton Road

b) Stage 1 safety Audit to new vehicular access (Priority T-junction onto Horton Road);

- c) Footway works on southern side of Horton Road, to provide continuous connection between east and west along site frontage;
 - d) Construction of a vehicular crossover at Iron Bridge Road for three parking spaces;
 - e) Footway and cycle links through landscaping to west and south of site;
 - f) Improvements to footways and pedestrian crossing facilities in the vicinity of the bus stops to the east of Iron Bridge Road, improved road markings and visibility at Horton Road/ Ironbridge Road roundabout including possible relocation of bus shelters;
 - g) Funding of transport modelling of Stockley Road corridor including considerations of the 'smart motorway' initiative being developed by Highways England and interchange and mitigation works identified in the study as necessary to address the direct effects of the development scheme, within a timeframe to be agreed by the Local Planning Authority;
 - h) An adoption plan identifying land dedicated for adoption along the southern side of Horton Road and extending beyond the new pedestrian crossing at the site access.
- ii. Car parking allocation and management scheme;
 - iii. Refuse and delivery management scheme;
 - iv. A Construction Logistics Plan
 - v. A Delivery & Service Plan (including details of access and parking for emergency services).
 - vi. 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. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;
 - vii. 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.
 - viii. Canal side Improvements;
- a) To carry out and maintain landscaping improvements to canal and towpath as shown on planning application drawings and to maintain public access from the site to the towpath. Towpath to be widened to a minimum of 3m. The precise details of the towpath widening would be agreed through the Canal and River

Trust's third party works process but any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.. Maintenance duties would include litter picking, graffiti removal and maintaining the towpath surfacing.

b) An Ecology Report (Ecological Assessment recommended) seeking great crested newt, reptile and bat surveys alongside the canal to be undertaken within the recommended periods stated within the assessment.

c) To provide and maintain the specific measures as agreed with Groundwork Trust and Canal and River Trust to include:

- Canal mooring point and electrical connection;
- Potential dredging of the canal at the proposed mooring site, subject to feasibility analysis.
- Inclusion of 'London's Foundations' brickwork project;
- Provision of new heritage information signs in accordance with legible London Standards;
- Refurbishment of the existing heritage information signs, in accordance with legible London Standards.

ix. Off site land parcels;

a) To submit for approval landscaping works to land parcels A, B1, B2, C and Packet Boat Lane prior to the commencement of phase 2.

b) Carry out and complete agreed landscaping works to land parcels A, B1, B2, C, within a timeframe to be agreed by the Local Planning Authority;

c) Transfer freehold interests of land parcels A, B1, B2, and C to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

d) Transfer the freehold interest of Packet Boat Lane to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

f) Contribution towards a study to explore the feasibility of flood attenuation measures at Packet Boat Lane and towards the implementation of the resulting measures and landscaping works including public access, within a timeframe to be agreed by the Local Planning Authority;.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £50,000.00 is sought;

xii. The development needs to achieve a 35% reduction in CO2. The applicant shall pay an offsite contribution of £60 for every tonne of CO2 over the carbon lifetime of the development (30 years) that falls below the 35% target.

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.

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

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

7. If the Legal Agreements have not been finalised by 26th November 2015, or any other time 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 mitigate against the loss of Green Belt land and 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 the Grand Union Canal Frontage and Blue Ribbon Policies, construction training, air quality management and Travel). The proposals therefore conflicts with the National Planning Policy Framework, Policies 7.16, 7.24, 7.27, 7.29 and 7.30 of the London Plan (March 2015), Policy PT1.EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OL1, OL4, AM2, AM7 and R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Councils Planning Obligations SPD and Air Quality SPG.'

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

9. That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1 COM3 Reserved matters - submission (Phase 2)

Approval of the details of the layout, scale and appearance of the buildings and the landscaping of the site for the land shown as 'Area of Outline Application' on the approved Planning Layout (Drawing no. 27122/PL/056B) (hereinafter called "Phase 2") shall be obtained from the Local Planning Authority in writing before any development is commenced on the Phase 2 site.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

2 COM4 Time Limit- (Phase 2)

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason

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

(as amended).

3 COM5 Time Limit- (Phase 2)

Plans and particulars of the reserved matters referred to in condition 1 above, relating to the layout, scale and appearance of any buildings to be erected, including the means of access to the phase 2 site and the landscaping of the Phase 2 site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. All reserved matters shall be begun before the expiry of 2 years from the date of the decision to which the reserved matters development relates.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

4 NONSC Time Limit - (Phase 1)

The development shown in detail (hereinafter called "Phase 1") on drawing no. 27122/PL/056B and all other related drawings and details hereby permitted (hereinafter called "Phase 1") shall be begun before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

5 RES18 Approved Plans (Phase 1)

Phase One of 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:

.Michale Sparks 27122/PL: 100, 056B, 057, 058, 063, 064, 070, 071, 080A and 081A;
.Barry Chins:, 02A, 03C, 11B, 12B, 13A, 14A and 22A;
.WSP: 6377-ATR-003 and 6377-SK-003B

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

6 COM7 Approved Documents (Phases 1 & 2)

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

.Geo-Environmental Assessment - WSP 10/03/2015
.Preliminary Risk Assessment (Phase 1 Report) - WSP 10/03/2015
.Air Quality Assessment - AECOM Limited March 2015
.Ecological Assessment - Ecology Solutions March 2015
.Design and Access Statement - Michael Sparks ref. 27122 March 2015
.Sustainability and Energy Statement - Turley Sustainability March 2015
.Sustainability and Energy Statement Addendum - Turley Sustainability June 2015
.Noise Assessment - AECOM Limited March 2015
.Flood Risk Assessment - WSP 10/03/2015
.Landscape Design Statement 1469/14/Rp02 - Barry Chinn Associates June 2015
.Landscape & Visual Assessment Addendums - Barry Chinn Associates March 2015
.Canal Frontage Landscape Statement - Barry Chinn Associates June 2015

- . Pre-Development - Tree Survey Midland Tree Surgeons Limited (Feb 2015)
- . Transport Assessment - WSP 11 March 2015
- . PERS Audit - WSP 15 May 2015

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence, unless alternative details are approved in respect to another condition on this consent.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

7 TL6 Parameters - Floor Space, Height and Car Parking (Phase 2)

Notwithstanding any illustrative information contained in supporting documentation, within Phase 2 of the development, the siting, maximum and minimum width and length of any buildings shall accord with Drawing Number 27122/PL/056B 'Parameters Plan', unless otherwise agreed in writing by the Local Planning Authority.

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures within Phase 2 of the development, as identified on Parameters Plan 27122/PL/056B, including any plant and equipment, shall not exceed 26,100sqm of floorspace (GIA) and 18.7 metres in height (to ridge).

Car parking arrangements for Phase 2 shall demonstrate that parking provision is commensurate with the scale of development and shall ensure that following the completion of the building(s) approved on Phase 2, no more than 250 additional car parking spaces are provided within the Phase 2 site. Following completion of all buildings within Phases 1 and 2, no more than 430 car parking spaces are to be provided on the site at any time. In addition cycle and motorcycle parking shall be provided for each building within each phase.

REASON

- To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Local Plan (November 2012),
- To safeguard the visual amenities of the Green Belt and to accord with Policies OL1, OL2 and OL5 of the Hillingdon Local Plan (November 2012) and to accord with London Plan (March 2015) Policy 7.16.
- 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).

8 RES9 Levels (Phases 1 & 2)

For each phase of the development detailed plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings within each phase of the site 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 and no building within the site shall exceed the maximum height of 67.93m AOD. 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).

9 RES11 Landscape Plan (Phases 1 & 2)

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 positions, heights and materials proposed
- 2.c Car Parking for;
 - i. Phase 1: 180 parking spaces, including demonstration of 18 parking spaces for disabled users and 54 parking spaces are served by electrical charging points (of which 36 active and 18 passive; and,
 - ii. Phase 2: a maximum of 250 parking spaces (including demonstration that 20% active and 10% passive provision for electric vehicles) and 10% parking spaces are allocated for disabled users.
- 2.d Cycle and Motorcycle parking for each building within each phase of the development
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f CCTV or any other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs, or
Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

Thereafter the approved details shall be implemented prior to first occupation of the buildings within 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 condition 3(v) and 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).

10 NONSC Landscaping Scheme - Implementation (Phases 1 & 2)

For each phase of the development 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).

11 NONSC Landscaped Adjacent to Development Areas (Phase 1)

Notwithstanding any illustrative information contained in supporting documentation, the landscape areas shown on Drawings 03C, 09A, 11B, 12B, 13A and 22A shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Phase 1, whichever is the earlier period.

REASON

To ensure that the landscaped areas are laid out 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).

12 NONSC Bird Hazard Management Plan (Phases 1 & 2)

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).

13 NONSC Ecological Enhancements (Phases 1 & 2)

Prior to the commencement of each phase of the development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings within each phase of the development including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. Each phase of 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.

14 NONSC Trees to be Retained (Phases 1 & 2)

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 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.

15 NONSC Floodlighting (Phases 1 & 2)

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.1 of the London Plan (March 2015)

16 NONSC Facilities for People with Disabilities (Phases 1 & 2)

For each phase of the development the plans and details relating to disabled access, circulation and facilities shall ensure that:

- (i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.
- (ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight,
- (iii) Level access is provided to all buildings
- (iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,
- (v) All buildings, including their approach, are designed in accordance with BS 8300:2009,

The facilities approved shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

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.

17 NONSC Existing Access Closure (Phase 1)

No building within the development shall be occupied until the existing access from the site to Iron Bridge Road has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

REASON

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

18 COM15 **Canalside Risk Assessment and Method Statement (Phases 1**

& 2
Prior to the commencement of any works adjacent to the water in the Grand Union Canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water Grand Union Canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

19 COM31 **Canalside Water Run-off and Ground Water Drain (Phases 1 &**

2
If surface water run-off² and ground water is proposed to drain into the waterway, details 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

20 RES16 **Submission Energy Assessment (Phases 1 & 2)**

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

The assessment shall clearly set out the baseline energy performance of each phase of the development, and the detailed measures to reduce CO2 emissions of each phase by 35%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. The assessment shall also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans and elevations.

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

Each phase of the development must proceed in accordance with the approved scheme.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

21 NONSC **Secure by Design (Phases 1 & 2)**

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).

22 NONSC Contaminated Land (Phases 1 & 2)

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

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

(iv) 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 (November 2012).

23 NONSC Sustainable Water Management (Phases 1 & 2)

For each phase of the development, a scheme for the provision of sustainable water management for that phase 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 WSP

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).
- iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.
- v. During Construction
 - a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- b) Foul water
 - i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.
- 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.

The development shall not be occupied until the approved details have been implemented and thereafter retained/maintained in accordance with the approved 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 (November 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework and the Planning Practice Guidance. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

24 NONSC Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that

Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

25 COM30 No additional internal floorspace (Phases 1 & 2)

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

26 NONSC No External Storage Above 3 Metres (Phases 1 & 2)

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), and unless otherwise agreed in writing by the Local Planning Authority, external storage associated with the use of any part of the site shall not exceed 3 metres in height within any part of the development hereby approved.

REASON

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

27 NONSC Use Restrictions (Phases 1 & 2)

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

REASON

To ensure compliance with policies within chapter 5 of the London Plan (March 2015).

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.

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation

	importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
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 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.18	(2011) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2015) London and the wider metropolitan region
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 4.1	(2015) Developing London's economy
LPP 4.12	(2015) Improving opportunities for all
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 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.4	(2015) Enhancing London's Transport Connectivity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 7.14	(2015) Improving air quality
LPP 7.16	(2015) Green Belt
LPP 7.18	(2015) Protecting local open space and addressing local deficiency
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment

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 7.28	(2015) Restoration of the Blue Ribbon Network
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
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
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
OE4	New or improved roads or railways - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
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

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 158 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work

experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

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

5 11 Building to Approved Drawing

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 12 Encroachment

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

8 121 Street Naming and Numbering

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

9 **13** **Building Regulations - Demolition and Building Works**

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

10 **145** **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 **148** **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. It is worth drawing the applicants' attention to the Waste Manager's advice, as follows:-

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

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

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

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

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

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).

12 149 **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

15 160 **Cranes**

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

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 planting and soft landscaped areas 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 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.

20

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.

21

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. Natural England has published Standing Advice on protected species. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If the applicant has any specific questions on aspects that are not covered by the Standing Advice for European Protected Species or have difficulty in applying it to this application please contact Natural England with details at consultations@naturalengland.org.uk.

22

The applicants attention is drawn to the fact that the Environment Agency should be informed if contamination is identified that poses a significant risk to controlled waters. The applicant should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.

· BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points

· BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

23

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 is known as Stockley Park Phase 3 and is located to the west of the existing Stockley Business Park in West Drayton. The site is roughly rectangular in shape and occupies an area of approximately 12 hectares.

The site currently comprises a mix of open ground and semi completed landscaping works, which were prepared for development pursuant to a previous consent for five office buildings on the site, granted in 2000. Associated infrastructure services and an internal road network, have also been implemented.

The site contains a body of open water that runs adjacent to the eastern boundary, created as a landscape feature and is fed from a licensed borehole. A causeway allows access across this feature into the site. There are currently no permanent buildings on the site, however, several portacabins are located towards the south east corner of the site, with an associated temporary overspill car parking for GlaxoSmithKline (GSK), which occupies Phase 2 of the Stockley Park Business Park. Temporary planning permission was granted for the use of the site for car parking purposes until December 2015 only.

The site is bounded to the north by Horton Road, further to the north is Stockley Park Golf Course. Adjacent to the southeast corner of the site is a day nursery.

The Grand Union Canal (which runs in an east-west direction) adjoins the southern boundary of the site. Immediately to the south of the canal are commercial units, accessed from Iron Bridge Road. Further south is a railway line and residential properties in West Drayton.

The site is bounded to the west by the Horton Industrial Park which comprises a variety of industrial/commercial uses.

Stockley Park is located on land that was previously heavily contaminated. However, extensive remediation works have already been undertaken as part of previous permissions.

The eastern part of the site falls within the Stockley Park Industrial and Business Area, the remainder (and larger part of the site) is located within the Green Belt. The entire site is set within the Hayes/West Drayton Corridor and the Grand Union Canal (to the south of the site) is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. The site is also within an Air Quality Management Area.

3.2 Proposed Scheme

The application is for a hybrid planning permission for the comprehensive phased redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with ancillary offices, servicing, parking, access roads and open space, which if granted would give;

(a) Full detailed permission for Phase One (on the eastern half of the development site) - Full planning permission is sought for Phase One containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure;

(b) Outline permission, with all matters reserved, except for access, for Phase Two (on the western half of the development site) - Outline planning permission is sought for Phase Two for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

The proposed new employment floorspace will provide an estimated minimum of 640 new full time equivalent jobs.

The main access for all vehicles, including HGV, will be Horton Road. The development scheme proposes the creation of a centrally located priority T-junction with an internal estate road orientated in a north-south axis that will bisect the site and serve each development plot. At the proposed new entrance to the site would be a gate house and a 3m wide shared footway/ cycleway which will run along the eastern side of the estate road linking the Grand Union Canal and Horton Road.

A strip of land along the northern side of the site is dedicated for highway adoption to complete the footway on the south side of Horton Road.

The on-going maintenance and management of the areas of landscape identified within the site boundaries, as well as the canal towpath along the Grand Union Canal site frontage, will be undertaken by Prologis.

In particular with regard to the Grand Union Canal the high standards expected will ensure that the canal frontage establishes to become an important feature upon the Grand Union Canal, providing an attractive and functional amenity space to both users of the towpath and adjacent business park whilst seeking to maintain an important green corridor linking the site into the Green Belt beyond.

Detailed Proposals

.Landscape Strategy

A Landscape Design Statement was submitted in support of the application. The Statement states, inter alia, that the scheme's design strategy sought to respect the character of the adjoining local landscape, enhance the ecology of the site and provide a stimulating, coherent and well-structured landscape. It is therefore a strategy aimed at achieving a positive setting for the development in this important location adjacent, and to give continuity to, to the landmark Stockley Business Park.

The position of the development itself is coherent with this strategy with the boundaries of the development site set towards the centre of whilst leaving a considerable distance to the site's boundaries which will allow the buildings as well as the parking and service yard areas to be softened by tree, hedge and ornamental groundcover planting along all frontages.

The landscape strategy overarching aspiration is to, ultimately, and as it develops, for the development to provide an attractive and functional working environment that will benefit both employees within, visitors and persons who pass by its boundaries.

.Phase One - Full Planning Element

This element of the planning application seeks full planning permission to provide 18,900sqm of commercial floorspace (B1c/B2/B8 Use Classes) split into two individual units. The proposal is for two rectangular buildings set side by side towards the eastern portion of the site and parallel to Iron Bridge Road. The yards are 50m deep and arranged facing the west towards the access axis facing the north south cardinal axis serving the site. The applicant is applying for 24 hour use of the facility 365 days of the year.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The buildings would accommodate an outward facing ancillary area of office space with the maximum height set at 16.2m with the bulk of the floor space located at ground level in a large open plan layout with high ceilings. The proposed ancillary office space would be located over two floors.

The gross external area of the new units varies between approximately 14,500sqm for unit one to 19,000sqm for unit two. The buildings would have a shallow arched roof with a maximum height of 16.2m with the appearance being of a modern design. The colour palette is proposed with a range of silver, white and shades of grey cladding. The elevations are proposed faced with a lightweight metallic cladding broken into bays and textures that seek to provide visual relief and add visual interest and rhythm to the external walls. The office elements of the buildings are clad in curtain a walling system with substantial sections of glazed areas and glass faced spandrel panels where there are requirements for solid areas.

The north eastern corner of Unit one and the South western corner of Unit 2, which incorporates the ancillary offices, would be entirely glazed and incorporates a canopy, which partly wraps around the flank elevations overlooking onto the public areas in Horton Road and the Grand Union Canal.

All units would share the proposed access from Horton Road and access by lorries to the parking and loading areas in the front yard of the buildings would be from the western side of the buildings.

There would be up to 74 parking spaces for staff and visitors provided along Horton Road and 106 parking spaces alongside the canal frontage respectively to the north and south of

the buildings, which include a total of 9 disabled parking spaces with 4 spaces provided for Unit One and 5 disabled parking for Unit Two. The disabled parking spaces will be designed in accordance with Part M of the building regulations. Unit One will be served with 16 Active Vehicle Electric Charging points and 8 Passive Vehicle Electric Charging points; whilst Unit Two is served with 20 Active Vehicle Electric Charging points and 10 Passive Vehicle Electric Charging points and four electrical charging points.

Provision has also been made for up to 90 cycle parking spaces and motorcycle parking.

.Phase Two

With the exception of the full planning elements outlined above, the redevelopment proposal is submitted in outline form, with all matters, except for access, being reserved, as follows:-

- * Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
- * Scale: the height, width and length of each building proposed in relation to its surroundings.
- * Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
- * Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for access, layout, scale, appearance and landscaping will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works relating to Phase Two which are within the western half of the site, bisected by the proposed new accessway leading from Horton Road and onto the Grand Union Canal.

The applicant is applying for the flexibility to use the floorspace within Phase Two for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use. The applicant is applying for 24 hour use of the B1c/B2/B8 facility across the whole Phase Two.

The quantum of accommodation for the proposed maximum outline parameters are set out below:

Maximum floor area: 25,500sqm
Maximum number of building: 2
Maximum Height: 18.7m

.Central Business Park Axis Road

To maximise the sense of connectivity between the site, the Grand Union Canal and adjacent Stockley Golf Course the access road into the development has been aligned in a north-south orientation with feature 'nodes' located at each end. The road will provide direct access into car park areas and service yards (which have been specially located internally within the site so as to not be visible/prominent features from the surrounding areas) it will also serve to provide pedestrian and cyclist routes linking to the wider landscape. The spine road will be framed on either side with avenues of extra heavy standard tree planting whilst service yards will be screened from view by well maintained hedgerows.

.Grand Union Canal, Towpath and Canal Frontage (Southern Boundary)

The design approach to the southern boundary is based around the opening up of the canal frontage and improving connectivity both visually and physically. Within Phase One of the scheme, Unit Two, which adjoins this boundary, has been purposefully orientated with the 2 storey office elevation and associated parking located to maximise activity and views both into and out from the canal.

Where the central spine road meets this boundary, terminating at a roundabout a feature arc of box headed trees have been arranged to act as a focal 'node'. Due to its topography this boundary generally falls away down to the canal, and it is designed to ensure that visitors will be able to sit and look out across the canal enhancing natural surveillance.

A feature retaining wall incorporating sheet piles, coping with railing and a panel of brick (associated with the London Foundations brick project) allows for two sloped footpaths to lead down to an intermediate landing from which access to the canal via steps/and or ramp are possible.

A series of meandering footpaths lead off from the focal node providing further access points from the centre of the site to both the eastern and western corners of the canal towpath. Along these routes a number of seating points will be provided allowing visitors to sit and enjoy the views afforded from these slightly elevated locations.

The existing bank along this boundary is to be reprofiled with significant blocks of low value vegetation/scrub removed to maximise views into and out of the site. A series of ecological enhancements will be incorporated into the remodelled bank including additional native tree and shrub planting and the sowing of wildflower/ecological grassland mixes. As part of the proposed landscape works along this boundary enhancements to the canal towpath area also proposed. The applicant has agreed to provide a towpath to a width of between 3m, resurfaced and edged with a grassed verge (average width of 2m) to be established along the northern side of the towpath and the remaining vegetation managed to remove conflict with towpath users and improve sightlines along the canal, including provision of direction signs, information boards, cycle stands.

An electric hook up and informal mooring point will also be provided for use by the Groundwork's Team canal barge.

.Western Boundary

The landscape strategy seeks to provide a green corridor between the Grand Union Canal and the adjacent Stockley Golf Course.

The existing infrastructure landscape along the western boundary of the site is to be largely retained and managed to maximise bio-diversity and provide a more robust visual screen of the development. The currently un-defined footpath will be edged and resurfaced and an area 2m either side managed to create a formal lawn. Where vegetation has encroached onto the alignment of the path or prevented suitable sight lines through the area this will be removed in accordance with good arboriculture management and the planting in filled where necessary. To maximise the ecological benefit of this area small zones of grass will be cleared and sown with a mix of wildflower/species rich grass mixes. The inclusion of a hibernacula within the landscaping will also serve to improve biodiversity and enhance habitat potential.

.Eastern Boundary (Iron Bridge Road)

Along the eastern edge of the site the three manmade ornamental water bodies are to be retained and enhanced with additional marginal and aquatic species. Where tree planting along the western banks of the ponds has to be removed due to changes in site levels these will be infilled with large stature semi-mature trees of similar species to re-establish a strong tree line. A native hedge will be planted along the base of the units which over time will serve to filter views of the building facades.

The existing vehicular access bridge (no longer to be used as a vehicular site access point) will be utilised as an amenity area incorporating paving, planting, seating with the potential to accommodate a free standing cafe type structure for use by visitors or employees of the adjoining business's. Informal mown paths meandering through the trees will provide access for site visitors/employees to laze and relax whilst enjoying views across the ponds

.Northern Boundary (Horton Road)

The main vehicular entrance to the development is from a new junction off Horton Road. A landscape margin ranging in width from 7.5-11.5m has been incorporated and will be gently profiled (max 1:8) to tie into the back edge of the footpath. A simple landscape approach for this boundary has been adopted with an avenue of large stature, semi-mature standard trees running in an east-west alignment. As the trees establish they will assist in the softening of the units elevations whilst tying back into the existing tree planting along Iron Bridge Road. To improve screening of the parking areas hedgerows are set in front of a post and rail fence. Views from Horton Road will be restricted by heavy standard tree planting.

The applicant has submitted a detailed Transport Assessment, which justifies the number of parking spaces and assesses the traffic impacts of the development. An interim Travel Plan, which sets out a framework of aims and objectives to manage the travel demand generated by the development has also been provided.

The application was submitted with a series of technical papers that assess the impact of the proposal, including the key environmental issues. Detailed technical studies have been produced to consider the environmental issues and constraints affecting the proposal, and cover Air Quality, Noise and Vibration, Landscape and Visual Impact, Ground Conditions, Ecology and Nature Conservation, Archaeology and Cultural Heritage, Socio-economic and Community, Water Quality, Waste Management, and Transport.

.The application was subject to some minor amendments and adjustments, as follows:-

- The dock areas have been moved north and an additional doorway has been added to each area;
- The material around the dock doors has been changed from cladding to insulated concrete panel;
- The rooflight positions have been indicated on the site plan;
- The electric charging points are now indicated;
- 3 security spaces accessed from Iron Bridge Road (total spaces for unit 2 are reduced by 3 as a result) have been added;
- The illustrated landscape scheme was updated;
- Minor adjustments carried out to a couple of external columns around the entrance to unit 2 due to internal structural requirements;
- A Pedestrian refuge island is shown at the entrance to the site.
- Site access kerb radius and width was amended to enable large vehicles access.

3.3 Relevant Planning History

37977/APP/2000/2222 Stockley Park - Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF MASTER PLAN SUBMISSION IN COMPLIANCE WITH CONDITION 2 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/01 (COMPREHENSIVE REDEVELOPMENT FOR 50,000m2 FOR INDUSTRIAL AND/OR OFFICE AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PROVISION FOR 1,143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS AND THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE)

Decision: 23-01-2002 Approved

37977/APP/2001/2149 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF SITING, DESIGN, ELEVATIONS, LANDSCAPING FOR THE ERECTION OF BUILDING 5 (APPROX. 10,000m2 FLOORSPACE AND 177 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3(i) AND (viii) OF OUTLINE PLANNING PERMISSION REF. 37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/2150 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF SITING, DESIGN, ELEVATIONS, LANDSCAPING FOR THE ERECTION OF BUILDING 4 (APPROX. 10,000m2 GROSS FLOORSPACE AND 230 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3(i) AND (viii) OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/2248 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF LANDSCAPING) IN COMPLIANCE WITH CONDITION 3(v) OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/01; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/529 Stockley Park Phase 3 Iron Bridge Road West Drayton Middlesex

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 1 (7,675 SQ M GROSS FLOORSPACE AND 186 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE DEVELOPMENT

Decision: 25-04-2001 Approved

37977/APP/2001/530 Stockley Park Phase 3 Iron Bridge Road West Drayton Middlesex

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 2 (10,079 SQ.M GROSS FLOORSPACE AND 235 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 30-05-2001 Approved

37977/APP/2001/540 Stockley Park - Phase 3 Iron Bridge Road West Drayton

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 3 (14,505 SQ.M GROSS FLOORSPACE AND 315 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 30-05-2001 Approved

37977/APP/2006/795 Plot 3, Stockley Park (Phase 3) Horton Road Yiewsley

ERECTION OF A DATA CENTRE WITH ANCILLARY PLANT INCLUDING A SUBSTATION, CAR PARKING, LANDSCAPING AND ASSOCIATED ANCILLARY WORKS.

Decision: 30-01-2007 Approved

37977/APP/2009/2079 Stockley Park Phase 3 Iron Bridge Road West Drayton

Mixed use development comprising 25,000 sq.m office space (Class B1), 26,000 sq.m / 450-room hotel, including leisure facilities and energy centre (min 3 star) (Class C1), 18,135 sq.m data centre (Sui Generis), a single storey car parking building (Sui Generis) 3,500 sq.m mixed use building accommodating office (Class B1), non-residential institution including art exhibition space (Class D1), retail (Class A1), financial and professional services (Class A2), cafés and restaurants (Class A3) and associated car parking and landscaping (Outline application for full details for access.)

Decision: 08-09-2011 Withdrawn

37977/P/94/0335 Former Trident Site Phase 3 Stockley Pk. Stockley Road West Drayton

Outline planning permission to provide 18,000 sq. metres of floorspace for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. The provision of public and private open space

Decision: 07-02-1996 Approved

37977/W/96/1447 Stockley Park-Phase 3 Stockley Road West Drayton

COMPREHENSIVE REDEVELOPMENT TO PROVIDE A MAXIMUM GROSS FLOORSPACE OF 50,000M2 FOR INDUSTRIAL AND/OR OFFICES AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PARKING PROVISION FOR 1143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS. THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE (OUTLINE APPLICATION)

Decision: 25-08-2000 Approved

Comment on Relevant Planning History

Several previous applications have been submitted on this site, which are summarised below:

1. Outline planning permission was granted in 02-05-1990 for the redevelopment of the site to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses (ref: 37977/C/89/0397).

This application was not ever implemented.

2. Outline planning permission was granted in February 1996 to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses (ref: 37977P/94/335).

This application was (also) not implemented, however £4 million was paid by the applicant to the Council (as a planning obligation). It is of relevance to note that of the £4 million, £1.3 million was spent on enhancements to Lake Farm Country Park. Additionally, £1million was spent on enhancements to the Hayes Hub.

3. Outline planning permission was granted in August 2000 for the comprehensive development of Stockley Park, Phase 3 (ref: 37997W/96/1447). This comprised:

(i) 50,000m² of industrial and/or offices, and/or research and development, and/or training floorspace, together with ancillary uses.

(ii) Maximum parking provision of 1,143 cars together with servicing and access roads.

(iii) Provision of public and private open space.

The 2000 planning permission, herein after referred to as the 'approved master plan' identified five plots within which each of the five buildings approved under it were to be sited

4. Planning permission (ref: 37977/APP/2000/2222) was granted in January 2002 for reserved matters comprising details of the master plan submitted in compliance with Condition 2 of the outline planning approval issued in August 2000 (37997W/96/1447). This master plan covered the Phase 3 sites and indicated five individual buildings in a landscaped setting, with plans which identified the following:

(i) Plot 1 comprised a building with a floor area of 8,000m² with a maximum height of three storeys;

(ii) Plot 2 comprised a building with a floor area of 10,000m² with a maximum height of four storeys;

(iii) Plot 3 comprised a building with a floor area of 14,000m² with a maximum height of five storeys;

(iv) Plot 4 comprised a building with a floor area of 10,000m² with a maximum height of four storeys;

(v) Plot 5 comprised a building with a floor area of 8,000m² with a maximum height of three storeys;

The master plan was supported with substantial hard and soft landscaping detail along the northern and eastern boundaries.

Following the detailed approval, access roads, structural landscaping and base infrastructure services for the development were implemented in accordance with the consented master plan. However, no buildings have been built.

5. Planning permission ref: 37977/APP/2001/540 was granted in May 2001 for reserved matters comprising details of the erection of an office building on Plot 3 (14,505sqm gross floorspace and 315 car parking spaces) in compliance with condition 3 of outline planning permission granted in August 2000 (37997W/96/1447).

6. Planning permission ref: 37977/APP/2006/795 was granted in January 2007 for the erection of a data centre with ancillary plant including a substation, car parking, landscaping and associated ancillary works located on Plot 3. This provided for a floor area of 18,135m² and would be 4.5 metres higher than the original five-storey building approved under the reserved matters approved office building.

7. Outline planning permission for the erection of a 450 bedroom hotel (class C1) with associated bars, restaurants, conference and leisure facilities; a data centre (sui generis) with associated plant and offices (class B1); associated landscaping, access, internal roads, footways and cycle ways; 794 parking spaces; and an energy centre, (ref: 37977/APP/2007/2377) was refused in July 2007.

Refusal reasons related to the inappropriate siting and size of buildings proposed in the Green Belt and the failure of the applicant to meet planning obligations to offset the additional demands that the development would place on local facilities.

12. Resolution to grant planning permission 37977/APP/2009/2079 on 08 September 2011 for a mixed use development for a total of 72,500sqm (comprising 25,000 sq.m office space, a 26,000 sq.m / 450-room hotel, including leisure facilities and energy centre and a 18,135 sq.m data centre). The application was withdrawn on 14 September 2011 following recommendations for approval by the Secretary of State and the London Mayor.

The approved master plan and the extant planning permissions are material planning considerations relevant to the current scheme. This is of particular relevance given the Green Belt designation over part of the proposal site.

Other planning permissions of relevance to this application include:

8. Planning permission reference 37008/APP/2005/1839, dated 01 September 2005 approved landscaping, fencing and creation of pathways on a 13.91Ha parcel of land to the north of the Stockley Golf Course (known as Land Parcel A).

9. Planning permission reference 37008/APP/2002/1945, dated 18 June 2003 approved landscaping, fencing and creation of pathways on two parcels of land (0.31Ha and 0.61Ha in area respectively) to the northwest of the Stockley Golf Course (these parcels are two of the three parcels of land which are known as Land Parcel B).

10. Planning permission 37008/APP/2005/1842, dated 01 September 2005 approved landscaping, fencing and creation of pathways on a 0.61 Ha parcel of land to the north of the Stockley Golf Course (this is the same parcel of land as that to which 37008/APP/2002/1945 related).

11. Planning permission 66756/APP/2010/198 dated 31 March 2010 approved the creation of new public park, construction of pedestrian footbridge and associated landscaping works on a 2.74Ha parcel of land near Packet Boat Lane (known as Packet Boat Lane Land).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- 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.EM4 (2012) Open Space and Informal Recreation

Part 2 Policies:

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- 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
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE16 New development on the northern frontage of the A4 (Bath Road)
- BE17 Design and layout of new development at Heathrow Airport

BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
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 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.18	(2011) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2015) London and the wider metropolitan region
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 4.1	(2015) Developing London's economy
LPP 4.12	(2015) Improving opportunities for all

- 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 5.21 (2015) Contaminated land
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.7 (2015) Renewable energy
- LPP 5.9 (2015) Overheating and cooling
- LPP 6.1 (2015) Strategic Approach
- LPP 6.10 (2015) Walking
- LPP 6.12 (2015) Road Network Capacity
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.4 (2015) Enhancing London's Transport Connectivity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2015) Cycling
- LPP 7.14 (2015) Improving air quality
- LPP 7.16 (2015) Green Belt
- LPP 7.18 (2015) Protecting local open space and addressing local deficiency
- LPP 7.19 (2015) Biodiversity and access to nature
- LPP 7.2 (2015) An inclusive environment
- 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 7.28 (2015) Restoration of the Blue Ribbon Network
- 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
- LPP 8.4 (2015) Monitoring and review for London

NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE4	New or improved roads or railways - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th May 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 10th April 2015

Press Advertisement: 13th April 2015

Some 61 neighbouring households, amenity groups, and local businesses were notified of the proposal on 9th April 2015 with the consultation period ending on 30th April 2015.

So far only two letters have been received, in this case supporting the proposals. The letters were received from the Hillingdon Canals Partnership and the Inland Waterways Association; with the following issues having been raised:

HILLINGDON CANALS PARTNERSHIP

Prologis consulted the Hillingdon Canals Partnership before submitting the planning application. We welcome the proposals to open up the canal on the frontage of the development and the major improvements in access to the towpath from Stockley Park. We asked Prologis to consider a slight widening of the surfaced towpath, the installation of a charging point for the Groundwork electrically-driven floating classroom, 'Elsdale', the provision of information boards, a maintenance agreement and the use of local bricks from the London Foundations Project in the seating area. From reading the Landscape Design Statement it appears that all these points have been taken on board by Prologis. On that basis we support the proposals.

INLAND WATERWAYS ASSOCIATION

I write on behalf of the Middlesex Branch of the Inland Waterways Association. Our Branch strongly supports the above application as the proposed landscape scheme will open up the canal frontage. For many years the dense landscaping along the southern boundary of Stockley Park has resulted in an intimidating towpath which feels unsafe due to the lack of any obvious link to public highways or to the Stockley Park footpath and cycleway network. We also support the proposal to provide a mooring for Elsdale II floating classroom. We would suggest that the applicant should also fund any necessary dredging of the canal at the proposed mooring site.

Officer comments: The issues raised in the representation received above have been addressed in the main sections of the report. However, it is worth noting, in line with per pre application discussions, that all the items requested above are secured in the s106 legal agreement.

CANAL & RIVER TRUST

[20.05.15]

Thank you for your email dated 18 May 2015 requesting further information and clarification with regard to our response to your consultation on the above planning application.

Landscaping

It is acknowledged that the landscaping and works to the towpath immediately adjacent to the canal fall outside of the red-edged application site and will therefore need to be secured by way of s106 agreement. These works include towpath surface improvements and the widening of the towpath to between 1.8m and 2.2m. The Trust supports the widening of the towpath in this location and there may be an opportunity to further increase the width to up to 3m, particularly where the towpath adjoins the stepped access points at either end of the site.

The precise details of the towpath widening would be agreed through the Trust's third party works process. Given the wider landscaping works that the applicant is proposing, it would be logical for the applicant to undertake the works to the towpath on behalf of the Trust, rather than making a financial contribution towards the Trust undertaking the works.

With regard to maintenance, the Trust would expect the ongoing maintenance of the towpath of this section of the towpath to be undertaken by the applicant as part of their wider site maintenance. This would include litter picking, graffiti removal and maintaining the towpath surfacing.

In addition to the benches already proposed, there may be scope for the applicant to provide further bench seating immediately adjacent to the towpath. These benches would be located on the applicant's site and would need to be secured as part of the site landscaping plan, rather than through s106.

The landscaping plan does not appear to show the location of any litter bins and the Trust considers it to be important that these be included. Any litter bins should fall within the application site itself and the responsibility for their clearance should fall within the applicant's estate management.

With regard to signage, the site would benefit from the siting Legible London signage on the towpath and this should be included within the s106. The current price for a Legible London finger sign, including installation, is £2,700. We do not consider that any illumination of the towpath is required in this location, particularly as it may have an impact upon bats use of the canal as a foraging corridor.

Ecology Report

It is noted that the location of the surveyed areas falls out of the application site and therefore the

great crested newt, reptile and bat surveys should be secured within the heads of terms of the s106.

Community Mooring

The proposed community mooring falls outside of the application site and therefore this facility should be secured as a planning obligation.

Risk assessment condition

To reflect government guidance with respect to pre-commencement conditions, this condition should be reworded as follows:

Prior to the commencement of any works adjacent to the water, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

[15.05.15]

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the 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 conditions.

Landscaping

The Trust supports the proposal to enhance the visual and physical connectivity between the application site and the Grand Union Canal. The canalside itself does not currently have any biodiversity features - other than as a corridor for bats - and the proposed planting and seeding incorporates biodiversity features which will address this. The Trust supports the provision of seating, cycle parking and access improvements to the towpath and surrounding land.

