



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, 18  
NOVEMBER 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

**Published:** Tuesday, 10 November 2015

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This Agenda is available online at:  
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*Putting our residents first*

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

### Security and Safety information

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

5. The Committee debate the item and may seek

clarification from officers;

6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

### About the Committee's decision

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

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

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

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

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Royal British Legion Club, Sipson Road, West Drayton  829/APP/2014/4252	Heathrow Villages	The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.  <b>Recommendation: Approval subject to a S106 Agreement</b>	1 - 40  196 - 212
6	211-213 Swakeleys Road  70701/APP/2015/3026	Ickenham	Demolition of the existing 2no. detached dwellings and erection of a two storey residential development with a lower ground floor and accommodation within the roof space. The development comprises of 6 x 1 bed flats and 6 x 2 bed flats.  <b>Recommendation: Approval subject to a S106 Agreement</b>	41 - 64  213 - 228



7	Imperial House, Victoria Road, Ruislip  5039/APP/2014/3715	South Ruislip	Construction of an A1 discount food store with associated car parking and landscaping on the site of the former Imperial House. External refurbishment of Units 1 and 2.  <b>Recommendation: Approval</b>	65 - 110  229 - 238
8	Grassy Meadow Day Centre, Grange Road, Hayes  48110/APP/2015/3436	Townfield	1. Demolition of existing Day Centre. 2. Erection of a single part 3 and part 4 storey building comprising: 2a. 88 number of 1 bed Extra-Care units (C2 Use Class) 2b. 700 sqm dementia resource centre with communal lounge and associated service facilities (D1 Use Class). 3. Associated soft and hard landscaping (including ancillary structures such as bin stores & storage shed). 4. Provision of car parking.  <b>Recommendation: Approval</b>	111 - 150  239 - 267
9	West London Industrial Park, Iver Lane, Cowley  751/APP/2015/335	Uxbridge South	Continued use of the site for B8 purposes with new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road.  <b>Recommendation: Refusal</b>	151 - 164  268 - 279
10	Park View Day Centre, Farrier Close, Hillingdon  60469/APP/2015/3368	Yiewsley	Erection of a 3 storey building (including a lower ground level) comprising 60 Extra-Care Units (C2 Use Class), associated communal facilities, parking and landscaping (involving demolition of existing building at the site).  <b>Recommendation: Approval</b>	165 - 194  280 - 298

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# Agenda Item 5

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

**Address** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST  
DRAYTON

**Development:** The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.

**LBH Ref Nos:** 829/APP/2014/4252

**Drawing Nos:** 2014-2108-AT-101  
2014-2108-AT-102  
2014-2108-AT-103  
2014-2108-AT-104  
Design Statement  
Proposed Drawings for 560 Sipson Rd  
Site Topo and Tree Survey  
Site plan  
Waste Management Recycling and Refuse Statement  
R02-AH-Travel Plan (141112)  
R01-DP-Transport Statement (141111)  
Planning Statement November 2014  
Ground contamination report\_Parts 1, 2 & 3  
Ecological Appraisal-A  
Drainage Strategy  
Bird Hazardous Management Plan  
Sustainability and Energy Strategy Report  
408 - A101 Rev B Proposed Ground Floor Plan  
408 - A102 Rev B Proposed First Floor Plan  
408 - A103 Rev A Proposed Second, Third and Fourth Typical Plan  
408 - A106 Rev B Proposed Fifth Floor Plan  
408 - A107 Rev B Proposed Sixth Floor Plan  
408 - A109 Rev B Proposed Roof Plan  
408 - A110 Rev B Proposed North Elevator  
408 - A111 Rev B Proposed South Elevator  
408 - A112 Rev B Proposed West Elevation  
408 - A113 Rev B Proposed Section 1  
408 - A114 Rev B Proposed 3D Views  
408 - A100 Rev A Proposed Basement Plan  
Accurate Visual Representation and Methodology dated July 2014  
2014-2108-AT-302  
2014-2108-AT-305  
2014-2108-AT-306  
2014-2108-AT-307  
2014-2108-AT-308  
2014-2108-AT-301

<b>Date Plans Received:</b>	02/12/2014	<b>Date(s) of Amendment(s):</b>	28/07/2015
<b>Date Application Valid:</b>	26/01/2015		02/12/2014
			27/10/2015
			31/07/2015

## 1. SUMMARY

Planning permission is sought for the erection of a 7 storey, 91 bedroom hotel building with a basement car park on the vacant Royal British Legion Club site, involving the demolition of the existing club building).

The principle a hotel use on this site has been established by virtue of the recently approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618). There is no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use of the site as a hotel (C1 Use Class).

The site is located on the west side of Sipson Road, with the site surrounded on three sides by the Park Inn Hotel complex (a substantially larger building than the proposal), with the other site boundary being Sipson Road. Given this site context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing hotel developments on the adjacent site.

The proposed hotel building would rise to 7 storeys. However, the upper two floors would be stepped back from the front and side elevations of the lower floors, to reduce the perceived massing of the building. It is not considered the scheme would have a negative impact on the visual amenities of the Green Belt, on the opposite side of Sipson Road, while the height of the development is consistent with the surrounding Park Hotel development. In visual appearance terms, the treatment of the elevations is considered appropriate, whilst the proposed landscaping to the street is acceptable.

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.

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

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

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

**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 £12,500.**

**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 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreement/s have not been finalised by th30/11/2015 or any other date that may be agreed by the Head of Planning and Enforcement, that dlegated 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 provide a Travel Plan, or undertake all necessary highway works, or 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 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 legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

408 - A101 Rev B Proposed Ground Floor Plan

408 - A102 Rev B Proposed First Floor Plan

408 - A103 Rev A Proposed Second, Third and Fourth Typical Plan

408 - A106 Rev B Proposed Fifth Floor Plan

408 - A107 Rev B Proposed Sixth Floor Plan

408 - A109 Rev B Proposed Roof Plan

408 - A110 Rev B Proposed North Elevation

408 - A111 Rev B Proposed South Elevation

408 - A112 Rev B Proposed West Elevation

408 - A113 Rev B Proposed Section 1

408 - A114 Rev B Proposed 3D Views

408 - A100 Rev A Proposed Basement Plan

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

#### REASON

To ensure the development complies with the provisions 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 have been completed in accordance with the specified supporting plans and/or documents:

Drainage Strategy Ref: 408

Bird Hazardous Management Plan Ref: 408

Waste Management, Refuse And Recycling Statement

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 COM15 Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Suds Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

  - iii incorporate water saving measures and equipment.
  - iv. provide details of water collection facilities to capture excess rainwater;
  - v. provide details of how rain and grey water will be recycled and reused in the



development.

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

#### REASON

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

#### **5 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

#### REASON

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

#### **6 COM6 Levels**

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

#### REASON

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

#### **7 COM8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including

demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

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

#### **8 COM9 Landscaping**

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

##### 1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

##### 2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 6 of the parking spaces are served by electrical charging points - 4 active and 2 passive).

2.e Hard Surfacing Materials

2.f External Lighting

2.g Provision of CCTV and secure entrance arrangements to the basement car parking.

##### 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 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 ensure the development provides a safe and secure environment in accordance and with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan and 7.1 and 7.3 of the London Plan.

#### **9 NONSC Air Quality**

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

#### REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

#### **10 NONSC Detailed energy assessment**

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO<sub>2</sub>); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

#### REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

#### **11 NONSC Living walls/roofs**

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations. The development should proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

**12 NONSC Ingress of polluted air**

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON:

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

**13 NONSC Contaminated land**

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

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

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

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

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

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

REASON:

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

**14 NONSC Details of clean energy provision**

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation

technologies. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

**REASON:**

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

**15 COM29 No floodlighting**

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

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to protect the ecological value of the area in accordance with Policy EC3 of Part 1 of the Hillingdon Local Plan.

**16 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 Policies 7.1 and 7.3.

**17 COM7 Materials & Fenestration Detailing**

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor and of the external fins and louvres 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 thereafter.

**REASON**

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

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

Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;

- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

#### REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies 3.1, 3.8 and 7.2.

### **19 NONSC 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).

### **20 NONSC Car parking use only for duration of guests staying at hotel**

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 September 2007. 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 (2015).



**21 COM20 Air extraction system noise and odour**

No air extraction system 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 LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

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

**22 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 planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 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).

**2 I3 Building Regulations - Demolition and Building Works**

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

**3 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.

**4            I23B            Heavy Duty Vehicle Crossover**

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

**5            I24            Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**6            I43            Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

**7**

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

**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](http://www.aoa.org.uk/publications/safeguarding.asp))

**9            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).

**10          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

## 11

The proposed facility would be the subject of the Equality Act 2010 The applicant is advised to take the following into consideration with regard to conditions 18 and 19 of this permission:

1. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
2. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
4. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
5. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
6. Seating of varying heights should be provided and sited close to reception.
7. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
8. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
9. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies"

and "Gentlemen" or "Unisex" would be acceptable.

10. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

11. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,

12. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.

13. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.

14. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

15. Lifts should accord with BS 8300:2009+A1:2010.

16. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

17. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.

18. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

19. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

## **12**

The written scheme of investigation required by condition 223 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:

Excavation

That part of the site which lies outside the existing building should be stripped under



archaeological supervision to reveal the significant archaeological horizon and features then planned and sampled in accordance with the strategy adopted at Sipson Quarry. Ideally the results would be published alongside those from the quarry.

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

### 13

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m<sup>2</sup> or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £40 per square metre. Should you require further information please refer to the Council's Website

[www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738).

### 14

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The site is located to the north of Heathrow Airport on the western side of Sipson Road, a classified A road (A408). The site is located to the east of the M4 and north of the A4 (Bath Road), the latter forming the northern boundary to Heathrow Airport.

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These



buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction, whilst to the east of the site, located over 100 metres away, on the opposite side of Sipson Road is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed.

The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1 -2 storey building, formerly used as a club house for the Royal British Legion. It has a steeply pitched roof to the two storey element, with a flat roof to the single storey side and rear 'wings'. It is not considered to be of particular architectural merit, having been substantially altered over the years and appears in a poor state of repair.

The existing building is set well back from the road, but is close in part to the southern and eastern site boundaries. The eastern boundary comprises a timber boarded fence, with dense trees and shrub planting within the neighbouring site, hard up to the site's boundary. Beyond this boundary lies an expanse of surface parking. The boundary to western edge is also timber boarded fencing and at its northern most part lies within close proximity of the eastern flank of the adjacent hotel complex.

Existing vehicle access is off Sipson Road, with an expanse of hard surface that previously accommodated the parking and servicing space for the Club, although there is no indication of the number of such parking spaces.

The site has a PTAL rating of 3. The land is potentially contaminated. The site is currently vacant and has been for approximately three years.

### **3.2 Proposed Scheme**

The proposed scheme involves the demolition of the former Royal British Legion club house and the erection of a 7 storey 91 bedroom hotel development, with a basement car park accommodating 20 parking spaces including 3 disabled spaces, set beneath the hotel. The proposed hotel is targeted at the budget end of the hotel market and would primarily serve guests using Heathrow Airport. 13 of the guest bedrooms are designed to accommodate wheelchair users.

The structure would be in total is 7 storeys high, with the 6th and 7th storeys set back from the front and sides. The building will have 4 sides to it, each of different lengths and would take a loosely triangular form on plan, with a much narrower rear elevation, that mirrors the narrowing of the plot towards its southern boundary. The ground and first floor would be set in at the front to allow for adequate manoeuvring space for coaches and service vehicles, with the upper floors cantilevered forward above. The building would be centred around a triangular atrium located in the core of the building.

The ground floor would have a reception area, a hotel lobby, a luggage room, an office, sets of toilets, 2 public lifts, a stair core, an under-croft service yard, bin stores and 4 hotel rooms.

The basement would be accessed by a vehicle ramp of a maximum gradient of 1:12 set

immediately to the east of the new building. The basement would provide 20 car parking spaces including 3 blue badge bays, secure bike stands (that would be protected by CCTV) for 12 bicycles.

The second, third and fourth floors would typically accommodate 21 rooms each, whilst the 6th floor would accommodate a restaurant and bar.

The building would rise to a maximum height of 21 metres, finished with a flat roof.

The treatment of the elevations and general massing is of a simple contemporary design. The first to fifth floor contain the majority of the guest bedrooms. The east, west and northern boundaries of the site from first floor to fifth floor have simple rectangular shaped coloured infill glazing panels, broken up into individual bays around a white rendered frame. The south facade is simply finished in K Render, from the ground floor to the fourth floor.

21 car parking spaces in total are provided, which equates to a car park ratio of 4.33 rooms per space, which is line with the other hotel developments in the area.

### 3.3 Relevant Planning History

829/APP/2013/1618 Former Royal British Legion Club Sipson Road Sipson

The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

**Decision:** 01-11-2013 Approved

#### Comment on Relevant Planning History

Planning permission (ref: 829/APP/2013/1618) was granted on 01-11-13 for a 4 storey 54 bedroom hotel on the site.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

Part 2 Policies:

The following UDP Policies are considered relevant to the application:  
 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

Part 1 Policies:

- (i) Dial-a-ride and mobility bus services
- (ii) Shopmobility schemes
- (iii) Conversion of car parking spaces
- (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM13 (2012) Managing the Supply of Employment Land
- AM14 New development and car parking standards.
- AM2 (2012) Strategy for Heathrow Opportunity Area
- AM7 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- PT1.E7 (2012) Raising Skills
- AM7 Consideration of traffic generated by proposed developments.
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- AM8 Priority consideration to pedestrians in the design and implementation of road
- PT1.EM11 (2012) Sustainable Waste Management Schemes
- BE13 New development must harmonise with the existing street scene.
- PT1.EM6 (2012) Flood Risk Management
- BE15 Alterations and extensions to existing buildings
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- 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.
PT1, EM8	(2012) Land, Water, Air and Noise
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
PT1, T4	(2012) Heathrow Airport
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

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

- 5.1** Advertisement Expiry Date:- **5th March 2015**  
**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

A site notice was displayed and the application was advertised in the local newspaper. Adjacent site owner has been consulted.

#### NATS Safeguarding

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

HEATHROW AIRPORT LTD.

No safeguarding objections, subject to a bird hazard management plan and informative on cranes.

HARMONDSWORTH AND SIPSON RESIDENTS ASSOCIATION

I would like to reiterate the objections made for the first application 829/APP/2013/1618. The proposed development of yet another hotel in the village will be of no or little value to the local community as it is not offering a service to the village but adding to the frustration of the traffic flow in an often congested and dangerous road. I am aware the speed limit is 30 mph at this point but many drivers do not adhere to this or pay heed to the speed humps in the locality.