Ecology Report

We note that the Ecological Assessment recommend the following:

- Great crested newt survey;
- Reptiles survey;
- Bat survey.

In order to ensure that these surveys are undertaken the Trust requests that a condition be placed upon the planning permission requiring that these be undertaken within the recommended periods stated within the assessment.

Community mooring

The Trust is pleased to see within the Landscape Design Strategy that the applicant is proposing to install an electrical charging point and informal mooring point which will be made available to community boats, such as Groundwork's floating classroom the Elsdale. The proposed location of the charging point is unclear from the canal frontage concept drawing (13A) and the Trust requests that further details be provided. To ensure that this charging point and mooring is installed

the Trust requests that the condition requires these works to be completed prior to first occupation of the development.

The Trust suggests the following condition be attached to the decision notice:

Full details of the mooring referenced within the Landscape Design Strategy, including its location and details of the electrical charging point, shall be submitted for approval to the Local Planning Authority, in conjunction with the Canal & River Trust, prior to any landscape works being undertaken. The approved details shall be implemented prior to first occupation of the development.

Reason: To ensure that the mooring is in a location that does not hinder navigation of the canal and to ensure that the mooring is installed prior to occupation of the development.

Additional conditions

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

Risk Assessment

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

Surface Water

If surface water run-off and ground water is proposed to drain into the waterway, details 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/developer should refer to the current "Code of Practice for Works affecting the Canal River Trust" to ensure that any necessary consents are obtained. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>

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).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.

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 all the Canal and River Trust requests for towpath improvements and maintenance as well as the provision of additional signage with further ecological studies and enhancements, as well as a new community mooring. All these items these will be secured in the S106, including the widening of the towpath to a minimum of 3m.

MOD SAFEGUARDING

No safeguarding objections to this proposal.

HISTORIC ENGLAND

Recommend - No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Previous consideration of this site has demonstrated that it has been extensively disturbed by mineral extraction so there is negligible potential for significant archaeological survival.

I did however notice from historic maps that there was an early twentieth century dock running off the canal (see attached plan) and wondered if it might be reinstated as part of the landscaping to make a positive contribution to local character.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

EA

Due to limited resources in the Groundwater, Hydrology & Contaminated land team, we are only able to provide detailed site-specific responses to planning consultations for sites located within an Inner Source Protection Zone (SPZ1) at present. We would appreciate being informed if contamination is subsequently identified that poses a significant risk to controlled waters. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

TfL

[11.08.15]

At the initial consultation stage, a number of issues were highlighted in relation to transport matters, specifically in relation to cycle parking, PERS audit, outdated Travel Plan and GIA floorspace calculations.

TfL welcomes the clarification provided over cycle parking and is satisfied that the 90 cycle parking spaces proposed will meet the standards outlined in the London Plan Cycle Parking Standards. TfL also appreciate the agreement to update the Travel Plan as well as the confirmation that bus stop K and A are fully accessible and of appropriate kerb height.

Furthermore, TfL are pleased with the clarification over the GIA floorspace in order to calculate the Crossrail SPG contributions. It has been calculated that this contribution will total £2,498,720 for 17,848sqm of B1 office use. However, as outlined in the Stage 1 report, TfL still request a further 10% of passive EVCPs to be provided into Phase 1 of the proposal. Furthermore, TfL also request that in Phase 2 of the development, 5% of the parking capacity is allocated to Blue Badge and an additional 5% are enlarged standard spaces to ensure that future demand for Blue Badge spaces can be met if required. These two amendments will ensure the development complies with the London Plan Parking Standards.

[30.04.15]

I write following receipt of a Transport Assessment dated 11th March submitted in support of the above referable planning application to the London Borough of Hillingdon.

The following comments represent the views of Transport for London officers and are made on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

Site Location

The site is remote from both the Transport for London Road Network (TLRN) and Strategic Road Network (SRN). The nearest rail station is West Drayton, just over 1km walk from the site. Crossrail will be operating at this station in 2019. Stockley Park is currently served by 3 bus routes (350, U5 and A10) in addition, the route A40 runs along Stockley Road. The Public Transport Accessibility Level (PTAL) of the site is 0-2, where 6 is very high and 1 is very low.

Car parking

180 car parking spaces are proposed for phase 1, including 9 allocated to Blue Badge holders. This provision conforms to London Plan (2015) standards and is therefore acceptable. 20% will have active Electric Vehicle Charging Points (EVCPs) and TfL request that a further 10% have passive EVCPs.

The maximum of 446 spaces is proposed for phase 2, with 20% active Electric Vehicle Charging Points (EVCPs) and 10% passive EVCPs. This provision also is within London Plan (2015) standards and is acceptable. TfL requests that 5% of the capacity is allocated to Blue Badge and a further 5% are enlarged standard spaces, to ensure that future demand for Blue Badge spaces can be met if needed.

Cycle parking

The applicant should state the quantum of cycle parking proposed for the both the detail and outline phases and conditions should be secured to confirm their location of for the outline permission. Visitor cycle parking needs to be highly accessible and visible, while preferably under cover and close to building entrances. Staff cycle parking needs to be secure, under cover (preferably inside a secure building), and should be accompanied by locker and changing facilities.

Highway Impact

£500,000 was previously secured to fund studies and works to improve traffic flows and public transport in the vicinity of the site. As below TfL does not consider there will be a impact on public transport capacity and therefore the borough should clarify whether this will be sought for the current application.

Buses

TfL does not consider that the development will have a detrimental impact on local bus network capacity however the applicant should clarify whether Iron Bridge Road stops K and A, Horton Close and Stone Close (north and south) kerb heights meet minimum height thresholds. This can be included in the PERS audit.

Walking and Cycling

TfL request that the applicant undertakes a Pedestrian Environment Review System (PERS) audit. The extent of the area should include the route to West Drayton station as the Transport Statement indicates that staff will walk from the station to the site.

TfL recommend that a financial contribution is secured towards works along the towpath immediately south of the site in line with London Plan policy 6.10 Walking. This was secured with the previous application. Furthermore, a contribution towards a study at Horton Interchange covering pedestrian crossings and junction capacity was secured by s106. The borough should clarify whether this will be requested for the current application as this would be supported in improving pedestrian access to the site.

Travel planning

A Framework Travel Plan has been submitted by the applicant. TfL would have expected a baseline modal split, a standardised approach to monitoring and a source of funding to be included in the

Framework Travel Plan. The full Travel Plan should include this information in addition to the requirement for a full Travel Plan and to be secured by s106.

Construction, delivery and servicing

A framework Delivery and Servicing Plan (DSP) has been submitted. Servicing will occur from Horton Road. TfL are satisfied with this arrangement. A full DSP should be secured by condition. TfL deem the framework Construction Logistics Plan (CLP) to be acceptable. A full CLP should be also secured by condition.

Crossrail

The mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor's Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013) and London Plan policies 6.5 and 8.3. The SPG states that contributions should be sought in respect of uplift in floorspace for B1 office, hotel and retail uses (with an uplift of at least 500sqm). The site resides within the 1km charging zone of West Drayton station and therefore TfL request the applicant provides GIA floorspace of B1 in order to calculate the contribution.

CIL

In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The Mayor CIL rate for the London Borough of Hillingdon is £35 per sqm.

Summary

To accord with the London Plan, the applicant should confirm the provision and location of cycle parking, undertake a PERS audit, update the Framework Travel Plan and confirm GIA floorspace for the B1 usage.

[21.05.15]

In response to the letter from WSP dated 15 May 2015, TfL have the following comments:

- Car Parking: The degree of flexibility in the London Plan with regard to car parking does not refer to the provision of Electric Vehicle Charging Points (EVCPs). The B1 EVCP standards should apply across the site as the nature of the land use (B1,B2,B8) will not influence the electric car ownership of staff employed or visitors to the site. Therefore, the full provision of 20% active and 10% passive EVCPs should be provided.
- Cycle Parking: TfL are satisfied with the provision of London Plan (March 2015) cycle parking spaces and their locations, however the stands should be covered.
- PERS audit: TfL welcome the submission and area covered by the PERS audit, however as stated in our initial and stage 1 comments, kerb heights for bus stops should be assessed to meet the minimum criteria for accessibility purposes.

Officer comments: At the initial consultation stage, a number of issues were raised in relation to transport matters. These issues have all been addressed and TfL has subsequently confirmed there are no further outstanding issues.

SECURE BY DESIGN

I have the following comments to gain the SBD award. 1. All perimeter doors will be to BS PAS 24-2012 or LPS 1175 sr 2 or higher. There are other acceptable security standards, and I refer you to SBD website. www.securedbydesign.com 2. All opening and accessible windows will be to BS PAS

24-2012 with P1a laminated glass to BS EN 356;2000. 3. Roller Shutters to LPS 1175 sr2. 4. Lighting to BS 5489 with no bollard lighting. 5. CCTV to be considered. Alarm to be considered. 6. Perimeter fencing to 2.4m high, swing gates with appropriate locking. I refer the specifier to SBD website for approved companies you can supply these products. 7. Landscape should provide a surveillance window. Planting should be below 1m high and above 2m high. 8. Cycle store. Safe and secure. I refer to SBD website for suitable products. I was informed that the developer would lease to a client following build. At this time what will be stored is not known, and therefore I cannot provide a detailed risk assessment.

Officer comments: A condition is imposed requiring the development achieves Secure by Design Accreditation prior to occupation. However, it is worth noting that some requests (e.g 1-2m high landscaping only) would not be practicable.

HEATHROW SAFEGUARDING

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 conditions detailed below:

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 67.93m AOD.

Reason:

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding an Overview' for further information (available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).

If any final roof designs of any proposed building exceed 500Sq.M and are of a flat/shallow pitch (less than 15 degrees), then please be advised we would implement the following condition;

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:

Reason:

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

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/policysafeguarding.htm>).

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation

radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at <http://www.aoa.org.uk/operation & safety/safeguarding.htm>).

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

As the application is for outline approval, it is important that Heathrow Airport Ltd is consulted on all Reserved Matters relating to siting and design, external appearance and landscaping.

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 BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Officer Comments: The conditions and Informatives as required by BAA have been added to the recommended decision notice.

NATURAL ENGLAND:

Planning consultation: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

Location: Phase 3 Stockley Park, Stockley Road West Drayton Middlesex.

Thank you for your consultation on the above dated 09 April 2015 which was received by Natural England on 09 April 2015.

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

The Wildlife and Countryside Act 1981 (as amended)

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

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

Statutory nature conservation sites - no objection

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

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the

same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

Local sites

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

Impact Risk Zones for Sites of Special Scientific Interest

Natural England has recently published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated. Further information and guidance on how to access and use the IRZs is available on the Natural England website.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Officer comments: It is noted that Natural England have raised no objections to the proposals and referred the Council to their standing advice.

GLA

Received 10.08.15

There's further information required as stated, although the other issues are now resolved.

Para. 42 The applicant has stated that the warehouse space will not be provided with active cooling. Information should also be provided to confirm that the need for active cooling has been designed out of the office spaces, which should be demonstrated in the context of the cooling hierarchy given in London Plan Policy 5.9 'Overheating and Cooling'.

The applicant has provided estimates of the cooling consumption from the BRUKL document which show the predicted energy consumption is relatively small in proportion to other loads. The applicant has also stated that the modelling identifies potential residual overheating risks to the office reception areas and that this will be assessed at detailed design stage. The applicant should address the overheating risk at this stage as additional measures could impact on the visual appearance and layout of the building. The applicant should also provide evidence that the overheating risk has been reduced to acceptable levels and also provide the cooling demand for both the notion and actual building in MJ/m². Any additional measures required to reduce the cooling demand and overheating risk should be detailed in the response.

Para. 43 The development is estimated to achieve a reduction of 252 tonnes per annum (24%) in regulated CO₂ emissions from this first stage of the energy hierarchy ('Be Lean'), compared to a 2013 Building Regulations compliant development. BRUKL sheets for the development, including efficiency measures alone, should be provided to support the savings claimed.

The applicant had previously based the carbon savings on a similar project and has now undertaken specific Part L modelling for the detailed element of the application. The carbon reduction savings from energy efficiency measures has been updated to 31%. The applicant has stated that the BRUKL documents have been provided to support the savings claimed, however the documents do not appear to be included in the email attachments. The applicant should resend the requested BRUKL documents.

Para. 46 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install solar thermal to serve the office elements. The indicative size of the solar thermal systems and its integration in the building should be provided, and the carbon savings associated with the system should be quantified.

The applicant stated that the Solar thermal system has been sized to meet 50% of the load. However, the applicant has not provided an indicative size of the solar thermal system. For the avoidance of doubt the applicant should provide the size of the solar thermal in m². The applicant has also not demonstrated how the system will integrate with the other heating systems. The plan provided does not outline the location of the solar thermal panels. This item remains outstanding.

Para. 47 The applicant states that solar PV is a feasible technology but that the amount provided will be defined at detailed design stage. The applicant also states that while a commitment is made to meet the target, this could be achieved by PV or by an offsite contribution. This approach is not acceptable and in line with the energy hierarchy, the applicant should commit to meeting the target on-site with PV, unless it is demonstrated that this is physically not possible. The applicant has quantified the amount of PV required to meet the target. The design should be developed to ensure that this can be accommodated on site. Only if it is demonstrated that this is not possible should an offset carbon contribution be considered. A roof plan showing the location of the proposed solar thermal and PV panels should be provided. The carbon savings associated with the proposed installation should also be provided.

The applicant has that stated that 71m² is required for units 1 and 2 (detailed application) to meet the 35% carbon emission reduction target. However, the applicant has not outlined the PV required for

the whole site or whether it can be accommodated on-site and has instead requested flexibility for the outline element of the application to allow agreement of an alternative Allowable Solution contribution with the local authority should PV not be viable. As previously stated the offset contribution should only be considered if it is demonstrated that PV is not viable. This approach is therefore not accepted and the applicant should therefore assess the viability of PV for the outline application and demonstrate the maximum carbon emission savings on-site before considering the offset payment.

Received 21.05.15

Greater London Authority (GLA)

The GLA stated that London Plan policies on the Green Belt, industrial and business land, urban design, inclusive design, the Blue Ribbon Network, transport, and climate change are relevant to the application and that in general, the application complies with some of these policies but not with others and further discussion is needed on the following points:

i) Green Belt: The proposals are considered to meet the requirements of the NPPF and the London Plan; however the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels, should be appropriately secured by a section 106 agreement. An advanced draft of the section 106 agreement should be provided ahead of the Stage Two referral. Furthermore, the maximum parameters of the outline application should be appropriately secured.

ii) Industrial and Business land: The proposed use meet the requirements of the London Plan.

iii) Urban design, inclusive design and Blue Ribbon: The layout and massing is broadly supported. Further detail on the pedestrian ramp to the towpath is required and the Council are encouraged to secure key building details as conditions to ensure the highest standards in this sensitive location.

iv) Transport: To accord with the London Plan, the applicant should confirm the provision and location of cycle parking, carry out a PERS audit, and update the Framework Travel Plan.

iv) Climate Change: The approach to solar PV is not acceptable and teh design should be developed to ensure that this can be accommodated on site. Information should also be provided to confirm that the need for active cooling has been designed out of the office spaces; BRUKL sheets should have been provided; the indicative size of the solar thermal systems and its integration in teh building should be provided, and the carbon savings quantified; and a roof plan showing the location of the proposed solar thermal and PV panels should be provided.

OFFICER COMMENT: The officer's comments on issues raised by the GLA response are provided below:

i) Green Belt: The stage 1 response raised no issues in relation to the loss of Green Belt land subject to a section 106 agreement securing the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels. In addition, the maximum parameters of the outline application should be appropriately secured. Heads of Terms (HoT) have been agreed with the applicant to ensure that the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels is secured. Whilst further details of the HoT are provided in the main body of the report a draft section 106 will be submitted in support of the stage 2 referral to the GLA. The parameters of the outline application are secured by conditions.

ii) Industrial and Business land: The proposed use meets the requirements of the London Plan and therefore there are no further requirements in this respect.

iii) Urban design, inclusive design and Blue Ribbon: The GLA Stage 1 response indicated that the scheme should seek to provide further details of accessibility ramps as well as reserve details of materials and appearance of the new buildings. Amended drawings have been submitted showing the accessibility ramps in detail, including the position of handrails as well as the details of the ramps level landings. 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.

iv) Transport: The GLA Stage 1 response requested a PERS audit be carried out as well as the location of cycle parking together with a request that various other matters be secured. The works recommended in the PERS audit and a detailed Travel Plan will be submitted as required through appropriate HoT of the section 106.

iii) Climate Change: 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 but the GLA subsequently advised that these details were insufficient. As such, the submission of these details will be secured by way of conditions. HoT are also proposed to ensure that an offsite contribution £60 will be paid for every tonne of CO₂ over the carbon lifetime of the development (30 years) that falls below the 35% target.

Internal Consultees

URBAN DESIGNER

The views analysis provided shows that a substantial amount of the visual impact of the buildings could be mitigated by good landscaping proposals. Hence, much of the success of this scheme will depend on the quality of the landscape design and planting, particularly in my view on the eastern side of the site and along the canal. I note the Council's Landscape Architect appears content in principle with the scheme as proposed.

I note that the PV's shown at roof level are not considered satisfactory by the GLA, could we confirm what alternatives are being considered? As this could potentially have an impact on the appearance of the buildings, or on the site, if they are ground mounted.

In addition, should this application be considered for approval, details of the materials to be used, colours, textures and finishes for the external elevations of the buildings should be provided for approval.

Officer comments: The proposals are for Photovoltaic panels on the roof only. Subject to the use of suitable materials it is considered that the final scheme will result in a distinctive form of development that is suitable to the locality.

LANDSCAPE ARCHITECT

Character / Context:

Site description:

- The site is situated to the west of Iron Bridge Road and the GlaxoSmithkline business campus to the south-west of the Stockley Road / Horton Road junction.
- The Grand Union Canal lines the southern perimeter, with Horton Close (part of Horton Industrial Park) to the west Horton Road to the north.
- Access to the site is currently from the south-east corner, off Iron Bridge Road.
- The topography of the site generally falls from the north-eastern corner towards the canal towpath to the south.
- There is a planted bund along the western boundary. This is known as land parcel 'D' and is to be retained as public open space with a public footpath connecting Horton Road and the Grand Union

Canal.

- The formal tree-lined system of canals / linear ponds which run on a north-south axis along the east boundary, forms another significant landscape feature of this site.
- The site currently benefits from infrastructure improvements including roadways, level changes and large scale tree planting, carried out as advance works for the previously approved development.
- There is also a low bund along the southern edge of the site which currently accentuates the change of level down to the canal towpath and effectively blocks views of the canal from within the site.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.
- The western half of the site and a parallel corridor north of the Grand Union Canal is designated Green Belt.
- The site lies in between four of the boroughs landscape character areas, as identified in Hillingdon's Landscape Character Assessment (2012) and noted in Landscape & Visual Assessment Addendum 7.6.18.

Landscape constraints / opportunities:

- The site was formerly part of the Stockley Park estate, whose land restoration and earlier phases of development were implemented in the 1980's and 90's.
- Stockley Park is renowned for the high quality of its landscape restoration, design, implementation and subsequent maintenance.
- The detailed design and subsequent management and maintenance of the proposed development is expected to respect and emulate the earlier phases.
- As part of an earlier S.106 legal agreement, Stockley Park are due to hand over a number of parcels of Green Belt land to the London Borough of Hillingdon.

Proposal:

The proposal is a hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.

Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure.

Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

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.

- Most of the existing infrastructure of the site, including the extensive tree planting, is due to be removed and / or re-arranged to accommodate the proposed development.
- Pre-application planning discussions approved, in principle, the re-arrangement of the site - and inevitable tree loss - as a consequence of the proposed buildings and land use.
- A Pre-Development Tree Survey, by Midland Tree Surgeons, assesses the condition and value of 82No. groups of trees across the site, most of which were planted as 'advance works' in accordance with previous planning application by Stockley Park.
- The tree survey is accompanied by Barry Chinn's drawing No. 1469/14_02.dwg Rev A.
- Trees to be retained and protected during the development are indicated on Barry Chinn's drawing No. 1469/14_14.dwg Rev A, Tree Retention, Protection and Removal Plan. These include the

established trees associated with the water bodies on the east boundary, trees along the southern boundary with the Grand Union Canal and those on the raised land along the west boundary.

- The Design & Access Statement, by Michael Sparks Associates, describes the evolution of the landscape design for the scheme in section 6.8.

- The objectives include the design and management of a well designed landscape which respects the adjacent landscape of Stockley Park and enhances the ecology of the area.

- Specific aims are identified for the various site characters and different boundaries.

- The Landscape Design Statement, by Barry Chinn Associates, re-iterates the above detail and identifies 9 No. key design objectives.

- This is illustrated and supported by drawing No. 03 Rev C, Illustrative Landscape Concept, by Barry Chinn.

- The retained features of the layout include; the retention of the water bodies and planting along the east boundary, the retention and enhancement of the public open space on elevated land along the west boundary and the improvements to public access and visual amenity associated with the canal corridor.

- The development of the masterplan incorporates a new open (tree-lined) central axis, running north-south, through the site, providing an open link between the Green Belt land to the north and south of the site.

- Other new landscape features, include: structure planting (trees and hedges) along the northern (Horton Road) boundary, avenue planting along the central axis road which separates units 1 and 2 from the future development area to the west - for which outline consent is sought. Buffer planting will also be provided between units 1 and 2 and along the southern edge of the developed areas.

- One of the key benefits of the scheme will be the improvement of views over, and public access to, the canal. It is hoped that the enhanced relationship with, and natural surveillance of, the canal, will encourage the use and enjoyment of the canal by local people.

- Considerable thought and detail has been provided in the concept plan, following the pre-application discussions, which include: indicative plant / vegetation schedules and hard landscape details, (boundary fences, surfacing and outdoor furniture). Final details should be conditioned.

- The concept plan is further illustrated by drawing No. 11 rev B, Illustrative Landscape Sections and Canal Frontage Sections on drawing No. 13 Rev A.

- There are currently significant artificial changes of levels across the site, with sheet piling retaining walls and a man-made high point towards the centre of the site.

- In order to accommodate the proposed site layout, it will be necessary for the site to be levelled, with the existing high points removed and low points filled.

- The effects of this are described in the L&VIA, section 7.7.1b

- The levels drawings show the uniform building plateau which balances the volumes of 'cut and fill' across the site.

- The proposed level changes throughout the site will result in the building slab level (unit 1) along the northern boundary being < 1.5 metres below Horton Road.

- The slab level along the west boundary will be raised by 1-1.5 metres above the current site levels.

- The building slab level along the southern edge of the site will vary between 1.5 -2.5 metres above the existing ground profile.

- The slab level of units 1 and 2 will be approximately 250mm above the existing ground levels to the west of the water bodies parallel with Iron Bridge Road.

- A Landscape & Visual Impact Assessment addendum has been prepared using the previously approved document, Appendix 7D, Arup 2009 LVIA, as a baseline and noting where differences occur.

- This approach was agreed, in principle, by the local planning authority, due to the likely similarities of the landscape effects - and the likely reduction of the visual effects, due to the reduced height of some of the buildings and the maturing tree cover from some viewpoints.

- It was also agreed that, although the 2009 document was based on the Guidelines for Landscape and Visual Impact Assessment, Second Edition, (2002), the assessment is still relevant and largely

satisfied in the light of the publication of the Third Edition (2013).

- There is no objection to the landscape and visual conclusions which are summarised in sections 7.12.2 - 7.12.4.
- 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.

S.106 Land parcels

- The submission includes illustrative landscape strategies for the land parcels identified in an earlier approval.
- Land parcel A, drawing 05 Rev A, shows the large open space to the north of the golf course / Goulds Green.
- Land parcels B1 and B2, drawing Nos.06 Rev A and 07 Rev B, show detail;s of the pockets of land adjacent to the public open space which link to Park view Road and Chestnut Avenue.
- Land parcel C, drawing No. 08 Rev B, shows the site off Dawley Road / east of the golf course.
- Land parcel D, drawing No.09 Rev A, shows the bund along the west boundary of the site, which has already been formed, subject to amendment and opening up as a pedestrian link between Horton Road and the Grand Union Canal.

The details of the landscape treatment and possible adoption of the land parcels is yet to be agreed with LBH's Green Spaces managers.

Recommendations:

This application has been subject to pre-application discussions and the proposed landscape proposals reflect the outcome of the discussions. While the landscape quality lacks the sophistication and signature features of the earlier phases of Stockley Park, this proposal includes some long-term benefits for public access, the canal frontage and biodiversity.

No objection, subject to the above observations and COM6, COM7, COM8, COM9 (parts 1,2,3,4,5, and 6) and COM10.

Officer comments: Conditions have been imposed in line with the Landscaping officer's comments.

HIGHWAYS

Site and Transport Network:

The proposals seek full planning permission for phase 1 containing 18,900sqm in two building together with associated highway works, open space, landscaping, car park provision for 180 spaces and associated infrastructure. Outline permission is also sought for phase 2 for upto 26,100sqm of floor space with all matters except for access reserved for later determination.

The site has a PTAL rating of 2 (poor) and will be served by a new vehicular access (priority T-junction) onto Horton Road, which is a single carriageway highway with a 30 mph speed limit. It leads westwards to West Drayton and eastwards to Stockley Road (A408). The site access will require a stage 1 safety audit.

Stockley Road leads to the M4 to the south and Uxbridge to the north. It is a dual carriageway with a 50 mph speed limit and is also designated as a Borough Main Distributor Road within the Hillingdon Local Plan part-2.

Traffic congestion is often experienced at the Horton Road / Stockley Park interchange during the evening peak period. This is largely due to southbound traffic on Stockley Road (A408) blocking back from the Prologis Park junction. This prevents southbound traffic from Stockley Park interchange from merging onto Stockley Road, resulting in traffic queues that then block back the slip road to lock up the Horton Road interchange.

Transport Assessment:

A transport assessment report was submitted in support of the application.

Traffic generation (two way vehicular trips) was initially assessed on the basis of surveys (December 2014) at the existing Prologis Park development (27,092 sqm), together with Travel to work data from 2011 census for people working in the Yiewsley ward, in which the site is located.

This assessment was subsequently revised on the basis of generic trip rates for B1(c) uses. This increased the traffic generation to 333veh/hr (AM peak) and 264 vehs/hr (PM peak).

The traffic modelling for the proposed site access 'priority T-junction' onto Horton Road reported satisfactory operational performance with the higher traffic flows.

Vehicular and Cycle Parking:

The parking provision includes 74 car spaces for Unit 1 (7,685 sqm) and 106 spaces for Unit 2 (10,973 sqm). This amounts to a provision of 1 space per 104sqm for each use. Provision for commercial vehicles includes 80 spaces corresponding to 1 space per 500sqm. The transport assessment indicates that provision will aim for 20% active and 10% passive provision for electric vehicles. This would comply with LBH and London Plan maximum standards.

Amended plans will need to demonstrate that the development provides 10% of total car parking for disabled car parking as well as showing the location of the disabled parking bays.

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.

The proposed cycle parking provision of 90 spaces has been guided by London Plan minimum standards of 1/250sqm for B1 use 1/500sqm for B8 use. London Plan also requires short stay cycle parking at the rate of 1/1000sqm. This is lower provision than minimum LBH standards for B1/B2 and B8 uses which requires cycle storage at the rate of 1/75sqm and 1/250sqm respectively.

The assessment of vehicular parking based on the higher B1(c) trip rates for both phase 1 and phase 2 (45,000sqm) indicated a maximum accumulation of 226 car park spaces for the whole site. The current proposal for 180 car park spaces for the 18,900sqm floor space therefore represents a significant overprovision over the 95 spaces that can be proportionately justified. The transport assessment is therefore not considered robust and further assessment must be undertaken using data from a range of other more comparable sites to validate the forecast trip rates, the corresponding provision for car parking and commercial vehicles. Alternatively, the maximum car parking provision for the phase 1 development should be restricted to 95 spaces.

The use of the temporary overspill car park by GSK, located on the site to the South of Iron Bridge Road will expire at the end of 2015. There are on-street restrictions to prevent overspill parking onto the adjacent highway.

Traffic Impacts:

Traffic surveys from March 2013, November and December 2014 were undertaken to determine baseline traffic movements at the following junctions:

- Horton Road / Iron Bridge Road,
- Horton Road / Bennetsfield Road / A408 Stockley Road
- A408 Stockley Road (automatic traffic count).

It should be noted that December is not considered to be a 'neutral' months for the traffic surveys.

The extent of the highway network subjected to traffic modelling assessments was limited to the

following three junctions:

- Proposed new site access off Horton Road
- Horton Road / Iron Bridge Road; and
- Horton Road / Bennetsfield Road / Stockley Road.

The transport assessment reported that the development was not expected to have a detrimental impact on safe and efficient operation of these junctions.

However, the traffic survey data indicates that there has been a significant reduction (approximately 24%) in traffic on A408 between 2009 and 2013 during the morning and evening peak periods (potentially due to economic recession). There is no evidence to suggest that the capacity of the network has been reduced since 2009 to the extent that previously observed level of traffic demands cannot return with an economic recovery. Consideration of the 'smart motorway' initiative that is being developed by Highways England (DfT) for the M4 would also be required to ensure the operational performance of the highway is maintained. Consideration of 'traffic growth' based on Temprow growth factors together with an allowance for traffic generation from committed / under occupancy of developments in the area is required for assessment of future base line traffic demands.

Moreover, a review of the modelling identified that the calibration and validation of the base traffic modelling was the subject of unreasonable and selective adjustments to lower capacities of particular approaches to the Stockley Park interchange / A408 roundabout.

Furthermore, a review of the modelling for the same junction undertaken in 2009, indicated significantly lower capacities for the 'roundabout approaches' than that used in the current traffic modelling. This may partially explain the poor model calibration / validation achieved with the current modelling. It is essential that a robust assessment of this roundabout is undertaken given observations of severe traffic congestion, particularly during evening peak period

In light of reservation regarding the baseline traffic flows and the methodology for assessing traffic generation / parking provision, the differences between previous and current junction modelling capacities, the failure to allow for traffic growth, unoccupied developments for assessing future year traffic demands and the limited extent of the highway network assessment, a conclusion that the development is not expected to have a detrimental impact on the highway network cannot be supported.

To address these concerns, the applicant /developer must fund and undertake an A408 corridor study between the Prologis Park access and Stilwell Roundabout and Horton Road between the site and Stockley Park interchange. Traffic forecasts should be based on generic trip rates (or factored to be consistent with provision of car parking on site) and allowing for traffic from unoccupied / committed developments and background traffic growth. The scope of the study should be submitted for agreement by the Council before commencement of works. The site access may require modifications in the event that car parking provision, in excess of that justified on the basis of Trics data, is provided on site.

Accident Analysis:

An updated analysis of five years road accident records indicates there were nine slight, and two serious personal injury accidents. However none of these were in the vicinity of the site.

Pedestrian Audit

A PERS audit has been submitted which indicates that the pedestrian environment is generally acceptable. 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.

Construction Traffic

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

- Construction phasing and corresponding traffic generation from the development;
- Site Access and access routes;
- Contractor staff parking provision;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan;
- Measures to manage localised traffic management priorities.

Travel Plan:

The Council's travel plan officer should be consulted to comment on the framework travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning s106 agreement. This should ensure coordination with the wider Stockley Park Framework Travel Plan.

Deliver and Servicing Plan:

An acceptable framework Deliver and servicing plan has been submitted.

Conditions and S106 Obligations:

The satisfactory resolution of concerns / issues discussed above regarding transport assessment, baseline traffic flows, traffic generation forecasts, traffic modelling, car parking provision, motorcycle parking, access layout and mitigation measures all remain pending. The highways/transport obligations (delivered by developer) listed below should be covered within the S106 agreement.

1. To fund and undertake an A408 corridor study between the Prologis Park access and Stilwell Roundabout and Horton Road between the site and Stockley Park interchange. Traffic forecasts should be based on generic trip rates (or factored to be consistent with provision of car parking on site) and allowing for traffic from unoccupied / committed developments and background traffic growth. The scope of the study to be submitted for agreement by the Council before commencement of works. The developer to be responsible for funding and delivery of all mitigation measures identified along the Horton Road and Stockley Road corridor study, before occupancy.
2. Improved provision (footways and crossings) for pedestrians and cyclists at Horton Road roundabout, Horton road / Iron Bridge Road and including measures recommended by the PERS audit.
3. Construction of the new access junction onto Horton Road, safety audits and the dedication of land as highway.
4. Construction of a vehicular crossover at Iron Bridge Road to the proposed three car park bays.
5. Site Travel Plan.
6. Car parking allocation and management scheme (including the three car park spaces off Iron Bridge Road).
7. Construction Logistics Plan.
8. Delivery and Servicing Plan.

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 priority T-junction swept paths as well as cycle and motorcycle parking has been provided. Disabled parking bays have been located in suitable areas within the parking area. The pedestrian review (PERS audit) submitted in support of the application is considered suitable in the assessment of the current application.

SUSTAINABILITY OFFICER

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

Energy

I share the GLA's concerns that the final energy solution has not been clarified. There is a considerable difference between delivering an onsite solution as opposed to offsite. In particular, an offsite solution would require a S106 contribution. However, as discussed a clause in the S106 contribution should be included to ensure that an offsite contribution can be secured:

The development needs to achieve a 35% reduction in CO₂. The applicant shall pay an offsite contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that is shy of the 35% target.

In addition the following condition shall be included:

.CONDITION

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

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO₂ emissions by 35%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. The assessment shall also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans and elevations.

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

Each phase of the development must proceed in accordance with the approved scheme.

REASON: To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Ecology

I have no objections in respect to ecology subject to the following condition:

.CONDITION

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

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

Officer comments: Planning obligations and 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.

EPU - ENVIRONMENTAL PROTECTION OFFICER

PHASE 3 STOCKLEY PARK STOCKLEY ROAD WEST DRAYTON MIDDLESEX

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Submitted Reports by WSP Environmental Consultants for Prologis UK Ltd

1. Geo-environmental Assessment dated 10 March 2015
2. Preliminary Risk Assessment dated 10 March 2015

With regard to your consultation of 9 April 2015 I refer to the above application and previous correspondence between the EPU and Planning regarding the site. The site itself is the last phase of the Stockley Park development. It was all landfilled historically and known as 'Trident'. However the landfill apart from a small amount at the edges was moved to the North of Horton Road and protected with a clay barrier. The site was refilled with construction site waste in about 1990. Since then there have been investigations on the site. In the south / south east corner of the site (around 2000) there was some hydrocarbon remediation due to the previous use. The site has now been subject to a further investigation by WSP as above, and a Preliminary Risk Assessment, 'PRA' taking into account this new investigation of 2014, and older data. The risk assessment in the PRA makes recommendations for further works whilst detailing where residual contamination issues are likely to remain and need remediation.

Soil - As regards soil contamination there are a few exceedances of contaminants including poly aromatic hydrocarbons and a slight PCB (for a commercial use). However these were in few samples and are not thought to be site wide. So remediation on this basis is not proposed. However widespread asbestos was found in the imported material from 1990 throughout the site. This is in the surface metre of soil, and at depth. it is proposed to carry out a further investigation to clarify the extent of asbestos and then remediate this in the soft landscaped areas. Figure 6 in the PRA report shows the areas which are around the site including in the bund. A minimum of 300mm depth of clean imported soils are proposed for the landscaped areas.

Ground Water - The Environment Agency should be consulted on the assessment by WSP. The way I read the information is that WSP do not consider groundwater remediation is beneficial given the amount of landfill around the site. There are high levels of ammonia in the leachate and ground water but this may be from off site as well. We are aware that the leachate is pumped from this area. WSP do propose monitoring water before and after development to confirm that there is no deterioration in ground water quality.

Gas - Gas levels are generally low in the four rounds of monitoring undertaken. however there are some elevated carbon dioxide results and thus WSP propose gas protection Characteristic 2 (CIRIA) on the buildings.

I do not think that there is any problem with the use proposed on this site. I would advise adding the conditions below to any permission. Some parts of the contaminated land condition will be complied with already with these reports. I have added the slightly modified COM 30 with the imports bits on as this will be important for the landscaping. The next stage will be the further asbestos investigation and the remediation strategy.

Contaminated Land Condition

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

- (a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
- (b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

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

(iv) 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 Unitary Development Plan Saved Policies (September 2007).

Officer comments: Conditions have been imposed and Heads of Terms have been secured in line with the EPU request.

WASTE DEVELOPMENT MANAGER

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

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

d) Arrangements should be made for the cleansing of the waste storage area with water and

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

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

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

FLOOD AND WATER MANAGEMENT

It is noted the engagement that the development has had with the Hillingdon Canals partnership in order to propose what is considered a sensitive landscaping proposal taking into account the requirements for enhancement of strategic waterways in the Blue Ribbon Network Policy EM3 Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012)

The FRA by WSP submitted proposes to control surface water on site through the use of permeable paving and tanks to greenfield run off rates, which is considered acceptable to the Council.

However, it is stated this is only the outline strategy and provide calculations and the volume of storage required for both phases. In addition there is only an indicative design for Phase 1 to show that this proposal is feasible, and it states even for Phase 1 that a detailed design will be undertaken by others at a later stage.

Therefore I require the following condition:

Sustainable Water Management

Prior to construction of phase 1 and commencement of phase 2, a scheme for the provision of sustainable water management for that phase 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 WSP

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).

iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.

v. During Construction

a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

b) Foul water

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

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 (November 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework and the Planning Practice Guidance. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

Officer comments: Planning obligations and conditions have been recommended in line with the Flood and Water Management Officer.

ACCESSIBILITY OFFICER

27.07.15

The proposal to redevelop the land and construct a further phase of employment buildings, industrial use and storage/distribution, raises concerns in terms of accessibility and inclusive design.

Any approval of this outline application would reserve all matters, except for access to the developments. It is therefore imperative that full accessibility for disabled pedestrians is considered in detail as part of this application and further details should be submitted. The Design & Access Statement does not reference how disabled people would access the development, and the supporting illustrations largely show stepped approaches and other designs which are not conducive to the access needs of people with restricted mobility.

The Design & Access Statement does not contain any information on accessibility and inclusive design.

Conclusion:

Further details would be required before the application could be supported from an accessibility standpoint.

30.07.15

. The recent plan showing the gradients from the canal towpath has certainly allayed many of my concerns about wheelchair user access and others with a mobility impairment.

However, to secure the best possible accessibility provisions as detailed below, I would suggest that the Council requests further details now, or, applies a suitably worded Condition to any grant of planning permission:

1. it is noted from the plans that a barrier would be installed to discourage antisocial motorcycle riding along with her path. Further details on the design of the barriers should be submitted and approved by the Local Planning Authority prior to their installation.
2. I note from our discussion that there is an intention to reuse the existing towpath as much as possible. The path should be constructed from a material which provides a firm and stable platform. Any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.
3. Where possible, the gradient leading from the towpath to the proposed development should ideally be designed as a pathway as opposed to a ramp. Reducing the gradient from 1:18 to 1:21 would eliminate the need for handrails and a level landing, which, based on the current plan, would be required after every 8m of ramp flight.

As mentioned, it would be acceptable to attach suitably worded Condition(s) to any planning approval.

Officer comments: Planning obligations and conditions have been imposed in line with the updated Accessibility Officer comments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Planning Policy Considerations

The current application is to provide a maximum total combined gross floorspace of 45,000sqm for purposes falling within light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) together with ancillary offices.

The site itself is located within the Hayes West Drayton Corridor and includes a combined area of 8.6Ha, which is designated as Metropolitan Green Belt. The areas designated as Green Belt land are located on the southern frontage of the site - alongside the Grand Union Canal - and also form a substantial part of the western portion of the site. The eastern part of the site has a specific policy designation as an Industrial Business Area (IBA).

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.

Central Government guidance on National Green Belt Policy is provided within Section 9 (Protecting Green Belt Land) of the NPPF where it stresses the importance of Green Belts and advises that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

Phase One of the hybrid application is located within the part of the site designated as an Industrial Business Area (IBA) where the proposals seek to provide a maximum gross

floorspace of 18,900sqm for purposes falling within light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with additional floorspace for ancillary offices.

Policy LE2 'Industrial and Business Areas' seeks to restrict development within IBA land to proposals providing sufficient employment benefits; and, as such, the proposals for Industrial and Warehousing purposes (Use Classes B1(c)-B2-B8) within Phase One of this scheme are considered to be in accordance with the aims and objectives of policy LE2.

Green Belt Considerations

There are implications in terms of Green Belt policy, for those parts of the proposals which are designated Metropolitan Green Belt land.

The essential characteristics of Green Belts are therefore their openness and permanence. Paragraph 87 of the NPPF advises that 'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.' Paragraph 88 advises that "very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.' At paragraph 89, the NPPF goes on to advise that the construction of new buildings should be regarded as inappropriate and goes on to list exceptions to this, but this does not include the building of a new commercial or industrial park.

Policy 7.16 of the London Plan (March 2015) seeks to maintain the protection of London's Green Belt and seeks to ensure that inappropriate development in the Green Belt should not be approved except in very special circumstances. Policies in the adopted Hillingdon Local Plan (November 2012) endorse national and regional guidance, in particular, Policy PT1.EM2 and Saved Policies OL1 and OL4 which assess new buildings in the Green Belt. The proposal therefore represents inappropriate development and 'very special circumstances' therefore need to be demonstrated. Policy OL1 of the Local Plan Part Two: Saved Policies UDP set out that within the Green Belt will only be permitted for the following predominantly open land uses:

- (i) Agriculture, Horticulture, Forestry and Nature Conservation;
- (ii) Open Air Recreational Facilities; or
- (iii) Cemeteries. The National Planning Policy Framework provides a similar list of appropriate land uses within the Green Belt which are predominantly open.

The proposal to remodel the existing bank along the site frontage alongside the Grand Union Canal seeks to open up the canal frontage and improve the area's general connectivity, both visually and physically. Alongside the western and eastern most parts of the site existing tree planting would be retained and maintained where it is considered suitable with further proposals to enhance existing established key landscape characteristics and improve accessibility. This will be achieved through a series of meandering footpaths leading off from the focal nodes alongside key strategic points along the canal and will provide further access points from the site to both the eastern and western corners of the canal towpath.

Ultimately, the proposals for these portions of the site comprise of a series of ecological enhancements that seek to maximise views into and out of the site with focal 'nodes' designed to ensure increased open air activity along the canal frontage and site edges and that future staff and visitors will be able to use and enjoy. This is in accordance with National

Government aims and objectives for Green Belt land as well as National, regional and local Green Belt policy.

Notwithstanding this, under the criteria set out under Policy OL1, the proposed development scheme, in this case for B1c, B2 and or B8 purposes, is not identified as being 'appropriate development' within the Green Belt and in the context of Green Belt policy, the development must be considered as 'inappropriate development'. Accordingly, the proposal has been treated as a 'departure' from the Development Plan.

Direction is given under Section 38(6) of the Planning and Compulsory Purchase Act 2004, that planning decisions are to be made in accordance with the Development Plan unless material considerations indicate otherwise and therefore reference is now made to those material considerations considered relevant to the determination of this planning application, including Central Government policy as set out in the NPPF; London Plan policy established under the London Plan (March 2015) and the fact that the current application is the last in the sequence of a number of approved development schemes for the Phase 3 site.

The policy framework established under the NPPF seeks to ensure that urban sprawl is prevented, with the aim of preserving the openness and the permanence of the Green Belt. There is a general presumption against 'inappropriate development' in the Green Belt, and that such development should not be approved, except in 'very special circumstances'.

Paragraphs 89 to 90 of the NPPF establish a similar approach to the Local Plan Framework in terms of listing appropriate forms of development in the Green Belt. As the proposed development does not fall within the categories of 'appropriate development' as defined in the NPPF, it is therefore deemed to be 'inappropriate development' in the Green Belt and 'inappropriate development' is by definition as being harmful to the Green Belt.

However, the principle of introducing new development within the Green Belt must be viewed within the historical planning context for this site, whereby the 2000 planning permission (Ref: 37997W/96/1447) successfully demonstrated that very special circumstances existed and that any harm to the Green Belt was outweighed by the benefits delivered by this and earlier phases of the Stockley Park development.

Notably, in 2011 the Council, the GLA and the Secretary of State also resolved to grant permission for a scheme comprising office space, a hotel, leisure facilities and a data centre within this site. Although the application was withdrawn before planning permission was issued this scheme sets out the very special circumstances which justified recent development in the Green Belt.

Very special circumstances have been demonstrated and accepted by the Council and the Government Office for London, in a number of earlier applications for Phases 3, with the most recent test to very special circumstances at this site dating from April 2011. The most recent very special circumstances include:

- (i) the employment benefits from bringing new commercial development to an identified regeneration area;
- (ii) the environmental benefits associated with the rehabilitation of large areas of contaminated land; and

(iii) the amenity benefits of transforming and landscaping large tracts of land as publicly accessible open space for the benefit of the community.

It was considered that the above were very special circumstances which did justify the inappropriate development in the Green Belt.

The earlier stages of Stockley Park were designed with an intention to provide a number of compact development areas interwoven with 'fingers' of open space connecting the district park and golf course to the north and towpath to the south.

In the previous scheme, allowed by the Council, it was considered that the siting and size of proposed buildings up to 8 storey and comprising up to 73,000sqm of floorspace, were such that the extent of the benefits of the scheme would have outweighed the harm to the Green Belt.

The current scheme has many advantages over those allowed, including the most recent scheme considered by the Council in 2011 (Ref: 37977/APP/2009/2079). In particular the amount of floorspace proposed as well the height and siting of buildings would provide adequate separation between them, the Green Belt, the canal waterfront and neighbouring uses to ensure that there would be no harm to the visual amenities of the area whilst providing a significant visual corridor across the central core of the whole site, which would effectively link southern and northern views from sensitive visual receptors along the Grand Union Canal to the south and the Green Belt to the north in Stockley Park Golf Course.

The position of the proposed buildings in the current scheme is much improved to that approved in the original Phase 3 masterplan schemes dated 2000 (Ref: 37997W/96/1447) and the 2011 (Ref: 37977/APP/2009/2079) scheme. The scheme's proposed layout arrangement sets the buildings at either side of a central spinal access to minimise traffic impacts and rationalise the need for supporting infrastructure. The size and bulk of the structures proposed in the current scheme have been substantially reduced over that previously proposed in the scheme recommended for approval in 2011 as well as significantly reducing the quantum of floorspace approved in the extant scheme allowed by the Council in 2000.

Whilst the current application improves the relationship between built form and context, including green belt constraints, it still seeks to deliver all the positive outcomes demonstrated within the original Phase 3 scheme (Ref: 37997W/96/1447).

Likewise, it is worth noting that while the proposal, once completed, would reduce the level of designated Green Belt land within the site, the large majority of the established landscaped areas to the east, west and south would be improved and opened up for use by the public and in a strategic and spatial sense the proposal would have a significant positive impact on the availability, accessibility, type and quality of open space within the vicinity.

Furthermore, it should be noted that only a proportion of the 8.6Ha of Green Belt land at the application site would be built upon. The applicant will be required to landscape and deliver to the Council as publicly accessible open space the following parcels of land to mitigate the loss of Green Belt land at the site:

Land Parcel A: 13.91Ha

Land Parcels B: 2Ha
Packet Boat Lane: 2.74Ha
Dawley Motors site: 0.5Ha

TOTAL: 19.15Ha

In essence any loss of any of the 8.6 Ha of Greenbelt Land at the site is to be mitigated by 19.15Ha of landscaped, publicly accessible park land which is considered adequate.

In this case, given the enhancement works proposed to the off site land parcels, landscaped areas of the site as well as the regenerative and employment benefits, and the size and siting of buildings, on balance, it is considered that the very special circumstances would outweigh any harm to the Green Belt.

The Mayor's Stage 1 Report concurs with this assessment. Specifically, paragraph 31 states:

"The application proposals involve building on Green Belt land, which would be classed as 'inappropriate development' for the purposes of the NPPF. However, the principle of development on Green Belt land has been established through the decision making process for previous applications, which concluded that any harm to the Green Belt was outweighed by very special circumstances. This holds special weight in the consideration of the proposed application. As discussed above, the current proposal would cause only limited harm to the openness of the Green Belt. This limited harm will also be mitigated by the gifting of a substantially greater area of currently private Green Belt land as new and improved public space. The limited harm to the Green Belt is also considered to be outweighed by very special circumstances arising from the planning history of the site; the employment benefits arising from new commercial development, as discussed below and the amenity benefits associated with the re-landscaping of large areas of land as publicly accessible open space."

It is also worth noting the conclusion of the LB Hillingdon in its Green Belt Assessment study (September 2013). The study was prepared to provide an analysis of the Green Belt in Hillingdon, in the context of the National Planning Policy Framework. In this study, it is concluded that the Phase 3 site does not meet the tests for including land in the Green Belt contained in the NPPF and does not merit Green Belt designation.

As such, the scheme is considered to be in accordance with the National Planning Policy Framework, Policy 7.16 of the London Plan (March 2015) and Policy PT1.EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OL1 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis.

The buildings would be spaced generously apart, and the landscaping, canal, and water features form a strong element of the overall vision for the park, with less than 50% of the site covered by buildings.

It is considered that the ratio of floor area to land is acceptable.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, Listed Buildings, or Areas of Special Local Character within the vicinity. Notably Historic England have raised no objections to the proposal.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to appropriate conditions and informatives.

7.05 Impact on the green belt

The principle of the development has been discussed in detail within section 7.01 of this report and it has been established that very special circumstances exist for the provision of business and industrial development on this site.

Accordingly, this section will focus on design issues and whether the development so far as possible minimises harm to the green belt.

The current application still seeks to deliver all the positive outcomes demonstrated within the original Phase 3 scheme (Ref: 37997W/96/1447). In this case, given the proposed regenerative and employment benefits, and the size and siting of buildings, it is considered that the very special circumstances would outweigh any harm to the Green Belt.

The impact on green belt land was specifically considered in the Landscape and Visual Assessment submitted in support of the application, which has included an assessment of landscape and visual effects from 19 select viewpoints towards the development site. The visual assessment concludes that the development will have no more than minor adverse visual impacts from within the site itself and from views of Stockley Park Golf Course and moderate to minor visual adverse impacts to views from the adjacent GlaxoSmithKline site and from high viewpoints within Stockley Golf Course.

Otherwise the scheme has negligible impacts from all other visually sensitive receptors whilst it is expected to deliver minor beneficial impacts from views from the Grand Union Canal.

It is worth noting that in order to minimise the impact on the openness of the green belt the new buildings are arranged at a considerable distance from the site's boundaries, which will allow the provision of soft landscaping and maximises the retention of existing mature landscape features. This design approach and principles are instrumental in enabling an effective screening of the proposed buildings from surrounding Green Belt and key viewpoints.

The site layout also proposes a wide central visual and access corridor aligned in a north south oriented axis, which seeks to maximise the sense of connectivity between the site, the Grand Union Canal and adjacent Stockley Golf Course. The access road into the development has been set to provide direct access into car park areas and service yards (which have been specially located internally within the site so as to not be visible/prominent features from the surrounding areas).

The footprint of the buildings is not excessive and strikes an ideal balance between building ratios. The layout and massing of the buildings is considered to be such that they would be successfully integrated into the site without resulting in harm to the openness and visual

amenity of the adjoining Green Belt.

Furthermore, the height of the proposed buildings has been limited with shallow arched roofs proposed and, having regard to the necessary siting and purpose of the buildings, this is considered to be the optimal design solution in terms of minimising the development's impact on Green Belt openness.

Having regard to the above it is considered that the weight which has been given to material planning considerations in choosing the siting of the buildings is correct and that the site layout and location of the buildings is optimal having regard to the balance of planning considerations.

Policy OL3 seeks to retain and improve the existing landscape for proposals that adjoin the Green Belt. To the south is the Grand Union Canal, which is included in the Green Belt and forms part of a Green Chain (Policy OL11).

A 30-40 metre wide landscaped area between the site and the Grand Union Canal has been set aside as part of this application. This area is to be retained as open space. The strip of open amenity space that extends along the western boundary of the site will also be retained.

The applicant has also sought to further rationalise the proposals following substantial pre application discussions and has submitted a site layout which reduces the overall area of the built form required in support of the use, and creates a number of pedestrian and cycle links between the Grand Union Canal and the remainder of Stockley Park.

These amendments would serve to provide a substantially more open appearance to the south of the site and enable a direct pedestrian and cycle route along the Grand Union Canal ensuring that it maintains its amenity value and utility for existing and future nearby occupiers as well as visitors to the area.

Therefore, the application demonstrates that the design solution is acceptable and provides an appropriate response to the site in terms of landscaping, which would provide substantial soft landscaping. The application is not considered to cause harm to the openness and visual amenity of the Green Belt whilst, so far as possible, it minimises and mitigates the impact of the development on the openness of the Green Belt land.

As such, the application proposals are in accordance with Policy 7.16 of the London Plan (March 2015) and Policies OL2 and OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The impact of the proposed development on the openness of the green belt is assessed in sections 7.01 and 7.05 of the report above.

Policy BE13 of the Local Plan Part Two: Saved Policies UDP requires that the design of new development in terms of layout and appearance should harmonise with the existing street scene and the surrounding area.

Although the site has a self contained character, the context of the site consists primarily of the surrounding open space within Stockley Golf Course to the north, but also the transition

with the Industrial Building Area to the west, Stockley Park itself to the east and the Grand Union Canal frontage to the south.

All units would share a proposed access from Horton Road and access by lorries to the parking and loading areas in the front yard of the buildings would be from the western side of the buildings. There would be up to 180 parking spaces parking for staff and visitors provided along Horton Road and the canal frontage respectively to the north and south of the buildings.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The buildings would accommodate an outward facing ancillary area of office space with the maximum height set at 16.2m but with the bulk of the floor space located at ground level in a largely open plan layout with high ceilings. The proposed ancillary office space would be located over two floors.

The buildings would have a shallow arched roof with the appearance being of a modern design. The colour palette is proposed with a range of silver, white and shades of grey cladding. The elevations are proposed faced with a lightweight metallic cladding broken into bays and textures that seek to provide visual relief and add visual interest and rhythm to the external walls.

The office elements of the buildings are clad in a curtain walling system with substantial sections of glazed areas and glass faced spandrel panels where there are requirements for solid areas. The north eastern corner of Unit One and the south western corner of Unit Two, which incorporates the ancillary offices, would be entirely glazed and incorporates a canopy, which partly wraps around the flank elevations overlooking onto the public areas in Horton Road and the Grand Union Canal.

The development proposal is also for Phase Two, which is submitted in outline form. However, this element of the application is submitted with all matters, except for access, being reserved.

Compared to the scheme recommended for approval by the Council in 2011, the current proposal is considered to provide a generous, well balanced landscape which matches the scale of proposed buildings. The layout and the interface between green open space and built elements have been improved.

The height of the proposed buildings, including for the outline elements of the proposals, would not exceed 18.7m in height, which is significantly below the heights between 3 to 8 storeys considered acceptable in the previous scheme.

The Council's Conservation/Urban Design Officer considers that although the proposed buildings would be large, even by Stockley Park standards, the views analysis provided demonstrates that a substantial amount of the visual impact of the buildings will be mitigated by good landscaping. As such, the success of this scheme will balance on the quality of the landscape design and planting, particularly on the eastern side of the site and along the canal.

With respect to the landscape aspects of the scheme, the Council's Landscape Architect stated that the proposals are for the "design and management of a well designed landscape (scheme) which respects the adjacent landscape of Stockley Park and enhances the

ecology of the area."

In this instance, officers conclude that the development proposes buildings which would be appropriate in this location by virtue of their sensitive scale, bulk, and approach to design, with appropriate materials and high quality landscaping, which has an acceptable impact on the open spaces to the south and north.

In the circumstances, no objections are raised to the visual impact of the proposed development and supporting infrastructure. It is worth noting that these sit within an area of the site that already has consent for much taller and larger sized office buildings, with the difference in scale and massing being considered a significant improvement from that which was previously allowed within this site.

As such, the siting, height, bulk and scale of the proposal would not result in a detrimental impact upon the character and appearance of the area; and, in this instance, the proposal is considered to accord with Policy BE13 of the Local Plan, relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Policies BE20, BE21, BE22 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that the design and layout of new buildings do not result in a significant loss of residential amenity due to overdominance, loss of light or loss of privacy.

The site is bounded to the north by Horton Road, beyond which is Stockley Park Golf Course. To the west, the site is adjoined by Green Belt land and industrial development. The nearest residential properties are located over 100m away from the nearest part of the site. Residences are separated from the site by the canal, existing industrial buildings, and the railway line. These cited separation distances significantly exceed the minimum separation distances laid out in the Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts and are more than adequate to ensure that the building does not cause the loss of residential amenity.

To the southeast, the site adjoins a child day care centre/nursery. It should be noted that parking for Unit Two within Phase One is proposed adjacent to the nursery. A condition is recommended which requires the applicant to adequately acoustically screen the nursery from noise associated with traffic parking on the site.

The impact of noise arising from the development on neighbouring properties is addressed within section 7.18 of this report, and subject to conditions the development would have no adverse impacts on the amenity of nearby occupiers in this respect.

Overall, it is not considered that the proposed development would have any adverse impacts on the amenity of nearby residential occupiers subject to appropriate conditions relating to control of noise and external lighting.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed orientation of the ancillary office space, which has been designed to overlook the public amenity areas alongside the Grand Union Canal and Horton Road accord with the Secure by Design Principles and would provide an appropriate environment for the future staff and visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Site Access

The site will be served by a single new vehicular access point (priority T-junction) onto Horton Road, which is a single carriageway with a 30 mph speed limit.

The traffic modelling for the proposed site access 'priority T-junction' onto Horton Road reported satisfactorily operational performance with the higher traffic flows. The Council's principal Highways Engineer has reviewed the modelling of the priority T-junction and has no concerns with the proposed new access.

Trip generation

The application was referred to the Council's Highways Engineer who noted that the use of the site for business and office type uses and its impact on the road network design, highway capacity and public transport was considered when the Phase 3 master plan was approved in 2000, and that the development as currently proposed would generate significantly less traffic than has already been approved.

As such, it is not considered that traffic generation from the proposed development will impact upon the adjoining highway network to a greater extent than the extant planning permissions for this site.

Notwithstanding this, the Council's Highways Engineer has reviewed the Transport Assessment and considers that further studies are required to ensure the most appropriate mitigation is undertaken.

A comprehensive transport study is also to be secured through the s106 agreement. The full scope of this study is to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigation measures that meet the tests set out in Regulation 123 of the CIL regulations, i.e. that the measures are (a)necessary to make the development acceptable in planning terms; (b)directly related to the development; and (c)fairly and reasonably related in scale and kind to the development.

Parking

The existing permission from 2000 allows 1143 parking spaces to be provided within the Phase 3 site. The current proposal provides 180 parking spaces for the full element of the application, within Phase One, whilst it is expected on the basis of parking levels for Phase One that a maximum of 250 parking spaces will serve Phase Two, in a total of 430 parking spaces for the whole development site. While this is within London Plan (March 2015) standards, it should be further noted that there is an extant planning permission which allows 1,143 car parking spaces within this site.

The Principal Highways Engineer noted that although the proposed parking provision within the site meets maximum London Plan and LB Hillingdon standards the TA submitted in support of the application does not entirely justify the level of parking proposed. However, whilst noting the parking levels proposed in the extant permission, the current parking proposals are considered acceptable (offering a significant reduction in parking spaces).

The reduced parking provision would also represent an overall reduction in the number of trips generated from the site compared to the extant permission approved in 2000.

A condition is recommended to ensure that the parking provision for each element of the proposed development is linked to it and only provided with the implementation of each element of the development. Likewise, conditions are recommended to ensure that motorcycle, cycle and disabled parking is provided for each building within each phase of the development.

Conclusion

The applicant has provided a comprehensive response to all matters raised by TfL. The response is considered to be acceptable by the Council's Highways Engineer, including that the cycle parking provision has been increased to 90 spaces, in line with requirements contained within the London Plan (March 2015).

The s106 agreement will also secure a travel plan and a Construction Logistics Plan and dedication of land for adoption as highway with part carriageway and footway resurfacing and associated works alongside the northern boundary of the site with Horton Road.

In terms of off-site highway works required as a result of this proposal, these are to be delivered by a section 278/ section 38 agreement.

Providing the matters raised above are able to be delivered via legal agreements, the proposal is not considered to raise any objection in relation to Policies AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

URBAN DESIGN

This is a prominently located site which forms part of the Stockley Park Business Park. It is visually exposed from the adjacent A408, Stockley Road, which borders the site to the south

The existing Phases 1 and 2 of Stockley Park Business Park are renowned for their high quality design both in terms of architecture and landscape, and this has given Stockley Park international recognition as a leading example of Business Park design.

The application was referred to the Council's Urban Design and Landscape advisors who advised from an urban design point of view the proposal would create a coherent network of public open spaces and a strong sense of place through site specific design.

The Council's Urban Design advisor has confirmed that the submitted scheme reflects the urban design principles established in pre-application discussions, with buildings and open spaces being well integrated.

In terms of the appropriateness of the proposed maximum heights of the buildings not exceeding 18.7m in height, it is necessary to take account of previous planning permissions and approved reserved matters applications at the site, which includes permissions for buildings up to eight storeys in height. A condition is recommended to ensure that building heights are appropriate and that no building height exceeds 67.93m AOD and taking account of ground levels across the site, it would appear that the proposed buildings could be accommodated within the site without exceeding this requirement.

This application benefits from existing infrastructure and robust landscape planting originating from the masterplan consented in 2000. Views to and from the canal to the proposed car parking areas and buildings would be comprehensively filtered by landscaping.

Subject to conditions to ensure landscaping is enhanced and maintained no objection is raised in relation to the height and position of this building.

The applicant has agreed to provide security fencing, which would be set within robust landscaping to ensure it is screened from view. A condition is recommended to ensure boundary treatment is appropriate.

BLUE RIBBON

It is noted the engagement that the development has had with the Canal and River Trust, The Great London Authority and the Hillingdon Canals Partnership in order to propose what is considered a sensitive landscaping proposal that takes into account the requirements for enhancement of strategic waterways in the Blue Ribbon Network. The scheme is therefore in accordance with Policy EM3 Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Blue Ribbon London Plan Policies through the provision of mitigation for potential impacts to biodiversity through habitat enhancement.

The scheme is considered to be consistent in layout and scale, type and height and massing to the existing buildings to the east and west. Once landscape planting has matured it is not considered that the development would have any significant impact on the adjacent Green Belt or visual landscape of the surrounding area.

Overall the scheme is considered to deliver a positive contribution to improving green Infrastructure and integrating with the Blue Ribbon network.

ACCESS

Addressed in Section 7.12 of this report.

SECURITY:

Considerations on security have been incorporated into the design principles followed for the development with the new accommodation designed to overlook existing and proposed public domains, with particular emphasis at the entrances to the buildings. A condition is recommended to ensure the development is designed in line with secure by design principles and therefore it is considered that an appropriate level of security would be achieved.

7.12 Disabled access

The initial scheme was reviewed by the Council's Accessibility Officer and the Greater London Authority who raised a number of minor matters. It should be noted that the application is in part in outline form and the detailed design of buildings would be the subject of further assessment at the reserved matters stage.

A series of conditions are recommended to ensure that the detailed design of buildings adequately provides for all persons, including those with disabilities, and that these details be submitted to and approved in writing by the Council before any phase of development begins.

7.14 Trees, landscaping and Ecology

The application was submitted with a number of supporting documents with respect to trees and landscaping including a full arboricultural survey, tree protection details, a landscape strategy, a tree and hedge strategy, and proposed landscaping drawings.

The site contains a number of semi-mature trees and shrubs, which were planted in

accordance with the previous approved Phase 3 masterplan (approved in 2000). The intention in 2000 was to establish and maintain the landscape infrastructure, where possible, in advance of the (then) proposed office developments in order to provide a high quality, maturing landscape to complement the new development.

In addition to existing mature landscaping, the submitted plans also illustrate an amended site layout which includes the setting back of the car park from the Horton Road frontage, permitting a soft landscape buffer.

The layout also includes changes along the southern boundary of the site with the re-profiling of the Grand Union Canal frontage to enable public pedestrian and cycle access to the site.

It is inevitable that a new development on this land will have some impact on the landscape character of the area, but having regard to the proposals it is clear that extensive and well thought out soft landscaping is proposed to minimise the impacts and ensure that the development sits comfortably within the context of the surrounding open space.

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.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with Policies BE38 and OL2 of the Local Plan Part Two. No objection is raised to the proposals on landscaping grounds.

ECOLOGY

The application site does not lie within a formally designated nature reserve or nature conservation area of any type. However, due to the manner in which the site is managed it is necessary to consider the impact of the development on habitats within the site.

Notwithstanding this, the development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. However, whilst using the selection criteria outlined in Schedule 3 of the Regulations it was deemed that a full Environmental Impact Assessment was not required.

Policy EC2 of the Local Plan Part 2 indicates that the need to assess the impact of developments on protected species and Policy EC5 sets out that where appropriate the Local Planning Authority will seek to retain, protect or enhance sites with ecological value.

Policy 7.19 of the London Plan requires that when considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest, the following hierarchy will apply:

1. avoid adverse impact to the biodiversity interest
2. minimise impact and seek mitigation
3. only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

To address these policies the application is supported by an Ecological Assessment which includes a number of ecological surveys and habitat assessments, these conclude that the

site can effectively be divided into two areas. The northern and central sections of the site have been subject to detailed surveys and found to be of low value and the southern and western sections, which have been found to be of some ecological interest.

It is noted that only the Grand Union Canal, along the southern section of the site and which is a site of Metropolitan Importance, is thought to serve as an important habitat corridor of high value. However, the enhancements proposed would represent an improvement on the existing situation with the interface with the canal to be enhanced with specific measures to encourage wildlife interest and promote a more naturalistic setting.

The Council's Sustainability Officer has reviewed the proposals and considers that, subject to conditions to secure a more appropriate and detailed ecological enhancement scheme, that the proposals would not pose any risk to protected or priority species. It is also noted that Natural England have raised no objections to the proposals and referred the Council to their standing advice.

Further, it is considered that the mitigation proposed (including new habitat and retention and enhancements to the large bodies of water to the east) and the opportunity to manage and maintain the site for ecology (which could be secured by condition) would provide adequate mitigation and enhancement to compensate for the areas lost to accommodate the development site.

Subject to conditions it is considered that the proposed development would provide adequate mitigation to offset the potential loss of habitat and would accord with Policies EC2 and EC5 of the Local Plan Part 2 and Policy 7.19 of the London Plan (March 2015).

7.15 Sustainable waste management

As the application is for commercial development, the building occupiers ultimately have discretion over which waste management methods are used. No details of refuse facilities have been provided at this stage.

Conditions are recommended to ensure these details are provided at the reserved matters stage should approval be granted. The application was referred to the Council's Waste Strategy Team which has raised no objection to the proposal.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in 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 specifically meet the required 35% reduction in carbon emissions through a combination of measures, which include the provision of photovoltaic panels as well as a number of passive measures. Further details have been submitted to the GLA's satisfaction and therefore no objections are raised to the details submitted. However, the final energy solution has not been fully clarified.

In this instance, it is considered appropriate to secure a condition to ensure implementation within the final design of the scheme to comply with adopted policy.

In addition, should it not be possible to achieve this on site, the applicant shall make an offsite monetary contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that does not meet the 35% target.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The proposed development is supported by a Flood Risk Assessment prepared by WSP submitted with proposals to control surface water on site through the use of permeable paving and tanks set to discharge at greenfield run off rates, which is considered acceptable to the Council.

While the indicative details are acceptable, additional detailed documentation is required in relation to these matters, to ensure full policy compliance. The Council's Flood and Water Management Specialist has raised no objections subject to a condition relating to surface water management.

7.18 Noise or Air Quality Issues

The proposed development is within an Air Quality Management Area in a recognised area of exceedance of the limit of the national annual mean nitrogen dioxide objective.

The application was referred to the Council's Environmental Protection Unit who confirmed the air quality impact assessment provided by the applicant was robust and that air quality issues should be addressed through appropriate design responses at the reserved matters stage.

The adoption of Travel Plans would also assist in reducing the need for cars to and from this site.

The Council's Environmental Protection Unit raised no objection to the proposal on air quality grounds, subject to a contribution of £50,000 towards an air quality monitoring regime in this area of the borough.

Subject to compliance with these conditions and Heads of Terms in the section 106, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

The applicant submitted a statement of community involvement indicating an approach to community and stakeholder engagement during the pre-application process which exceeds that set out by Hillingdon Council's Statement of Community Involvement.

In effect, over 6,765 letters were sent to nearby residential properties and business occupiers in and around the site informing of the proposals for this site. A number of public meetings and exhibitions was also well attended and a number of feedback forms have been submitted with suggestions for the design of the scheme.

The process of liaising, engaging and consulting with various stakeholders, elected representatives, community groups and officers has continued over a sustained period and has been central to the preparation of the planning application. As a result of this, the application has evolved and responds to the issues and comments that have been made where possible.

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. Enter into a S278/S38 for all highways works required by the Local Planning Authority 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 Horton Road and Iron Bridge Road. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation;

a) Construction of new access junction onto Horton Road

b) Stage 1 safety Audit to new vehicular access (Priority T-junction onto Horton Road);

c) Footway works on southern side of Horton Road, to provide continuous connection between east and west along site frontage;

d) Construction of a vehicular crossover at Iron Bridge Road for three parking spaces;

e) Footway and cycle links through landscaping to west and south of site;

f) Improvements to footways and pedestrian crossing facilities in the vicinity of the bus stops to the east of Iron Bridge Road, improved road markings and visibility at Horton Road/ Ironbridge Road roundabout including possible relocation of bus shelters;

g) Funding of transport modelling of Stockley Road corridor including considerations of the 'smart motorway' initiative being developed by Highways England and interchange and mitigation works identified in the study as necessary to address the direct effects of the development scheme, within a timeframe to be agreed by the Local Planning Authority;

h) An adoption plan identifying land dedicated for adoption along the southern side of Horton Road and extending beyond the new pedestrian crossing at the site access.

ii. Car parking allocation and management scheme;

iii. Refuse and delivery management scheme;

iv. A Construction Logistics Plan

v. A Delivery & Service Plan (including details of access and parking for emergency services).

vi. 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. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;

vii. 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.

viii. Canal side Improvements;

a) To carry out and maintain landscaping improvements to canal and towpath as shown on planning application drawings and to maintain public access from the site to the towpath. Towpath to be widened to a minimum of 3m. The precise details of the towpath widening would be agreed through the Canal and River Trust's third party works process but any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.. Maintenance duties would include litter picking, graffiti removal and maintaining the towpath surfacing.

b) An Ecology Report (Ecological Assessment recommended) seeking great crested newt, reptile and bat surveys alongside the canal to be undertaken within the recommended periods stated within the assessment.

c) To provide and maintain the specific measures as agreed with Groundwork Trust and Canal and River Trust to include:

- Canal mooring point and electrical connection;
- Potential dredging of the canal at the proposed mooring site, subject to feasibility analysis
- Inclusion of 'London's Foundations' brickwork project;
- Provision of new heritage information signs in accordance with legible London Standards;
- Refurbishment of the existing heritage information signs, in accordance with legible London Standards.

ix. Off site land parcels;

a) To submit for approval landscaping works to land parcels A, B1, B2, C and Packet Boat Lane prior to the commencement of phase 2.

b) Carry out and complete agreed landscaping works to land parcels A, B1, B2, C, within a timeframe to be agreed by the Local Planning Authority;

c) Transfer freehold interests of land parcels A, B1, B2, and C to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

d) Transfer the freehold interest of Packet Boat Lane to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

f) Contribution towards a study to explore the feasibility of flood attenuation measures at Packet Boat Lane and towards the implementation of the resulting measures and landscaping works including public access, within a timeframe to be agreed by the Local Planning Authority;.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £50,000.00 is sought;

xii. The development needs to achieve a 35% reduction in CO₂. The applicant shall pay an offsite contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that falls below the 35% target.

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 or Crossrail contributions, 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.

Historic Background to Planning Obligations

The site has a long planning history and there are several existing S106 legal agreements relating to the various historical planning permissions to redevelop the Stockley Park Phase 3 site. It is useful to understand the historic background to these obligations in determining what planning obligations should be sought to mitigate the impacts arising directly from the latest proposal.

Outline planning permission (ref: 37977P/94/335) was granted in February 1996 to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses. The associated S106 legal agreement included a sum of £4 million. The £4million was paid in full with £1.3 million of this £4 million contribution was allocated to be spent on Lake Farm Country Park.

The initial £4million paid in connection with the unimplemented 1996 permission (reference 37997W/96/1447) included:

- £1million allocated to and which has been spent on enhancements to the Hayes Hub;
- £60,000 has been allocated to and spent on works at the Stockley Road roundabout;
- £29,760 has been allocated to and spent on a Pelican crossing in West Drayton.

Outline planning permission (ref: 37997W/96/1447) was granted in August 2000 for the comprehensive development of Stockley Park, Phase 3 for 50,000m² of industrial and/or offices, and/or research and development, and/or training floorspace, together with ancillary

uses, including car parking.

The heads of terms in the S106 legal agreement associated with the 2000 permission are set out below along with an explanation as to how these have influenced the planning obligations sought in relation to the current planning application:

(i) Historically a contribution of £2.3m was required towards public transport links from Hayes to West Drayton through Stockley Park.

This obligation is no longer required in any new legal agreement, on the basis that it can no longer be justified as being directly related to the impacts of the development, or reasonable.

(ii) Historically a contribution of £500,000 was required to be paid to fund studies and improve flows of public transport, off-site highways improvements and traffic calming measures within 500m of Stockley Park.

The Council's Highways Engineer advised that this planning obligation has a strong link to impacts likely to arise from the site and should be carried through as a planning obligation for the current scheme but under a different format.

(iii) Historically a planning obligation was imposed which required the applicant to carry out a scheme of works to facilitate the movement of buses in Stockley Park and to improve other sustainable modes of transport such as walking and cycling within Stockley Park.

The Council's Highways Engineer advised that works have already been undertaken to improve access for busses in accordance with this obligation, and that the design of the current scheme encourages other sustainable modes of transport, such as pedestrian and cycle routes within, and in the vicinity of the site.

(iv) Historically a planning obligation was imposed requiring the applicant to enter into the Highways Agreement, being the introduction of traffic lights to improve the Horton Road/Stockley Road interchange.

The applicant will again be required to undertake these off site highways works, if it is so identified in studies seeking to improve flows in the highway network.

(v) Historically a planning obligation was imposed requiring the applicant to secure consents for and undertake the full signalisation of M4 J4.

The Council's Highways Engineer has confirmed that the signalisation of the M4 at J4 has been undertaken and as such this obligation is no longer necessary.

(vi) Historically the legal agreement required that landscaping of Land Parcel A (now known as Land Parcels 2 to 5) be undertaken in accordance with a detailed landscaping specification to be agreed by the Head of Planning and Enforcement.

This planning obligation relates to a parcel of land which is 13.91 Ha in area. The obligation is required to mitigate the loss of Greenbelt land at the site (i.e. the Greenbelt land which would be built upon at the site).

It is worth noting that the applicant has already undertaken a considerable amount of

landscaping work (£410,000 spent to date). It is proposed that this requirement remain as a head of term for the current scheme.

(vii) Historically a the legal agreement also required that landscaping of Land Parcel B be undertaken (to off set the loss of Green Belt land built upon at the site).

This planning obligation relates to three parcels of land which in total are 2 Ha in area. There is a clear link between the loss of Green Belt land at the site and the proposed mitigation. It is proposed that this requirement remain as a head of term for the current scheme.

(viii) Historically a the legal agreement required that landscaping of Land Parcel C and Land Parcel C extension.

The Land Parcel C is now included in the current application site boundary and is proposed to be landscaped. As this land is within the site boundary, conditions are recommended to ensure landscaping is retained and maintained by the applicant for as long as the development remains in existence.