A fatality (young car driver) has occurred on this bend due to speeding. Sipson Road is used by through traffic to avoid tailbacks on the M4 Spur road and bottlenecking regularly occurs because of the parked vehicles on the bridge which will only allow single lane traffic when a bus, lorry or coach is crossing the bridge. Problems also arise when large coaches turning into the Park Inn Hotel are required to manoeuvre back and forth repeatedly to accommodate the acute turning angle; thus blocking Sipson Road. It is anticipated that by positioning a 7 storey, 101 roomed hotel on the proposed site it will compound all these problems. The previous premises provided a social meeting

place for the village and neighbouring communities which was accessible via public transport - 222 bus route and all buses (operating 24 hours) along the Bath Road.

It would be more appropriate if this land could again provide a service to the local community in terms of facilities which could be used by them. This village already has 3 very large International hotels (2 Holiday Inns and a Park Inn) but it does not have a newsagent, GP surgery, bakers, greengrocers, chemist (we cannot access the chemist in Harlington due to the parking restrictions and parked minicabs), library to name but a few of the amenities that other villages have and enjoy but are denied to Sipson because priority is given to the airport's needs and not that of the local residents.

## HISTORIC ENGLAND

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The above planning application either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph

The application lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan because of the extensive prehistoric and Roman landscapes found across the area. Recent archaeological investigations at Sipson quarry (carried out in 2013 and reported in January 2014) immediately to the north of this site have recorded numerous such remains and there can be little doubt that these would have extended south into the application site.

I note that in relation to a previous application (829/APP/2013/1618) submitted in 2013 I advised that there was likely to be little impact as that proposal was largely on the footprint of the existing building. Since then new archaeological information has become available (see above and the new proposal affects most of the site where the hard standing will have caused some damage but is unlikely to have completely removed the pits, ditches and wells typical of this archaeological landscape.

Although the application is not supported by a desk-based assessment or field evaluation it seems unlikely to me that such studies would fundamentally alter our understanding of the site's potential based as it is on good evidence immediately to the north. Nor is it likely that the site will contain remains of such importance as to necessitate preservation in-situ.

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.

Informative: 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:

#### Excavation

That part of the site which lies outside the existing building should be stripped under archaeological supervision to reveal the significant archaeological horizon and features then planned and sampled in accordance with the strategy adopted at Sipson Quarry. Ideally the results would be published alongside those from the quarry. Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

#### **Internal Consultees**

HIGHWAY ENGINEER

Initial comments:

- a. Drop off / pick up facilities for Taxis should be provided.
- b. Some of the basement car park bays adjacent to the western wall are too constrained for vehicles to enter / leave.
- c. The access ramp to the car park should not be used as maneuvering space required for cars to exit from parking bays. The access ramp arrangement at the basement level is not safe because of the inadequate visibility and the multiple maneuvers required for vehicles to negotiate the tight bend. Further consideration is required to manage the conflicts between vehicles entering and leaving the car park.
- d. The proposed provision of 17 car park spaces for a 101 bed hotel is considered to be low, given the London Plan benchmark of 1 space / bedroom. The applicant should be asked to provide evidence from comparable sites to demonstrate adequacy of parking provision rather than relying on pre-booking system.
- e. The vehicular swept paths for midi-bus and coach shows vehicles entering from the west and leaving via the eastern access. It entry will be allowed from the eastern access, then additional swept paths should also illustrate:
  - i. entry from east and exit via western access.
  - ii. Vehicles leaving in the direction of arrival - ie 'u turning' at both the eastern and western accesses.



It is important that the access to the basement car park is not obstructed by coaches / midi-buses and taxis. The applicant will be responsible for cost of highway works at the access.

f, Please consult Sophie Wilmot regarding the Travel Plan.

g. Cycle parking should be provided at 1 space per 20 bedrooms and 1 space per 3 staff.

Additional comments: (25/9/15)

a. Drawing number 2014-2108-AT-307 Rev A illustrates that cars entering and exiting from the car park would leave insufficient space for pedestrians to safely wait in the refuge at the crossing across the accessway. This arrangement should be modified to maintain a width of 1.2m and include tactile paving.

b. A service and delivery plan will be required to include details of arrangements to manage conflicts between use of coach bay and service vehicles / buses.

c. Highway works will require a s106/s278 agreement.

d. A Construction and Logistics Plan will be required.

e. A Travel Plan will be required - to promote sustainable modes of travel for staff and customers.

There are no highway objections subject to resolutions of the above.

Officer Note: Amended plans have been received addressing outstanding issues. A service and delivery plan, construction and logistics plan and travel plan are to be secured by the S106 Agreement).

## ENVIRONMENTAL PROTECTION UNIT

The site appears to have been orchards in the past before the current building for the British Legion was built. The site does not have a specific contaminative use however it does look in poor condition from the site photographs. Mention of a nearby tank is made and the planning application mentions suspected contamination for part of the site. Land science recommend an intrusive investigation indicating there are potential pollutant pathways on the site. Made ground is probably the main concern and any old heating equipment with tanks and such like.

The desk study is adequate for the planning application. The standard condition COM30 is recommended, should the site be given a permission. (i) (a) has been completed. You could also add a landscaping condition to make sure we receive the testing of the imported soils which will probably be needed looking at the hard standing on the development site.

### COM30- Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and provide

information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

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

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

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

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

Condition to minimise risk of contamination from landscaped areas

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

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

REASON

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

ACCESS OFFICER

Permission is sought for the redevelopment of the existing site to accommodate a 101 room hotel over 7 floors. The hotel would also provide 17 car parking spaces, three of which would be accessible. A restaurant and a bar is also proposed. The Design & Access Statement and plans confirm that the upper floors would be accessible by lift. An accessible toilet designed to meet Part M of the Building Regulations is proposed on the ground floor.

The proposed facility would be the subject of the equality act 2010 because it would provide a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive the same level of service.

Whilst the Design & Access Statement makes reference to 'Lifetime Home' principles, and further states that 10% of the rooms would be easily adaptable for wheelchair users, It does not refer to the British Standard 8300:2009 and London plan policy 4.5 which are both pertinent to this type of development.

In view of the above observations the following comments are provided:

1. A minimum of 10 accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
2. A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
4. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
5. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
6. Seating of varying heights should be provided and sited close to reception.
7. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
8. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
9. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
10. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
11. Whilst the submitted drawings indicate that the accessible bedrooms have most likely been designed to an appropriate standard, clarification should be sought to ensure that they would be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms, a further 5% should be capable of adaptation as stated in the following excerpt from the British Standard:
  - 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);

12. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.

13. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.

14. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

15. Lifts should accord with BS 8300:2009+A1:2010.

16. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

17. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

18. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

19. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

Conclusion:

Whilst the design of this development application demonstrates some commitment to the principles of access and inclusion, more detail is needed. The detail provided should be relative to the scale and significance of the development, and as such, I consider that the Design & Access Statement and accompanying plans lack the necessary detail.

(Officer Note: relevant details can be secured by condition)

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by a vacant plot, formerly a club building surrounded by concrete hard-standing.
- The site comprises a truncated triangle of land, situated on the edge of a larger land parcel occupied by the Heathrow Inn Hotel.
- The Heathrow Inn Hotel lies to the south-east, south-west and north-west of the site, with the north-east boundary fronting onto Sipson Road.
- The site is close to the junction with Bath Road, to the south of which lies Heathrow Airport.
- There is a strip of soft landscape along the east boundary but there are no trees or landscape features of merit within the site, which might constrain development. Off-site trees and shrubby vegetation line the boundaries with the neighbouring hotel.

Landscape planning designations:

- There are no Tree Preservation Orders or Conservation Area designations affecting the trees in this area.
- Land to the north-east of Sipson Road is designated Green Belt.

#### PROPOSAL:

The proposal is to redevelop the site to accommodate a 7-storey, 101 room hotel, including a basement level and associated parking and landscaping.

(An application ref. 2013/1618 was previously lodged for a 4-storey, 54 room hotel)

#### 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.

- The Design & Access Statement makes no specific reference to the landscape context or landscape design objectives for the site.
- However, the submission does include a tree survey of off-site trees which are close to the site boundaries and provide a 'borrowed' landscape setting for the proposed development. The trees surveyed are situated to the south, east and west of the development site.
- An Arboricultural Report for Development, document ref. 0885D/CJO/2710, dated 27 October 2014 has been prepared by OMC Associates.
- The report contains essential tree data, and sections explaining the Site Constraints, Arboricultural Implications Assessment and an Arboricultural Method Statement, supported by plans.
- The report assesses the implications of the proposal on the nearby trees - and the affect of nearby trees on the proposed development.
- The report assesses the condition and value of 18No. individual trees and 1No. group, only one of which is within the site boundary, a Sycamore (T12 on the schedule). All other trees are on the neighbouring site but may influence, or be influenced by, the proposed development.
- At 4.2 the report confirms the anticipated affects of the development on existing trees. In addition to the removal of one self-set sycamore (T12), trimming back of the hornbeams and the Portugal laurel hedge will be required prior to development and in the future.
- The proposed excavation along the eastern boundary will necessitate suitable specified tree protection during the construction phase.
- At 5.3 a specification for root pruning is described and liaison with the arboriculturalist is recommended at all times.
- In the circumstances it would be safer to assume that the arboriculturalist has a monitoring role on the site prior to commencement of work and as necessary / at critical stages of the contract, where trees may be vulnerable.
- A Bird Hazard Management Plan has been submitted which refers to BAA's Safeguarding of Aerodromes BAA Advice Note 8. Reference is made to the management of grassland and swales, which is not understood to be applicable to this scheme.
- While this advice may influence the design and detailing of hard and soft landscape features, the



perceived constraints should not diminish the expectation of, or objectives for, a high quality landscape design for this site.

- GA & A's drawing No. A115-A1, Proposed Landscape Plan, provides a basic site plan with three areas reserved for soft landscaping along the front boundary and the rear boundary. A palette of illustrative / indicative plants is suggested, together with a couple of paving types. Further details of all hard and soft landscaping can be conditioned.

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

RECOMMENDATIONS: No objection subject to the above observations and conditions COM6, COM7, COM8 (with an additional clause specifying on site monitoring by the arboriculturalist), COM9 (parts 1,2,4,5 and 6) COM10.

## URBAN DESIGN AND CONSERVATION OFFICER

There are no objections to the proposed development of this site in principle, as the existing building is fairly modern and of little interest.

Whilst the possible impact of the development on the archaeology of the site has not been covered in the application documents, the site lies within the proposed Heathrow APZ, this been addressed by GLAAS in their consultation response.

The grade II listed Sipson House, lies approximately 123m to the east of the site, with an intervening area of soft landscaping including trees.

The building is at least 2 floors taller than the adjacent buildings, however there are no objections to the design approach adopted and the submitted Accurate Visual Representations (AVR) indicate that the proposed building would maintain an appropriate appearance within the street scene.

The AVR also demonstrates how the building will appear within longer views from the Green Belt and the planning officer should assess this matter against relevant Green Belt Policy.

## **7. MAIN PLANNING ISSUES**

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

The principle a hotel use on this site has been established by virtue of the recently approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618). The current scheme is for a larger development for a 91 room hotel.

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states:

"Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realist proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assess before alternative developments are considered."

The existing premises on site has been vacant for approximately three years, with evidence provided in support of the previous application that the site has been actively marketed for over 12months. The details provided of marketing show there had been significant interest in the site but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.



Based on the combination of both the marketing evidence provided; the distance of the site from a main residential catchments area; and given the poor state of repair of the building, it is not considered on balance there is robust sustainable development reasons to resist the change of use (from D1 use to C1) as assessed against Policy 3.6 of the London Plan.

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.

In light of the site's location and the adequate car parking provision (refer to section 7.10 of the report), it is considered the scheme is acceptable in principle, assessed against Policy T4.

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 an estimated 20 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 that the existing building being brought back to active life.

According there is no objection to the principle of change of use in planning policy terms from D1 Use to C1 use.

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

The application seeks to construct a hotel, therefore residential density is not pertinent to the consideration of this application.

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

The site does not lie within an area of special character or a conservation area. The site does however lie within the forthcoming Heathrow Archaeological Priority Zone.

Historic England Archaeology Unit (GLAAS) advise that although the application is not supported by a desk-based assessment or field evaluation, it seems unlikely to me that such studies would fundamentally alter the understanding of the site's potential, based as it is on good evidence immediately to the north. Nor is it likely that the site will contain remains of such importance as to necessitate preservation in-situ. GLASS therefore considers that the site's archaeological interest can be secured by a suitably worded condition.

The nearest listed building is the Grade II Listed Sipson House, which currently houses Littlebrook Day Nursery), this building is located approximately 123m to the east of the site. There is also a generous area of soft landscaping and a tree belt located between the building and the application site. It is considered that the landscaping and separation are sufficient that the setting of the Grade II Listed Building would not be adversely affected.

#### **7.04 Airport safeguarding**

The proposal would not conflict with aircraft safeguarding criteria, subject to a bird hazardous management plan.

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

The site does not lie in Green Belt. However the land to the north of the site on the opposite side of Sipson Road is in designated Green Belt.

The National Planning Policy Framework is quite clear that the policies contained within it relate only to land located within the designated Green Belt and contains no requirements for the assessment of development which are visible from, but not within, the Green Belt. This circumstance is the same within the London Plan. The assessment required at national and regional levels therefore does not equate to the impact on the Green Belt, but on the normal assessments which would be undertaken for all developments in respect of character and appearance.

Similarly, as the site is not located within the Green Belt Policies OL1, OL2 and OL4 are not relevant to the assessment of the application.

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states Hillingdon "will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated."

This policy is in effect similar to the national policy as it does not introduce any presumptions against development which is visible from the Green Belt, something which is very common, but requires the authority to take into account the presence of the Green Belt land as part of the context/character of the area in assessing applications.

In order to enable a thorough assessment of this matter the application has been accompanied by an Accurate Visual Representations document. This documents sets out a number of view points from around the site and within the neighbouring Green Belt, from which before and after images have been provided having regard to an appropriately robust methodology.

While, the proposed hotel building would rise to 7 storeys, the upper two floors have been stepped back from the front and side elevations of the lower floors to reduce the perceived massing of the building. The site is separated from the Green Belt land to the north east by Sipson Road, a classified A road, and the submitted documentations clearly demonstrates that the proposal would be viewed in the context of the existing hotel development of a far greater footprint, which rises up to 5/6 storeys, and surrounds the site to the west, east and south.

The proposed hotel would constitute new development and would be visible from the Green Belt, but having regard to the information provided it is not considered that the proposal would have any detrimental impact on the feeling of openness within the neighbouring Green Belt, nor would have a negative impact on the visual amenities of the Green Belt. Accordingly the scheme is considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.06 Environmental Impact**

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be 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. 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 these conditions, 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.

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

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

The building would be flanked by existing hotel development of 4 to 6 storey height. The proposed height of the building at 7 storeys is considered in street scene terms acceptable given the set back of the upper floors of the proposed building, the street context and the height of the neighbouring properties.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of rectangular shaped infill glazing panels. These infill patterns are broken up into individual bays around a white rendered frame which would reduce any risk of the development having a plain monolithic character. Also this elevation feature provides a welcome opportunity for shadow lines. In addition, the front elevation would feature a distinctive canelouvered front canopy finished with the hotel signage, that provides further interest to the front elevation.

It is considered that the proposed development would not detract from the character and amenity of the area, in compliance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (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.

Given there is no residential development within 100 metres of the site and the nearest residential dwellings lie on the other side of Sipson Road, it is not considered the scheme will give rise to any detrimental impact to residential neighbours from loss of light, overdominance 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 neighboring properties are hotel developments and the proposed hotel development does not have large internal floor area allocated for conference or banqueting purposes, it is not considered the scheme will give cause to noise annoyance to surrounding properties.

There are no adopted planning standards in respect to potential loss of privacy/overlooking between hotel guest bedrooms.

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

As a benchmark, this scheme would comply with the Council's minimum distance to avoid

unacceptable overlooking/loss of privacy with no hotel bedrooms from the new development located within a 45 degree radius, being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex. As such the scheme is considered acceptable in this respect.

#### **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.

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

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

The site is surrounded by the large Park Inn Hotel, which has two vehicle accesses from Sipson Road, with one of these entrances approximately 50 metres to the north west of the application site and the other main entrance to the south, approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which currently used as a children's day nursery.

Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line waiting restrictions on both sides of the road. The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway, although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road plus a short roadway within the site itself, leading from from one highway access point to the other. The 91 bedrooms would be served by 23 on-site car parking spaces, including 3 disabled car parking bays. 20 of the car parking spaces would be located in the basement which would be served by a pedestrian lift for guests and a vehicle ramp with a maximum gradient of 1:12. The basement would house 12 secure bicycle spaces.

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 Transport Assessment is supported by tracking diagrams which show that both guests cars, large refuse vehicles and coaches can access the site from Sipson Road. The Council's Highway Engineer has no issue with the tracking information provided and

accepts this is adequate for servicing arrangements.

With regard to the level of car parking provision, the ratio of 1:4.4 spaces per guest room is comparable with other hotel developments approved by the London Borough of Hillingdon in the last 4 years, located nearby and serving Heathrow Airport. Furthermore, 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).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests and the overall layout and raises no objection to the scheme in terms of impact on the existing highway in accordance with the aims of Policies AM2 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

##### **URBAN DESIGN:**

Addressed in Section 7.07 of the report.

##### **ACCESS:**

Addressed in Section 7.12 of the report.

##### **SECURITY:**

The Metropolitan Police Officer Crime Prevention officer has reviewed the scheme and has no objection to the attachment of the 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.

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 ground floor, lifts from the car park basement to the rest of the hotel and 60 minute fire refuges on each upper floor.

Subject to an appropriate condition 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**

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

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

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

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.



The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development.

The Council's Landscape Officer considers the sycamore of little merit and with its 'C' grade has no objection to its removal. With regard to the off site trees the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer.

With regard to the ground floor site layout the scheme provides an improvement over the existing expanse of hard standing and palisade fencing with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and revisions/further detail on the planting plan, 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:

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailing within the application documents in respect to trees and shrubs on neighbouring sites it is not considered the scheme will have an adverse impact on the areas ecology.

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

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

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste.

The scheme provides space for 30 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for the member of staff and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement details a weekly collection early in the morning.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles 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

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 more information will needed 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 5.3, 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 undertake 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 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 Flood Risk/Drainage 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 regarding noise or air quality.

With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations as those secured on the recently approved 54 bedroom hotel scheme, be imposed, in the event that the current proposal is approved.

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

With regard to the points raised by Harmondsworth and Sipson Residents Association:

1) The proposed land use (as a hotel) is considered to comply with relevant planning policy including Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Furthermore it is noted the site's location set some distance from the centre of any local residential community means the site does not readily lend itself to a future community use (D1) accessed either by foot or by public transport, especially as the site is

not well served by neighbourhood buses.

2) Regarding the concern over flow of traffic on Sipson Road this is dealt with section 7.10 of the report and by the scheme's legal agreement with provision of a Travel Plan. Sightlines outside the site on Sipson Road are adequate in both directions, there is no opportunity for permanent car parking on the street (double yellow lines are in place along Sipson Road) and the road is relatively lightly trafficed, with no great pressure on the road at peak hours. These views are shared by the Council's Highway Engineer.

#### **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
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 onthe-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 £12,500.
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 CIL with respect to new floorspace being created.

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

Not applicable to this application.

#### **7.22 Other Issues**

None.

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

General

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

accordance with all relevant primary and secondary legislation.

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

### **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 building is considered acceptable, compatible with the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land lying opposite.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. 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 on highway safety, given the sightlines outside the site, the waiting restrictions on the adjacent highway and the limited number of vehicular movements anticipated.

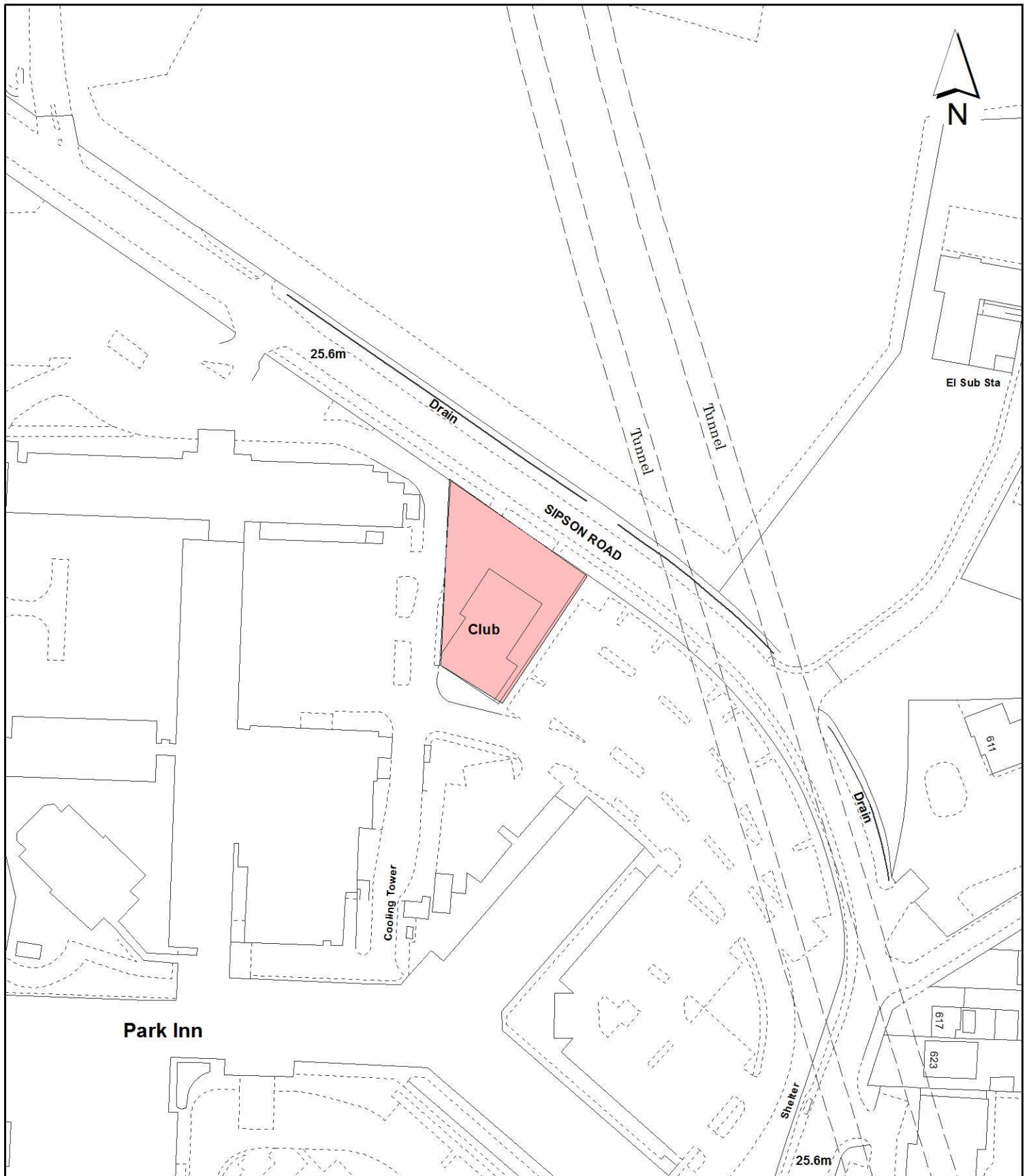
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

## **11. Reference Documents**

Hillingdon Local Plan: Part One (November 2012)  
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)  
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)  
Planning Obligations Supplementary Planning Document (July 2008)  
London Plan  
National Planning Policy Framework (March 2012)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Former Royal British Legion Club  
 Sipson Road  
 West Drayton**

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

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

Planning Application Ref:

**829/APP/2014/4252**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 39

Date:

**November 2015**



**HILLINGDON**  
 LONDON

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# Agenda Item 6

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

**Address** 211-213 SWAKELEYS ROAD ICKENHAM

**Development:** Demolition of the existing 2no. detached dwellings and erection of a two storey residential development with a lower ground floor and accommodation within the roof space. The development comprises of 6 x 1 bed flats and 6 x 2 bed flats.

**LBH Ref Nos:** 70701/APP/2015/3026

**Drawing Nos:** Viability Assessment  
C21 Rev A  
C22 Rev A  
Arboricultural and Planning Integration Report GHA/DS/1660:1  
C12 Rev A  
C13 Rev B  
C14 Rev A  
C15 Rev A  
C16 Rev A  
1027-108\_2D  
1027-108  
Herts and Essex Site Investigation Report Reference 15-17777 Issue 1  
Tree Protection Plan  
Design and Access Statement  
S01  
S11  
S12  
S13

**Date Plans Received:** 11/08/2015      **Date(s) of Amendment(s):** 10/08/2015  
**Date Application Valid:** 27/08/2015

### 1. SUMMARY

The application seeks planning permission for the demolition of the two existing dwellings on these plots and the erection of a two storey building with habitable roofspace and basement accommodation to create 6 x 2-bedroom flats and 6 x 1-bedroom flats, with associated parking and amenity space.

The overall design, size, scale, massing, proportions and form of the proposed building are considered acceptable in the context of the site and the surrounding area. In terms of the impact of the proposed building on the surrounding occupants, the overall scale and siting of the building is such that it is not considered to have a detrimental impact on the amenities of the surrounding occupants. The scheme is also considered acceptable in terms of its impact on the surrounding highway network.

Overall, the application is considered to comply with the councils adopted policies and guidance and approval is recommended subject to the completion of a S106 agreement as set out within the recommendation section of the report.

### 2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to

grant planning permission, subject to the following:

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

- i) An affordable housing review mechanism
- ii) Air Quality Management contribution £12,500;
- iii) Construction Training; Training Costs equal to £2500 per £1m build cost plus £9600 Coordinator costs or the delivery of an in-kind scheme by the developer.
- iv) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 8th January 2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

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

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

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

**1 RES3 Time Limit**

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

**REASON**

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

**2 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers C16 Rev A; C15 Rev A; C14 Rev A; C13 Rev B; C12 Rev A; C22 Rev A; C21 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

**3 RES6 Levels**

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

REASON

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

**4 RES7 Materials (Submission)**

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

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

REASON

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

**5 NONSC Balcony screening**

Notwithstanding the details hereby approved, details of the balcony balustrade and privacy screen between balconies shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To protect the privacy of the future occupiers of the development and to ensure that the balconies have an appropriate appearance in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 RES8 Tree Protection**

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

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

of 1.5 metres.

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

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

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

#### REASON

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

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

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

- 1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures
- 3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation

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

#### REASON

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

and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

**8 RES13 Obscure Glazing**

The windows in the side elevations of the building facing No.215 Swakeleys Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

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

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

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

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

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

**REASON**

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

**10 RES23 Visibility Splays - Pedestrian**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**11 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the

parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

#### REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

#### **12 RES18 Lifetime Homes/Wheelchair Units**

All residential units within the development hereby approved shall be built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition). Further 10% of the units hereby approved shall be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition).

#### REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.1, 3.8 and 7.2 and the Mayor of London's Housing Standards Policy transition Statement May 2015 (Implementation: October 2015).

#### **13 RES24 Secured by Design**

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

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 (2015) Policies 7.1 and 7.3.

### INFORMATIVES

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

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

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

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.



AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
H3	Loss and replacement of residential accommodation
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 6.9	(2015) Cycling
LPP 7.3	(2015) Designing out crime
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework

### **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**

With regard to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground water courses or a suitable sewer. In respect of surface water, it is recommended that the application 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 groundwater. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### **5**

Legal changes under The Water Industry (Scheme for the Adoption of Private Sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes, we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website [www.thameswater.co.uk](http://www.thameswater.co.uk)

#### **6**            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.

#### **7**            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.

**8            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.

**9            I3            Building Regulations - Demolition and Building Works**

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

**10          I4            Neighbourly Consideration - include on all residential exts**

You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

**11          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).

**3.        CONSIDERATIONS**

**3.1      Site and Locality**

The application relates to an 1385 square metre, plot of land located on the southern side of Swakeleys Road. The site is situated approximately 70 metres to the southwest of the roundabout junction between Swakeleys Road and Harvil Road. To the northeast of the site is the ingress to a slip road which contains 8 residential properties, Nos. 197 - 207a Swakeleys Road.

The site relates to Nos. 211 and 213 Swakeleys Road which at present contain two detached dwellinghouses. Within both plots, the dwellinghouses are set approximately 15-17 metres back from the front boundary line at their closest point. The ground levels within the site are sloped running down hill from front to rear, with an overall drop of around 5 metres between the front and rear of the site.

At present, the areas to the front of each house are covered in hardstanding and used for parking by the current occupants. To the rear of each building is a garden area which provides the private amenity space for the occupiers of the property.

To the southwest of the application is No.215 Swakeleys Road, a two storey detached dwelling. The dwellings to the southwest of the application site have a stepped building line, with each property being set forward of the dwelling to the east. To the northeast of the application site is a two storey, detached dwelling, No.209 Swakeleys Road, whose front building line is behind that of the application property.