The current proposed S106 planning obligations require that the applicant provide:

- Two 24hour canal side moorings;
- A contribution of £200,000 towards improvements along the canal towpath adjoining the Phase 3 site;
- A contribution in the sum of £15,000 towards British waterways Water space strategy and its implementation;
- Carry out work or make financial contribution towards works along tow path as required by TfL.

(ix) The historic legal agreement required that landscaping of land at Packet Boat Lane be undertaken and that this then be maintained for public access.

This obligation has proven problematic for the Applicant to meet due to adverse possession claims by neighbouring landowners.

The area now available is 2.74Ha. A scheme (planning permission ref 66756/APP/2010/198) has been approved to landscape the remaining Packet Boat Lane land to create a park.

The planning obligation is to remain (modified to reflect the reduced size of the land parcel (2.74 Ha) and should consider flood alleviation opportunities for this land.

(x) Historically a there was a planning obligation which required the applicant to convey to the Council the freehold interest in each of Land Parcel A and Land Parcel B.

This requirement is to remain as a head of term for the current scheme.

(xi) Historically there was a planning obligation which required that the applicant purchase and landscape the Dawley Motor (aka Gye & Tillier) site, which is a 0.5 Ha site. The land is then to be dedicated as public open space and maintain such land.

This requirement is to remain as a head of term for the current scheme.

(xii) Historically there was a planning obligation which required that a contribution of £1 million towards the cost of laying out, landscaping and maintaining Lake Farm Country Park for use as public open space and /or leisure activities.

In the 2011 resolution to grant permission the applicant successfully challenged the need to reflect this obligation in any new legal agreement associated with the current planning application, on the basis that it did not meet the tests for valid planning obligations and was therefore considered unnecessary.

In this respect the applicant has noted that Lake Farm Country Park is now a well established community area (BMX track and Skate park) and that the applicant has already contributed £1.3 million to Lake Farm Country Park under permission reference 37977P/94/335.

Given the other mitigation measures, it is clearly the case that this planning obligation is not necessary or fairly and reasonably related in scale to the proposed impacts of the development given the other planning obligations.

Lake Farm Country Park is 1.4km east of the application site. Given the distance it is not considered that occupiers of space to be built in Stockley Park Phase 3 would utilise Lake Farm Country Park so heavily as to warrant £1 million worth of capacity enhancements.

The need for the obligation would be driven by the need to mitigate the loss of Greenbelt land at the site (i.e. the Greenbelt land which would be built upon at the site). To understand if the scale of the contribution is fairly and reasonably related to the proposed development it should be noted that only a proportion of the 8.6Ha of Green Belt land at the application site would be built upon.

Additionally the applicant will be required to landscape and deliver to the Council as publicly accessible open space some 19.15Ha of land to mitigate the loss of Greenbelt land at the site. It is considered that the scale of mitigation measures exceed the scale of Greenbelt land that would be built on at the site. It is not considered that a further momentary contribution totalling £1 million can be justified.

In addition, the current scheme includes generous onsite landscaping with substantial enhancements to the Grand Union Canal frontage, tow path, the canal mooring point, incorporation of the 'London Foundations' brickwork project and the provision of 7 new/re-furbished heritage display boards with a total cost estimated for the canal side works set at approximately £760,000.00. These works must be taken into account when considering how adequately the scheme has mitigated its impacts.

It is worth noting that the landscape costs excluding the primary earthworks and civil work associated with all the parcels of land gifted to mitigate against the loss of Green Belt land total some £2,200,000.00.

As such, in line with the precedent set in the 2011 application It is not considered that this obligation meets the Secretary of State's Tests under the CIL Regulations, and as such it has not been pursued.

(xiii) There was a historic obligation which required the applicant to dedicate land to create part of a bus lane along a section of Stockley Road, and transfer the freehold to the Council.

Advice from the Council's Highway Engineer In the 2011 resolution to grant permission was that a bus lane is considered unfeasible because it would require a bridge to be widened and otherwise altered and land south of the bridge to be compulsorily purchased. In addition, TfL (who control buses) have not requested that this obligation be pursued. Consequently, this item is no longer being pursued.

HISTORIC PLANNING REFERENCE 37997W/APP/2006/795 dated 31/01/2007

This planning permission relates to an application for the erection of a data centre on the Phase 3 site. The S106 legal agreement contained the following heads of terms:

(i) The legal agreement required that the applicant to make an in-kind or monetary contribution towards Construction and employment training. This planning obligation is to remain.

(ii) The legal agreement required that details of an energy centre for the data centre be submitted to and approved by the Council. Details of an energy strategy for the wider site was also to be submitted to and approved by the Council. The legal agreement then required that the energy centres for the site and data centre be implemented as per approved details. Given the substantial energy requirements associated with the Data Centre, it is considered that this item is no longer appropriate for in relation to the current scheme.

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 also includes the parameters for the outline development of the site within Phase Two. There would be 180 car parking spaces in Phase One.

It is expected that all landscape and amenity enhancements within the site as well as those immediately adjacent to the site will be built together with Phase One and the phasing method will need to ensure that the amount of open public amenity space will be provided prior to the first occupation of Phase One.

It is also expected that each development phase will be hoarded through the use of standard 2.5 metre high wooden construction enclosure which should be painted and maintained at the developer's expense. The enclosure treatment will possibly feature images of the development, subject to the relevant consents.

The site will need to 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.

CONTAMINATION

The application was referred to the Council's Environmental Protection Unit, who have advised that further contaminated land investigation and monitoring work would be recommended. This work should include further sampling to gather more results on soil, gas

and groundwater contamination.

Relevant conditions are recommended to ensure contamination concerns are adequately dealt with.

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 hybrid application seeks full and outline planning permission for Business and Industrial purposes falling within classes B1c, B2 and/or B8 comprising a total floor area of 45,000sqm on land identified as Phase 3 of Stockley Park, West Drayton.

The site is partially located within the Green Belt and in this case it is considered that very special circumstances exist to justify the proposed development in the Green Belt.

The current scheme builds substantially upon preceding development principles, including, delivery of the regeneration benefits of this major land reclamation project with maximum heights and an approach to the site layout that have matured and evolved from previous permissions, including substantial areas to be dedicated to landscaping and open to general access to the public.

There is no objection in principle to the industrial uses within that part of the site designated as an Industrial and Business Area (IBA), nor is there any in objection to the siting, size, bulk and height of the proposed buildings.

It is considered that this is a well designed scheme which has an imaginative modern approach to landscape and design. It is expected that the scheme will breathe new life into this prominent site alongside the Grand Union Canal and that it 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 townscape and wider views beyond.

The development is considered to comply with relevant National, Regional and Local policies and, 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 referrals to the Greater London Authority and to the Secretary of State.

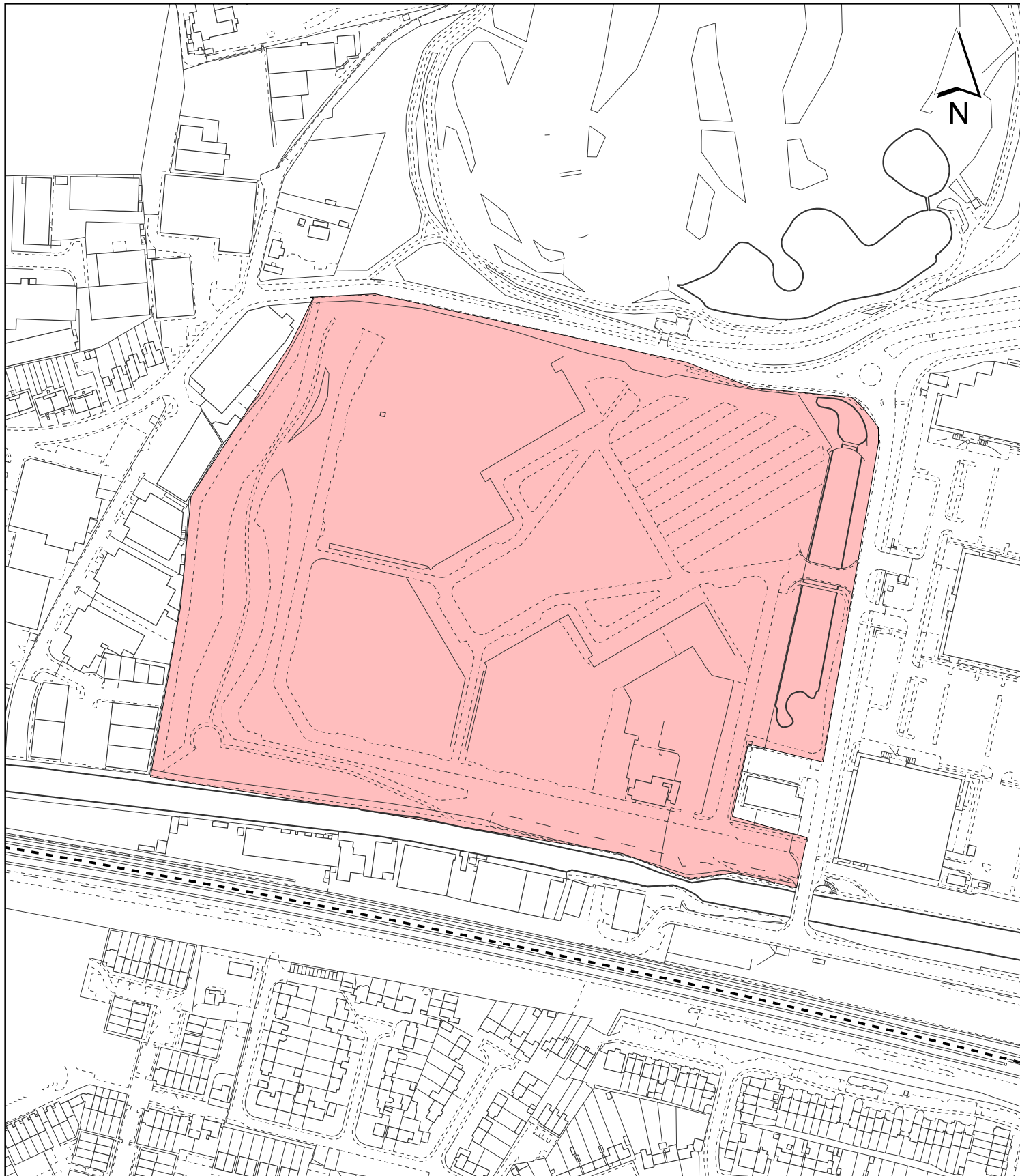
11. Reference Documents

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
National Planning Policy Guidance
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
Hillingdon Green Belt Assessment Update (September 2013)
Hillingdon Statement of Community Involvement.

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Phase 3 Stockley Park
 Stockley Road
 West Drayton**

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

Planning Application Ref:

37977/APP/2015/1004

Scale:

1:3,200

Planning Committee:

Major Page 250

Date:

August 2015



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

26th August 2015



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE GREAT SOUTH WEST ROAD FELTHAM

Development: Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334.

LBH Ref Nos: 49559/APP/2015/1991

Date Plans Received:	29/05/2015	Date(s) of Amendment(s):	29/05/2015
Date Application Valid:	29/05/2015		19/06/2015
			26/06/2015



NOTES:
 SUBJECT TO STATUTORY COMMENTS
 BASED ON AS MAP REPRODUCED BY PERMISSION OF
 COPYRIGHT OF THE STATUTORY OFFICE (S O) CROWN
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY
 ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF
 MICHAEL SPARKS ASSOCIATES
 MICHAEL SPARKS ASSOCIATES OF ARCHITECTS/ENGINEERS



REV	DATE	NOTE	MS	UP
D	16/07/2015	Address motorcycle spaces added following LA	MS	UP
C	07/09/2015	Address parking spaces added to Unit 1 and 2 to meet 10% requirement.	MS	UP
B	28/02/2015	Address 2no. west access doors added to Unit 1.	MS	UP
A	21/06/2015	Address external storage added if required to each unit.	MS	AC
-	27/02/2015	Issued for Planning.	MS	UP
			DOWN	CHECK



TITLE
 SKYLINE
 DRAWING
 INDICATIVE COLOUR SITE PLAN

CLIENT
 AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2015	1:500@A1	MSB
STATUS	PLANNING	CHECKED
		LP
DRAWING NUMBER	30461 / PL / 122D	



NOTES:
 SUBJECT TO STATUTORY COMMENTS
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
 THE NATIONAL ARCHIVE OF GREAT BRITAIN
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR REPLICATE ANY INFORMATION
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 CONTACT MICHAEL SPARKS ASSOCIATES FOR PERMISSION
 MICHAEL SPARKS ASSOCIATES OF ANY INFORMATION



SINGLE PHASED DEVELOPMENT

REV	DATE	NOTE	DESIGNER	CHKD
1	26/07/2015	Address motorcycle space 3000 (Items) LA	MKS	JP
2	07/08/2015	Address motorcycle space added to unit 1 and 2	MKS	JP
3	21/08/2015	Address external storage added to each unit	MKS	JP
4	22/09/2015	2nd floor access doors added to unit 1	MKS	AC
5	22/09/2015	Issued for Planning	MKS	AC



TITLE: SKYLINE
 DRAWING: PHASING & IMPLEMENTATION PLAN
 CLIENT: AIRPORT PROPERTY GP (NO.2) LTD
 DATE: MAY 2015
 SCALE: 1:500@A1
 DRAWN: MSA
 CHECKED: MSA
 STATUS: PLANNING
 DRAWING NUMBER: 30461 / PL / 124 C



01 SITE LAYOUT PLAN
 124 1:500

NOTES:
 SUBJECT TO ELEVATION COMMENTS
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
 COPYRIGHTED
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR TRANSMIT INFORMATION WITHOUT THE
 AUTHORITY OF MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING,
 YOU MUST CONTACT MICHAEL SPARKS ASSOCIATES
 MICHAEL.SPARKS@SPARKS.CO.UK FOR PERMISSIONS



KEY

LOCATION OF LOCKERS WITHIN MALE AND
 FEMALE SHOWER ROOMS WHICH ALSO PROVIDES
 CHANGING FACILITIES FOR STAFF AND VISITORS.



NO	DATE	NOTE	DRAWN	CHECK
1	21/07/2015	Letters added to always open for staff and visitors in ground, but not always floor level (only visitors comments)	MSB	JP
2	27/09/2015	Drawn, revised and door closed (always) detail	MSB	JP
3	21/02/2015	Issued for contracts	MSB	JP



THE
SKYLINE
 BUILDING
UNIT 1 FLOOR PLANS

CLIENT
AIRPORT PROPERTY GP (NO 2) LTD

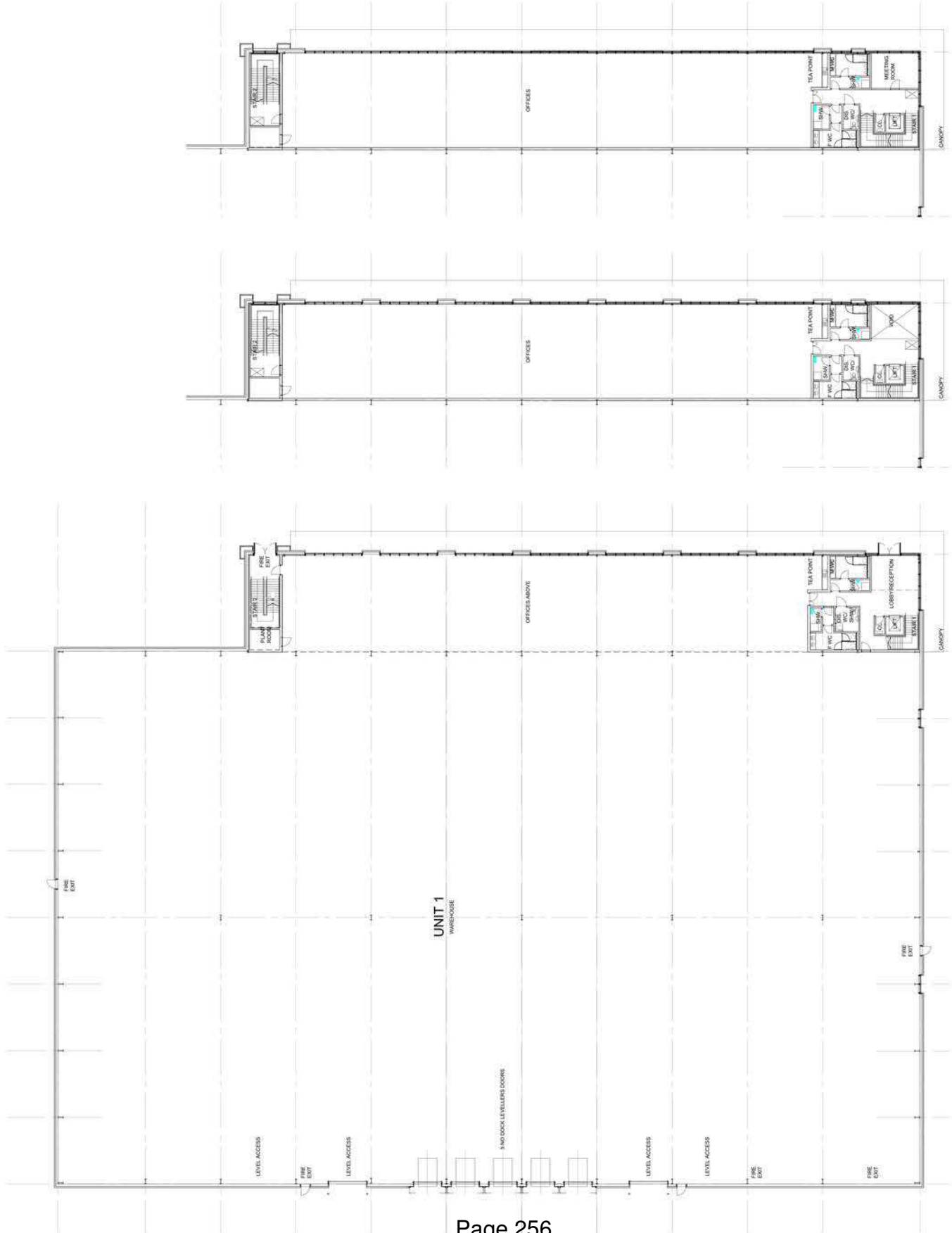
DATE
 MAY 2015

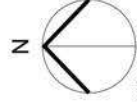
SCALE
 1:200@A1

DRAWN
 MSB

STATUS
 PLANNING

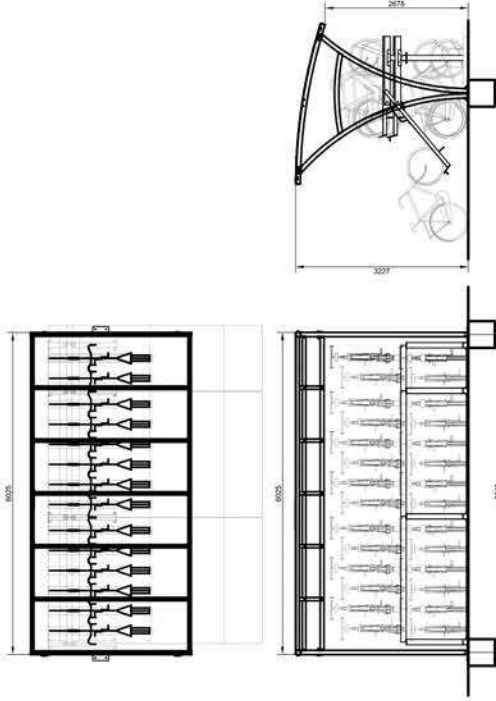
DRAWING NUMBER
 30461 / PL / 125B





NOTES:

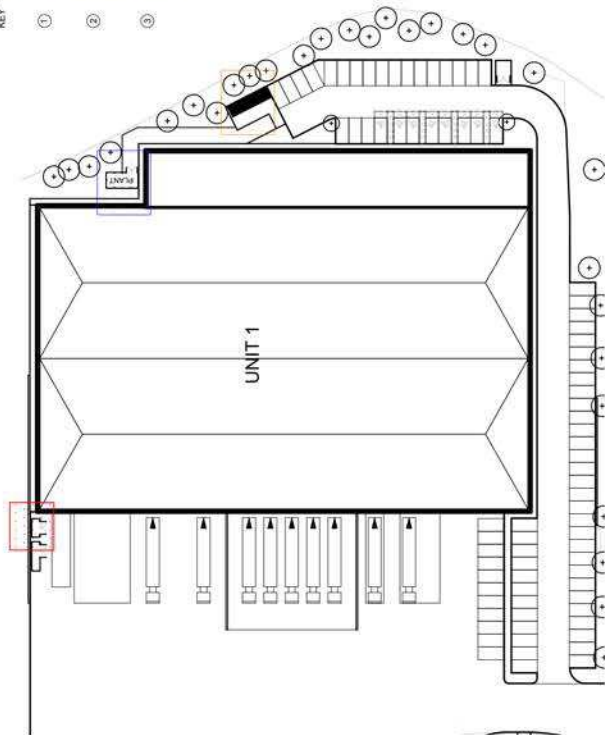
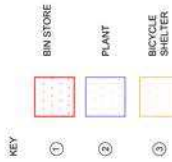
- SUBJECT TO STATUTORY CONSENTS
- SUBJECT TO SURVEY
- BASED ON OS MAP REPRODUCED BY PERMISSION OF CONTROLLER OF THE STATIONARY OFFICE (© CROWN COPYRIGHT)
- COPYRIGHT RESERVED
- DO NOT SCALE THIS DRAWING
- DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO BE SPECIFICALLY AUTHORISED BY MICHAEL SPARKS ASSOCIATES
- IF USING AN ELECTRONIC VERSION OF THIS DRAWING, PLEASE DIMENSIONS TAKE PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES



02 BICYCLE SHELTER

1: 10

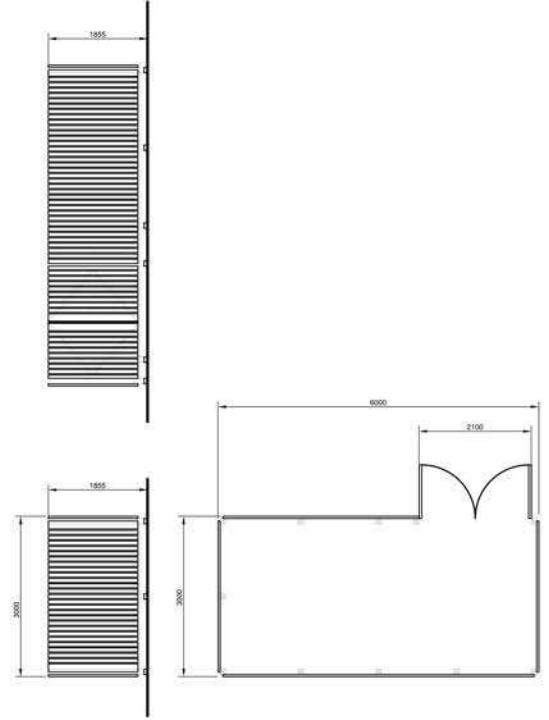
132



01 ARRANGEMENT PLAN

1: 1000

132



05 PLANT ARRANGEMENT

1: 10

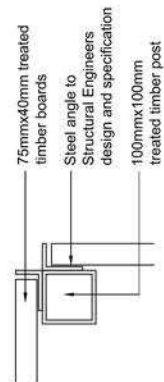
132



03 REFUSE STORAGE ARRANGEMENT

1: 100

132



04 CORNER DETAIL

1: 10

132

NO	DATE	NOTE	DRAWN	CHECK
A	07/02/2015	Approval disposed spaces added to Unit 1 and 2 to meet UK treatment.	MS	LP
-	21/05/2015	Revised for Planning.	MS	LP



SKYLINE
UNIT 1 EXTERNAL BIN STORE, PLANT ENCLOSURE & CYCLE SHELTER
AIRPORT PROPERTY GP (NO.2) LTD

DATE: MAY 2015 **SCALE:** 1:1000/100/100 @ A3 **MS**
STATUS: PLANNING **CLIENT:** AIRPORT PROPERTY GP (NO.2) LTD

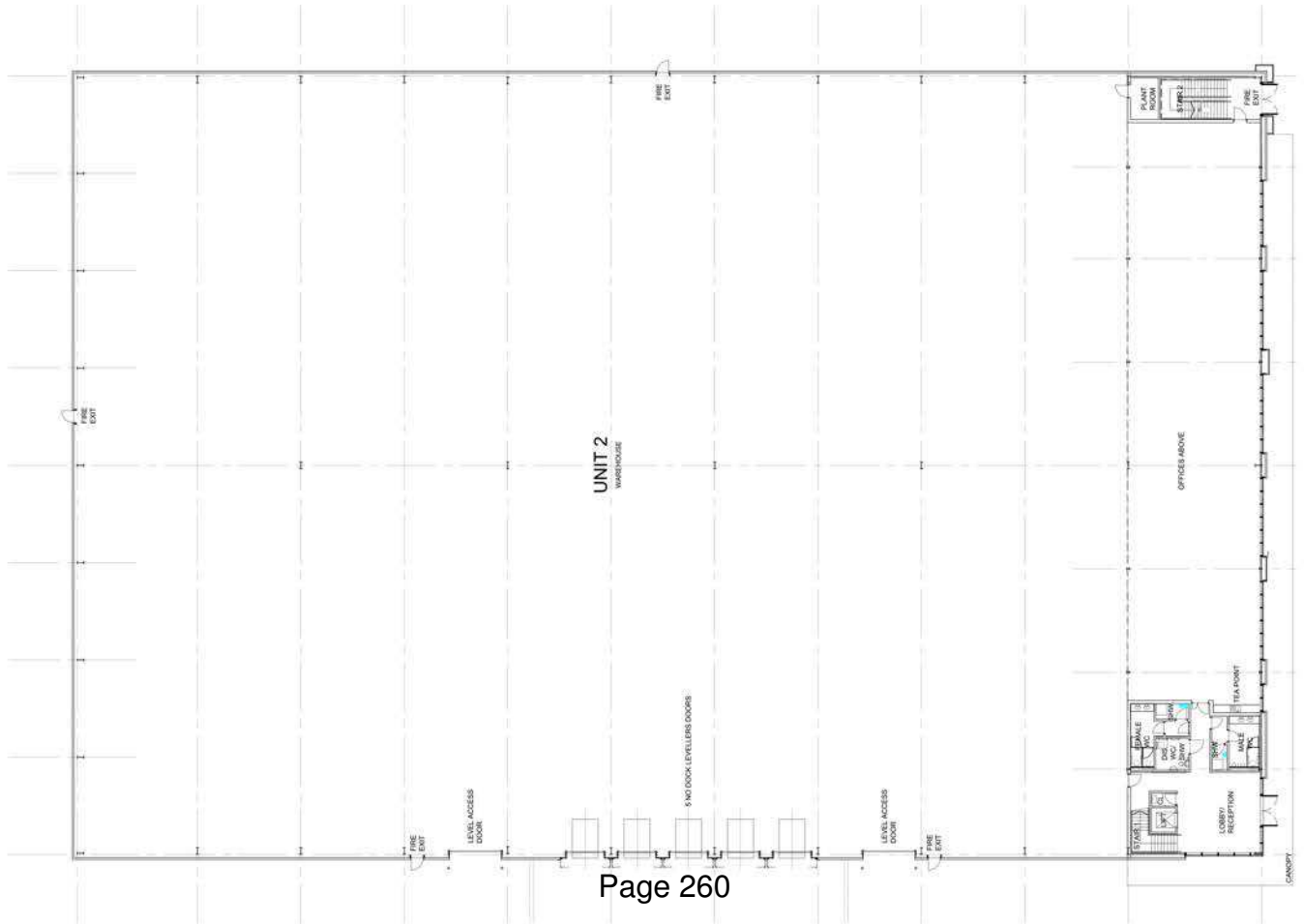
DRAWING NUMBER: 304617 / PL / 132 A

NOTES:

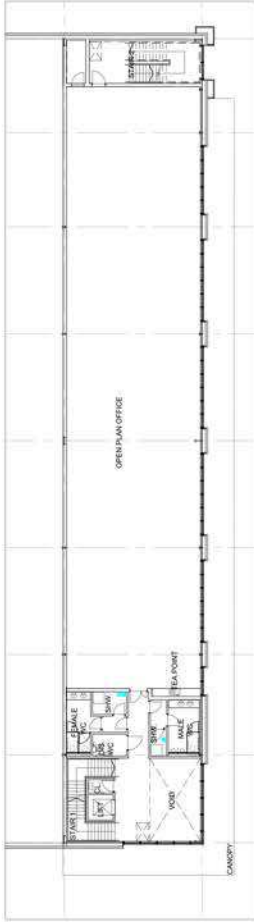
- SUBJECT TO STATUTORY CONSENTS
- SUBJECT TO SURVEY
- BASED ON AS SHOWN AND PROVIDED BY PERMISSION OF CONTROLLER OF AIRPORT PROPERTY OFFICE (CAPAO)
- COPYRIGHT RESERVED
- DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO REPRODUCE OR RECREATE ANY INFORMATION
- IF USING AN ELECTRIC VERSION OF THIS DRAWING, PLEASE PRINT AND SIGN OFF THE DRAWING AND NOT MAKE ANY CHANGES TO IT OR TO THE ORIGINAL

KEY

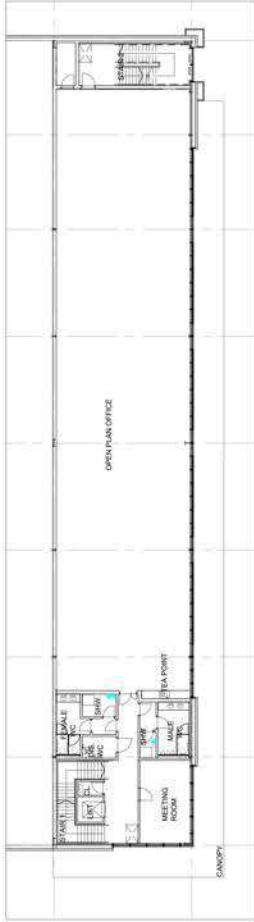
LOCATION OF LOCKERS WITHIN MALE AND FEMALE SHOWER ROOMS WHICH ALSO PROVIDES CHANGING FACILITIES FOR STAFF AND VISITORS.



01
126
GROUND FLOOR PLAN
1:200



02
126
FIRST FLOOR PLAN
1:200



03
126
SECOND FLOOR PLAN
1:200

REV	DATE	NOTE	DRAWN	CHECK
A	20/07/2015	Lockers added to plans (one for staff and one for visitors) and shower floor. (See drawing details)	MSB	JP
B	21/02/2015	Issued for planning	MSB	JP



THE ALTITUDE GROUP
UNIT 2 FLOOR PLANS

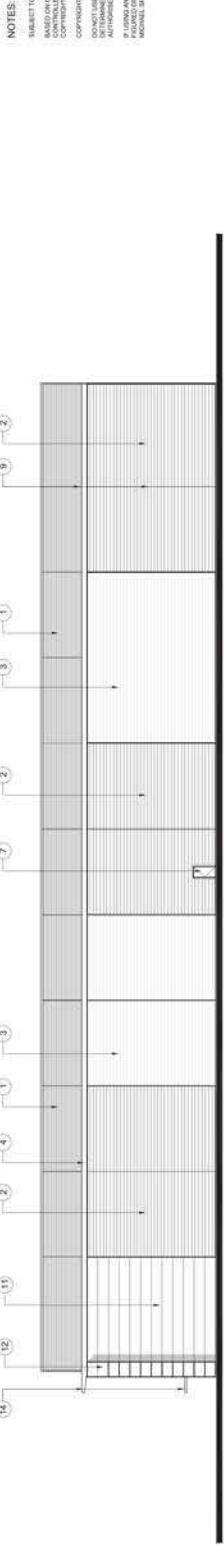
CLIENT: AIRPORT PROPERTY GP (NO 2) LTD

DATE: MAY 2015 SCALE: 1:200@A1 DRAWN: MSB

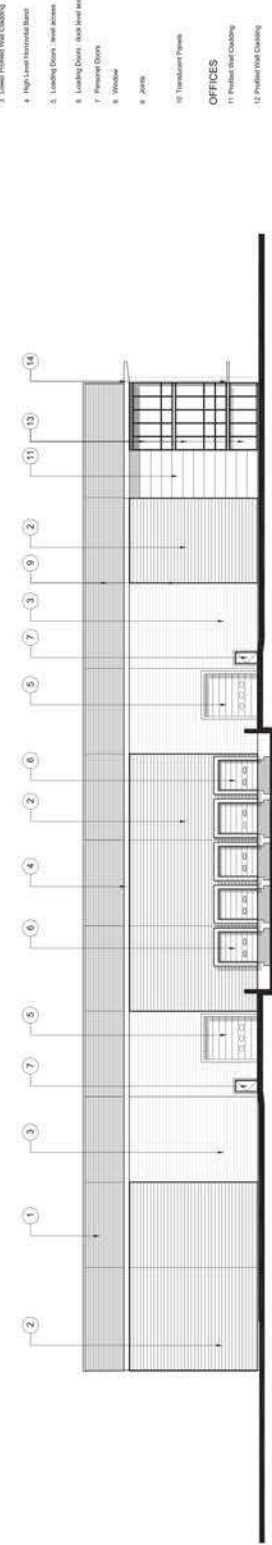
STATUS: CHECKED LP

DRAWING NUMBER: 30461-PL-126A

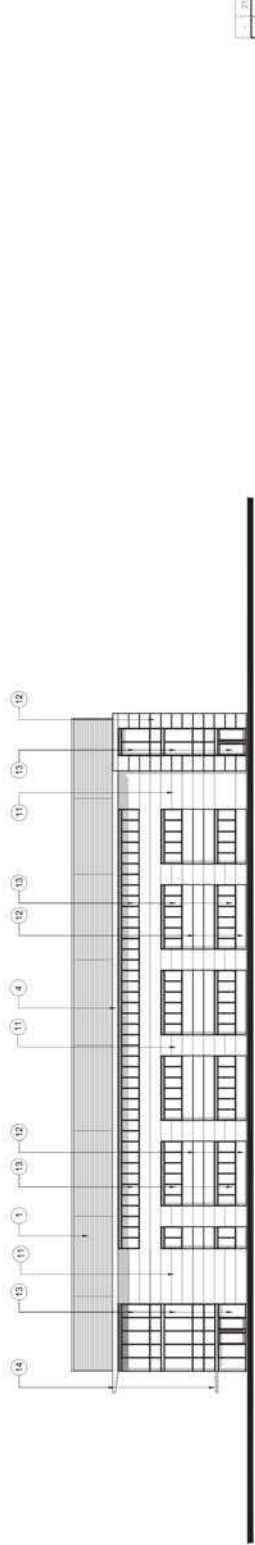




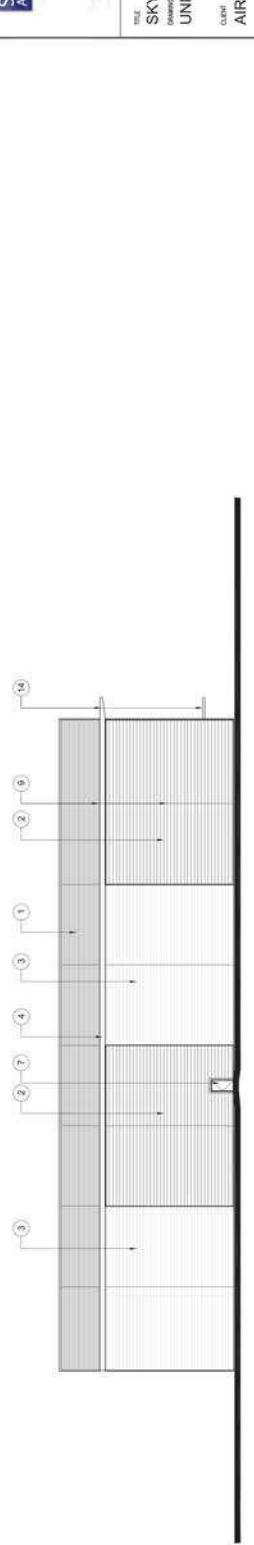
01
128
NORTH ELEVATION
1:250



02
128
SOUTH ELEVATION
1:250



03
128
EAST ELEVATION
1:250



04
128
WEST ELEVATION
1:250

NOTES
 1. SUBJECT TO FACTORY COMMENTS
 2. BASED ON LATEST APPROVED BY PERMISSION OF
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE
 4. COMPANIES REFERRED
 5. FOR THE LATEST ELECTIONS, VISITORS OF THE EXHIBITS TO
 6. AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 7. FOR THE LATEST ELECTIONS, VISITORS OF THE EXHIBITS TO
 8. AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 9. NORMAL DIMENSIONS ASSOCIATES OF ANY DISCREPANCIES

SCHEDULE OF EXTERNAL FINISH MATERIALS

- UNIT**
- 1 Upper Profiled Wall Cladding
 - 2 Lower Profiled Wall Cladding
 - 3 Lower Profiled Wall Cladding
 - 4 High Level Horizontal Slats
 - 5 Louver Doors - steel access
 - 6 Louver Doors - steel level access
 - 7 Finned Doors
 - 8 Windows
 - 9 Joints
 - 10 Translucent Panels
- OFFICES**
- 11 Profiled Wall Cladding
 - 12 Profiled Wall Cladding
 - 13 Curtain Walling
 - 14 Office Entry
- FINISHES**
- 11: Upper Profiled Wall Cladding: Front: Brush Steel Coloured Primer colour Metallic Silver (RAL 9006) Translucent Panels Cladding: Front: Brush Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 12: Lower Profiled Wall Cladding: Front: Brush Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007) Front: Brush Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007) Front: Brush Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007) Aluminium, colour to match wall cladding
 - 13: Louver Doors - steel level access: Aluminium, colour (RAL 9006) powder spray
 - 14: Louver Doors - steel level access: Powder metal factory finished, colour to match wall cladding Double glazed steel framed aluminium frame, frame colour to match wall cladding
 - 15: Windows: Colour of the frame: RAL 9006 powder spray Colour of the frame: RAL 9006 powder spray
 - 16: Windows: Translucent Cladding Panels: Krypton-Glass 8mm Front: Brush Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007) Krypton-Glass 8mm Krypton-Glass 8mm Front: Brush Steel Coloured Primer colour Zinc Metallic Grey (RAL 9007) Double glazed steel framed aluminium frame in powder powder coated aluminium frame, frame colour to match wall cladding
 - 17: Curtain Walling: Double glazed steel framed aluminium frame in powder powder coated aluminium frame, frame colour to match wall cladding
 - 18: Office Entry: Colour: RAL 9006 powder spray



THE
SKYLINE
 DRAWING
UNIT 2 ELEVATIONS
 CLIENT
AIRPORT PROPERTY GP (NO.2) LTD
 DATE
 MAY 2015
 SCALE
 1:250@A1
 DRAWN
 MSA
 CHECKED
 MSA
 PLANNING
 LP
 DRAWING NUMBER
30461-PL-128



NOTES

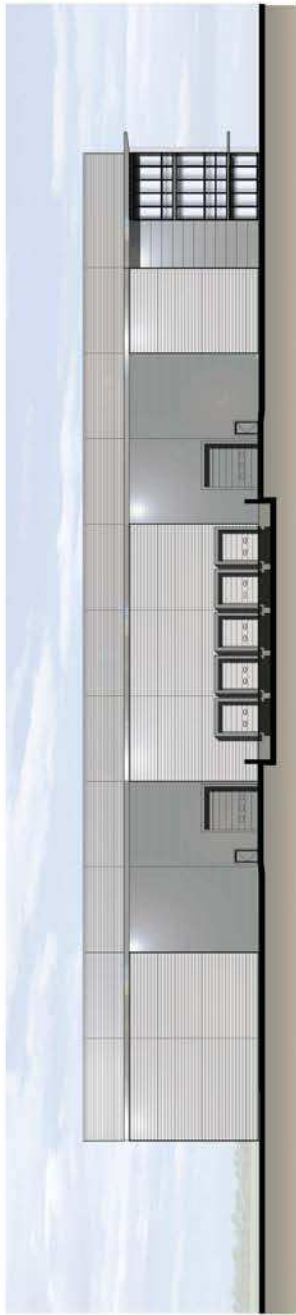
1. SUBJECT TO VARIOUS CONSTRAINTS BASED ON DATA PROVIDED BY PERMISSION OF AIRPORT PROPERTY GROUP (NO.2) LTD. COPYRIGHT RESERVED.

2. DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO FORM AN ELECTRONIC VERSION OF THIS DRAWING. ANY SUCH ELECTRONIC VERSIONS SHALL BE AUTHORIZED BY MICHAEL SPARKS ASSOCIATES.

3. MICHAEL SPARKS ASSOCIATES IS NOT RESPONSIBLE FOR ANY CONSEQUENCES.



01
130
NORTH ELEVATION
1:250



02
130
SOUTH ELEVATION
1:250



03
130
EAST ELEVATION
1:250



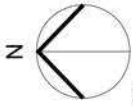
04
130
WEST ELEVATION
1:250



REV	DATE	NOTE	BY	CHK
1	27/05/2015	Insert the following:	MSA	LP
			DMM	DND

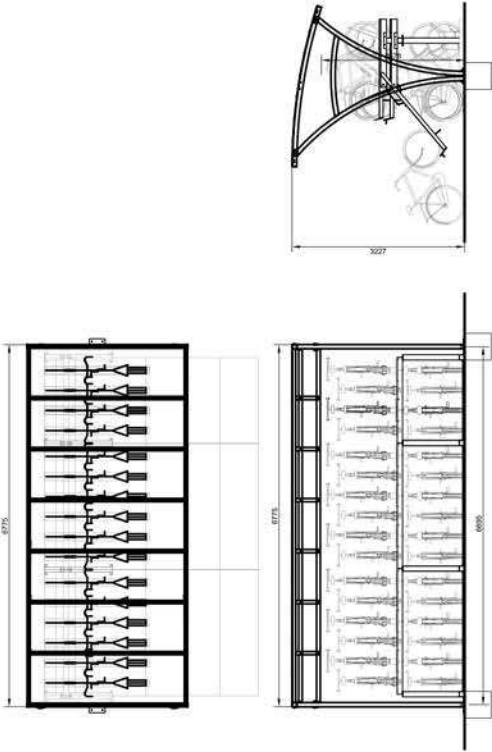


FILE	SKYLINE
DRAWING	UNIT 2 INDICATIVE ELEVATIONS
CLIENT	AIRPORT PROPERTY GP (NO.2) LTD
DATE	MAY 2015
SCALE	1:250@A1
DRAWN	MSA
STATUS	PLANNING
CHKD	DND
LP	
DRAWING NUMBER	30461 / PL / 130



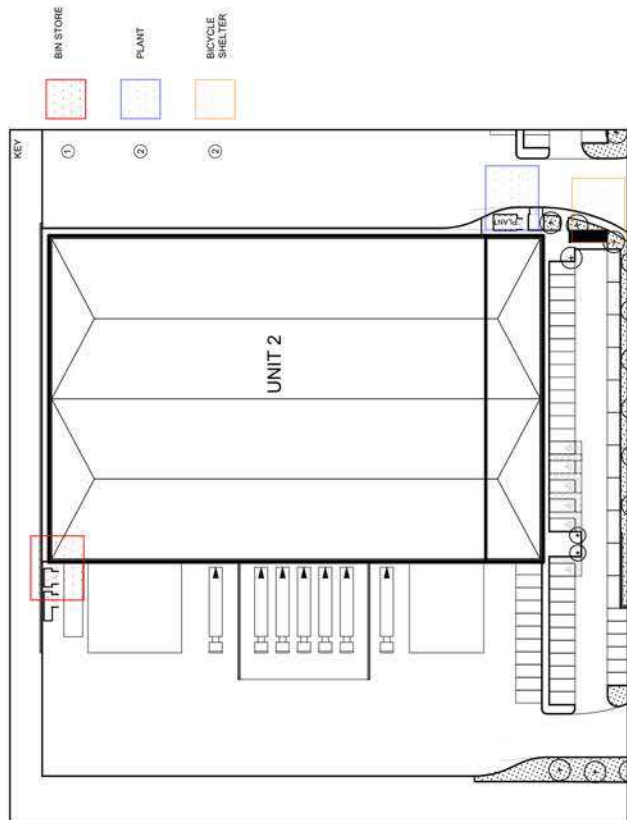
NOTES:

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
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO DETERMINE
 DIMENSIONS UNLESS SPECIFICALLY 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



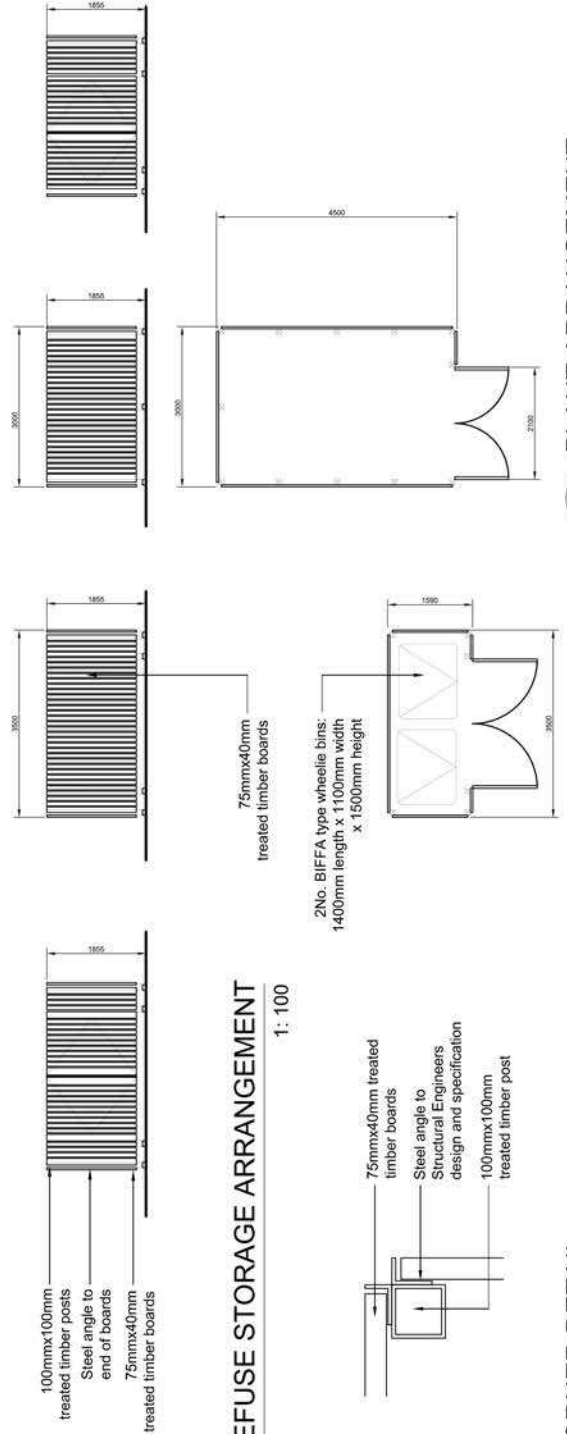
02 BICYCLE SHELTER

1: 10



01 ARRANGEMENT PLAN

1: 1000



03 REFUSE STORAGE ARRANGEMENT

1: 100


04 CORNER DETAIL

1: 10

05 PLANT ARRANGEMENT

1: 10

REV	DATE	NOTE	BY	CHK
A	07/06/2015	Additional detailed options added to Unit 1 and 2 to meet ICE requirement.	MS	LP
-	27/02/2015	Final Issue	MS	LP



SKYLINE
 OWNED
 UNIT 2 EXTERNAL BIN STORE, PLANT
 ENCLOSURE & CYCLE SHELTER
 CLIENT
 AIRPORT PROPERTY GP (NO.2) LTD

DATE: MAY 2015
 SCALE: 1: 1000/100/100/ AS
 DRAWN: NSU
 CHECKED: LP
 STATUS: PLANNING
 DRAWING NUMBER: 30461 / PL / 133 A

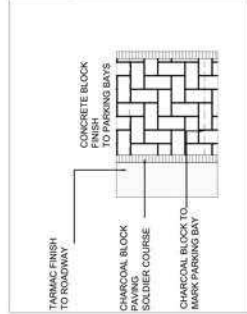
NOTES:
 SUBJECT TO EVOLUTION COMMENTS
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
 CROWN LANDS
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR TRANSMIT INFORMATION IN ANY FORM OR
 BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING
 PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION
 STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE
 EXPRESS WRITTEN PERMISSION OF MICHAEL SPARKS
 ASSOCIATES



KEY

- TARMAC WITH WHITE THERMOPLASTIC LINING TO ENGINEER'S SPECIFICATION.
- MARSHALS OR SIMILAR APPROVED BLOCK PAVING 200x100mm (DEPTH TO BE CONFIRMED BY ENGINEER) WITH CHAMFERED TOP EDGES, COLOUR RED OR SIMILAR APPROVED BLOCK.
- MARSHALS OR SIMILAR APPROVED BLOCK PAVING 200x100mm (DEPTH TO BE CONFIRMED BY ENGINEER) WITH CHAMFERED TOP EDGES, COLOUR GREY.
- MESH REINFORCED BRUSHED CONCRETE.
- ALL SOFT LANDSCAPING REFER TO TERRY ANDERSON LANDSCAPE ARCHITECTS DRAWINGS, SCHEDULES AND SPECIFICATIONS.
- 20% ACTIVE VEHICLE CHARGING SPACES:
 15% TO PLOT 1 AND 12% TO PLOT 2.
- 3.4m HIGH BLACK PALM-FENCE AND SWING GATES TO MATCH EXISTING ESTATE.

NOTE: THE MARKING WALLS TO THE WEST ELEVATION WILL BE PRECAST CONCRETE AND CARBON BASKETS WITH LOCAL STONE TO THE EAST ELEVATION.



02 PAVING DETAIL NTS

REV	DATE	NOTE	BY	CHK
1	26/07/2015	Address motorcycle storage 3000x1000 (Items) LA	MKS	LP
2	07/08/2015	Address motorcycle storage added to unit 1 and 2	MKS	LP
3	26/10/2015	Address external storage added to each unit	MKS	LP
4	27/09/2015	2% incl sockets shown added to unit 1	MKS	LP
		Issued for Planning		



TITLE: SKYLINE
 DRAWING: EXTERNAL FINISHES

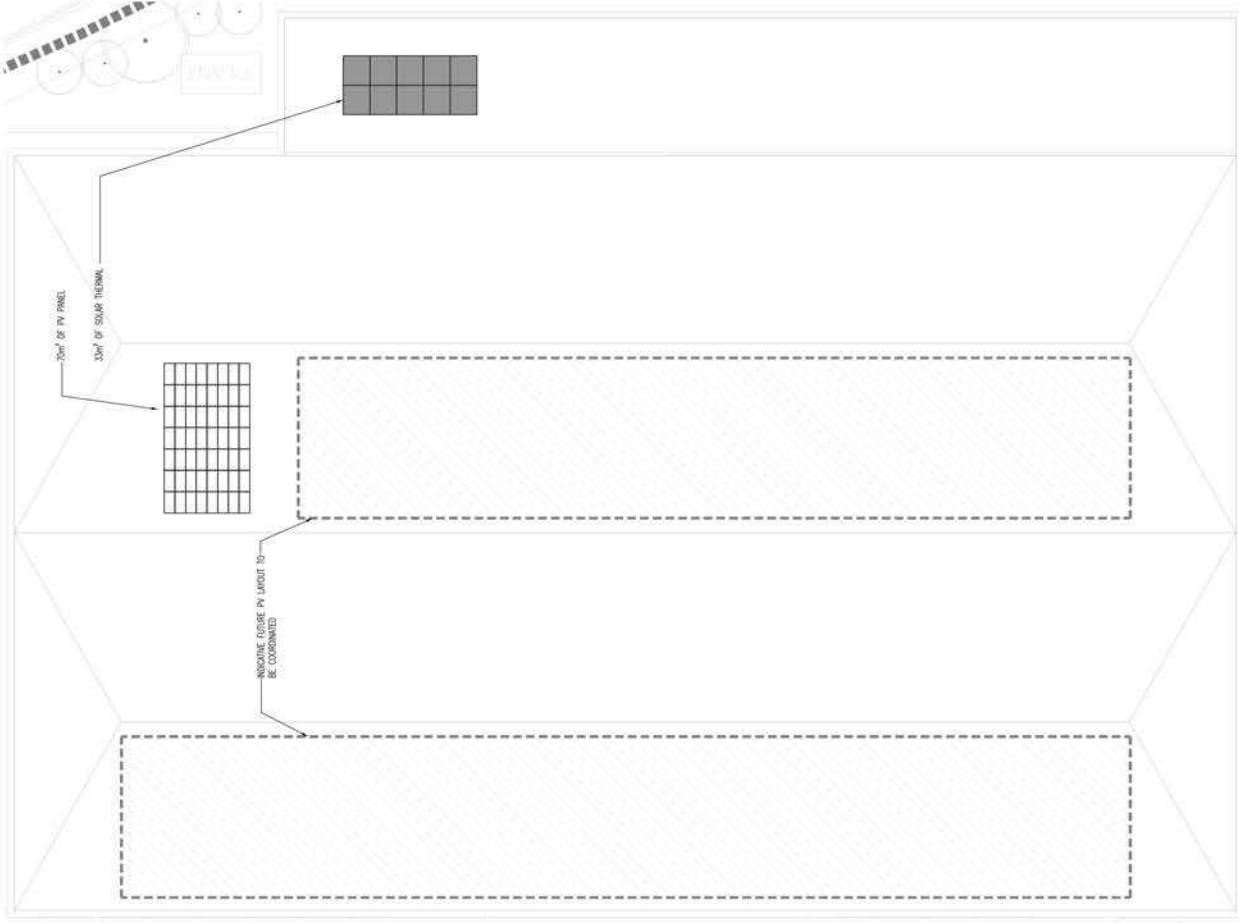
CLIENT: AIRPORT PROPERTY GP (NO.2) LTD
 DATE: MAY 2015
 SCALE: 1:500@A1
 STATUS: PLANNING
 DRAWING NUMBER: 30461 / PL / 123 C



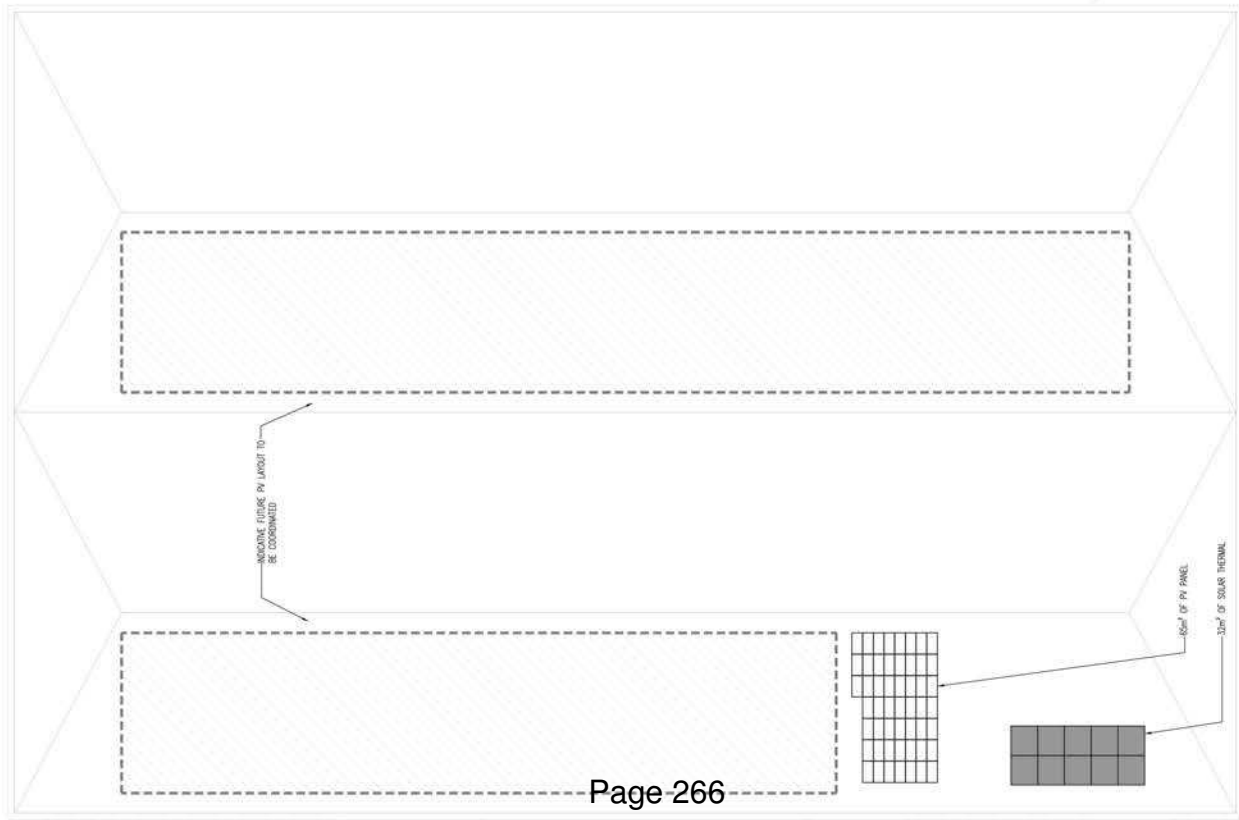
01 SITE LAYOUT PLAN
 1:500

NOTES:

1. THIS DRAWING SHALL BE SEEN IN CONJUNCTION WITH THE SPECIFICATION AND LISTED DRAWING.
2. DO NOT SCALE FROM THIS DRAWING.
3. INCLUDE LAYOUT OF SOLAR THERMAL AND PV PANELS TO BE INSTALLED ON THE ROOF OF THE BUILDING. THE REQUIRED ENERGY STRATEGY CARBON EMISSIONS SHALL BE BASED ON THE FINAL INSTALLED SOLAR THERMAL AND PV CELLS MANUFACTURERS OUTPUT AND EFFICIENCY.



UNIT 1



UNIT 2

No.	Revision	Date

PLANNING



Watkins Payne Partnership 11 Stone Road, Loughton, Essex, SSO 1 1JH
Tel: 0206 7501 1000 Fax: 0206 7501 1001 www.watkinspayne.co.uk

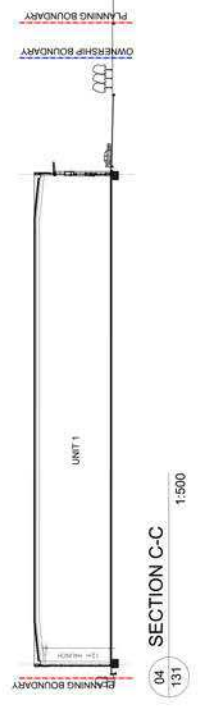
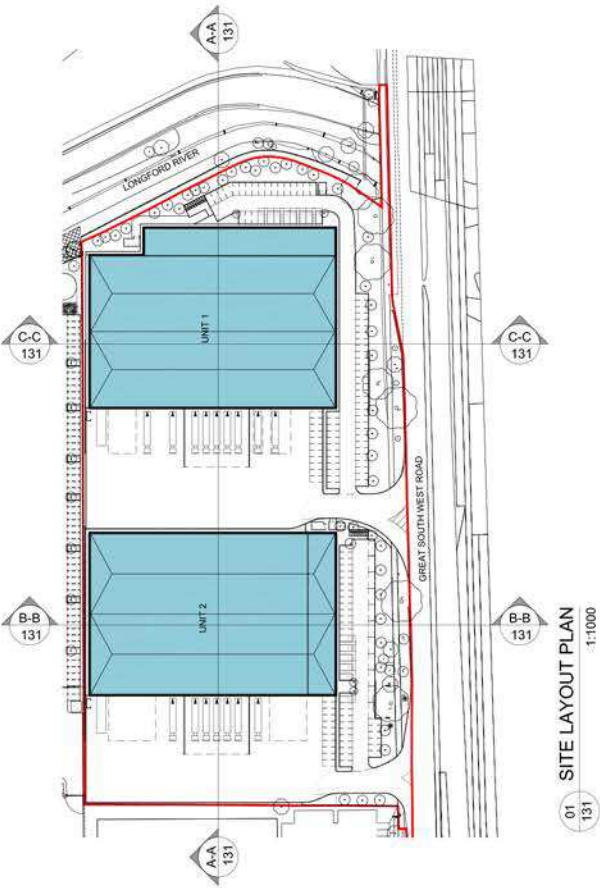
Client: AIRPORT PROPERTY GP (NO.2) LTD

Project: SKYLINE

THE DESIGN INTENT SOLAR THERMAL AND PV ROOF LAYOUT

Date	MAY 2015	Scale of A1	1:250
Drawn By	SKY	Folder	
Checked			
Drawing Number	3806/PV/100		
Revision	P1		

NOTES:
 SUBJECT TO STATUTORY COMMENTS
 SUBJECT TO SURVEY
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
 THE NATIONAL ARCHIVE FOR THE NATIONAL ARCHIVE
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR REPLICATE ANY INFORMATION
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 CONTACT MICHAEL SPARKS ASSOCIATES FOR PERMISSION
 MICHAEL SPARKS ASSOCIATES 1000 W. BROADWAY
 SUITE 1000 DENVER, CO 80202



REV	DATE	NOTE	DATE	BY
1	07/09/2015	Approved Release from plot 1 and 2 to meet 10% requirement.		MSJ
2	27/09/2015	Issued for Planning.		MSJ

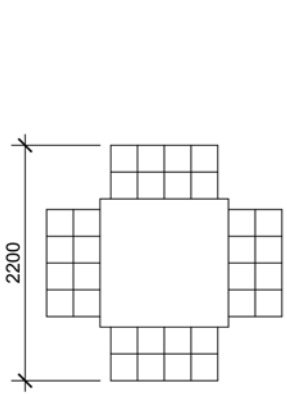


SKYLINE
SITE CROSS SECTIONS

CLIENT: AIRPORT PROPERTY GP (NO.2) LTD

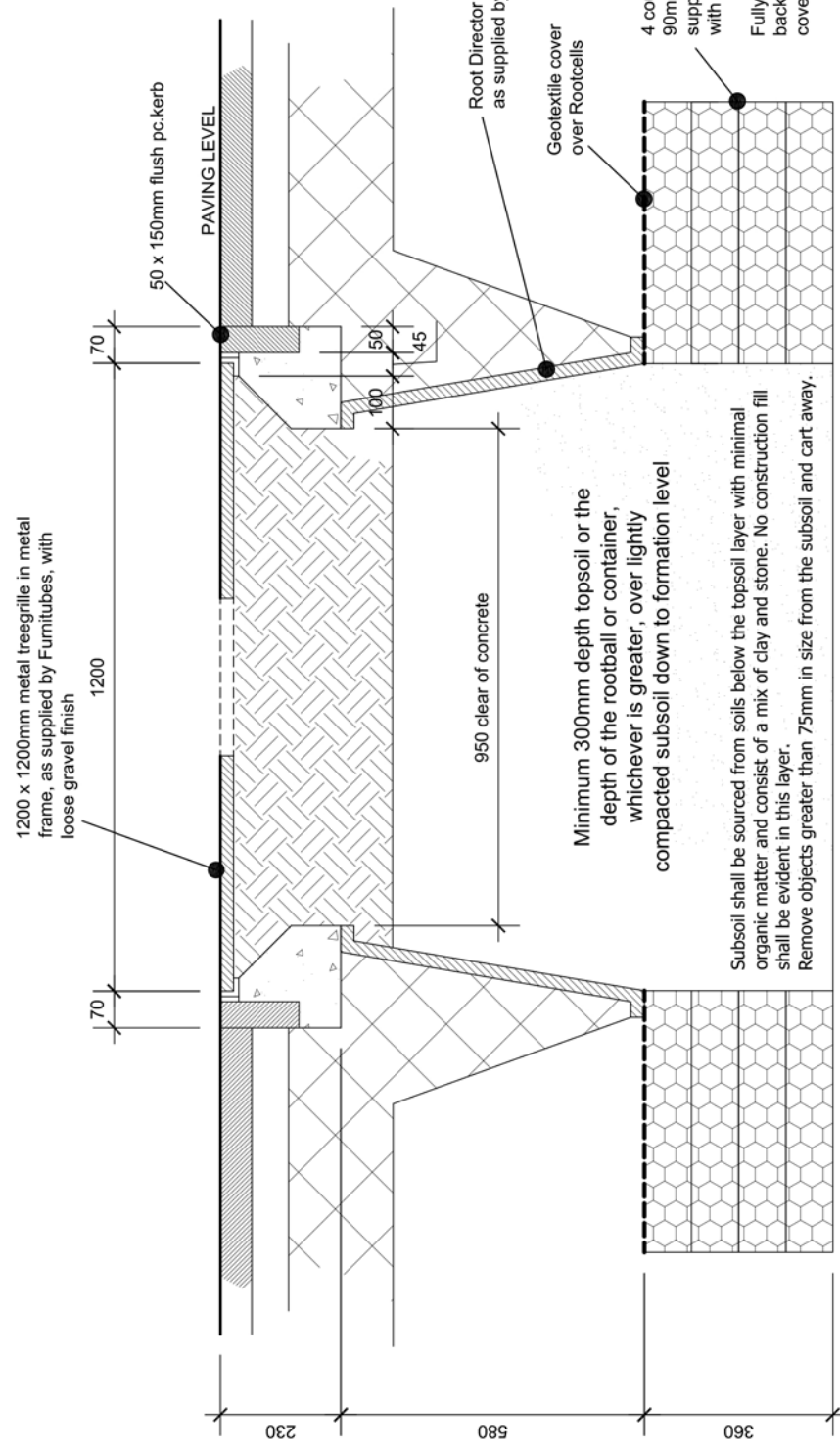
DATE: MAY 2015
 SCALE: 1:1000(1:500 @A1)
 DRAWN: MSJ
 CHECKED: DCHD
 STATUS: PLANNING
 AC

DRAWING NUMBER: 30461 / PL / 131 A



LAYOUT OF ROOTCELLS UNDER DIRECTOR
1:50 scale

APPROVED SUPPLIER:
GREENBLUE URBAN
Hastings
01424-717797
www.greenblueurban.com



A 18-06-15 Amend description of topsoil depths and treepit preparation

AIRPORT PROPERTY GP (No.2) LIMITED

SKYLINE
GREAT SOUTH WEST ROAD, FELTHAM TW14

TREPIT WITHIN PAVING

Scale	1:10 @ A3	Date	MAY 2015
Drawing	672.12.01	Revision	A

TALALA
TERRY ANDERSON
LANDSCAPE ARCHITECTS
34 Kenilworth Avenue, Wimbeldon, London SW19 7LW. Tel: 020 8947 6859
info@terryanderson.co.uk

1200 x 1200mm metal treegrille in metal frame, as supplied by Furnitubes, with loose gravel finish

1200

70

70

230

50 x 150mm flush pc. kerb

PAVING LEVEL

580

950 clear of concrete

360

Minimum 300mm depth topsoil or the depth of the rootball or container, whichever is greater, over lightly compacted subsoil down to formation level

Subsoil shall be sourced from soils below the topsoil layer with minimal organic matter and consist of a mix of clay and stone. No construction fill shall be evident in this layer. Remove objects greater than 75mm in size from the subsoil and cart away.

Root Director RD1050A as supplied by Greenleaf

Geotextile cover over Rootcells

4 courses of 250 x 250mm x 90mm deep Rootcell Units, as supplied by Greenleaf, to be filled with dry & friable topsoil or subsoil.

Fully soak the rootcells following backfill operations and prior to covering with geotextile

Break up base of treepit if excavated directly into undisturbed subsoil

500

1198

500

METAL TREENGRILLE

1200 x 1200mm steel treegrille as Eltham ref ES1245 supplied by Furnitubes. Medium duty with 2 parts and single integral root-fixed frame. All metal to be galvanised, etched and twice coated with Grey matt-finished paint (RAL 7046). www.furnitubes.com

ROOTCELLS

4 courses of Rootcell (128No. in total/ 32No per side), or similar approved, to be laid ex. 2200 x 2200mm with a 1200mm void. All backfilled with topsoil lightly compacted in 180mm layers. Cover top Rootcells with Geotextile prior to installing Root Director.

GRAVEL FINISH

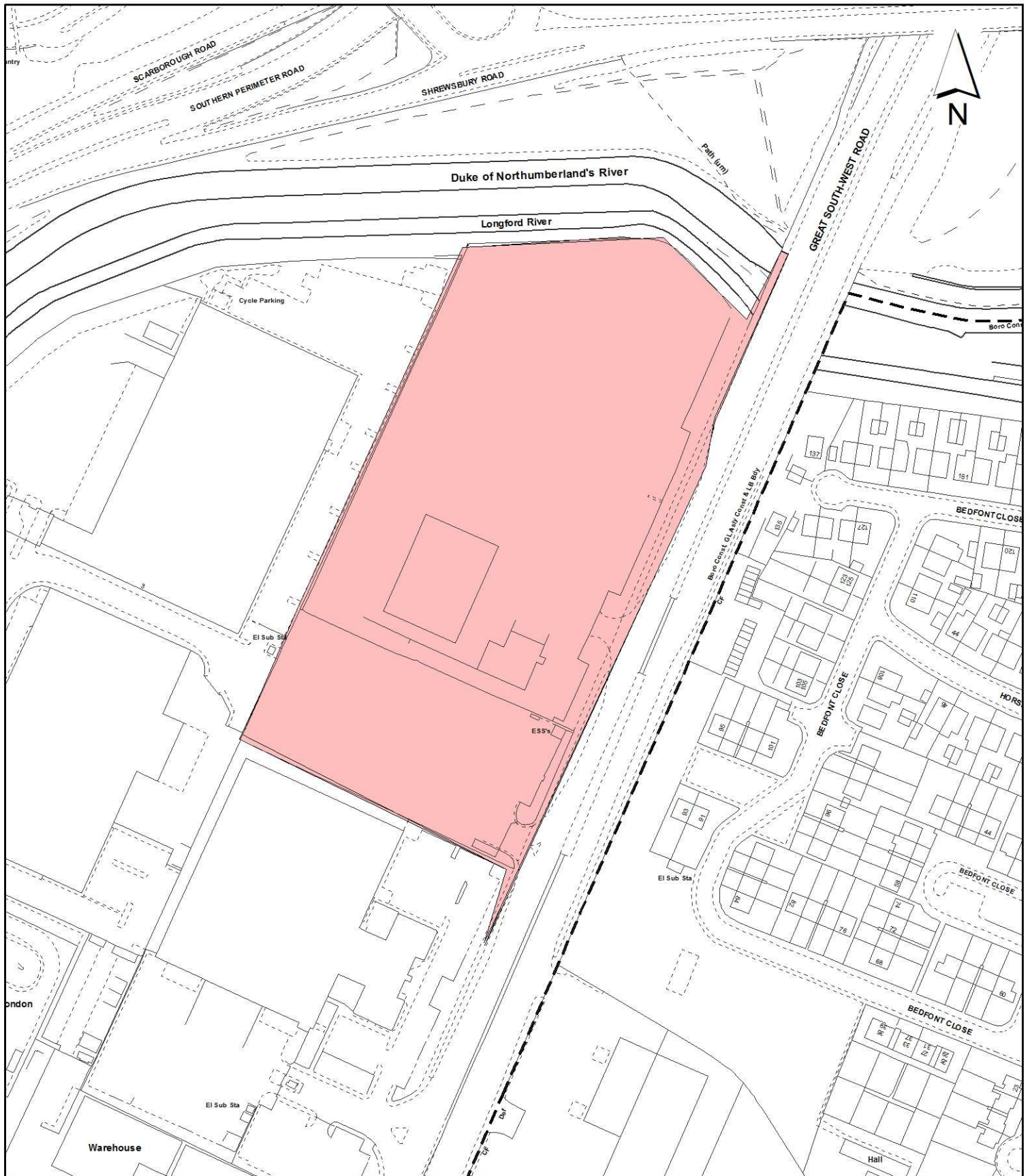
Cover all exposed topsoil with 5-10mm size pea gravel. Top of gravel flush with top of treegrille.

TREEPLANTING

Note tree anchors (2No. 915mm length of kerb or equivalent) with wires attached, to be placed in bottom of pit prior to backfilling with subsoil and topsoil. Ensure end of wires remain exposed above topsoil in order to fix ratchet tensioners during the treeplanting operation. Planting to include 75mm Ø land drain wrapped around rootball and one end exposed above gravel finish.

50 x 150mm FLUSH KERB SURROUNDS

Build kerb off Root Director. Ensure backing concrete does not extend beyond opening of the Root Director.



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Site of former Unitair Centre
 & Wayfarer House
 Great South West Road
 Feltham**

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

Planning Application Ref:
49559/APP/2015/1991

Scale:
1:2,000

Planning Committee:
Major Page 270

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HEATHROW POINT WEST 234 BATH ROAD HEATHROW

Development: Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping.

LBH Ref Nos: 41331/APP/2015/1886

Date Plans Received: 21/05/2015
Date Application Valid: 26/05/2015

Date(s) of Amendment(s):



KEY:
 ■ EXISTING PREPARATION
 ■ ACTIVE PARKING SPACE
 ■ PASSENGER PARKING SPACE

LEGEND FOR PASSENGER PARKING:
 1. TAXI STANDS
 2. COACHES
 3. TAXI STANDS

Planning 3000
 A 19.07.15 (revised) to suit landscape plan

On all work from this drawing, it is the responsibility of the Contractor, and the building owner, to ensure that all work is carried out in accordance with the Building Regulations and all other applicable legislation. Any discrepancies should be notified to the Supervising Officer.

PROJECT: Proposed 159 Backs Hotel
 Heathrow Town West
 234 Bath Road, UB8 3AP

DATE: 16.07.2015
SCALE: 1:200
DRAWING TITLE: Proposed site plan

OWNER: AM SR
ARCHITECT: RSP ARCHITECTS
 234 Bath Road
 Heathrow, Middlesex, UB8 3AP
 01895 820 234
 01895 820 234

DATE: 16.07.2015
CAD FILE NO.: 234_BATH_ROAD_DWG
CHECKED BY: SR
DRAWN BY: AM

© COPYRIGHT RESERVED
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RSP Architects.

REV. A

878/RDP/P01-1



PROPOSED SITE PLAN
 SCALE 1:200



- REF: 1 - INFORMATION
 2 - ACTUAL PARKING SPACE
 3 - ACTUAL PARKING SPACE
 4 - ACTUAL PARKING SPACE
 5 - ACTUAL PARKING SPACE
- LEGEND: 1 - TAXI 1, TAXI 2, TAXI 3
 2 - COACH 1
 3 - COACH 2
 4 - BUS STOP

REVISIONS

REVISION/DATE	DESCRIPTION

PROJECT: Proposed 159 Room Hotel
 Heathrow Town West
 224 Bath Road, UB8 3AP

DRAWING TITLE: Proposed Site Plan
 SCALE: 1:200
 DATE: 06.05.2015

DRAWN BY: AM
 CHECKED BY: SR
 CAD REF No.: 234_BATH_ROAD_DWG

© COPYRIGHT RESERVED
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RSP Architects.

RSP ARCHITECTS
 15, WOODWAY ROAD, WIMBORNE, DORSET, BH20 7JY
 TEL: 01202 825274
 FAX: 01202 825274
 EMAIL: info@rsp-architects.co.uk
 WWW: www.rsp-architects.co.uk

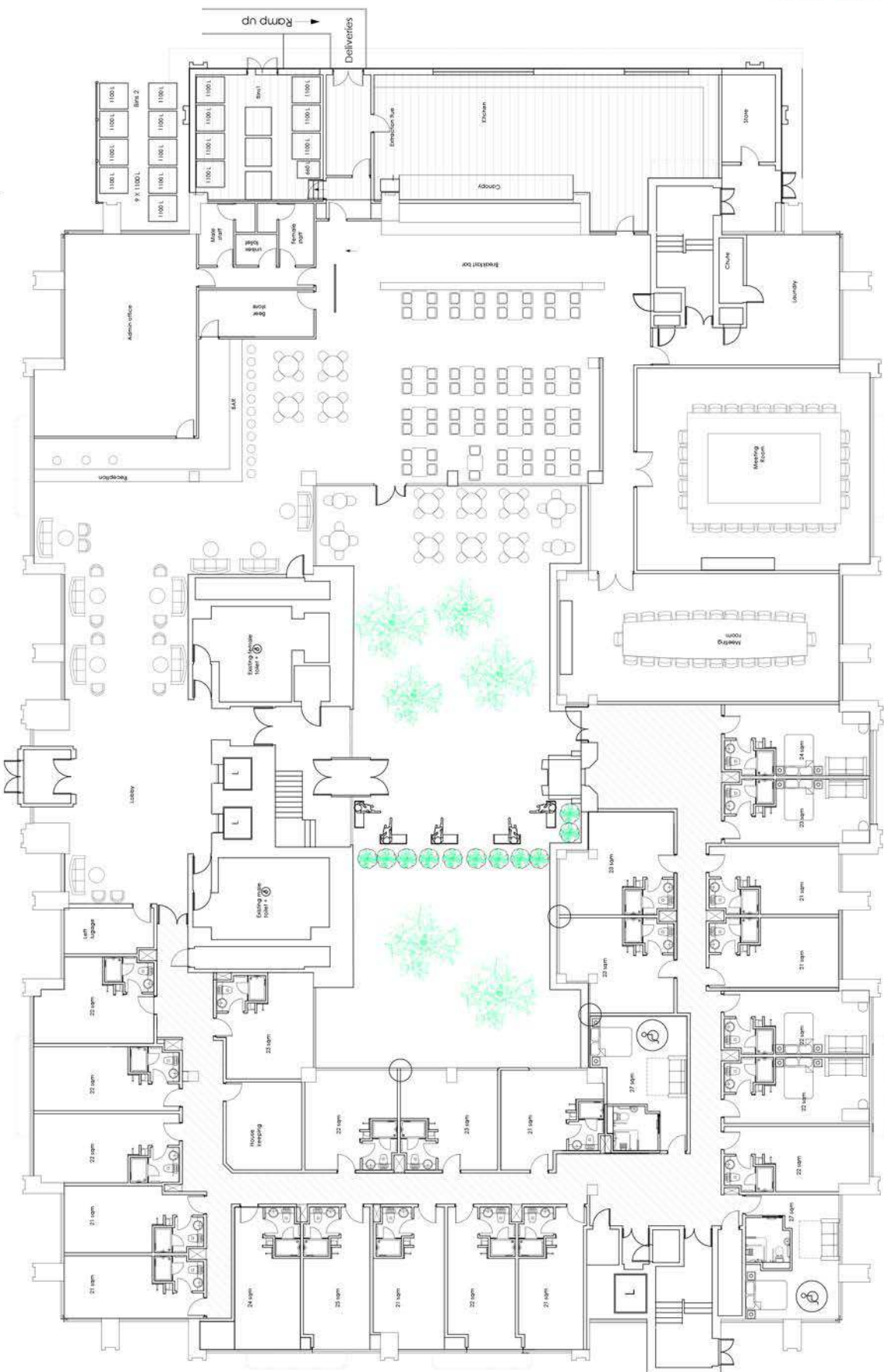
NO.	REV.	DATE



PROPOSED SITE PLAN
 SCALE 1:200

Proposed single storey extension

Existing building



PROPOSED GROUND FLOOR PLAN
SCALE 1:100

Total nos. rooms = 25
 Ground floor = 25
 First floor = 54
 Second floor = 54
 Third floor (Roof) = 22
 Total = 159

Planning Issue

REVISION/DATE	DESCRIPTION

Do not scale the drawings. It is the responsibility of the Contractor, Sub-Contractor and the Client to ensure that the drawings are used in accordance with the Building Regulations and any other applicable legislation. Any discrepancies should be referred to the Supervising Officer.

PROJECT: Proposed 159 Beds Hotel
 Heathrow Farm West
 224 Bath Road, UB8 3AP

DRAWING TITLE: Proposed ground floor plan
 SCALE: 1:100
 DATE: 06.05.2015

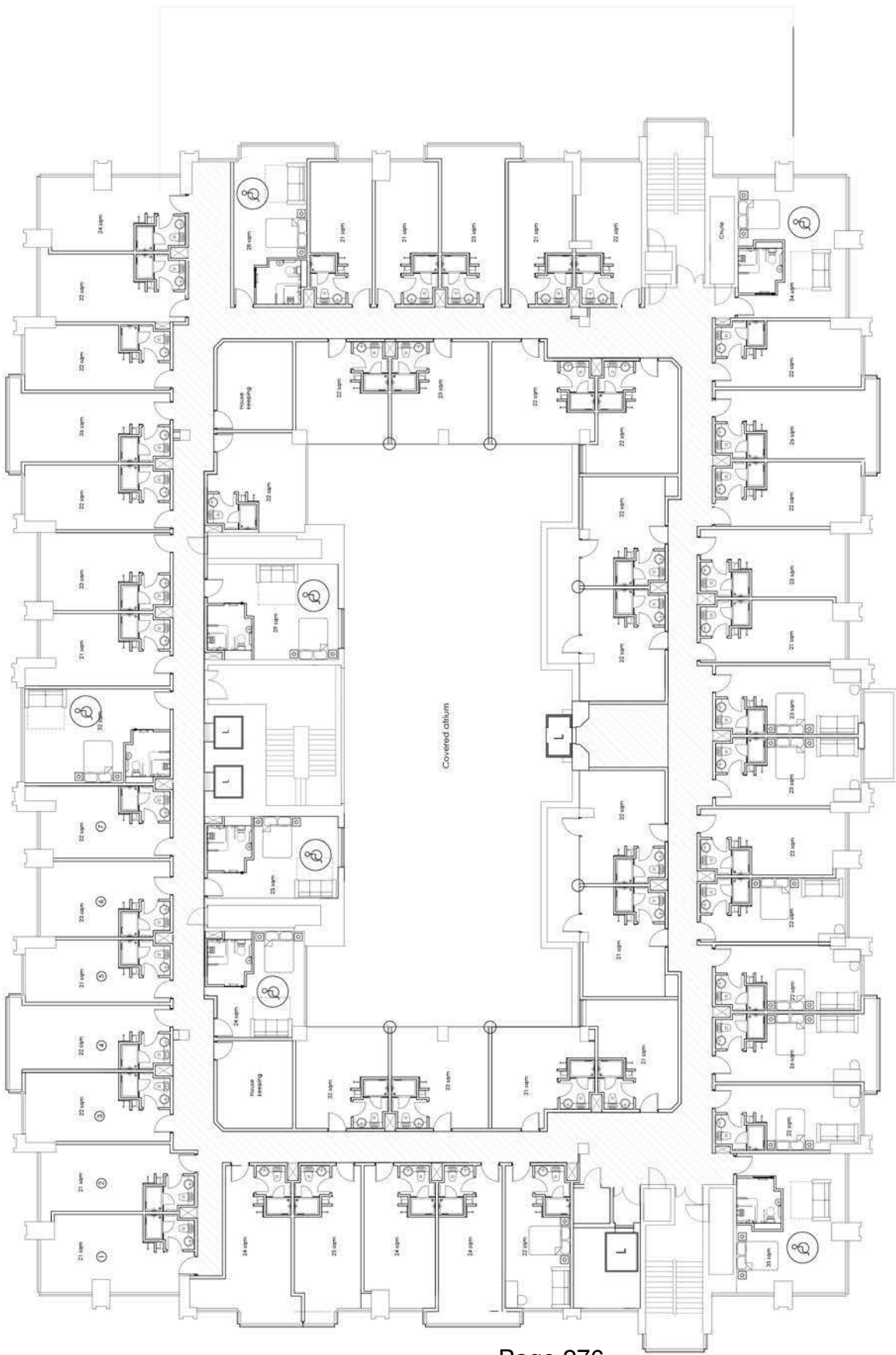
DRAWN BY: AM
 CHECKED BY: SR
 CAD REF No.: 234_BATH_ROAD_DWG

© COPYRIGHT RESERVED
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RSP Architects.

RSP ARCHITECTS
 45, Mill Lane
 Heathrow, Middlesex, UK
 Tel: 01895 234747
 Fax: 01895 234748
 Email: info@rsparchitects.co.uk

883/RDP/P02	A1								
-------------	----	--	--	--	--	--	--	--	--





PROPOSED FIRST & SECOND FLOOR PLAN
SCALE 1:100

Total nos. rooms = 25
 Ground floor = 54
 First floor = 54
 Total floor(Room) = 22
 Total = 159

REVISION/DATE	DESCRIPTION

Do not scale the drawings. It is the responsibility of the Contractor, Sub-Contractor and other parties to verify the dimensions and details of the building before commencing any site works or building work. Any discrepancies should be notified to the Supervising Officer.

PROJECT: Proposed 159 Beds Hotel
 Heathrow Farm West
 224 Bath Road, UB8 3AP

DRAWING TITLE: Proposed first & second floor plan

SCALE: 1:100
 DATE: 06.05.2015

DRAWN BY: AM
 CHECKED BY: SR
 CAD REF No.: 234_BATH_ROAD.DWG

© COPYRIGHT RESERVED
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RSP Architects.

RSP ARCHITECTS
 45, Hill Road
 Heathrow, Middlesex, UK
 Tel: 01895 200124
 Fax: 01895 200124

883/RDP/P03	A1								
-------------	----	--	--	--	--	--	--	--	--





Total nos. rooms = 25
 Ground floor = 25
 First floor = 54
 Second floor = 22
 Third floor(Loft) = 22
 Total = 123

Planning Table

REVISION/DATE	DESCRIPTION
	As per work from the drawings, it is the responsibility of the Contractor, Sub-Contractor, and other parties involved in the construction of the building, to ensure that the building is constructed in accordance with the approved drawings. Any discrepancies should be notified to the Supervising Officer.

PROJECT: Proposed 159 Beds Hotel
 Heathrow Farm West
 234 Bath Road, UB8 3AP

DRAWING TITLE: Proposed Third (Loft) floor plan
 SCALE: 1:100
 DATE: 13.03.2015

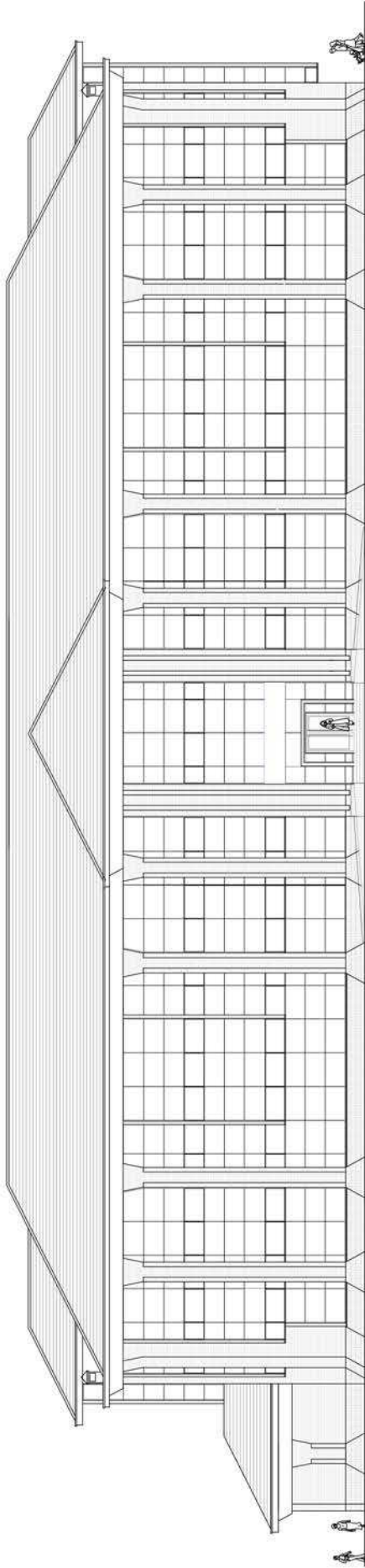
DRAWN BY: SR
 CHECKED BY: SR
 CAD REF No.: 234_BATH_ROAD_DWG

© COPYRIGHT RESERVED
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RSP Architects.

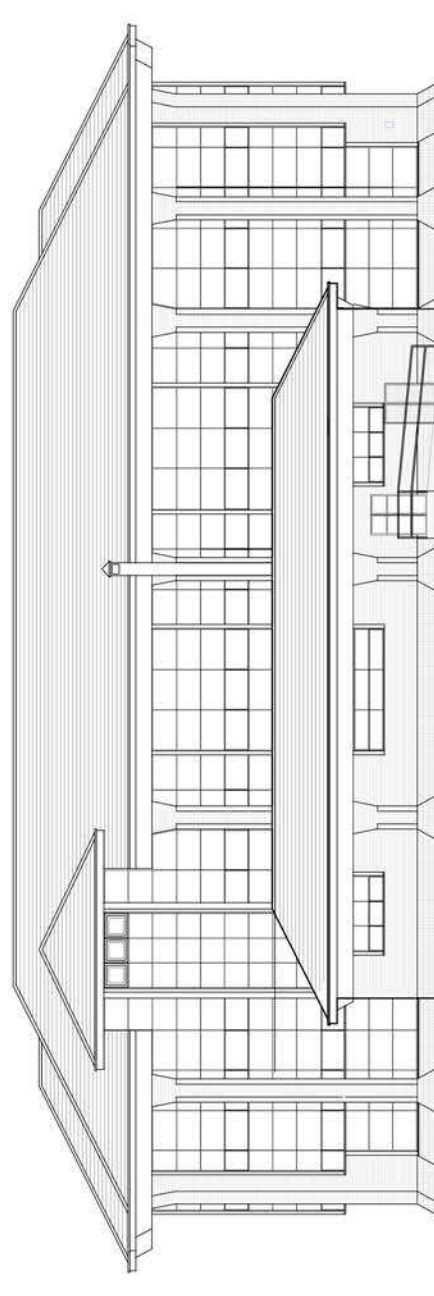
A1 Ref No:
 Address:
 Tel: 020 876 3444
 Fax: 020 876 3447
 Email: info@rsp-architects.co.uk
 RSP ARCHITECTS

PROPOSED THIRD (Loft) FLOOR PLAN
 SCALE 1:100





NORTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

Planning Issue

REVISION/DATE	DESCRIPTION
	Do not scale from this drawing. It is the responsibility of the Contractor, Sub-Contractor and Building Surveyor to check all dimensions and building work. Any discrepancies should be notified to the Supervising Officer.

PROJECT: Proposed 159 Beds Hotel
Heathrow Farm West
224 Bath Road, UB8 3AP

DRAWING TITLE: North & East Elevations

SCALE: 1:100

DATE: 06.05.2015

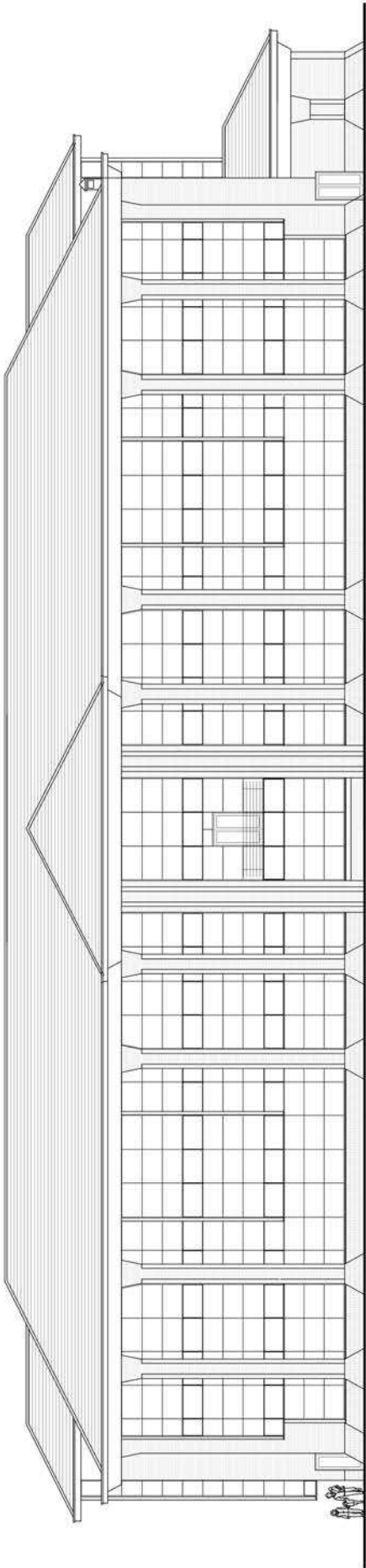
DRAWN BY: AM	CHECKED BY: SR	CAD REF No.: 234_BATH_ROAD.DWG
--------------	----------------	--------------------------------

© COPYRIGHT RESERVED
No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without the prior written permission of RSP Architects.

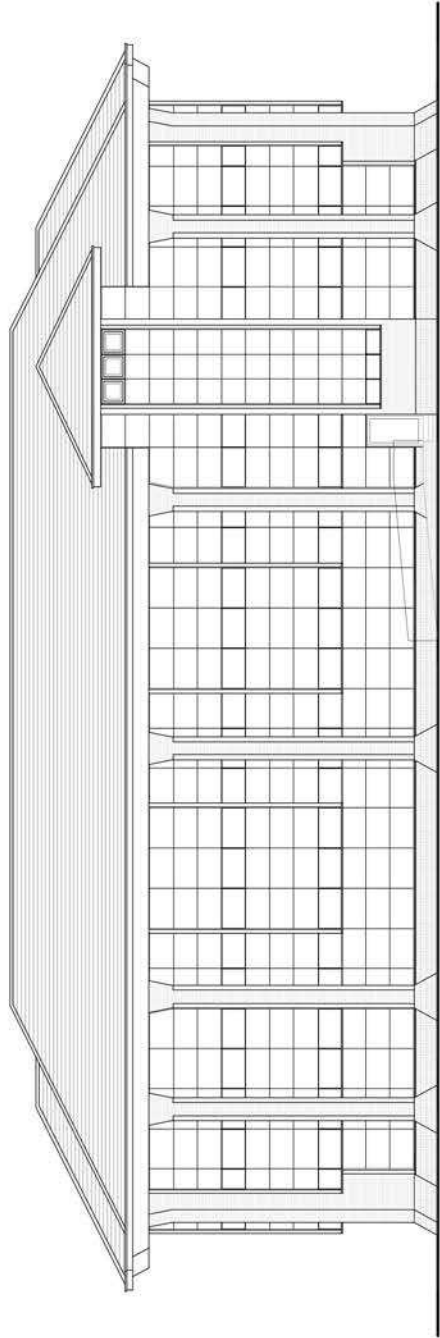
RSP ARCHITECTS
145 Bath Road
Uxbridge, Middlesex
Tel: 01895 820124
Fax: 01895 820124
E: info@rsparchitects.co.uk

883/RDP/P05 A1





SOUTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100

Planning Issue

REVISION/DATE	DESCRIPTION
	Do not scale the drawings. It is the responsibility of the Contractor, Sub-Contractor and Building Surveyor to check the drawings for any discrepancies before commencing any site works or building work. Any discrepancies should be notified to the Supervising Officer.

PROJECT: Proposed 159 Beds Hotel
Heathrow Park West
234 Bath Road, UB8 3AP

DRAWING TITLE: South & West Elevations

SCALE: 1:100

DATE: 06.05.2015

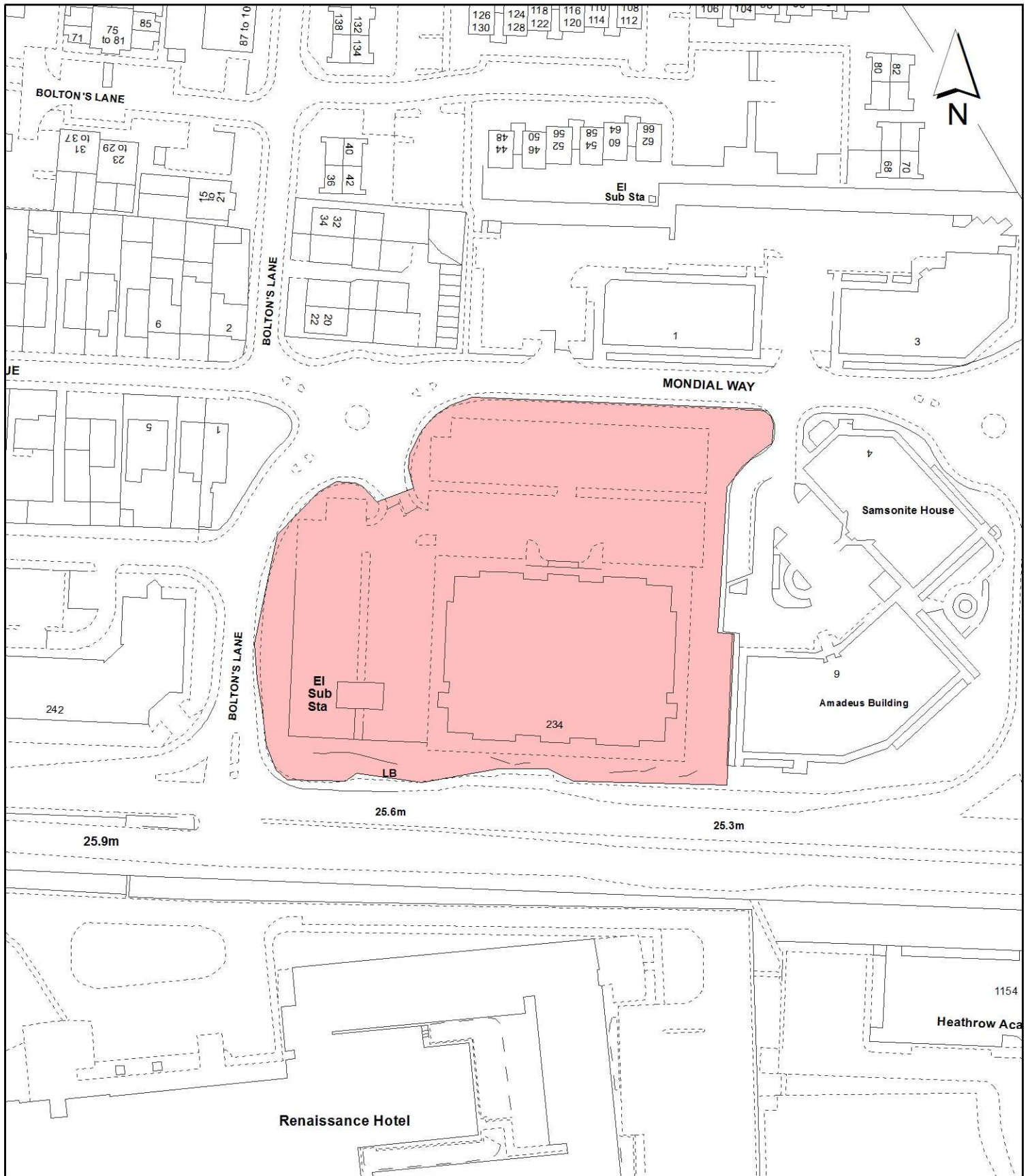
DRAWN BY: AM
CHECKED BY: SR
CAD REF No.: 234_BATH_ROAD.DWG

© COPYRIGHT RESERVED
No part of this drawing may be reproduced or stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written permission of RSP Architects.

RSP ARCHITECTS
RSP Architects
15, West 100th Street, 2nd Floor
New York, NY 10025, USA
Tel: +1 212 260 1234
Fax: +1 212 260 1234
E-mail: info@rsparchitects.com

883/RDP/P06 A1





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Heathrow West Point
 234 Bath Road
 Heathrow**

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

Planning Application Ref:

41331/APP/2015/1886

Scale:

1:1,250

Planning Committee:

Major Page 280

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address HAYES GATE HOUSE, 27 UXBRIDGE ROAD HAYES

Development: Variation of Condition 2 (Approved drawings) and Condition 7 (accessible bedrooms) of planning application 2385/APP/2013/2523 (Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping) to allow for a reduction in the provision of rooms with hoists.

LBH Ref Nos: 2385/APP/2015/1464

Date Plans Received: 22/04/2015

Date(s) of Amendment(s):

Date Application Valid: 23/04/2015

Notes:
Do not scale from this drawing.
All dimensions to be checked on site.

PLANS AND DETAILS SHOWING ROOM PROVISION TO MEET BS 8300:2900

KEY:

- A** Hotel guest rooms designed with provision of being fully accessible and fitted with hoists (5% of total hotel guest rooms)
- B** Hotel guest rooms designed with provision of being disabled accessible. No hoist required (5% of total hotel guest rooms)
- C** Hotel guest rooms designed with being capable of adaptation to a fully disabled accessible (5% of total hotel guest rooms)

TABLE:

	A	B	C
1st Floor			
2nd Floor	1 unit	1 unit	1 unit
3rd Floor	1 unit	1 unit	1 unit
4th Floor	1 unit	1 unit	1 unit
5th Floor	1 unit	1 unit	1 unit
6th Floor			
7th Floor	1 unit	1 unit	1 unit
8th Floor			
9th Floor			
10th Floor			
11th Floor			
TOTAL	4 unit	9 unit (5%)	9 unit (5%)

TOTAL NUMBER OF GUEST ROOMS: 170
5% of 170 = 8.5 UNITS
TOTAL NUMBER OF DDA ROOMS: 13 +9
FUTURE DDA CAPABLE ROOMS

23.12.14 ROOM A REVIEWED
24.02.15 ROOM A REVIEWED
20.08.15 PLANNING SUBMISSION

AS PROPOSED
DISABLED PARI PROVISION
HEATHROW GATE HOTEL
27 UBRIDGE ROAD, HAYES
1,200 @ A1
AUGUST 2013
JE

12/29 / 212
PL03

City of London
London & Partners
25 Abchurch Lane
London EC4A 3DF
Tel: +44 (0) 20 7333 1200
F: +44 (0) 20 7333 1201
www.london.gov.uk



TYPICAL HOTEL SUITE LEVEL PLAN

PLANS AND DETAILS SHOWING ROOM PROVISION TO MEET BS 8300:2900

KEY:

- A** Hotel guest rooms designed with provision of being disabled accessible and fitted with hoisting (5% of total hotel guest rooms)
- B** Hotel guest rooms designed with provision of being disabled accessible. No hoist required (5% of total hotel guest rooms)
- C** Hotel guest rooms designed with being capable of adaptation to a fully disabled accessible (5% of total hotel guest rooms)

TABLE:

Floor	A	B	C
1st Floor	1 unit	1 unit	1 unit
2nd Floor	1 unit	1 unit	1 unit
3rd Floor	1 unit	1 unit	1 unit
4th Floor	1 unit	1 unit	1 unit
5th Floor	1 unit	1 unit	1 unit
6th Floor	1 unit	1 unit	1 unit
7th Floor	1 unit	1 unit	1 unit
8th Floor	1 unit	1 unit	1 unit
9th Floor	1 unit	1 unit	1 unit
10th Floor	1 unit	1 unit	1 unit
11th Floor	1 unit	1 unit	1 unit
TOTAL	9 unit (5%)	9 unit (5%)	9 unit (5%)

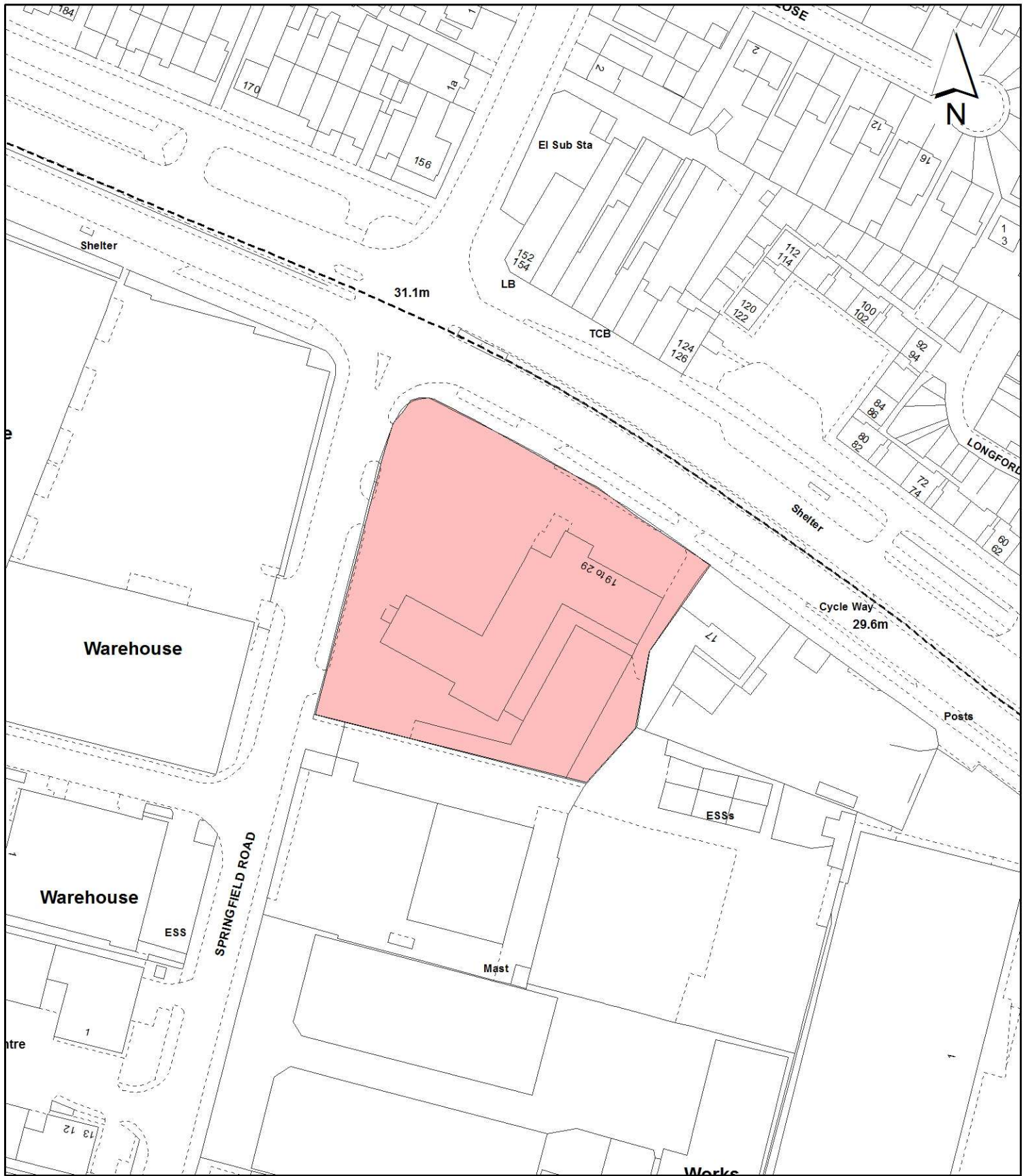
TOTAL NUMBER OF GUEST ROOMS: 170
5% of 170= 8.5 UNITS



TYPICAL HOTEL SUITE LEVEL PLAN

PL01 Rev: Description: 12/29/212 PL01
 12/29/212 PL01
 AS PROPOSED
 DISABLED RMI PROVISION
 HEATHROW GATE HOTEL
 27 UXBIDGE ROAD, HAYES
 1 200 @ A1
 AUGUST 2013
 JE





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Hayes Gate House
 27 Uxbridge Road
 Hayes**

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

Planning Application Ref:
2385/APP/2015/1464

Scale:
1:1,250

Planning Committee:
Major Page 284

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREWS PARK HILLINGDON ROAD UXBRIDGE

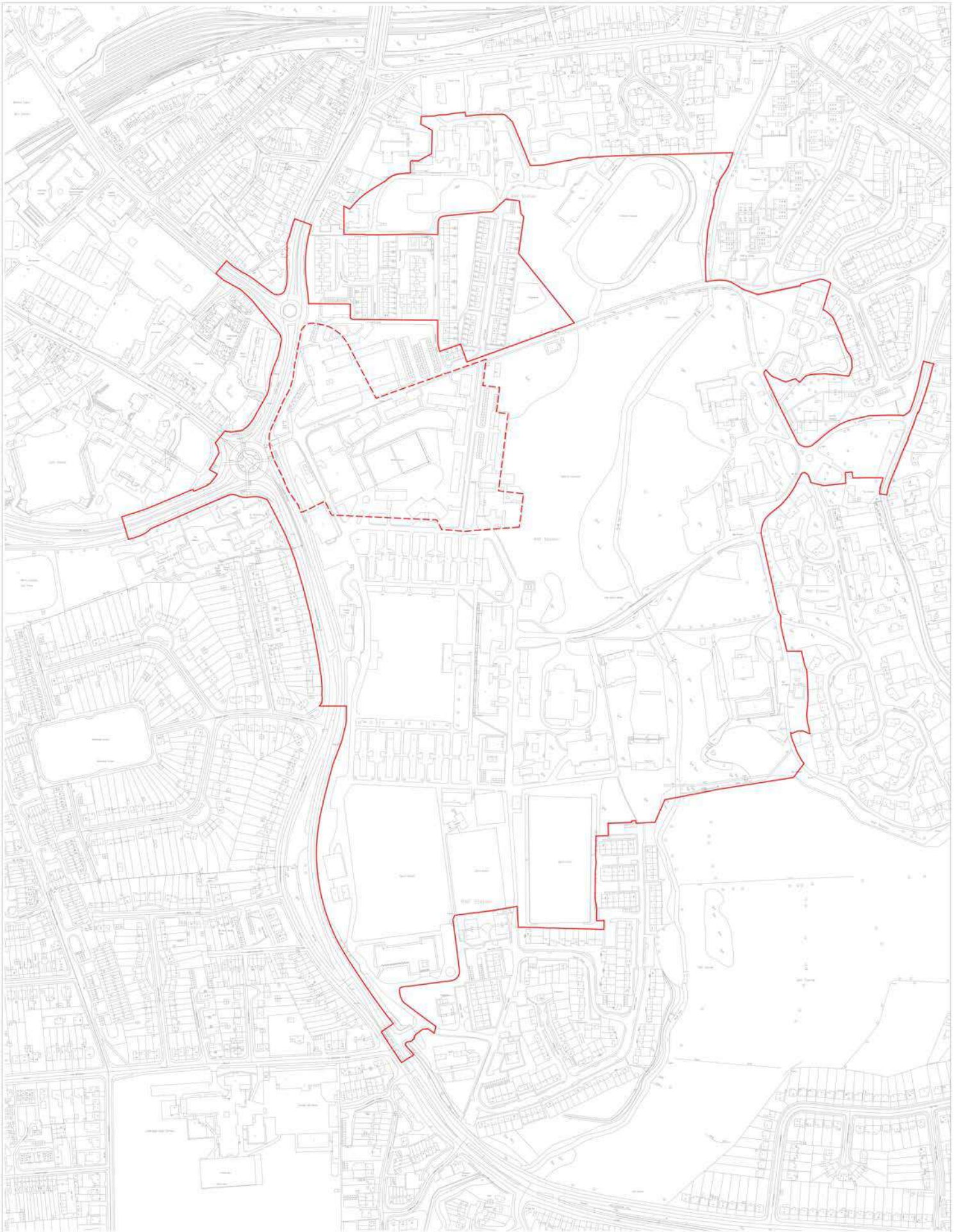
Development: Variation of conditions 5, 9 and 30 and removal of conditions 54, 57, 58 and 59 of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 (redevelopment of former RAF Uxbridge site) to amend approved plans, energy and drainage strategies regarding the Town Centre Extension phase of the development.

LBH Ref Nos: 585/APP/2015/848

Date Plans Received: 06/03/2015

Date(s) of Amendment(s):

Date Application Valid: 11/03/2015



Outline Planning Application Boundary (Application Ref. 585/APP/2009/2752)

Area of Change



BDP AND DESIGN PARTNERSHIP LTD SHALL HAVE NO LIABILITY FOR ANY DELAYS OR DISCREPANCIES. ALL DIMENSIONS SHOULD BE CHECKED ON SITE. DO NOT SCALE FROM THIS DRAWING. ANY UNKOWN ERRORS OR DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP LTD AT THE ADDRESS SHOWN.