### **3.2 Proposed Scheme**

The application seeks planning permission for the demolition of the two existing dwellings on these plots and the erection of a two storey building with habitable roofspace and basement accommodation to create 6 x 2-bedroom flats and 6 x 1-bedroom flats, with associated parking and amenity space.

The proposed building has been designed to replicate the appearance of two dwellings within the plot, although they are joined by a glazed link, set back from the front elevations of the buildings.

The proposal would provide 2 x 1 bedroom flats at lower ground floor level, 3 x 1 bedroom and 2 x 2 bedroom flats at ground floor level, 1 x 1 bedroom and 3 x 2 bed flats at first floor level (one of the two bed flats is a duplex unit with the bedrooms on the second floor) and 1 x 2 bedroom flats second floor level. A total of 12 parking spaces, including 1 disabled space, would be provided on the land in front of the principal elevation, with additional landscaping also being provided. To the rear of the site would be a terrace for each of the lower ground, ground and first floor flats with a rear aspect and a shared amenity space. The amenity space would be set below the ground floor level.

### **3.3 Relevant Planning History**

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

No.211 Swakeleys Road:

Consent 29591/A/95/1414 in October 1995 for the extension of existing vehicular crossover by 1.5 metres

No.213 Swakeleys Road:

Consent 24954/B/83/0608 in November 1983 for the residential extension

Consent 24954/A/81/0023 in March 1981 for a garage extension

Consent 24954/78/0496 in June 1978 for a residential extension

#### 4. Planning Policies and Standards

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

###### Part 2 Policies:

The following UDP Policies are considered relevant to the application:-  
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

###### Part 1 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM8 BE1 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes  
(2012) Built Environment
- PT1, H1 AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  
(2012) Housing Growth
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services  
(ii) Shopmobility schemes  
(iii) Convenient parking spaces  
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- H3 Loss and replacement of residential accommodation
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2015) Quality and design of housing developments
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 6.13 (2015) Parking
- LPP 6.9 (2015) Cycling
- LPP 7.3 (2015) Designing out crime

LPP 7.6 (2015) Architecture  
NPPF National Planning Policy Framework

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

**5.1 Advertisement Expiry Date:- 22nd September 2015**

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

## **6. Consultations**

### **External Consultees**

16 properties were notified of the application and 6 letters (4 in support and 2 objecting) were received in response, which made the following comments:

Support:

1. Having previously been apprehensive of the flats being erected in Swakeleys Road, consider that they give a great entrance into the village and improve the run down buildings.
2. Still maintain the appearance of a large detached property and help in regenerating the road
3. Will provide more housing and enhance the area;
4. Support scheme as good standard of accommodation.

Objection:

1. The windows on the side between Nos. 213 and 215 on the first floor and above will invade the privacy of rear bedroom, lounge, patio and dining area.

### **ICKENHAM RESIDENTS ASSOCIATION**

Here is yet another application for converting two residential houses into apartments next to no. 209 Swakeleys Road (already built). We are worried about this development trend along this main residential road in Ickenham and refer to M. Meghji Hirani's e-mail of 12.02.15 in connection with p/a 61646/APP/2014/4363 277 Swakeleys Road giving us some guidelines concerning flat redevelopments, i.e. "The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing. On residential streets longer than 1km the proposed redevelopment site should be taken as a midpoint of a 1km length of road to be assessed."

In our opinion it is a MASSIVE undesirable, inappropriate ribbon development of a succession of flats in an otherwise previously residential road of large detached houses, compounding the undesirable effect that Flats at No 209 have already had on the street scene in both Swakeleys Road and Roker Park Avenue.

We should also stress the importance of firm building Control aspects over the proposed basement developments for the safety and security of adjoining properties.

So far along this stretch of the street we have to our knowledge the following new apartments  
209 Swakeleys Road 38490/APP/2013/3223 already built  
226 Swakeleys Road 21277/APP/2014/889 already built  
228 Swakeleys Road 11246/APP/2015/827 already built  
227 Swakeleys Road 61646/APP/2015/1347 Various applications - all refused so far.

With regard to the proposed design of the new development, we are concerned about the large expanse of crown roof, which would not be a feature of the area nor an original roof, and also in general the design, scale and appearance of the proposed building(s).



We object to the proposal and are completely in the hands of your Planning Team with their greater expertise and facilities, and trust they will take our points into consideration to arrive at the correct decision.

#### THAMES WATER

Surface Water Drainage - With regard to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground water courses or a suitable sewer. In respect of surface water, it is recommended that the application 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 groundwater. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of Private Sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes, we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website [www.thameswater.co.uk](http://www.thameswater.co.uk)

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

#### Water comments:

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

#### Internal Consultees

##### TREES

Tree Preservation Order (TPO) / Conservation Area: NA

Significant trees / other vegetation of merit in terms of Saved Policy BE38: There are several mature trees within the vicinity of the proposals; the submitted tree report outlines an adequate level of protection however, further information is required to clarify how the change in levels between the no-dig construction and the surrounding land will be addressed.

Conclusion (in terms of Saved Policy BE38): Acceptable, subject to conditions RES8 (implementation) and RES9 (1 and 2).

Note: This report is based on a desktop appraisal.

##### HIGHWAYS

- a. The site has very poor public transport accessibility (PTAL=1b).
- b. 12 car parking spaces are proposed for the 12 units proposed comprising of 6 x 1bed and 6 x 2 bed dwellings. This level of car parking provision is acceptable.
- c. Parking bay numbered 6 would conflict with the kerb build out at the entrance to the adjoining new building. It is recommended that parking bays 6-10 be re-sited away from the building to address this

matter.

d. The existing crossovers at No 211 and 213 should be reinstated as footway and the developer will be responsible for the cost of these works including the formation of a new centrally located vehicular crossover.

There are no highway objections to the proposals.

OFFICER COMMENTS: The plans have been amended to relocate parking spaces 6-10 further to the north west, so as to ensure that space 6 is not obstructed by the kerb around the building.

#### FLOODWATER MANAGEMENT

From our planning GIS browser I can see the development sits in Flood Zone 1.

From the submitted plans I can see the developers intend to use semi permeable hard standing to the front of the property, gravel paths, soft landscaping and plan to use an Aco channel to control surface water run off from site which is all really great.

I see from document: "Akaal Associates Ltd, 7th August 2015.010/JC Design and access statement Planning application" in Section 12.7 information on dual flush WC's, rainwater discharge for WC's, garden irrigation/external cleaning & info on Suds will be provided at the technical design stage, subject to a forthcoming planning consent."

For me to make an informed decision I would need to see that information or put on our Suds Condition 2

#### CONSERVATION

Whilst these two houses do not lie within a particularly sensitive location in terms of designated historic assets, there are a few design points that should be considered with regard to this proposal:

- lack of soft landscape and particularly tree planting within the proposed frontage parking area
- the western block needs to be set back behind the building line of no 215 to maintain the existing "stepped" building line of the street frontage
- the windows should have some sort of division, this seems to show on the CGI images but not on the drawings
- ideally, the 2 linked blocks should have some architectural differences in their street elevations, to create a level of design variety that reflects the existing character of the street and to make this look more like two buildings as opposed to one large structure, for example, a different porch design

OFFICER COMMENTS - The revised plans received do incorporate additional soft landscaping within the front of the site, and issues relating to this and the siting and design of the building will be addressed within the relevant sections of the report.

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

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

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

Policy H3 of the Hillingdon Local Plan states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought.

The development proposes the demolition of the existing family dwellings and the erection

of a building containing 12 flats. The development is considered an acceptable reuse of a brownfield site and would represent an increase in residential accommodation, in accordance with the NPPF and Policy H3 of the Hillingdon Local Plan (November 2012). Therefore, the development is considered acceptable in principle.

Of relevance to the consideration of the principle of redevelopment of the site is paragraph 3.3 of the HDAS 'Residential Layouts', which states that:

"The redevelopment of large numbers of sites in close proximity to each other is unlikely to be acceptable, including large numbers of redevelopments on any one street. The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing. On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed."

Having regard to Swakeleys Road, the Council has assessed the number of houses that have been converted, over a 1km length (using the site as the mid point for analysis). The Council identified 3 properties (5 including the application site), where consent has been granted/implemented for the conversion of the buildings. There are 92 properties within 500m each way of the application site, and therefore, the redevelopment of this site, would not exceed the 10% threshold sought by the policy.

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

The proposed development would have density scores of 87 units per hectare and 297 habitable rooms per hectares. Policy 3.4 of the London Plan (March 2015) requires developments in suburban areas with a PTAL score of 1 to have density scores of between 40 - 65 units per hectare and 150 - 200 habitable rooms per hectare. The proposed development is above the requirement for units per hectare and threshold for habitable rooms. However, density is only one indicator for the acceptance of the scheme and other considerations such as impact to the character of the area, internal floor areas and external amenity space would carry far more weight.

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

The site is not within a Conservation Area, Area of Special Local Character or archaeological priority area and the building is not Listed or Locally Listed.

#### **7.04 Airport safeguarding**

There would be no airport safeguarding concerns relating to the proposed development.

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

Not applicable to this application.

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

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context and local character and Policy 7.4 states that buildings, should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in

orientation, scale, proportion and mass and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.

In terms of the layout and siting of the development, whilst the development essentially consists of one building, the architect has retained the character of the built form in this area through the design, with two distinct buildings attached by a glazed link being proposed. The siting, design and form of the proposed building is such that the stepped front building line is maintained. The comments of the Conservation Officer in respect of the set back of the building adjacent to No. 215 are noted. However as the proposed building aligns with No. 215, the substantial setback of the development from the highway and stepped appearance of the remainder of the proposed building, it is considered in this instance that the siting of the building within the site is acceptable and would not have a detrimental impact on the pattern of development in the wider area.

The proposed building consists of an s-shaped building, which has allowed for traditional roof forms to be used over the building, and resulted in the removal of any crown roof section. The stepped building line has also reduced the overall bulk of the building.

The building has maintained a separation distance of 1.5 metres to the side boundary lines of the site to meet the requirements of Policy BE22 of the Hillingdon Local Plan (November 2012).

Whilst the width of the building has increased significantly compared to the existing dwellings on the site, the overall width of the building would be in keeping with other dwellings within Swakeleys Road and not appear so wide so as to dominate its setting to an unacceptable degree.

The depth of the building has been reduced from the initial submission so as to reflect the proportions and scale of the adjacent and existing buildings on the plot. Similarly, the proposed height and form of the roof would be comparable to those properties adjacent. It is considered that the overall scale and massing of the proposed building, although significantly larger than the existing buildings within the site, would not appear so large as to dominate or appear out of character with the scale and form of other buildings within the road.

In terms of the design approach towards these buildings, the scheme has been designed so that the buildings retain the appearance of two dwellinghouses within the site. Development within this road is very varied in its design, and the materials and finish proposed are not considered to appear out of keeping with general design approach within the road. The Conservation Officer has requested that the buildings retain some type of architectural differences. This has been considered in relation to the site, however as this is a redevelopment of the site to erect one building, and the materials and design, in keeping with development within the surrounding area, no objection is raised to this approach.

Overall the proposed development is considered to have an acceptable impact on the surrounding area and would comply with Part 1 Policy BE1 and Part 2 Policies BE13, BE15, BE19 & BE22 of the Hillingdon Local Plan (November 2012).

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

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these

adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

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

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

To the southwest of the application site is No.215 Swakeleys Road, a two storey detached dwelling which is set forward of the location of the proposed building. The proposed two storey elements of the building and terraces would not breach the 45 degree guideline when taken from this neighbouring occupier. The neighbour has raised concern with regards to overlooking to the rear windows and garden of this dwelling. Whilst there are windows proposed in the side elevation of the proposed building, these are either secondary windows to habitable rooms or serve non habitable rooms. The Council would therefore recommend that a condition be added to any consent to ensure that these were obscurely glazed so as avoid undue levels of overlooking to this occupant.

The existing ground level does not drop significantly until after the rear elevation of the proposed building. Therefore, the single storey element would not be built on higher ground than the neighbouring dwelling. Whilst the single storey element would extend past the rear elevation of the neighbouring occupier, the proposed development would be sufficiently distance to ensure no significant harm would occur to this neighbouring occupier. It is also noted that the existing dwelling on the site at No. 213 has an existing single storey and first floor extension on the boundary with this neighbour that extends 2 metres at first floor level and a further 4 metres at ground floor level, beyond the rear elevation of No. 215. The proposed development is set 2 metres away from the party boundary and although extends marginally beyond what is existing at the site, the increased distance of the proposed building from the party boundary would reduce the bulk and massing of the building when viewed from No. 215. It should also be noted that the proposed development would be due north of No.215 Swakeleys Road, ensuring it would never block the daylight received into this neighbouring dwelling.

In terms of the impact of the development on No. 209 Swakeleys road, the proposed development would not extend past the rear elevation of the single storey rear extension on No.209. At first/second floor level, the proposed scheme does extend approximately 2.5 metres beyond the rear elevation of No. 209, however, the proposals would not breach the 45 degree guideline from this neighbouring occupier. The overall scale and massing of the building adjacent to this occupier has been reduced significantly from the original submissions and is not considered to appear unduly overbearing or visually intrusive when viewed from the flats within No. 209. Therefore, no significant loss of residential amenity



would occur to the occupiers of this neighbouring dwelling through loss of light or loss of outlook and the proposed development would comply with Policy BE20 & BE21 of the Hillingdon Local Plan (November 2012).

Terrace areas are proposed at first floor level to serve a number of the flats. The siting and size of these has been reduced significantly from the original submissions so as to ensure that no undue overlooking occurs to the adjacent occupiers. Subject to conditions to secure appropriate privacy screening to these balconies, the siting of these terraces is considered acceptable and to not result in an unacceptable level of overlooking to the adjacent occupiers.

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

##### **INTERNAL FLOOR AREAS AND QUALITY OF ACCOMMODATION**

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

1-bed 2-person 50m<sup>2</sup>  
2-bed 3-person 61m<sup>2</sup>  
2-bed 4-person 70m<sup>2</sup>

The floor areas of all of the flats have been checked and exceed the standards as set out above. The proposal would thereby be provided with sufficient internal floor area and would provide an acceptable living condition for future occupiers.

In terms of the quality of the accommodation proposed, the Council have sought a number of alterations to the internal layout so as to ensure that the flats have adequate outlook and privacy. The ground floor units have been reconfigured in such a way so as to ensure that the bedroom areas are not immediately adjacent to the main entrance to the flats and car parking spaces where possible. Defensive planting is also proposed so as to provide additional screening for these occupants, and further details of this will be sought by condition.