18 Beehive Yard
 Clerkenwell
 London, EC1V 4LL
 United Kingdom

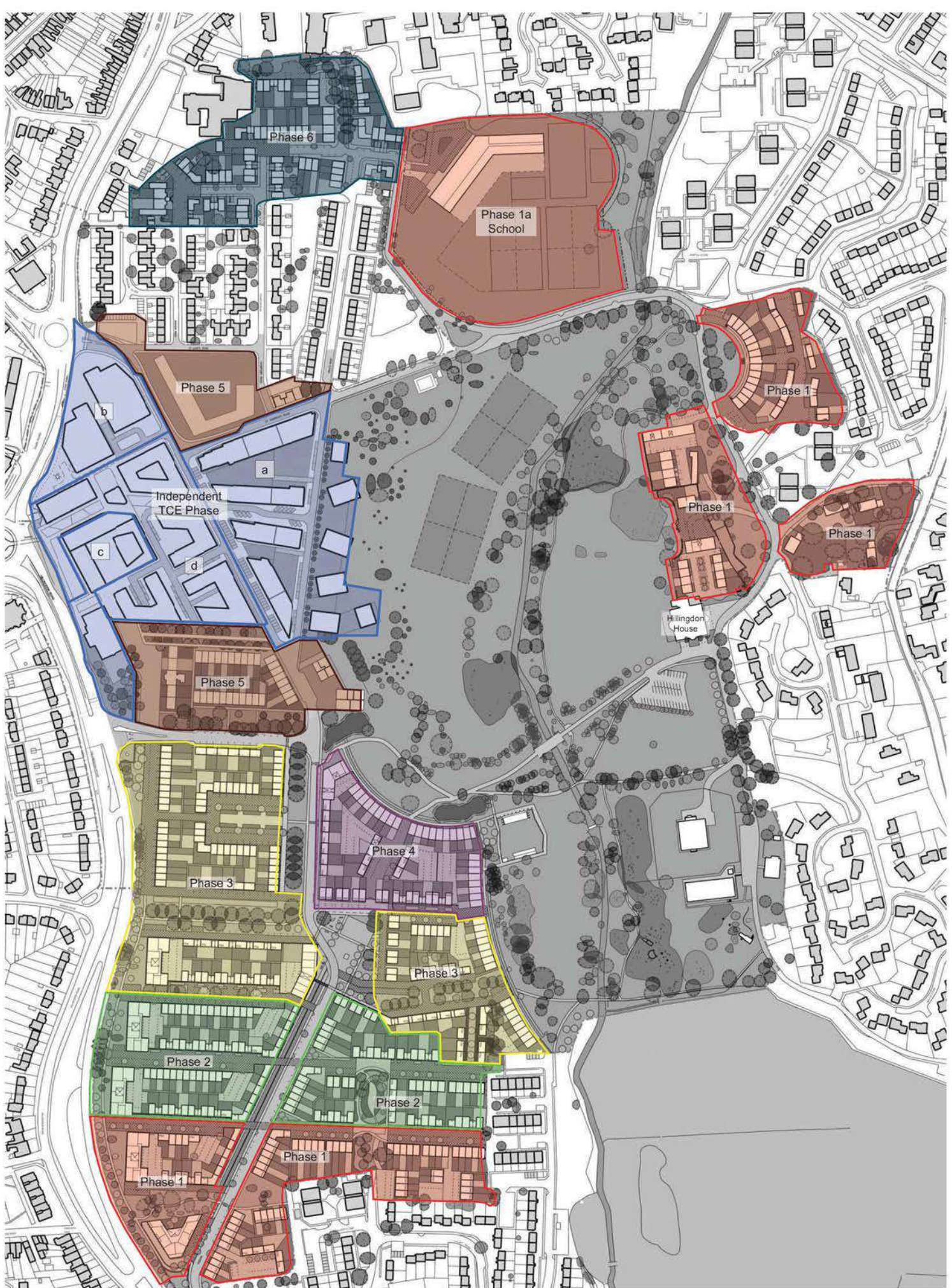
T +44 (0)20 7612 8399
 F +44 (0)20 7612 8399
 www.bdp.com

St Andrew's Park, Uxbridge
 P2005494
 Site Location Plan

A18/1/2000
 A38/1/4000
 05.02.2015

(PL)_A_(00)_002
 A

Revision A	JE	EB	28.02
First Issue	JE	EB	05.02.15



BE LONG RETURN DEVELOPMENT. THIS DRAWING IS FOR INFORMATION ONLY AND DOES NOT REPRESENT A CONTRACT. ALL DIMENSIONS SHOULD BE CHECKED ON SITE. DO NOT SCALE FROM THIS DRAWING. ANY DRAWING ERRORS OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE CLIENT IMMEDIATELY UPON THE ADDRESS ABOVE.

REVISION B	JE	EB	26/02/15
REVISION A	PG	EB	16/02/15
FIRST ISSUE	EB	EB	11/11/14



15, Blenheim Yard
 Clarendon
 London, EC1V 4LJ
 United Kingdom
 T +44 (0)20 7912 8000
 F +44 (0)20 7912 8399
 www.bdp.com



St Andrew's Park, Uxbridge	
P2005494	1:1000@A2
Proposed Development Phasing Plan	11.11.14
(PL)A(00)001	B



Section 73 Boundary



Revision	NO	DATE	DESCRIPTION
Revision E	RE	16.11.15	
Revision D	RE	16.11.15	
Revision C	RE	15.5.15	
Revision B	RE	23.3.15	
Revision A	RE	26.2.15	
ISSUE	RE	14.1.15	



BDP.

St Andrew's Park, Uxbridge
 P2005494
 Illustrative Masterplan
 12000@AS
 14.01.2015
 (PL)_A_(00)_004 E

18 Brinkley Park
 Chesham
 Bucks HP8 4JY
 United Kingdom
 T +44 (0)1494 781100
 F +44 (0)1494 781000
 www.bdp.com

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF BDP AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF BDP. ALL DIMENSIONS SHALL BE CHECKED ON SITE. DO NOT SCALE FROM THE DRAWING. NO LIABILITY FOR CONSTRUCTION DEFECTS OR OMISSIONS SHALL BE ACCEPTED BY BDP.



Reserved Matters Applications
Section 73 Boundary

St Andrew's Park, Uxbridge
P2005494
Masterplan Strategy Diagram
1:2000@A3
16.12.2014
C

BDP.

18 Riverside Way
Chesham
West London
United Kingdom
T: +44 (0)1895 810000
F: +44 (0)1895 810000
www.bdp.com

VS
Estates Limited

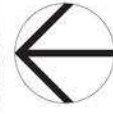
Revision C	IB	IB	10.7.15
Revision B	JE	IB	15.5.15
Revision A	JE	IB	26.2.15
ISSUE	JK	IB	16.12.14

RESPECTFULLY PRINTED ON 100% RECYCLED PAPER WITH SOY INK
ALL DIMENSIONS SHOULD BE CHECKED ON SITE
DO NOT SCALE FROM THE DRAWING
NO WARRANTIES OR REPRESENTATIONS ARE MADE BY BDP OR VS
EXCEPT AS SHOWN







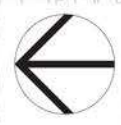
- Pedestrian Access to Park
- Pedestrian Access to Site
- Pedestrianised Area with Emergency Access and time restricted other Access
- Principal Pedestrian Route
- Existing Bus Stops (outside site)

- Section 73 Boundary
- Primary Street (without bus route)
- Secondary Street
- Tertiary Street
- Shared Surface Streets



<p>18 Brinklow Way Chesham Uxbridge Unit 10/11</p> <p>Tel: +44 (0)1895 820000 F: +44 (0)1895 820000 www.bdp.com</p>		<p>St Andrew's Park, Uxbridge</p> <p>P2005494</p> <p>Parameter Plan 01- Access and Movement</p> <p>(PL)_A_(00)_006</p>	
<p>Revision D</p> <p>Revision C</p> <p>Revision B</p> <p>Revision A</p> <p>FIRST ISSUE</p>		<p>18.01.15</p> <p>15.05.15</p> <p>13.05.15</p> <p>26.11.15</p> <p>16.12.14</p>	
<p>BD</p> <p>RE</p> <p>RE</p> <p>RE</p> <p>RE</p>		<p>18.01.15</p> <p>15.05.15</p> <p>13.05.15</p> <p>26.11.15</p> <p>16.12.14</p>	
<p>BD</p> <p>RE</p> <p>RE</p> <p>RE</p> <p>RE</p>		<p>18.01.15</p> <p>15.05.15</p> <p>13.05.15</p> <p>26.11.15</p> <p>16.12.14</p>	

-  Section 73 Boundary
-  Residential (C3)
-  District Centre (A1, A2, A3, B1, C1, C3, SG)
-  Public Realm



THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF INVESTMENT OR A SOLICITATION OF INVESTMENT. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE RELIED UPON FOR ANY DECISIONS. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE RELIED UPON FOR ANY DECISIONS.

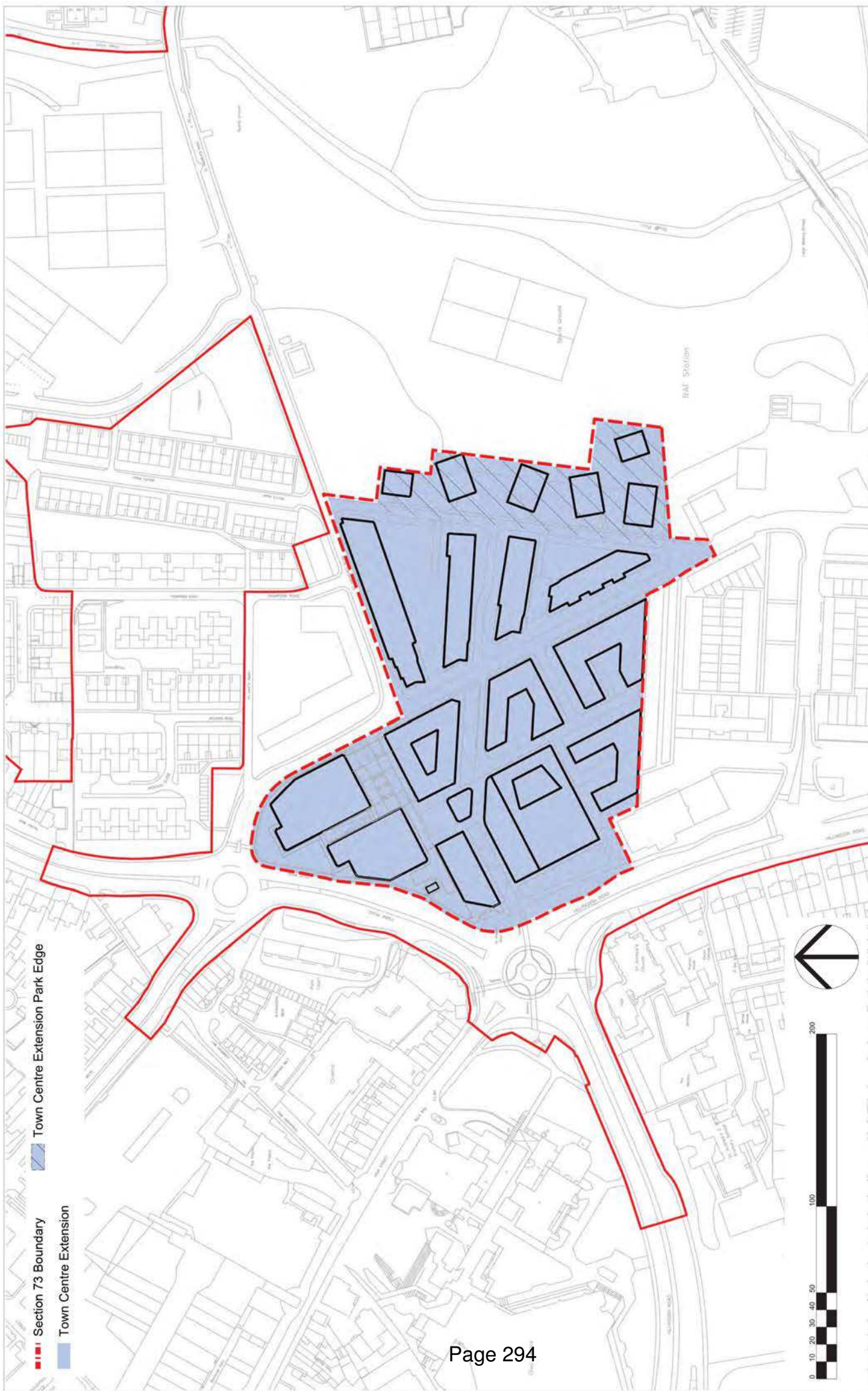
Revision	Date	By	Check
Revision D	10/12/15	JE	JE
Revision C	16/11/15	JE	JE
Revision B	15/11/15	JE	JE
Revision A	26/11/15	JE	JE
FIRST ISSUE	16/12/14	JK	JB



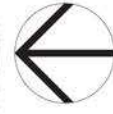
18 Riverside Park
 Colchester
 Essex
 United Kingdom
 T: +44 (0)20 7111 0000
 F: +44 (0)20 7111 0000
 www.vsx.com



St Andrew's Park, Uxbridge
 P2005494
 Parameter Plan 03- Land Use
 1:2000@A3
 16.12.2014
 (PL)_A_(00)_008
 D



- - - Section 73 Boundary
 Town Centre Extension
——— Town Centre Extension Park Edge



THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES.

Revision C	RE	15.11.15
Revision B	RE	15.11.15
Revision A	RE	26.11.15
FIRST ISSUE	JK	16.12.14

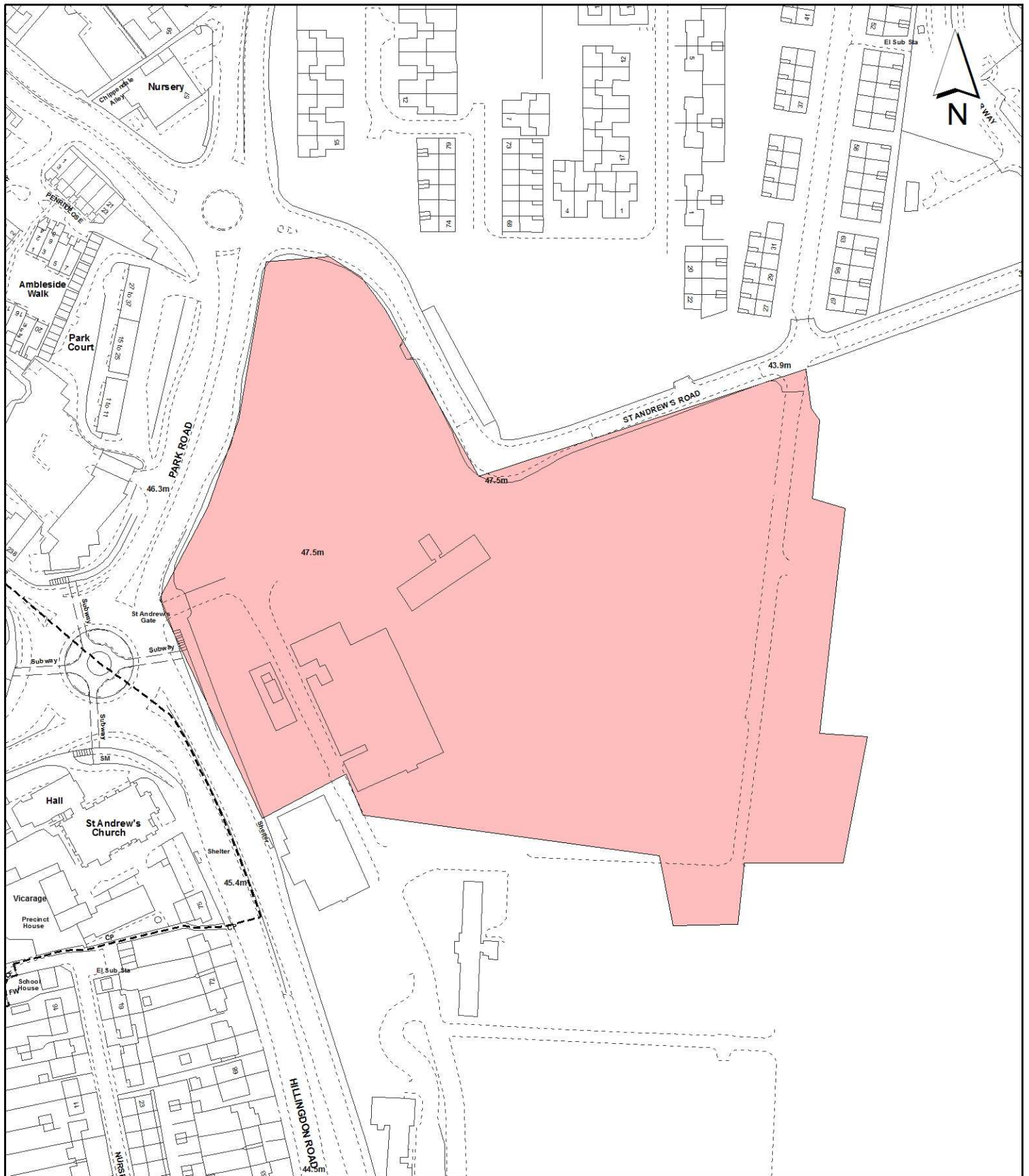


BDP.

St Andrew's Park, Uxbridge
 P2005494
 Parameter Plan 05-
 Character Areas
 (PL)_A_(00)_010

18 Riverside Park
 Chesham
 Bucks HP8 4JY
 United Kingdom
 T: +44 (0)1895 833300
 F: +44 (0)1895 833000
 www.bdp.com

12/09/14
 16.12.2014
 C



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**St Andrews Park
 Hillingdon Road
 Uxbridge**

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

Planning Application Ref:

585/APP/2015/848

Scale:

1:2,000

Planning Committee:

Major Page 295

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address PHASE 3 STOCKLEY PARK STOCKLEY ROAD WEST DRAYTON
MIDDLESEX

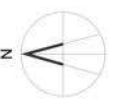
Development: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

LBH Ref Nos: 37977/APP/2015/1004

Date Plans Received: 17/03/2015

Date(s) of Amendment(s):

Date Application Valid: 18/03/2015



NOTES:

- 1. SUBJECT TO STATUTORY COMMENT
- 2. BASED ON DATA PROVIDED BY FRANKS & KERRISON
- 3. COPYRIGHT RESERVED
- 4. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES
- 5. ALL RIGHTS RESERVED BY MICHAEL SPARKS ASSOCIATES
- 6. MICHAEL SPARKS ASSOCIATES OF ANY COUNTRY



01 SITE LOCATION 1:1000

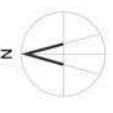
REV	DATE	NOTE	DRAWN	CHECKED




TITLE: PROLOGIS PARK, WEST LONDON
ISSUANCE: LOCATION PLAN
CLIENT: PROLOGIS UK LTD

DATE: MARCH 2015 **SCALE:** 1:1000 **DRAWN:** PF
STATUS: PLANNING **ORIGIN:** NSC

DRAWING NUMBER: 27122 / PL / 100



NOTES:
 1. SUBJECT TO FURTHER COMMENT.
 2. BASED ON OS MAP APPROVED BY PERMISSION OF THE LANDRANGER GENERAL REGISTER AND THE METROPS COMMISSION.
 3. COPYRIGHT RESERVED.
 4. THIS PLAN ELECTRONIC VERSION IS AVAILABLE TO THE PUBLIC ON THE WEBSITE OF THE METROPS COMMISSION. ANY REPRODUCTION OF THIS PLAN WITHOUT THE AUTHORITY OF MICHAEL SPARKS ASSOCIATES IS PROHIBITED.
 5. THIS PLAN IS THE PROPERTY OF MICHAEL SPARKS ASSOCIATES AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTION.

BASED ON:
 MICHAEL SPARKS ASSOCIATES ARCHITECTURAL SKETCH
 DATED: 05/05/2014

BASED ON:
 MICHAEL SPARKS ASSOCIATES ILLUSTRATIVE LANDSCAPE CONCEPT
 DATED: FEB 2015, A-03-PL/1A

AREA SCHEDULE			
CHA	DESCRIPTION	AREA (SQM)	AREA (ACRES)
1	URB	6,460	69.535
	Offices	859	9.245
	SUB TOTAL	7,319	78.780
	PILOT AREA	1,517	3.75
2	URB	9,380	100.965
	Offices	1,149	12.370
	SUB TOTAL	10,529	113.335
	PILOT AREA	2,004	4.95
TOTAL		17,848	192.115
	NET SITE AREA	3,521	8.70
	INFRASTRUCTURE LAND	1,632	4.03
	GROSS DEVELOPABLE AREA	5,153	12.73
	SITE OWNERSHIP AREA	12,049	29.78

NO.	DATE	REVISION	BY	CHKD.
1	10/11/15	ISSUED FOR PERMIT	MS	MS
2	10/11/15	ISSUED FOR PERMIT	MS	MS
3	10/11/15	ISSUED FOR PERMIT	MS	MS
4	21/01/16	ISSUED FOR PERMIT	MS	MS
5	21/01/16	ISSUED FOR PERMIT	MS	MS



PROLOGIS



MICHAEL SPARKS ASSOCIATES

TITLE: PROLOGIS PARK, WEST LONDON
 DRAWING: SITE LAYOUT AND PARAMETERS PLAN

CLIENT: PROLOGIS UK LTD

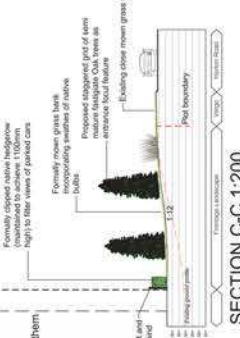
DATE: JUN 2015 SCALE: 1:1000 DRAWN: PF
 STATUS: PLANNING CHECKED: MS/GZ
 DRAWING NUMBER: 27122 / PL / 056B



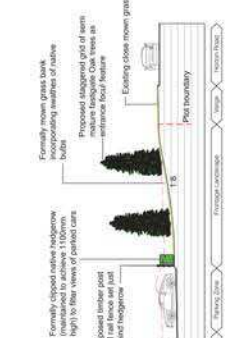
01 056
 SITE LAYOUT
 1:1000

NOTES

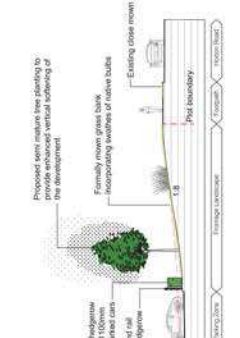
- Approximate planting rate @ 1:1 years growth
- Approximate planting rate @ 5-6 years growth
- Approximate planting rate @ 1-5 years growth



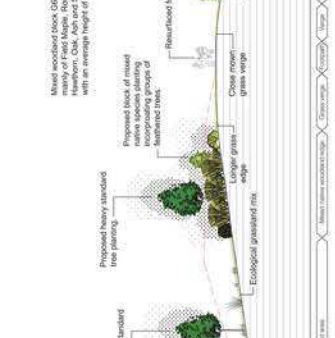
SECTION C-C 1:200



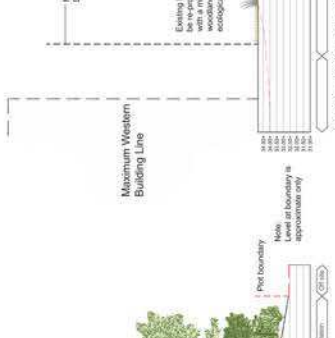
SECTION B-B 1:200



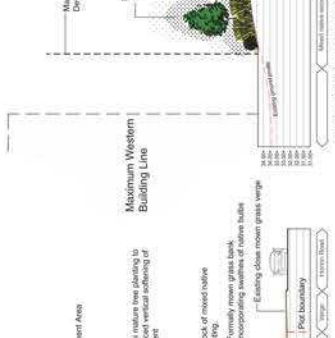
SECTION A-A 1:200



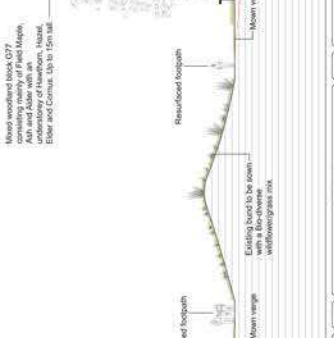
SECTION F-F 1:200



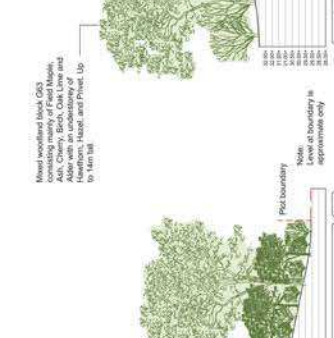
SECTION E-E 1:200



SECTION D-D 1:200



SECTION H-H 1:200



SECTION G-G 1:200



SECTION I-I 1:200



SECTION LOCATION PLAN
Scale 1:500

BCA **BARRY CHINN** ASSOCIATES
Landscape Architects

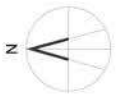
PROLOGIS
PROLOGIS PARK,
WEST LONDON

ILLUSTRATIVE LANDSCAPE SECTIONS - Sheet 1 of 2

CLIENT	PROLOGIS	DATE	February 2015	DRAWN	MAI	CHKD	BMG	CRG NO.	11
PROJECT	PROLOGIS PARK, WEST LONDON	SCALE	1:200	CHKD	BMG	REV			B
CONTRACT	148181	CAD FILE	148914311.dwg						

1:500 NTS
30.05.15 MAI
DATE 4/1/15

Drawing created by 'Planning Detail' General updates to sections
REV NOTE



NOTES:
 BASED ON SUPPLIER DRAWINGS
 CONTROLLED BY THE STATUTORY OFFICE FOR DRAWING
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR TRANSMIT IN ANY MANNER WITHOUT THE
 EXPRESS WRITTEN PERMISSION OF MICHAEL SPARKS
 ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 PLEASE CONTACT MICHAEL SPARKS ASSOCIATES
 FOR THE APPROPRIATE PERMISSIONS

REV	DATE	NOTE	DRAWN	CHKD

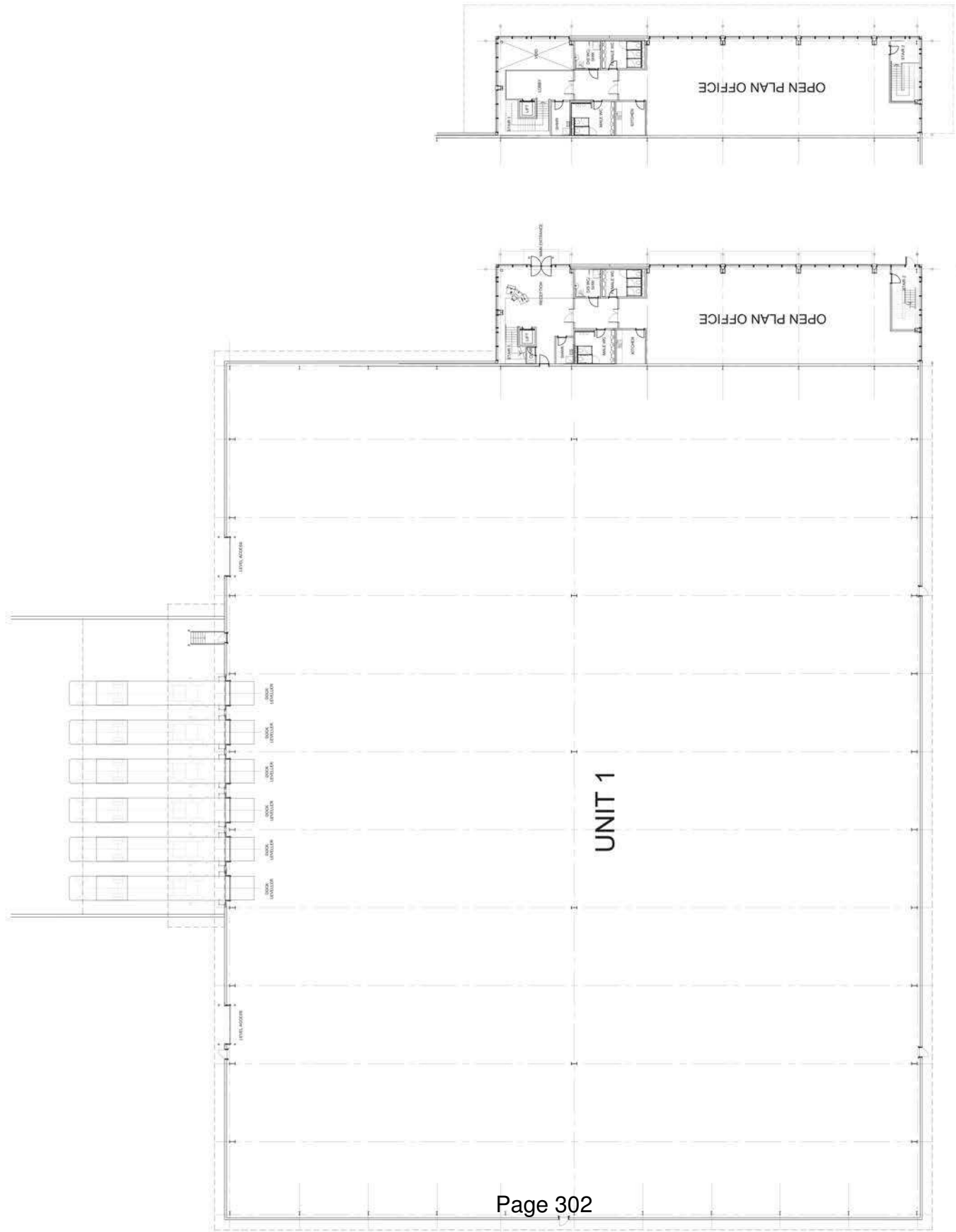



PROLOGIS PARK, WEST LONDON
 UNIT 1 FLOOR PLANS

CLIENT: PROLOGIS UK LTD

DATE: MARCH 2015 SCALE: 1:200 @ A1 DRAWN: NSC
 SHEET: PLANNING CHECKED: ME

DRAWING NUMBER: 27122 / PL / 057



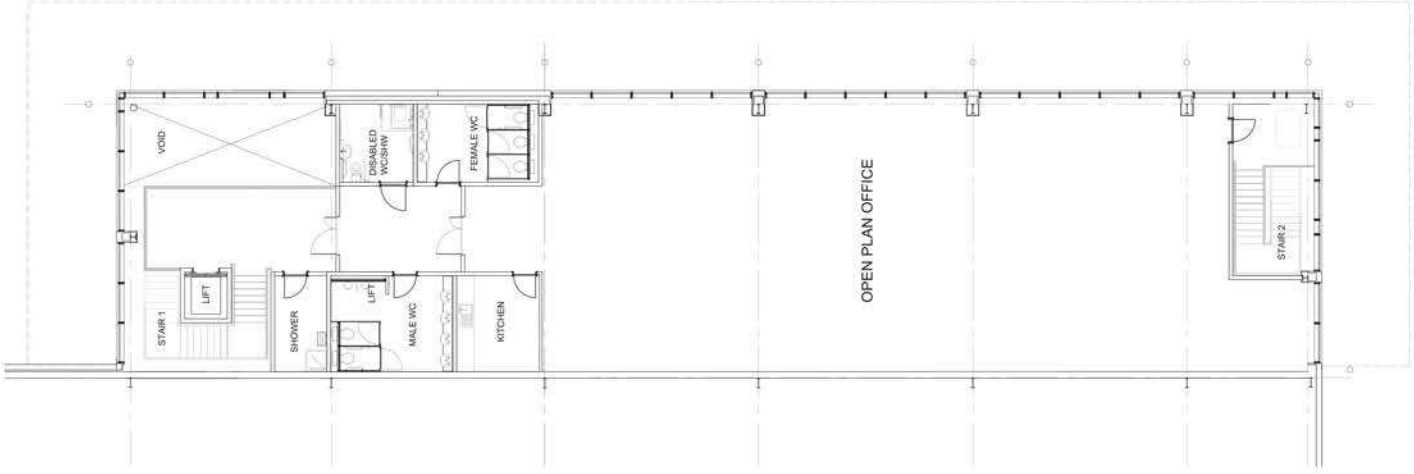
01
057
 GROUND FLOOR PLAN
 1:200

02
057
 FIRST FLOOR PLAN
 1:200

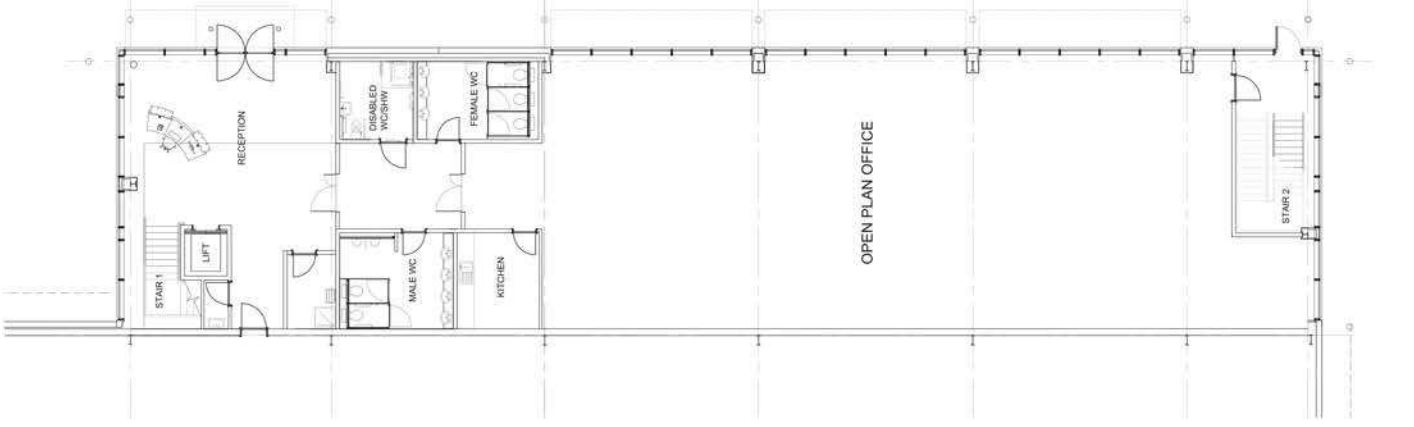




NOTES:
 BASED ON STATUTORY CONCRETE
 BASED ON OS MAP REPRODUCED BY PERMISSION OF
 CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE IN LONDON
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR TRANSMIT IN ANY FORM OR BY ANY
 MEANS, WITHOUT THE WRITTEN PERMISSION OF MICHAEL
 SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 PLEASE CONTACT MICHAEL SPARKS ASSOCIATES FOR
 FURTHER INFORMATION AND CONDITIONS OF USE



02
063
FIRST FLOOR PLAN
1:100



01
063
GROUND FLOOR PLAN
1:100

REV	DATE	NOTE	DRAWN	CHECK



MICHAEL SPARKS ASSOCIATES



PROLOGIS

TITLE
 PROLOGIS PARK, WEST LONDON
UNIT 1
OFFICE FLOOR PLANS
 CLIENT
 PROLOGIS UK LTD

DATE
 MARCH 2015

SCALE
 1:100 @ A1

DRAWN
 NSC

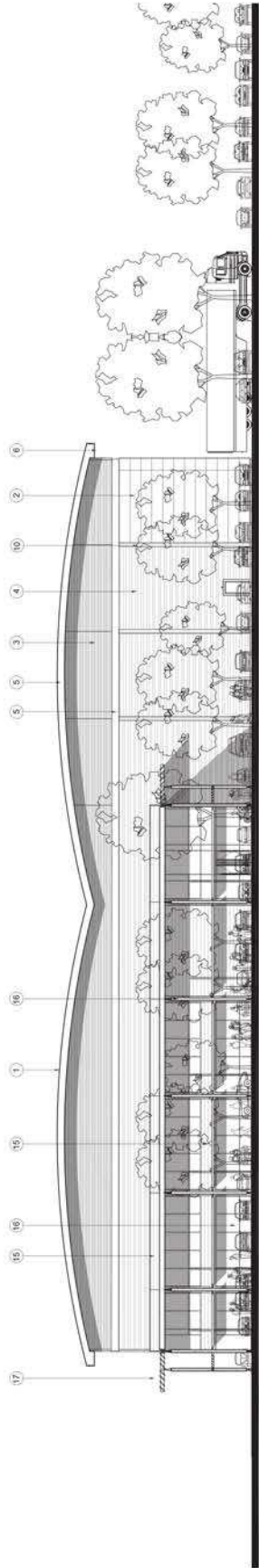
STAGE
 PLANNING

CHECKED
 ME

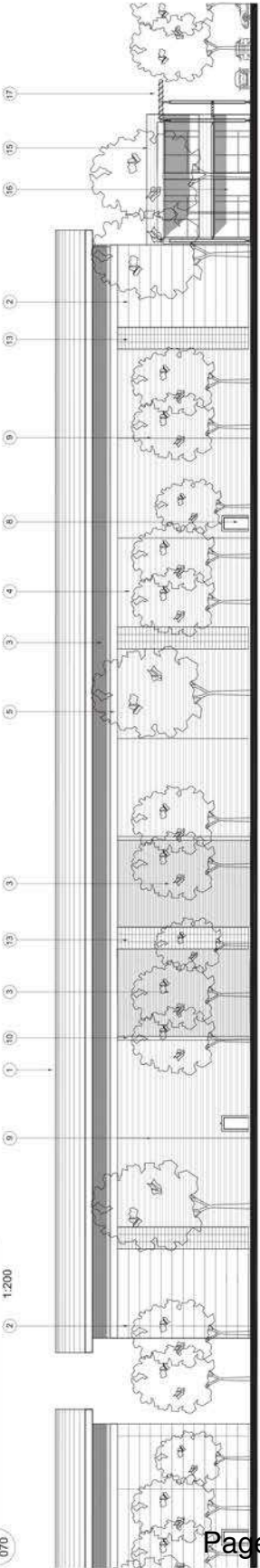
DRAWING NUMBER
 27122 / PL / 063

NOTES
 SUBJECT TO STATUTORY COMMENTS
 DRAWING TO BE MADE BY ARCHITECTS IN ACCORDANCE WITH THE STATEMENT OF WORKS
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO REPRODUCE OR REPLICATE ANY PART OF THE DRAWING WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES
 MICHAEL SPARKS ASSOCIATES OF ANY OTHER JURISDICTION

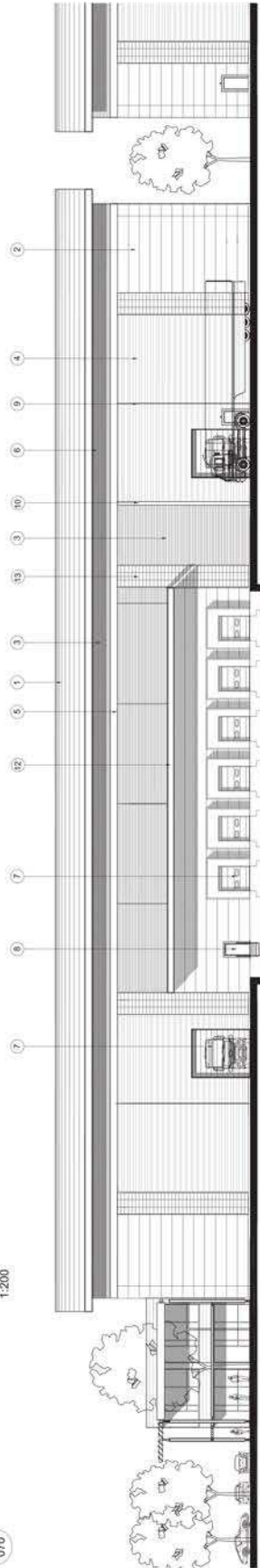
- SCHEDULE OF EXTERNAL FINISH MATERIALS**
- UNIT 1
 - 1 ROOF: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 2 WALL GLAZING: FULLY INSULATED ALUMINUM CLAMP ON PANELS WITH THERMALLY BROKEN GLAZING SYSTEMS
 - 3 WALL CLADDING: CERAMIC TILE
 - 4 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 5 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 6 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 7 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 8 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 9 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 10 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 11 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 12 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 13 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 14 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 15 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 16 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT
 - 17 WALL CLADDING: POLYURETHANE POLYISOCYANURATE SYSTEM WITH POLYURETHANE TOP COAT



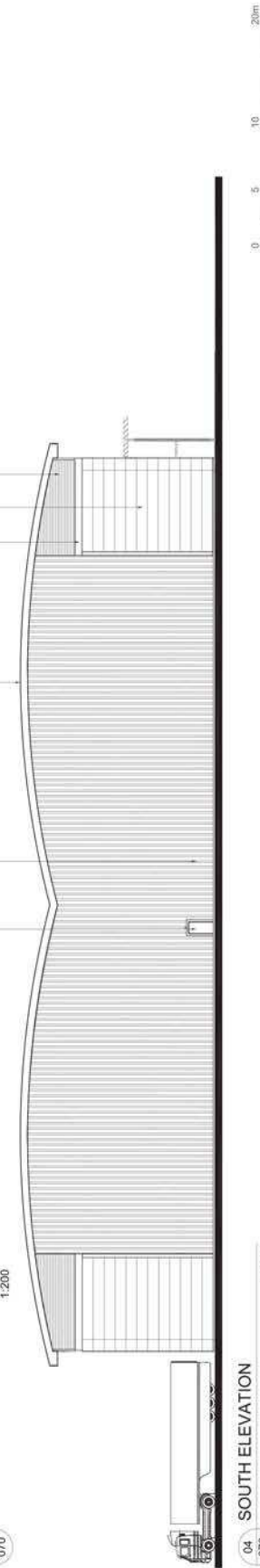
01 NORTH ELEVATION
1:200



02 EAST ELEVATION
1:200



03 WEST ELEVATION
1:200



04 SOUTH ELEVATION
1:200

REV	DATE	NOTE	OWNER	DATE



MICHAEL SPARKS ASSOCIATES



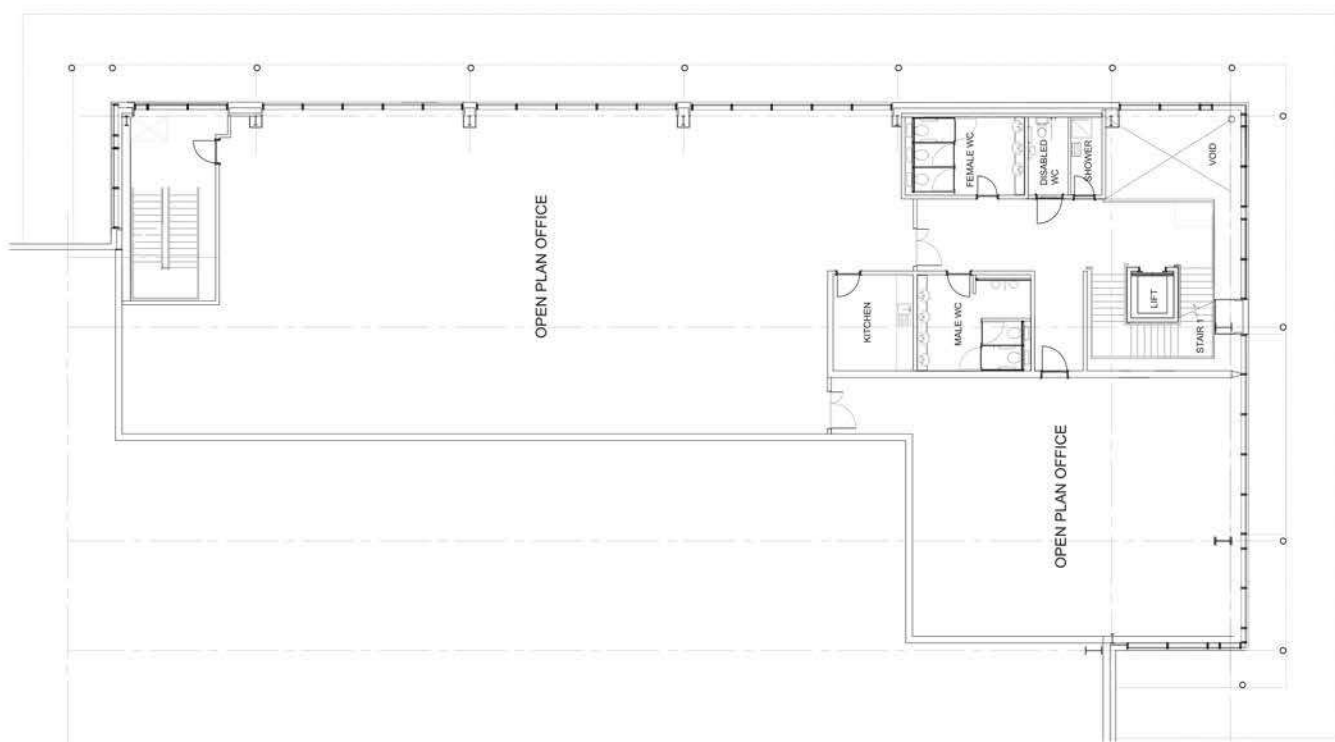
PROLOGIS

TITLE PHASE 3, STOCKLEY PARK
DRAWING UNIT 1
ELEVATIONS
CLIENT PROLOGIS UK LTD

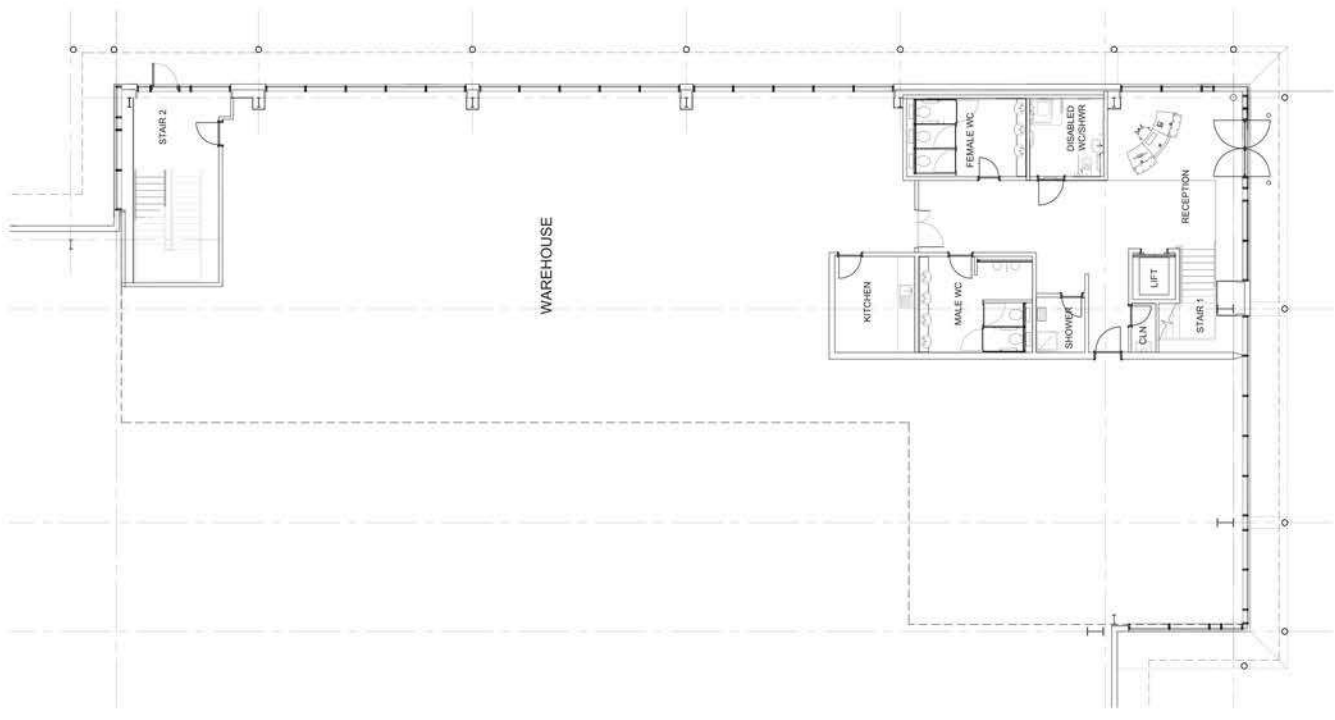
DATE MARCH 2015
SCALE 1:200 @ A1
DRAWN NICK CHICKO
CHECKED PLANNING MS
ISSUED 27/12/14



NOTES:
 SUBJECT TO STATUTORY CONSENTS
 BASED ON OS DATA REPRODUCED BY PERMISSION OF
 CONTROLLER OF HIS STATUTORY OFFICE IN LONDON
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 REPRODUCE OR TRANSMIT IN ANY MANNER
 WITHOUT THE WRITTEN PERMISSION OF MICHAEL
 SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING
 PLEASE CONTACT MICHAEL SPARKS ASSOCIATES
 FOR THE APPROPRIATE PERMISSIONS



02
064
FIRST AND SECOND FLOOR PLAN
1:100



01
064
GROUND FLOOR PLAN
1:100

REV	DATE	NOTE	DRAWN	CHECK




PROLOGIS PARK, WEST LONDON
 UNIT 2
 OFFICE FLOOR PLANS
 CLIENT: PROLOGIS UK LTD

DATE	SCALE	DRAWN
MARCH 2015	1:100 @ A1	NSC
	STAGE	DISC/D
	PLANNING	ME

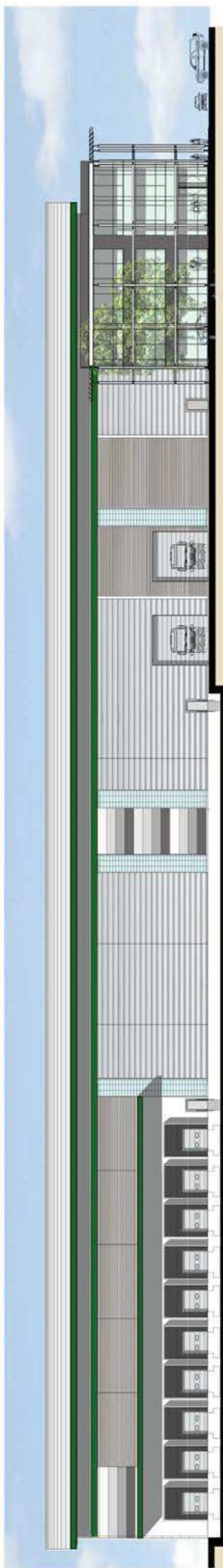
DRAWING NUMBER: 27122 / PL / 064



01 EAST ELEVATION

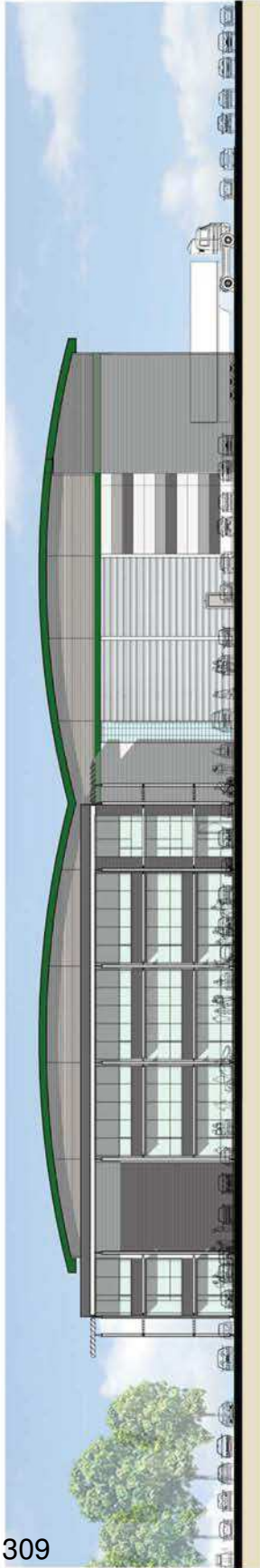
1:200

01 081



02 WEST ELEVATION

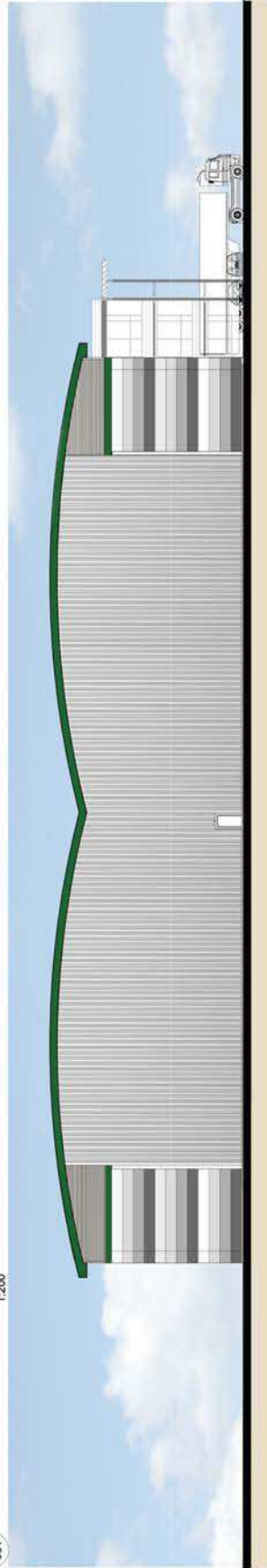
1:200



03 SOUTH ELEVATION

1:200

03 081



04 NORTH ELEVATION

1:200

04 081

NOTES:

SUBJECT TO STATUTORY COMMENTS
 SUBJECT TO SURVEY
 THIS DRAWING IS THE PROPERTY OF MICHAEL SPARKS ASSOCIATES
 CONSULTANTS AND SHALL REMAIN SO AT ALL TIMES
 COPYRIGHT RESERVED
 NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES
 MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS

NO	DATE	NOTE	DRAWN	CHECKED
1	17/03/15	- CHANGE IN THE COVER (GARDEN FENCE) - NEW AND LOWER RATES - BSA, SERRAVALLO, FERRARI, ANGLADE, SPARKS, SPARKS ASSOCIATES		



MICHAEL SPARKS ASSOCIATES

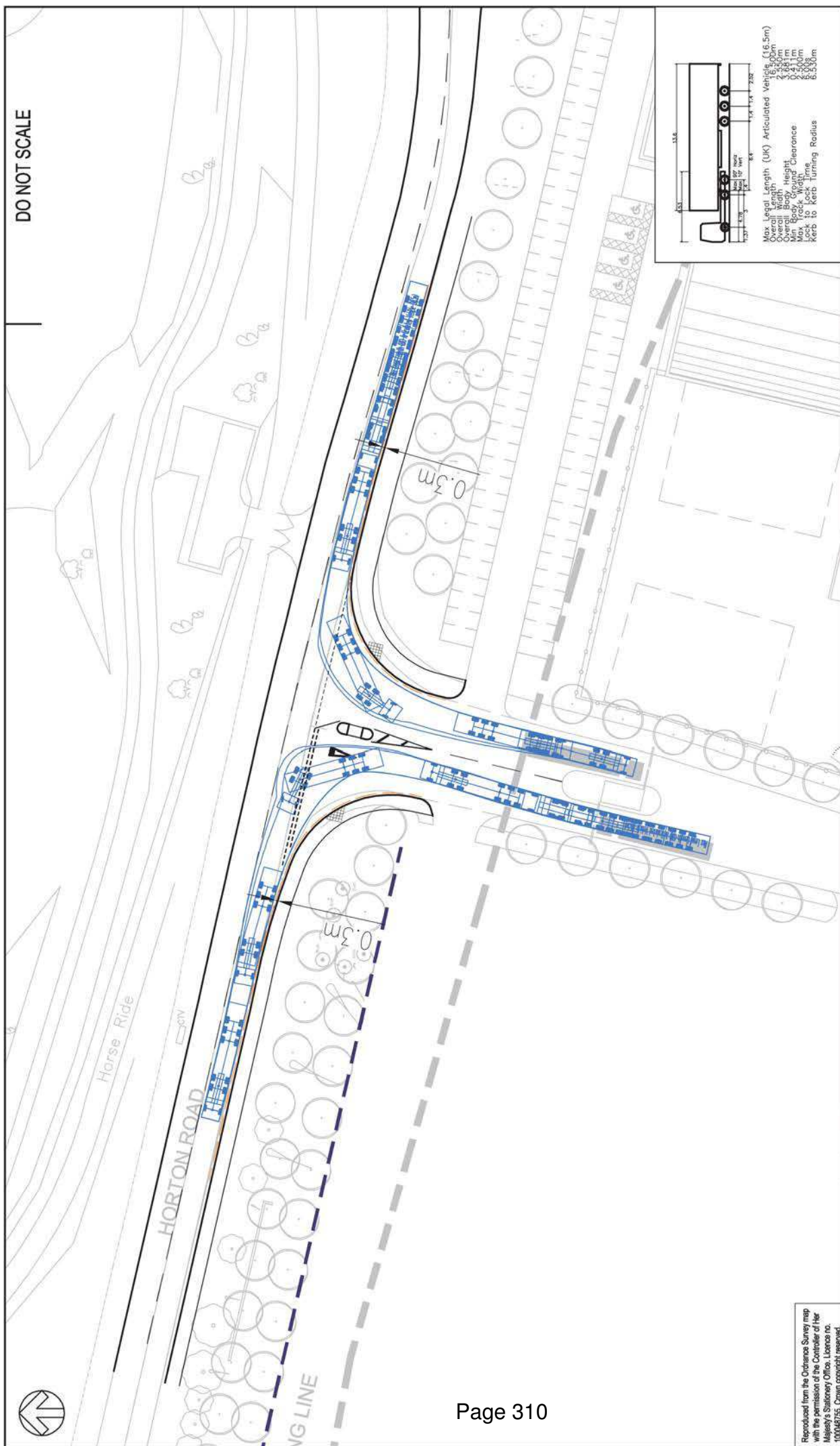


PROLOGIS

TITLE: PHASE 3, STOCKLEY PARK
 DRAWING: UNIT 2
 ILLUSTRATIVE COLOURED ELEVATIONS
 CLIENT: PROLOGIS UK LTD

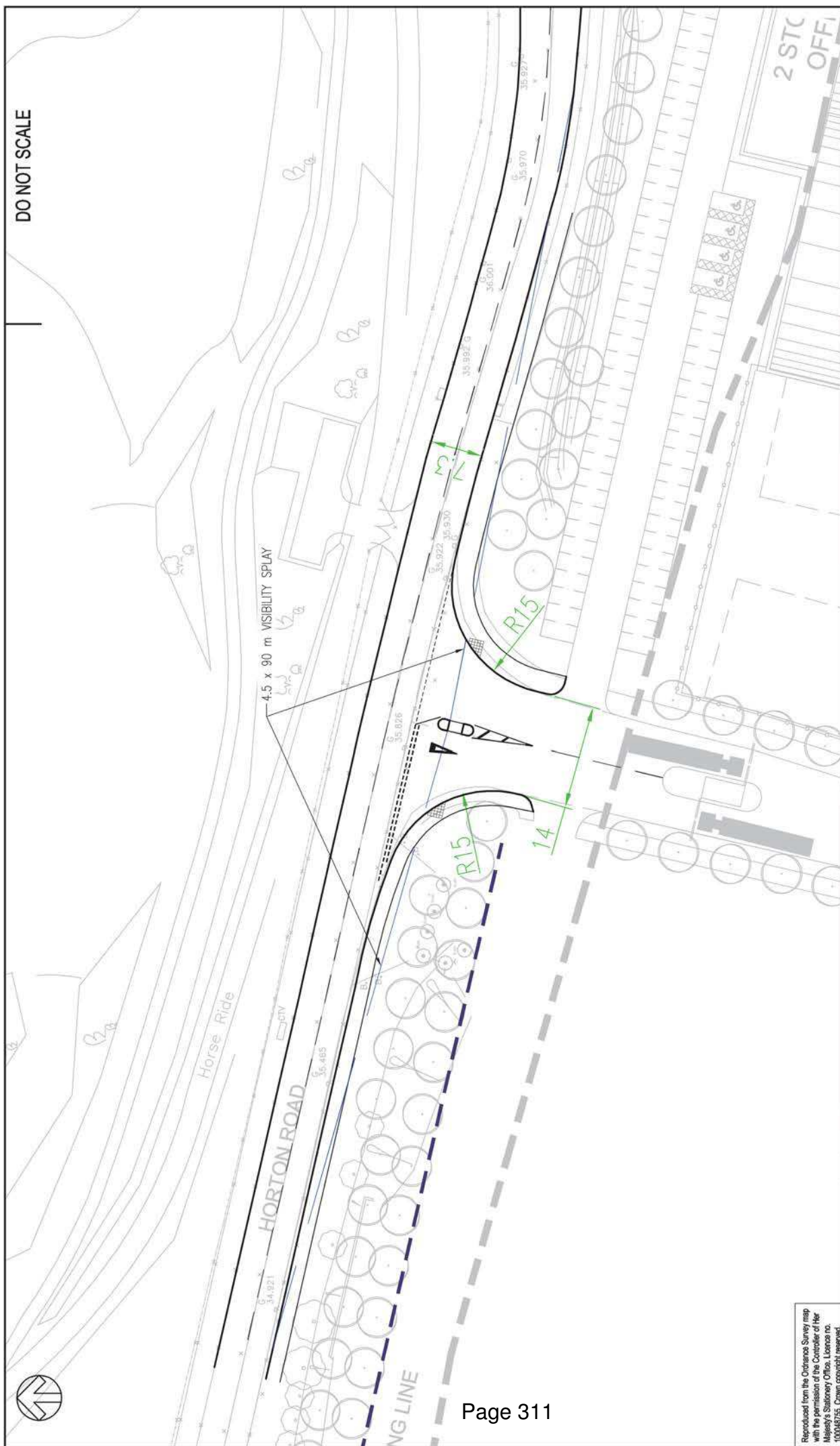
DATE: MARCH-2015	SCALE: 1:200 @ A1	DRAWN: NSC
STATUS: PLANNING	PROJECT: PLANNING	CHECKED: MS
DRAWING NUMBER: 27122 / PL / 081A		





SCALE @ A3 1:500		CHECKED: GS	APPROVED: GS																		
CAD FILE 6377-ATR-003.DWG	DESIGN/DRAWN: NW	DATE February 15																			
PROJECT No 70006377	DRAWING No 6377-ATR-003	REV: B																			
PROJECT: PROLOGIS PARK, WEST LONDON	CLIENT: PROLOGIS UK LTD	ARCHITECT: MICHAEL SPARKS ASSOCIATES																			
TITLE SITE ACCESS SWEEP PATH ANALYSIS	<p> Mounbatten House, Basing View, Basingstoke, Hampshire RG21 4HU Tel: +44 (0)1256 318600 Fax: +44 (0)1256 318700 http://www.wspgroup.com </p>																				
<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>CHK</th> <th>APP</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>22/04/15</td> <td>FI</td> <td>LAYOUT AND TRACKING UPDATED</td> <td>GS</td> <td>GS</td> </tr> <tr> <td>A</td> <td>19/02/15</td> <td>NW</td> <td>FIRST ISSUE</td> <td>GS</td> <td>GS</td> </tr> </tbody> </table>				REV	DATE	BY	DESCRIPTION	CHK	APP	B	22/04/15	FI	LAYOUT AND TRACKING UPDATED	GS	GS	A	19/02/15	NW	FIRST ISSUE	GS	GS
REV	DATE	BY	DESCRIPTION	CHK	APP																
B	22/04/15	FI	LAYOUT AND TRACKING UPDATED	GS	GS																
A	19/02/15	NW	FIRST ISSUE	GS	GS																
FOR INFORMATION ONLY																					
© WSP Group Ltd																					

Reproduced from the Ordnance Survey map
 with the permission of the Controller of Her
 Majesty's Stationery Office, Licence no.
 100049755. Crown copyright reserved.



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

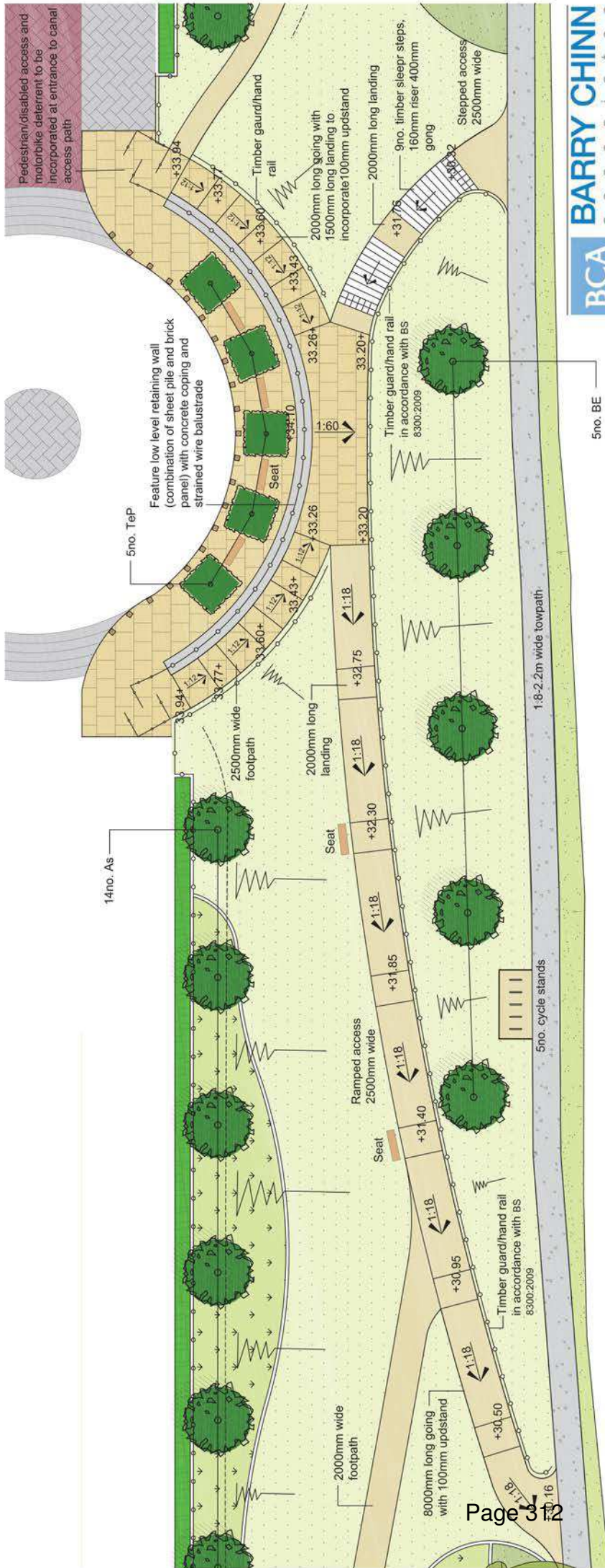
<p>PROLOGIS UK LTD</p> <p>CLIENT:</p>		<p>PROLOGIS PARK, WEST LONDON</p> <p>PROJECT:</p>		<p>SCALE @ A3: 1:500</p> <p>CHECKED: GS</p>		<p>APPROVED: GS</p>	
<p>MICHAEL SPARKS ASSOCIATES</p> <p>ARCHITECT:</p>		<p>SITE ACCESS</p> <p>TITLE:</p>		<p>CAD FILE: 6377-SK-003.DWG</p> <p>DESIGNOR: NW</p>		<p>DATE: February 15</p>	
<p>WSP</p> <p>Mounbatten House, Basing View, Basingstoke, Hampshire RG21 4HU Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700 http://www.wspgroup.com</p>		<p>70006377</p> <p>PROJECT No:</p>		<p>6377-SK-003</p> <p>DRAWING No:</p>		<p>REV: B</p>	
<p>© WSP Group Ltd</p>							

REV	DATE	BY	DESCRIPTION	CHK	APP
B	22/04/15	FI	PEDESTRIAN REFUGE ISLAND ADDED	GS	GS
A	19/02/15	NW	FIRST ISSUE	GS	GS

DRAWING STATUS:

FOR INFORMATION ONLY





BCA **BARRY CHINN**
a s s o c i a t e s
Landscape Architects

CLIENT	PROLOGIS
PROJECT	PROLOGIS PARK, WEST LONDON
DRAWING	CANAL FRONTAGE RAMPED/STEPPED ACCESS CONCEPT
CONTRACT	1469/14
DATE	June 2015
ISSUE	Information
SCALE	1:250
CAD FILE	1469/14-2015.dwg
DRAWN	MAB
CHECKED	BRC
ORIG SHEET	A3
REV	A
DRG NO.	22

Barry Chinn Associates Limited, 10000 The Pinnacles, Westbury, Wiltshire, UK, W15 8JG
T +44 (0)1208 614031 F +44 (0)1208 614033 E info@barrychinn.co.uk W www.barrychinn.co.uk

GRAND UNION CANAL

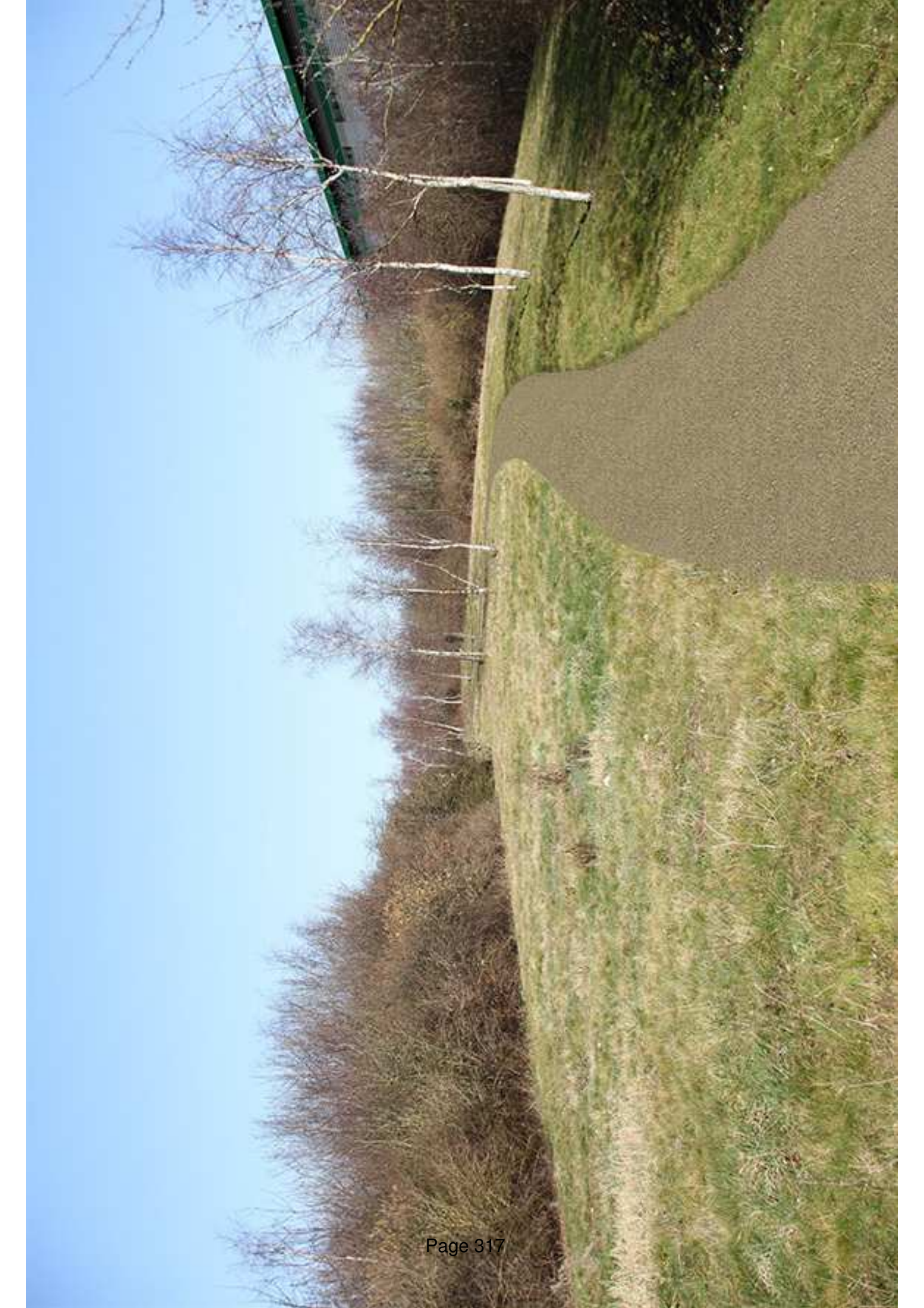
- PROPOSED TREATED TIMBER POST AND 3 RAIL FENCE**
- PROPOSED TOWPATH**
To be increased to between 2.2m and 1.8m wide, edged with treated sawn softwood timber (175x25mm), secured with 50x50x500mm long treated pegs at 1m centres and finished in tarmac with tar spray and chip surface.
- PROPOSED HOGGIN FOOTPATHS**
Generally to be 2m or 1.5m wide edged with treated sawn softwood timber (175x25mm), secured with 50x50x500mm long treated pegs at 1m centres, finished in compacted hoggin (50-60mm thickness) over 100mm depth of compacted MOT Type 1 on a terram membrane.
- WOODSCAPE HARDWOOD SEATING**
TYPE 5
Standard Length 2000mm, 400mm wide, 400mm high with 200mm backrest.
- WOODSCAPE HARDWOOD BOLLARDS**
Profile: SP, height above ground: 900mm
Overall Lengths: 1350mm
Nominal Section: 250mm
- PROPOSED TEXTURED PAVING FLAGS**
- SEMI-MATURE TREE**
(Tree pfl size: 2000x2000x1000mm)
20-25cm stem girth
6.0-7.0m height
2.5m clear stem
Rootballed
As Acer saccharinum
BE Betula 'Edinburgh'
- PROPOSED FORMALLY CLIPPED BOX HEADED TREES**
3.5-4.0m height
1.2x1.2x1.5m high canopy
2.0-2.5m clear stem
Rootballed
TeP Tilia europea 'Palida'

REV A Amendments to include and inclusion of motor cycle deterrent barrier 04/06/15 MAB
REV Note Data/AUH

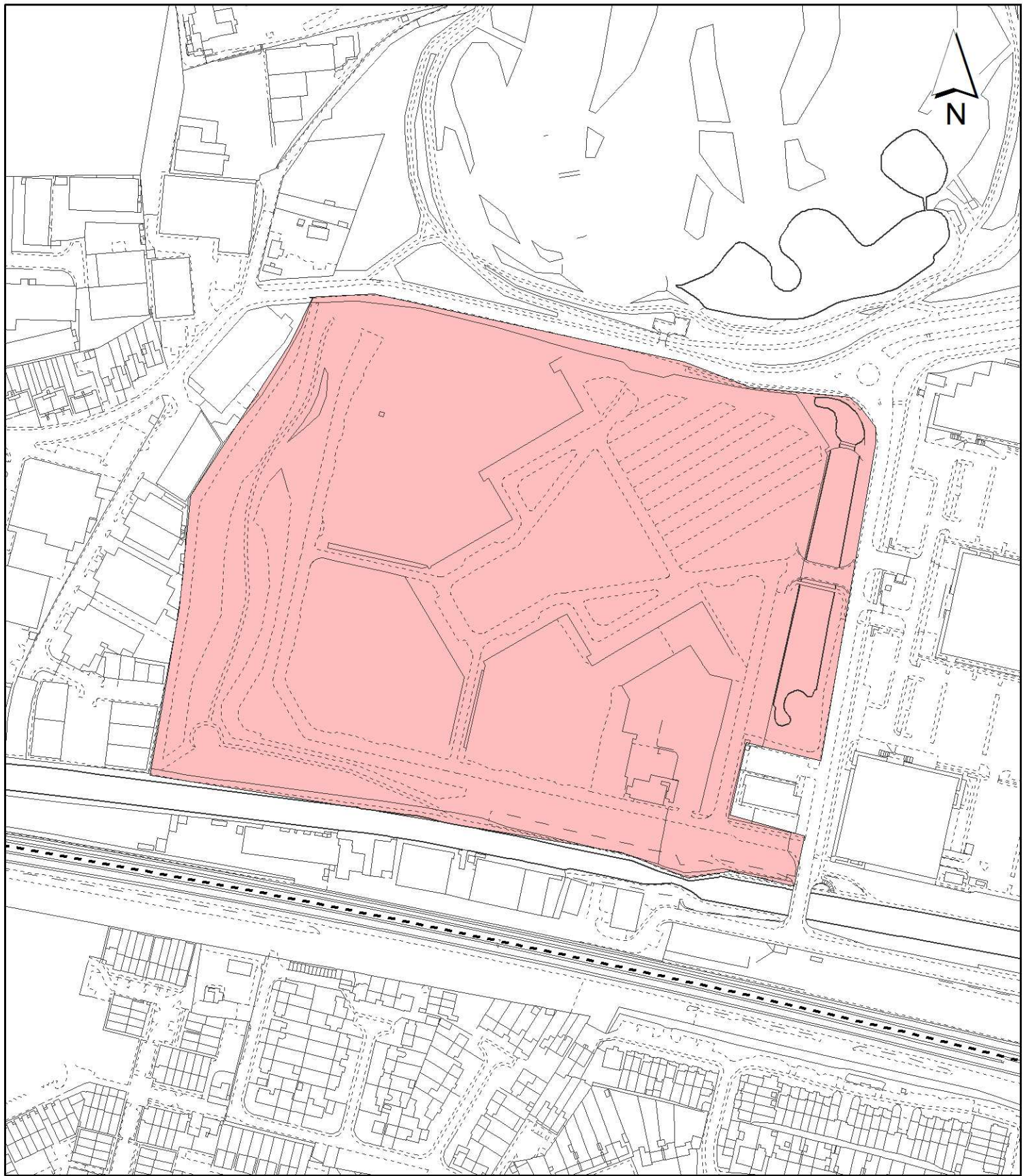












Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

Site Address:

**Phase 3 Stockley Park
 Stockley Road
 West Drayton**

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

Planning Application Ref:

37977/APP/2015/1004

Scale:

1:3,200

Planning Committee:

Major Page 321

Date:

August 2015



HILLINGDON
 LONDON

This page is intentionally left blank