The ground floor windows to the rear would have private terraces and be set at a higher ground level than the ground floor amenity space, ensuring no loss of privacy would occur and the windows in the side elevation would be obscure glazed. The first floor terrace areas to the rear have been reduced in size and screening is proposed around parts adjacent to habitable room windows. The main outlook for these terraces is to the rear garden and therefore the relationship of these spaces with habitable rooms within the flats, is considered acceptable.

In terms of light and outlook from each of the flats, the revision of the scale and layouts of the flats has sought to improve and address Officers previous concerns. It is considered that the proposed development would have an adequate outlook and source of natural light, therefore complying with Policy BE20 of the Hillingdon Local Plan (November 2012) and Policy 3.5 the London Plan (2015).

##### **EXTERNAL AMENITY SPACE**

The HDAS Residential Layouts requires a 1 bedroom flat and 2 bedroom flat to be provided with 20 and 25 square metres of communal amenity space, respectively. A communal garden area of 285 square metres would be provided with a further 98 square metres provided in the form of private terraces. Therefore, more than the required 270 square metres of external amenity space would be provided, in accordance with Policy BE23 of



the Hillingdon Local Plan (November 2012).

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

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

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The proposed development would provide 12 parking spaces for the 12 flats, which would comply with the Council's adopted car parking standards. One crossover and access has been retained and will be realigned to ensure that sufficient space is provided for cars to exit and enter the site at the same time, to avoid traffic waiting on the highway. The increase in the number of units would not materially harm the traffic flows in the surrounding area. Therefore, the proposed development is considered to comply with Policies AM2, AM7 & AM14 of the Hillingdon Local Plan (November 2012).

The proposed development would provide a cycle store with space for 12 cycles in the rear garden of the site in accordance with the Council's standards and Policy AM9 of the Hillingdon Local Plan (November 2012).

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

See sections 7.07 and 7.09.

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

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

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

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

In this case, it is stated by the applicant that the provision of 35% affordable housing and Hillingdon and Mayoral CIL compared with the construction costs, would render the development 'unviable'. Overall, there is little doubt that this Financial Viability Appraisal presents a reasoned case for no affordable housing currently.

It is however recommended that a review mechanism is secured for the site. Firstly before the construction starts, if that does not occur within two years of consent, and secondly on occupation of 85% of the proposed units, at which time actual costs and values will be

available. Should value increases and/or cost savings arise, after a 20% profit margin is achieved, then additional financial contributions towards the shortfall in affordable housing would be required.

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

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

There are several mature trees within the vicinity of the proposals and the scheme has been accompanied by a tree report and tree protection plan. The submitted information has been reviewed by the Councils Tree Officer, who is satisfied that the submitted tree report outlines an adequate level of protection. However, further information is required to clarify how the change in levels between the no-dig construction and the surrounding land will be addressed.

There are also concerns with regards to the amount of hardstanding proposed within the front parking area. Whilst the plans have been amended to try and address these concerns, a landscaping condition is recommended for any consent to ensure that a suitable landscaping scheme is proposed for the site.

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

Not applicable to the consideration of this application.

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

The application has been accompanied by a detailed Sustainability Assessment which includes an Energy Statement. This outlines that the scheme will investigate the possibility of energy saving measures such as PV panels. The report also concludes that the scheme will comply with the London Plan policies in terms of the Carbon Dioxide emission reduction.

Overall, it is considered that the scheme will meet with the requirements and no objection is raised on sustainability grounds.

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

The scheme incorporates the use of semi-permeable hard standing to the front of the property, gravel paths, soft landscaping, and plans to use an Aco channel to control surface water run off from site. No objection is raised to the scheme from a flooding or drainage perspective and a condition is recommended to secure further information on SUDs proposed.

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

No noise or air quality issues for consideration.

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

Ickenham Residents Association have raised concerns with regards to the addition of a basement within the development. Given the nature of the topography of the site, it naturally slopes from the front to the rear, and there is a difference of approximately 5 metres depth between the front and rear elevations. The lower ground floor of the property is therefore not akin to a standard basement development and involves marginal excavations to the site at the rear to utilise the natural drop in ground levels.

In terms of the safety and construction of the development, this would be overseen by an Approved Building Control Inspector and would therefore be covered under separate legislation.

#### **7.20 Planning obligations**

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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires that where developments generate the need for additional facilities, financial contributions will be sought.

The proposed development is generates requirements for planning obligations in respect of:

- \* Construction Training: Training Costs equal to £2500 per £1m build cost plus £9600 Coordinator costs or the delivery of an in-kind scheme by the developer.
- \* Affordable Housing review mechanism
- \* Air Quality Monitoring: £12,500
- \* Project Management & Monitoring Fee: 5% of total cash contributions.

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

Not applicable to the consideration of this application.

#### **7.22 Other Issues**

There are no other issues for consideration with this application.

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

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to the consideration of this application.

#### **10. CONCLUSION**

The overall design, size, scale, massing, proportions and form of the proposed building are considered acceptable in the context of the site and the surrounding area. In terms of the impact of the proposed building on the surrounding occupants, the overall scale and siting of the building is such that it is not considered to have a detrimental impact on the amenities of the surrounding occupants. The scheme is also considered acceptable in terms of its impact on the surrounding highway network.

The scheme is thereby considered to comply with the Councils adopted policies and guidance.

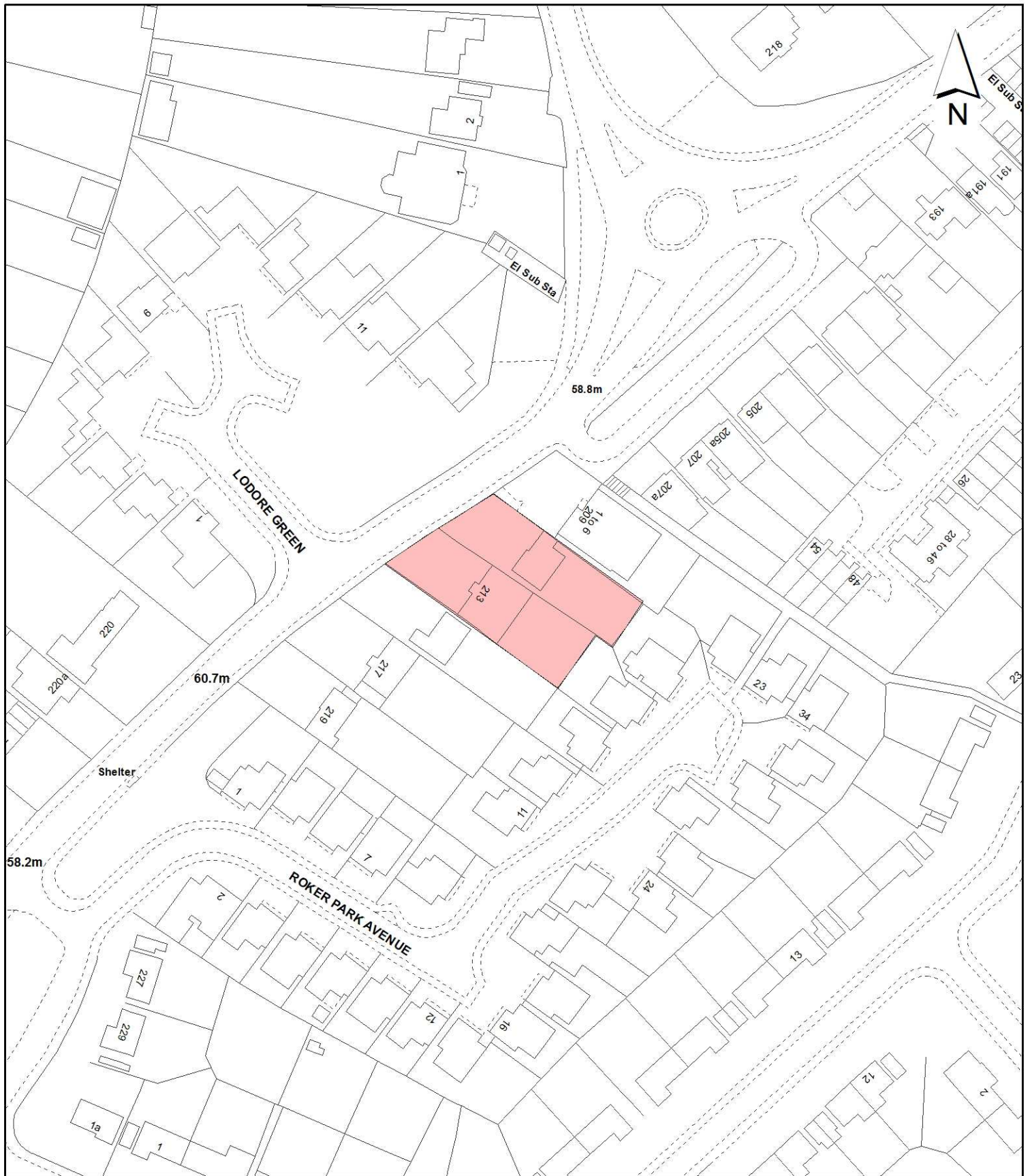
#### **11. Reference Documents**

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

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**211-213 Swakeleys Road  
 Ickenham**

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

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

Planning Application Ref:

**70701/APP/2015/3026**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 64

Date:

**November 2015**



**HILLINGDON**  
 LONDON



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

**Address** IMPERIAL HOUSE VICTORIA ROAD RUISLIP

**Development:** Construction of an A1 discount food store with associated car parking and landscaping on the site of the former Imperial House. External refurbishment of Units 1 and 2.

**LBH Ref Nos:** 5039/APP/2014/3715

**Drawing Nos:** 12998/T/01-02  
12998/T/02-02  
3096 302  
3096 305 Rev. F  
3096 306 Rev. E  
3096 307 Rev. E  
3096 308 Rev. D  
Draft Design and Access Statement  
Application Covering Letter  
Car Park Initial/spill Light Levels Plan  
Flood Risk Sequential Test, November 2014  
3096 301B  
Tree Constraints Plan  
Tree Survey to BS5837 - Unit 1, Victoria Roac  
3096 304 Rev. Q  
3096 304 Rev. Q (with autotrack)  
Technical Note, October 2015, dated 14/10/15  
Technical Note No. 4, October 2015, dated 28/10/15  
Response to London Borough of Hillingdon Highway Officer Comments, April 2015  
13/0917/TK19 Rev. B  
13/0917/TK18 Rev. B  
13/0917/TK17 Rev. B  
Highway Consultant's email dated 29/5/15  
Car Park Lighting Proposal Report, dated 16/10/14  
Flood Risk Assessment, October 2014  
Foul Drainage Assessment, October  
Transport Assessment, October 2014  
LIDL 18941-11g  
Draft Travel Plan, October 2014  
Phase 1 Preliminary Geoenvironmental Risk Assessment  
Planning and Retail Statement, October 2014  
Lidl letter dated 14/1/15  
Air Quality Assessment  
Arbtech AIA 03  
Energy Statement, Rev. 2 dated 26/9/14  
Technical Note 2: Response to Highway Officer Comments (23rd April 2015), May 2015

<b>Date Plans Received:</b>	17/10/2014	<b>Date(s) of Amendment(s):</b>	08/05/2015
<b>Date Application Valid:</b>	17/10/2014		10/11/2014

28/10/2015  
17/04/2015  
29/05/2015  
17/10/2014  
14/01/2015

## 1. **SUMMARY**

This application seeks permission to demolish the vacant single storey Imperial House, last used as a car showroom within the Stonefield Way IBA and erect a single storey 2,046sqm. gross external area discount Class A1 retail foodstore for use by Lidl and the external refurbishment of 2 adjoining retail units, together with associated car parking, access alterations and landscaping.

This application is a re-submission of a similar scheme (App. No.5039/APP/2014/143 refers) which was refused permission on 11/4/14.

No objections are raised to the loss of the building, which has little architectural or historical merit and is in a poor state of repair or to the loss of employment land within the IBA given that the site was (i) not previously used to provide traditional industrial employment, being a sui generis use, (ii) has been marketed since 2006 but no interest has been forthcoming and (iii) the discount retailer is expected to provide approximately 30 jobs.

The site is in an out-of-centre location, but the proposal has been supported by a sequential assessment which now adequately demonstrates that there are no sequentially preferable sites, either within or on the edge of surrounding centres.

Furthermore, the revised proposal would not adversely impact upon surrounding residential occupiers, would be resilient to flood risk and would not increase the risk of flooding elsewhere. The proposal's impact upon trees and the proposed landscaping scheme are also acceptable.

The Council's Highway Engineer has been involved in protracted discussions with the developer in terms of resolving the traffic generation, parking and servicing and delivery arrangements at the site. Following review of the traffic information by the Highway Engineer, a number of further technical notes have been submitted, including additional junction modelling, together with a revised layout plan which re-sites some of the blue/brown badge and parent/child parking spaces away from the service delivery route through the car park. The Highway Engineer raises no further objections to the scheme, subject to a S106/S278 Agreement to deal with the highway works, a Green Travel Plan and conditions.

The S106 Agreement would also include a commensurate package of planning benefits to

offset the adverse impacts of the scheme.

As such, it is considered that this revised scheme has overcome the reasons for refusal of the previous scheme and is recommended for approval.

## **2. RECOMMENDATION**

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

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

- 1. Highways: S278/S38 for highways works to include the reconfiguration of the Stonefield Way/ Victoria Road (east) junction, the stopping up of the existing service road and the new vehicular access onto Victoria Road, in accordance with the details first to be submitted and agreed in writing by the LPA,**
- 2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,**
- 3. Service Management Plan**
- 4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land)**
- 5. £6,348 carbon tax contribution**
- 6. £12,500 air quality mitigation/monitoring,**
- 7. Construction training**
  - Training Cost: £2500 per £1m build cost +**
  - Coordintaor costs: 3256/7500 x £71,675 = £31,116.50,**
- 8. Project Management & Monitoring Fee: equal to 5% of total cash contributions**

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

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

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 18th December 2015, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:**

**'The applicant has failed to provide a commensurate package of planning benefits to maximise the transport, environmental and social benefits, namely highway improvements, tree planting, construction training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning 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 should the application be approved, the applicant pay the required levy on the additional floorspace actually created.**

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

**1 COM3 Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 3096 304 Rev. Q, 3096 305 Rev. F, 3096 306 Rev. E, 3096 307 Rev. E, 3096 308 Rev. D and LIDL 18941-11g 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:

Reduction in energy use and renewable technology installation [Energy Statement]  
Flood resilience measures, including flood evacuation plan [Flood Risk Assessment]

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 5.2 and 5.12 of the London Plan (March 2015).

**4 COM7 Materials (Submission)**

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

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

REASON

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

**5 COM8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

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

#### **6 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 Covered and secure parking for 11 long stay and 23 short stay bicycles, together with provision for 5 motorcycle spaces

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including details that demonstrate that 10% active and 10% passive provision of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

##### 3. Details of Landscape Maintenance

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

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

#### 4. Schedule for Implementation

#### 5. Other

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

5.b Proposed finishing levels or contours

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

#### REASON

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

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

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

#### REASON

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

#### **8 NONSC Food Sales Floor Area**

The net sales area of the proposed Lidl store shall not exceed 1,286sqm unless otherwise agreed in writing by the Local planning Authority.

#### REASON

In order to conform with the terms of the application, to ensure that the viability and vitality of local shopping centres is not prejudiced and to ensure there highway safety is not prejudiced, in accordance with the NPPF (March 2012), Policy 4.7 of the London Plan (March 2015), Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies AM7(i) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



**9 COM12 Use Within Same Use Class**

The two existing retail units on site shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, pet sales and associated goods, furniture, furnishings, flooring and carpets, vehicle maintenance products and related accessories and electrical goods and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

**REASON**

In order to conform with the terms of the application and to ensure that the viability and vitality of local shopping centres is not prejudiced, in accordance with the NPPF (March 2012), Policy 4.7 of the London Plan (March 2015), and Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

**10 COM14 No additional internal floorspace**

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 COM15 Sustainable Water Management**

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

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

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

**REASON**

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

**12 NONSC Piling Method Statement**

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

In order to safeguard the underground sewerage utility infrastructure which would be in close proximity to the proposed works from the potential impacts of piling in accordance with Policy 5.14 of the London Plan (March 2015).

**13 NONSC Noise level from plant/ machinery**

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

REASON

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

**14 COM22 Operating Hours**

The premises shall not be used except between:-

07:00 to 23:00 hours Monday to Saturdays and 10:00 to 18:00 hours on Sundays and Bank Holidays.

REASON

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

**15 NONSC Delivery Hours**

There shall be no deliveries or collections at the site between the hours of 17:00 to 19:00 hours on Mondays to Fridays.

REASON

To minimise vehicular and pedestrian conflict and to safeguard the free flow of traffic on the adjoining highway during the evening peak period in the interests of highway safety, in accordance with Policy AM7(i) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**16 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015)

**17 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and  
To protect the ecological value of the area in accordance with Policy EC3.

**18 COM30 Contaminated Land**

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

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

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

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

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

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

**REASON**

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

risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**19 NONSC Soil Testing**

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

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

**Reason**

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

**20 OM7 Refuse and Open-Air Storage**

Details of on-site refuse and recycling storage (including any open-air storage facilities) for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

**REASON**

To ensure that visual amenities are not prejudiced, in accordance with policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**21 NONSC External Storage**

No display, placing or storage of goods, materials, plant or equipment shall take place other than within the buildings unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**22 NONSC Trolley Trap Details**

Prior to the commencement of use of the new food store, a trolley trap(s) to prevent shopping trolleys leaving the site shall be implemented and thereafter retained for so long as the development remains in existence.

**REASON**

To prevent the abandonment of shopping trolleys in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## 2 153 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
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 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to

	neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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            I15            Control of Environmental Nuisance from Construction Work**

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

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



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

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

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

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

#### **4**

Thames Water 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.

#### **5**

As regards condition 12, the applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

#### **6**

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the culverted main river.

#### **7**

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

#### **8**

Induction loops should be specified to comply a term contract planned for their maintenance.

#### **9**

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

#### **10**

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

### **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site forms a 1.01ha, roughly 'L'-shaped site located within an industrial/commercial area on the southern side of Victoria Road. The site forms the western corner of Victoria Road's eastern junction with Stonefield Way, a road which forms a one-way route around three sides of a block within the industrial estate, with vehicles entering Stonefield Way from its eastern junction before re-emerging onto Victoria Road at its western junction, some 120m to the west of the application site. The commercial units on this side of Victoria Road are mainly in use for retail purposes, with residential properties opposite.

The eastern part of the site comprises two retail units within a detached single storey building, one of the units is occupied by Bensons for Beds, with the other unit being vacant, although it was last occupied by Comets (referred to as Units 1 and 2). There is a large customer car park at the front of this building which serves both units and is accessed from Stonefield Way. Fronting this part of the site is a wide grass verge. The western part of the site comprises Imperial House, a vacant and somewhat dilapidated building which is now boarded up and was last used as a car showroom. This part of the site is fronted by a service road from which the former car showroom's customer car park at the front of the building is accessed.

Traffic on Victoria Road is segregated by central island road markings and there is a zebra crossing immediately in front of the eastern part of the site.

The application site forms part of the Stonefield Way IBA and has a PTAL score of 1b. It is also located within Flood Zone 2.

### **3.2 Proposed Scheme**

The proposal is for the demolition of the existing Imperial Garage building and erection of a single storey Class A1 discount Lidl food store with associated car parking, access arrangements and landscaping on the site, together with the external refurbishment of Units 1 and 2.

The proposed new building would have a similar siting to the existing Imperial House, with a gross internal floor area (GIA) of 1,970 sq.m (2,046 sq.m gross external area (GEA)) and sales area of 1,286 sq.m. The design of the building would incorporate a mono-pitch roof, which would have a maximum height of 7.75m along its eastern flank, reducing to 4.75m on its western side elevation. Customer and delivery/service access to the building would be from the front, with the customer entrance to the store being on the eastern side of the building and the servicing/warehouse area would be on the western side. The store would include a bakery in a flat roofed single storey addition/extension on the east side of the building. The building would have a full height glazed shopfront with white painted render on the lower side and rear walls with metallic cladding above and an aluminium panelled roof. The existing retail units would retain their lower brick walls but be re-clad above to match the new store.

The proposed building and its siting is identical to the previously refused scheme, with the only exception being very minor changes to the internal layout of the staff/warehousing area. The main change would be to the external layout, with a new two way direct access being provided from Victoria Road on the site's western boundary in addition to the existing but widened access from Stonefield Way. All the car parking space on the front would still be combined into a single car park, but the overall number of spaces would now total 104 spaces as opposed to the previously proposed 108 spaces, although this overall provision

would now include 9 dual use blue/brown badge holders spaces compared to the previously proposed 7 spaces (4 parent/child spaces remain). The pedestrian route across the car park from Victoria Road has been moved to the east and would now be directly outside the store entrance. Following officer advice, a revised plan has also been submitted, which re-sites 4 blue/brown badge spaces and the 4 parent/child spaces, sited close to the manoeuvring space for delivery vehicles further to the east, on the opposite side of the pedestrian access route. 10 cycle storage spaces would be provided beneath the store's front canopy with 3 motorcycle spaces within the car park. Additional landscaping, including tree planting has been provided along the site's road frontages and within the car parking area. The service road in front of the western part of the site would be removed and the highway verge extended. The proposals incorporate the previously permitted alteration to Stonefield Way, converting a section of Stonefield Way back to a two-way operation between the site access and Victoria Road (as originally granted by planning ref 41266/APP/2012/2939) with various alterations to the kerb alignment. Details of a lighting scheme for the car park are also included.

The opening hours of the store would be from 07:00 to 23:00 hours Monday to Saturdays and 10:00 to 18:00 hours on Sundays and Bank Holidays.

The application is supported by the following documents:-

**Design and Access Statement:**

This provides the background to the application, describes the site and its surroundings and the development proposals. The statement advises that the proposals will enhance the food retail offer in the South Ruislip area and will provide valuable local employment. The building would also be of an appropriate scale and design and the proposed alterations to the access / egress will transform the economic viability of the application site, re-generate a site which has a decidedly run-down appearance and the economic activity generated will assist in efforts to secure a new operator for the currently empty unit formerly occupied by Comet. Also, the detailed design of the building will employ sustainable methods and the proposals involve an inclusive approach being taken to accessibility.

**Planning and Retail Statement:**

This provides an introduction to the proposals and describes the site, its planning history and the development proposals and includes a comparison between the existing and proposed floor space. The planning policy framework is then described and the report goes on to consider the appropriateness of the release of the site from employment use, including the prospect of industrial/warehousing use of Imperial Garage in the future (noting the lack of interest shown to marketing activity and various reports/studies that indicate a surplus supply of industrial land in Hillingdon) as compared to the economic benefits of the proposed scheme. The report goes on to consider the retail impact of the scheme, following NPPF guidance and describes the assessment methodology. Results are described, with a health check assessment of surrounding local and town centres. The report then goes on to consider the sequential test and evaluates a number of in centre, edge of centre and then out of centre sites in and around the surrounding centres and the report concludes that there are no suitable, available and viable sites which are sequentially preferable. The report goes on to outline other planning considerations raised by this application and the various reports that have been submitted to assess them. The public consultation undertaken on the proposals are described and conclusions reached.

**Transport Assessment:**

This provides the background to the report, describes relevant planning history, including the refusal of a similar proposal, noting that the current proposal now includes direct

access from Victoria Road and summarises the advice given in relation to a subsequent pre-application enquiry. Relevant national, regional and local planning policy as it relates to transportation issues are then assessed and the site and surrounding highway network conditions are described. Baseline transport data and accident data are assessed, as is the accessibility of the site by non-car modes. The proposed development is then described, together with the proposed access arrangements. Car and cycle parking standards are discussed and delivery arrangements are considered. Development trip generation is then analysed, comparing the permitted use of the site with that of the proposed development during peak hours and distributed between the two proposed access points. The development impacts upon junction capacity are then assessed. The report concludes by stating that the development would not give rise to any adverse transport impacts and is consistent with relevant planning policy.

Technical Note - Response to LBH Highway Officer Comments, April 2015, issued 15/4/15: This 15 page document provides a detailed response to the initial response on this scheme from the Highway Engineer. This seeks to clarify the floorspace figures in terms of the 'fall back' position, provides a response to the concern raised as regards delivery vehicle movements within the customer car parking area, makes a comparison with other Lidl stores and provides parking survey results to address the Highway Officer's concern as regards the overall number of parking spaces to serve the development and the accumulated impact of longer duration parking as customers visit multiple retail stores. It also provides further justification in response to the Highway Engineer's concerns as regards the traffic modelling assessment undertaken in the Transport Assessment, namely the use of Lidl traffic surveys as opposed to generic data from other supermarket operators, assumptions made as regards linked and pass-by trips which could reduce the predicted traffic generation and the lack of assessment of the wider traffic impacts on the highway network or the cumulative impacts of committed developments.

Technical Note 2: Response to Highway Officer Comments (23rd April 2015), May 2015, issued 8/5/15:

This 199 page document (26 pages of text) provides a detailed response to the Highway Engineer's further comments. In response to the Highway Engineer's remaining concerns regarding servicing arrangements, it advises that the existing non-food retail units will continue to be serviced at the rear and only the proposed Lidl store would be serviced through a dedicated service bay through the car park where the overwhelming majority of spaces would be used by Lidl customers. This arrangement is comparable to those approved by the Council at Cowley Road and Botwell Lane. By using the Victoria Road access, the number of parking bays affected would be kept to a minimum and vehicle tracking demonstrates that service vehicles would not be close to any parking space and servicing would be subject to the Servicing Management Plan. Further justification, additional assessment and further review is also provided in terms of trip attraction following the Highway Engineer's on-going querying of the methodology and some of the assumptions used in the trip generation assessment and the previous technical note indicating that the committed developments of the ARLA site and Sainsbury's would not have a material impact on Victoria Road. The technical note also attaches a Stage 1 Road Safety Audit that was undertaken on the proposed Victoria Road/ Site Access as requested by the Highway Engineer. The note then goes on to dispute the need for further modelling of the two-way Stonefield Way/ Victoria Road access arrangement, as requested by the Highway Engineer, as this has previously been approved and with a second access point to the site onto Victoria Road, would suggest that vehicle flows are likely to reduce. Further modelling of other junctions along Victoria Road with committed development has also been undertaken following concerns raised.

Technical Note, October 2015, issued 14/10/15:

This 173 page document (20 pages of text) provides further assessment of the proposals, following a meeting with Council officers on 8/10/15 and it notes that it has only been produced at the request of highway officers, as it is not considered by the highway consultants to represent a true picture of the development's traffic impacts. The further assessment involves an 'open A1' use operating from the site and compares the current traffic conditions (ie. disregarding committed developments) with future conditions (ie. with committed developments (the Arla dairy site (66810/APP/2013 and 2014/1600 and the Aldi and B & M stores at the Victoria Road Retail Park (64445/APP/2014/2467)) and the Lidl store. It also considers the Stonefield Way (west) junction. The assessment notes that the TA for the Arla site showed that there would be a reduction in traffic flows along this stretch of Victoria Road. The assessment then goes on to present its results and concludes that all the junctions along the Victoria Road corridor would operate within capacity during all the time periods and scenarios assessed and the impacts of the proposed development are shown to be minimal and no capacity improvement works are required.

Technical Note No. 4, October 2015, issued 28/10/15:

This 246 page document (16 pages of text) provides further supplementary traffic modelling in response to the Highway Engineer's comments on the previous Technical Note, dated 14/10/15. Again, the developer's highway consultants make the point that they consider that its results do not represent a true picture of the development's traffic impacts and it has only been produced at the request of Highway Engineers. The note then seeks to provide further justification/clarification as regards the floor space areas used, advises that a further traffic count will be undertaken at the Stonefield Way (west) junction and results presented before the committee meeting and that the data used to assess the committed development on the Arla site had not been superseded, following further concerns raised by the Highway Engineer. The note then goes on to provide further modelling, transport assessments and junction capacity assessments based on generic trip rates and on this point it concludes that all junctions along the Victoria Road corridor are shown to operate within capacity during all time periods and scenarios assessed and the predicted impacts are minimal and no capacity improvement works are required. The note then advises in relation to suggested times to restrict servicing/ deliveries that many stores successfully operate without such restrictions and it is not necessary to restrict morning peak hour deliveries from 7:30 to 9:00 since the car park will be far from fully occupied at that time and the suggested 11:00 to 15:00 embargo on Saturdays would be unreasonably restrictive and detrimental to the efficient running of the business, although 12:00 to 14:00 would be acceptable and recommends a condition to cover this and the requirement for a Servicing Management Plan.

Draft Travel Plan:

This advises of the likely measures that would be put in place to reduce travel demand by the private car.

Air Quality Assessment:

This begins with an executive summary which advises that the air quality assessment was previously submitted in support of the original application which was refused planning permission but not on grounds of air quality. The changes made to the scheme are not significant in terms of air quality and therefore, no changes have been made to the assessment. It goes on to introduce the study, noting that the application site is over 500m from the AQMA. Relevant legislation and national, regional and local planning policy and guidance is reviewed and an assessment methodology is presented, for both the construction and operational phases. Baseline air quality conditions are modelled and construction and operational impacts on air quality are assessed. Mitigation measures are



then discussed and the report concludes that impacts during the construction phase, such as dust generation and plant vehicle emissions would be 'negligible' to 'slight adverse' for receptors within 100m of the site, and 'negligible' beyond 100m, which would reduce to 'negligible' for all receptors, irrespective of distance with the implementation of mitigation measures. The atmospheric dispersion modelling predicts that changes in pollutant concentrations associated with the proposed development would not be significant and overall, the effects would be 'negligible'. The report concludes that the scheme does not conflict with relevant policy and there are no constraints to the development as regards air quality.

#### Flood Risk Assessment:

This provides an introduction to the study, describes the site and its topography, geology and drainage features and characteristics. It notes that the nearest Main River is Yeading Brook, whose East arm enters a culvert approximately 360m to the north east of the site, which runs to the south west, past the northern site boundary before emerging some 405m to the west of the site. Relevant legislation and flood management plans are described. The report advises that the site lies within Flood Zone 2 and a retail use is a 'less vulnerable' use, suitable within Flood Zone 2. The report goes on to describe a surface water management strategy for the new store (the two existing retail units would not be significantly altered by the proposals). It advises that SuDs infiltration techniques would not be suitable as the site is underlain by impermeable London Clay and that attenuation storage would be provided to reduce the run-off rate from the Imperial House site to no more than green field run-off rate. A template Flood Action Plan is then described and conclusions are drawn, noting that the proposals would not increase the risk of flooding to the site or elsewhere and the proposals offer betterment in the form of reduced run-off from the site and are therefore acceptable in terms of flood risk.

#### Flood Risk Sequential Test:

This provides an assessment of the availability of alternative sites with a reduced risk of flooding, have a plot size between 0.32ha and 1.62ha and are designated for employment/commercial purposes within Hillingdon.

#### Foul Drainage Assessment:

This assesses the existing foul water drainage infrastructure and examines potential foul water management options for the proposed development. The study concludes that as the peak flows between the existing and proposed development is likely to be similar, the preferred option is to re-use the existing connections to the public sewer.

#### Phase 1 Preliminary Geoenvironmental Risk Assessment:

This provides an introduction to the report, describes the findings of a preliminary risk assessment desk study, including a summary of the history of use of the site and presents an outline conceptual model of potential pollution linkages. The report concludes that the chemical nature of the soil, groundwater and ground gases are unknown and that a limited site investigation is recommended to determine if there is potential for pollution linkages from previous uses of the site and to confirm the parameters for foundation design.

#### Tree Survey to BS5837:

This defines the terms used in the report, describes the methodology and presents the findings of a tree survey carried out on site to establish the condition of the existing trees.

#### Energy Statement:

This provides an introduction to the report, describes relevant policy, advises of the approach and structure of the report and establishes the energy use benchmark. Various



energy efficiency measures and technologies are considered against the London Plan criteria of be lean, be clean and be green and assessment findings are presented and conclusions reached, including the need for a £6,348 carbon tax to offset the shortfall in carbon emissions permissible under Policy 5.2E of the London Plan.

Car Park Lighting Report:

This lists the lighting equipment to be used and provides illuminance plots of the site for the various lighting components.

### 3.3 Relevant Planning History

5039/APP/2014/143 Imperial House Victoria Road Ruislip

Construction of an A1 discount food store with associated car parking and landscaping on the site of the former Imperial House. External refurbishment of Units 1 and 2.

**Decision:** 11-04-2014 Refused

#### Comment on Relevant Planning History

Planning permission was granted at Imperial House for the change of use of part of the building for the sale and servicing of motor cars on 23/9/87 (App. No. 5039D/87/1026 refers).

On the western part of the site now occupied by Bensons for Beds and the vacant unit last used by Comets, outline planning permission was originally granted for the erection of a 1,579 sq.m (GIA)(1,635sqm GEA) non-food retail warehouse with associated parking, servicing and access facilities on 30/9/93 (App. No. 41266C/93/476 refers). The permission was subject to various conditions, including condition 10 which restricted the sale of goods to non-food goods and condition 14 prevented the subdivision of the unit without the prior approval of the LPA. Reserved matters (landscaping, design and external appearance) were approved on 25/2/94 (App. No. 41266F/93/1622 refers).

An application to vary condition 14 of 41266C/93/476 to allow sub-division of the building into two separate units was subsequently approved on 17/8/94 (App. No. 41266M/94/1012 refers). No restrictive conditions were attached to this permission (just an informative advising that all other conditions attached to 41266C/93/476, if not already complied with, remain in force).

A Certificate of Lawfulness was granted on 16/2/12 for the use of the floorspace for any use within Use Class A1 at the former Comet and Bensons for Beds (App. No. 64229/APP/2011/2759 refers).

Planning permission was granted to install a 280 sq. m mezzanine, together with a new fire door within the smaller Bensons for Beds unit on 18/2/14 (64229/APP/2013/2501).

An application (App. No. 5039/APP/2013/2832 refers) seeking prior approval for the demolition of Imperial House, together with the removal of trees was granted on 22/10/13.

An application submitted by Lidl for traffic management alterations to make provision for two way vehicular traffic along a limited section of Stonefield Way towards the junction with Victoria Road, including the creation of a pedestrian traffic island and alterations to the carriageway and footpath width and provision of guardrails was approved on 18/4/13 (App. No. 41266/APP/2012/2939 refers).

Application No. 5039/APP/2014/143 for a similar scheme was refused on 11/4/14 for the following reasons:-

1. The application fails to demonstrate that there are no sequentially preferable sites, nor that it would not result in unacceptable impacts on the vitality and viability of nearby town centres. Accordingly the application is considered to be contrary to Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies 4.7 and 4.8 of the London Plan (July 2011) and the provisions set out in the National Planning Policy Framework (March 2012).
2. In the absence of a robust Transport Assessment, the application fails to demonstrate that the proposed development would not result in detrimental traffic impacts or increased congestion on nearby highways. The proposal is therefore contrary to Policy 6.3 of the London Plan (July 2011) and Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).
3. The proposed delivery and servicing arrangements would result in vehicular conflict with other users of the site, that would give rise to conditions prejudicial to highway safety. The proposal is therefore contrary to Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).
4. The application site lies within Flood Zone 2 and the Local Planning Authority consider insufficient evidence has been submitted to demonstrate that the flood risk sequential test has been applied to the proposals and that there are no alternative sites with a lower probability of flooding that could accommodate the proposed development. The proposal is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).
5. The proposal fails to demonstrate that all the flooding risks associated with the site and the development would be suitably mitigated for the lifetime of the development without increasing flood risk elsewhere by the use of SUDS techniques that would also assist with the reduction of the use of potable water on site. The proposal therefore fails to comply with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (July 2011), National Planning Policy Framework (March 2012) and National Planning Practice Guidance (March 2014).
6. The proposal fails to demonstrate that it would make an appropriate contribution to energy efficiency and carbon dioxide reductions on site. Accordingly, the proposal would not represent a sustainable development or appropriately mitigate its impacts with respect to climate change. The proposal is therefore contrary to Policy EM1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies 5.2 and 5.7 of the London Plan (July 2011).
7. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of off-site highways works, tree planting, travel plan, air quality, construction training and project management and monitoring). The scheme therefore conflicts with policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Planning Obligations.

Following the refusal of permission, a pre-application enquiry has been submitted, seeking

the advice of officers in terms of how to resolve the reasons for refusal.

#### 4. Planning Policies and Standards

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

Part 2 Policies:

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

NPPF1	(2012) Delivering sustainable development
NPPF2	(2012) Ensuring the vitality of town centres
NPPF4	(2012) Promoting sustainable transport
NPPF7	(2012) Managing the Supply of Employment Land
NPPF10	(2012) Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
PT1.E7	(2012) Raising Skills
LPP 4.7	(2015) Retail and town centre development
PT1.BE1	(2012) Built Environment
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
PT1.EM6	(2012) Flood Risk Management
LPP 5.3	(2015) Sustainable design and construction
PT1.EM8	(2012) Land, Water, Air and Noise
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Accessible Local Destinations
PT1.E11	(2012) Green roofs and development site environs
LPP 5.12	(2015) Community Infrastructure Provision
LPP 5.13	(2015) Flood risk management
LPP 5.14	(2015) Sustainable drainage
LPP 5.15	(2015) Water quality and wastewater infrastructure
LPP 6.3	(2015) Water use and supplies
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LPP 7.21	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
BE13	(2015) Trees and woodland
	New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
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.
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OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

### 5.1 Advertisement Expiry Date:- **24th November 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

69 neighbouring properties have been consulted, the application has been advertised in the local press on 12/11/14 and 2 site notices were displayed on 14/11/14. 124 responses have been received, 3 objecting to the proposals and 121 in support.

Comments received can be summarised as follows:-

Objecting comments:-

- (i) A low cost supermarket is not wanted in Ruislip (1 comment),
- (ii) There does not appear to be sufficient parking spaces for the whole development, including the former Comet and Benson for Beds units. The Lidl car park on Cowley Road is often full (1 comment),
- (iii) Allocated motorcycle space is needed (1 comment),
- (iv) Proposed opening hours of 7 AM to 11 PM (as opposed to opening hours of other stores in industrial area of 9 AM and 8 PM), particularly the late opening hours will cause great disturbance to the residential houses opposite (Sainsbury's further along on Victoria Road also has late opening hours but this store is mainly surrounded by commercial properties) and the associated congregation of persons late into the evening may promote antisocial behaviour which Will affect the tranquillity and safety of the surrounding neighbourhood (1 comment),
- (v) Stonefield Way is currently a one way road which will be changed to two way. The majority of traffic that currently uses Stonefield Way are long heavy vehicles (which is not taken into account in the traffic study) that take up the whole width of the road when entering and interrupt the flow of traffic on Victoria Road. Converting the entrance of Stonefield Way into a two way street will increase the congestion and interrupt the smooth flow of traffic on Victoria Road which will increase the risk of accidents and create hazardous driving conditions as the long heavy vehicles encroach upon the whole width of Stonefield Way (1 comment),
- (vi) One hour free parking seems short (1 comment),

Supporting comments:-

- (i) Additional / discount store fully supported in this area which will bring cheaper shopping within walking distance (including accessible parking facilities for car users) providing much needed and long overdue healthy competition for Sainsburys and the area (90 comments),
- (ii) The proposal would regenerate and make use of this site which has been derelict and an eyesore for too long (36 comments),
- (iii) Size and location of proposal will be convenient for local residents, businesses and schools in the area which will result in less traffic on roads as more convenient than having to drive further afield to find a discount store, such as Cowley, Pinner or Greenford which happens now (20 comments),
- (iv) Proposal will create local employment, boost local economy and encourage more investment (15 comments),
- (v) This proposal is taking ages to determine, please hurry and pass this application (7 comments),
- (vi) Lidl attracts a different customer and would not impact significantly on Sainsbury's (2 comments),
- (vii) Positives on this scheme far outweigh the negatives (if there are any) (1 comment),

ENVIRONMENT AGENCY:

We have no objections. Please attach the informative below to any planning approval:-

Informative

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the culverted main river.

GLAAS:

Recommend No Archaeological Requirement.

This is a previously developed site in an area with no significant recorded archaeological interest.

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.

No further assessment or conditions are therefore necessary.

MOD SAFEGUARDING - RAF NORTHOLT

The MoD has no safeguarding objections to the proposal.

HEATHROW AIRPORT LTD:

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

Please be aware that the coordinates submitted on the Hillingdon application (509744, 180057) are incorrect and do not represent the true location of the site.

The correct coordinates are 512139, 185578.

Officer response:

The co-ordinates have been corrected.

LONDON BOROUGH OF EALING:

No objections

LONDON BROUGH OF HARROW:

The Local Planning Authority does not raise any objection, but would like the following comments to be noted.

In general the sequential test methodology and conclusions can be supported, with the exception of the missing Roxeth Library and Clinic site, which is allocated for around 1,000m<sup>2</sup> of retail floorspace, and potentially a replacement library and clinic - LB Harrow Site Allocation R3.

The site is in-centre, and forms part of the primary shopping frontage and could be suitable for a single large convenience retailer.



Therefore clarification would be welcomed as to the reason why this site was not included in the assessment.

Officer response:

This has been dealt with in Section 7.01 (Sequential Test) of the officer's report.

THAMES WATER:

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or 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 groundwater. 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Condition:

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via

[www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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.

#### Water Comments

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

#### Internal Consultees

HIGHWAY ENGINEER:

#### Site and Transport Network

The site is located off Victoria Road to the west of the junction with Stonefield Way. Both these roads are Class C roads. Three units currently occupy the site, a Comet store (vacant), a Benson for Beds store and Imperial House (vacant) but which was previously used as a car sales showroom. The area surrounding the site has a mixture of commercial and residential properties and the site has a PTAL rating of 2 (poor).

The transport assessment is premised on Lidl discount foodstore being able to lawfully occupy the existing Comet and Benson units (1915sqm) following the confirmation of consent granted by planning application 64299/APP/2012/2939. However, the current proposal is for construction of a new Lidl foodstore (1286 sqm. sales area) on the site of Imperial House (2150 sqm. net sales area - sui generis). It is proposed to transfer 1286sqm of consented open A1 use from the existing Comet and Benson units to the new Lidl store while Comet and Benson (existing) units would be retained with the remainder of the A1 open use (629sqm) retail floor space. This will result in an additional 1286sqm of non-food retail floorspace on the site.

#### Accident Analysis

An analysis of road collisions for the three year period indicates that there was one slight injury accident at the junction of Stonefield Way and Victoria Road. This would not indicate any inherent existing road safety problem on the adjacent highway network.

#### Vehicular Access:

The existing vehicular site access is from Stonefield Way and a recent proposal to permit two way traffic operations on a short section of Stonefield Way between the site access and the junction with Victoria Road was approved. The current proposals would incorporate this revised two way access and an additional vehicular access (priority junction) is also proposed onto Victoria Road at the western part of the site. This would include a right turning lane on Victoria Road and service both the shared car park and the new service yard for the Lidl store. A safety audit of the proposals has not raised any concern. However, although the vehicular swept paths for articulated heavy goods vehicles turning into the site would cross over into opposing traffic lanes at the site accessway and conflict with vehicles exiting from the site, given the very small number of large delivery vehicles expected (one per day), this is considered acceptable.

The existing service road would require stopping up and a s278 agreement to construct a new vehicular access onto Victoria Road would be required.

#### Servicing:

The existing servicing arrangement for the Comet and Benson Units will be retained as existing. The servicing yard is located to the rear of these two units and does not conflict with the customer car

park area.

The proposed service yard for the new Lidl store would require large articulated delivery vehicles to undertake manoeuvres within areas allocated for customer car parking and the new vehicular access route for customers. While this arrangement is not ideal, it is acknowledged that the frequency of delivery vehicles to the Lidl site will be low, and the proposed arrangement could be considered satisfactory, subject to restriction on delivery / servicing periods when conflict with pedestrian / customers are most likely.

The applicant has proposed restriction on servicing between 17:00 to 19:00 on weekdays and between 12:00 to 14:00 on Saturday.

It is recommended that a planning condition be attached to restrict delivery / servicing vehicles entering the site between 7.30am-9.00am and 17:00- 19:00 on weekdays and between 11.00am-3.00pm on Weekends. The early morning weekday period is considered necessary because this coincides with children going to schools in the vicinity and the other periods coincide with peak customer activity at the proposed development.

#### Transport Assessment:

The initial transport assessment was based on traffic data from other Lidl stores rather than using generic data that would allow consideration of a range of occupiers (within the use class) that could potentially operate from the new store. Moreover, the transport assessment utilised average Lidl trip rates (Two way: Friday 9.94/100sqm and Saturday 12.42/100sqm) together with optimistic assumptions regarding linked and pass-by trips that rely upon results of research based on larger mainstream foodstore retail stores. The actual range of two way trip rates derived from the other Lidl stores were: Friday 8.84-10.80 / 100sqm and Saturday 9.33 - 16.50 /100sqm. - This confirmed that the use of average trip rates represents a significant risk of under-estimating the traffic generation, parking accumulation and the traffic impacts of the proposed development.

While the data from other Lidl stores used for assessing the traffic generation were of similar size, these sites had very good accessibility by public transport (PTALs 5-6b) unlike the PTAL of 2 (poor) for the proposed development site. From the further analysis of the submission of additional information regarding provision of car parking at the other Lidl sites used for assessing traffic generation, it was evident that those sites had lower levels of car parking (ranging from 62 to 75) and correspondingly lower levels of occupancy on Saturday (ranging from 46 - 60 spaces).

Department for Transport guidance indicates that if sites with comparable accessibility as well as scale and location cannot be found when using standard database, 85th percentile trip generation rates should be considered as a starting point. This has not been done within the current transport assessment supporting this application.

Following requests from Officers, revised transport assessments have been submitted to robustly reassess the traffic generation using data for generic food retailers across London.

This indicates weekday evening peak two way trip rates of 15.74/ 100sqm and peak Saturday two way trip rate of 16.391/100sqm. This will correspondingly generate 257 two way vehicular trips in the weekday pm peak hour and 349 two way vehicles trips during the Saturday peak hour.

#### Parking

The proposed scheme includes a total of 104 car parking spaces including four parents & child spaces and nine spaces for blue badge holders. Dual use electric vehicle parking spaces would include 10% active and 10% passive provision, meeting the London Plan parking standards.

It should also be noted that while the existing Comet and Benson for Beds stores shared the provision of 85 existing car park spaces, the proposals with a Lidl foodstore would provide an

additional 19 car park spaces. The corresponding generic assessment of combined (foodstore and non-food) peak car park demand on site is 102 for Friday and 116 spaces for Saturday. While the peak parking demand is marginally greater than the capacity of the car park and consequently may occasionally give rise to a small increase in demand for on-street parking in the vicinity, the proposed on-site parking provision is considered acceptable. It is recommended that no additional food retail floorspace be permitted on this site in order to prevent extra demand for car parking causing congestion and parking stress on the adjacent road network.

Cycle parking provision for ten cycles and three spaces of powered two-wheelers is proposed. This is an improvement on existing provision on site and is considered acceptable.

#### Traffic Impacts:

Traffic assessments have been undertaken for the weekday morning and evening peaks and for the Saturday afternoon peak period. Traffic modelling has been undertaken for the network between junctions of Long Drive / Victoria Road and the eastern site access at Victoria Road / Stonefield Way. These assessments have considered 2015 existing, with committed and the committed plus proposed development scenarios.

The modelling results indicate that the traffic generation from the proposed development can be accommodated on the highway network during the weekday morning and evening peak periods. However, the transport assessment does indicate that during the Saturday peak period, the junction of Long Drive / Victoria Road, (including junction improvements - proposed for the ARLA development), will remain congested.

#### Travel Plan

The applicant acknowledges the importance of encouraging sustainable travel behaviour and a draft travel plan has been submitted. The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

#### Recommendations:

The proposed development is acceptable on highway grounds subject to appropriate conditions:-

1. Restrict delivery / servicing vehicles entering the site between 7.30 - 9.00 and 17:00- 19:00 on weekdays and between 11.00 - 15.00 on Weekends.
2. Servicing and delivery management plan.
3. Site Travel Plan,
4. A limit on food retail floorspace permitted on site to the proposed Lidl store only at 1286 sqm RFA

#### TRAVEL PLAN CO-ORDINATOR:

The following comments are provided on the Draft Travel Plan:-

- The document refers to Travel Plan guidance by TfL in 2011 - this has been superseded by 2013 guidance which can be found on the TfL website.

- It would be good to have a contact who will be responsible for the Travel Plan until such time that a Travel Plan Co-ordinator is appointed.

#### TREE/LANDSCAPE OFFICER:

#### Site History

This application follows the refusal of a previous scheme ref. 2014/143.

## 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 red line of the site has been extended in the north-west corner of the site to include part of the service road and Victoria Road.
- The Tree Survey, by Arbtech has been re-submitted. It is noted that this survey was undertaken in December 2012, the findings of which must shortly be considered out of date. In this case, the 17 No. trees / groups surveyed are not considered to have changed much from their 'C' (poor condition and value) ratings.
- The Landscape Proposals, presented on ACD's drawing No. LIDL18941-11g reflect the outcome of pre-application discussions to secure additional off-site tree planting within the highway verge. This planting includes the provision of a root barrier(s) to protect the underground concrete-lined culvert in the northern section of the grass verge.
- The tree planting within the car park includes the provision of tree cells (within the tree pits), intended to provide a greater volume of healthy soil to support healthy establishment and growth.
- The inclusion of a greater area of land indicates that there may be further opportunities for tree planting within, or outside the site.

## Recommendations:

- This site has been subject to post-refusal (pre-application) discussions. Its acceptability relies heavily on the off-site planting of a hedge and trees within the highway verge. These details will be subject to a S.106 agreement - and a licence agreement (to plant and maintain the landscape on highway land).
- No objection, subject to the above comments and conditions COM7, COM8, COM9 (parts 1,2,4,5 and 6) and COM10.

## ACCESS OFFICER:

The proposal is to redevelop the site and the derelict building known as Imperial House. The works include extending the existing car park in front of the former Bensons for Beds and Comet retail unit to serve the 3 occupancies.

The proposed new building is to have a gross area of 2046sq m, with a sales area of 1,286sq m, and a new store entrance and exit formed with automatic opening doors. The re-modelled and combined car park is to provide 104 car parking spaces, of which 9 are to be designated Blue/Brown Badge dual spaces designed to comply with Part M.

No further issues are raised, however, the following informatives should be attached to any grant of planning permission.

## Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead and take steps to address barriers that impede disabled people.
2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
3. Care must be taken to ensure that overspill and/or other interference from induction loops in



different/adjacent areas does not occur.

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

Conclusion: Acceptable

WATER AND FLOOD MANAGEMENT OFFICER:

The site is in Flood Zone 2 and therefore subject to the sequential test.

A sequential test has been submitted which provides justification as to why this development should be sited in an area with a high probability of flooding - Flood Zone 2.

A Site Specific Flood Risk Assessment has been provided to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Fluvial Flood Flood Risk

Sequential Test

The site is shown to be within Flood Zone 2 and the National Planning Policy Framework on page 23 states:

'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'

The Council has to be able to accept that the benefits of the development outweigh this risk by determining there is no reasonable available commercial land at a lower risk of flooding. The applicant has satisfied the Council on this point.

Exception Test

The applicant must demonstrate that flood risk can be suitably mitigated in accordance with the NPPF and Policy EM6 of the Local Plan. The National Planning Policy Framework states:

For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.

A site specific Flood Risk Assessment (FRA) has been submitted.

The National Planning Policy Framework also states that it should be demonstrated that: development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

A Flood Risk Assessment has been provided including further information on the risk to and from the



site.

The FRA states that the safety of the occupants will be managed through an evacuation system and provides a template flood evacuation plan. As the site is in Flood Zone 2 (1% to 0.1% probability), the risk is considered appropriate according to the NPPF.

#### Surface Water

The site also lies in a Critical Drainage Area, where the management of the drainage in this area is very important in managing the flood risk.

The FRA proposes to reduce the surface water run off from part of the site by controlling it through a tanked system before discharging off site. The applicant demonstrates this scheme is feasible considering the size of the proposed car park.

However this scheme only proposes to control the surface water run off from the Imperial House site, even though the proposals are to alter the car parking across this and the adjacent site, therefore providing significantly wider opportunities to reduce the flood risk, and meet the requirements of the London Plan for the whole site. This is critical as it is the only way to manage the increase in flood risk likely with climate change over the lifetime of the property. The following SUDS condition is recommended:-

#### Condition

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### Reason

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

It is accepted that the applicant has assessed the use of methods to minimise the use of potable water, including water saving measures and equipment, water collection facilities to capture excess rainwater, which is not considered suitable on this site.

#### Recommendation

Approval, subject to the SUDS condition and construction being in accordance with details provided in the FRA.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the contribution set out in the energy report of £6,348 to make up for the shortfall and the development proceeding in accordance with the approved statement.

## **7. MAIN PLANNING ISSUES**

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

#### Loss of Employment Land

The application site is identified as a Strategic Industrial Location: Preferred Industrial Location (PIL) within the London Plan (March 2015), as a Locally Significant Industrial Site (LSIS) by the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and an Industrial and Business Area (IBA) within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that IBAs are designated for business, industrial and warehouse purposes (Use Classes B1 - B8) and for sui generis uses appropriate to an industrial area. The policy goes on to advise that alternative uses will not be permitted unless (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the alternative use does not conflict with other policies and objectives of the plan and the proposal better meets the plan's objectives, particularly in relation to affordable housing and economic regeneration. It is also noted that as part of the emerging Hillingdon Local Plan, in order to rebalance the amount of employment land in the borough, it is proposed to remove part of this site (Units 1 and 2) and adjoining retail units that front Victoria Road from the IBA (albeit not that part of the site occupied by Imperial House).

The proposed Class A1 food store would replace the former car showroom that has been vacant since 2006. As such, the proposal would replace a former sui generis use that is akin to a retail use. A letter from a commercial estate agent advises that despite the property being marketed since the Rover dealership ceased trading in 2006, no formal tenant interest materialised until the sale of the site in 2013 to Lidl. The estate agent considers that the compromised access and very poor condition of the building have been attributed to the lack of interest and the property was de-listed from the Rating Lists in 2011 due to its obsolete state. The estate agent advises that the investment needed in the building to allow occupation is not economically viable, nor is its re-development for traditional employment use.

Given that Imperial House did not previously provide traditional employment land, being a sui generis use as a car showroom (which typically do not generate high levels of employment) and the historic lack of commercial interest in the site, no objections are raised to the principle of the 'loss' of employment land, particularly as the applicant estimates that the new store would generate up to 30 jobs, in compliance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### Retail Impact

#### Sequential Test:

Paragraph 24 of the National Planning Policy Framework (NPPF) establishes the requirement for a sequential assessment by advising that applications for main town centre uses such as retail development should be located within town centres, then in edge of centre locations and finally on out of centre sites. Annex 2 of the NPPF specifically includes local centres in the definition of town centres.

This approach is carried forward in the current London Plan and the Council's Local Plan Part 1: Strategic Policies, adopted in November 2012.

- London Plan Policy 4.7 (Retail and Town Centre Development) requires retail and town centre development to relate to the size, role and function of a town centre and that development should be focused on sites within the town centres themselves.

- London Plan Policy 4.8 encourages a proactive approach to retail planning and bringing forward capacity for additional comparison goods retailing, particularly in the large international, metropolitan and major town centres with convenience retail supported in the district, neighbourhood and more local centres to secure a sustainable pattern of neighbourhood provision.

- Policy E5 of the Hillingdon Local Plan Part 1 (November 2012) states that the Council will accommodate additional retail growth within established centres in accordance with the conclusions of the latest evidence base. Growth for comparison goods will be primarily accommodated in District Centres as set out in Table 5.5 and if appropriate, specific locations for growth in convenience goods will be determined through the production of the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document. Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests.

The applicants argue that as the existing retail units have permission for open A1 use and there are no conditions to prevent these units being amalgamated, they could at least in theory be occupied by Lidl and therefore this represents a fall-back position and an important material consideration in determining this application. The report advises that the present application effectively seeks to transfer a proportion of the open A1 consent from the two existing units to a new Lidl foodstore on the site and in return, the proposal will introduce a new condition on the amount of floorspace 'transferred' from the two existing retail units to restrict the sale of goods to comparison goods only.

The proposal would increase the amount of retail floor space on the site by 2,046 sq m (GEA), which would comprise an increase in retail sales area of 1,286 sq m.

The nearest centre to the application site is the South Ruislip Local Centre, its eastern boundary being sited some 560m to the west of the application site. As such, the application site represents an out-of-centre location and would need to satisfy the sequential test. To this end, the applicants have submitted a sequential test as part of their Planning and Retail Statement.

The submitted sequential test advises that a 10 minute drive-time has been used for the purpose of the sequential test. Following officer advice provided in the pre-application meeting, a total of 9 sites have been investigated. In centre sites include Eagle Point and Astral House, The Runway in South Ruislip, a vacant public house on Village Way East in Rayners Lane and Bovis House, 142 Northolt Road and 152 - 158 Northolt Road in South Harrow. As regards the two sites on The Runway, South Ruislip, the agents advise that these have been discounted as the buildings would be difficult to re-configure to provide a suitable trading format, particularly as they do not provide an adequate amount of floorspace and in the case of the latter, would not be able to accommodate parking and access requirements. As regards the other sites, schemes for their residential conversion have commenced so that they are no longer available.

As regards edge of centre sites, the former Arla Dairy site was the only one considered, but the report notes that the site is the subject of a current application (66819/APP/2014/1600 refers) for a mixed use development and involves a 8,539 sqm Asda store. The application site is significantly larger than the current proposal and as Asda is involved, it is highly unlikely, that the site, or part of the site would be made available for a new Lidl foodstore. Land values would make acquisition of all or part of the site unviable for a discount retailer. The report dismisses the site as not being suitable or available and is not therefore sequentially preferable.

The report then goes on to assess out of centre sites, namely Units A and B, 428A Victoria Road and Unit 3 Victoria Retail Park, but they are all dismissed as either being of an inappropriate size or alternative proposals are already being progressed.

The adjoining London Boroughs of Ealing and Harrow have been consulted on the application and both do not raise any objections in principle to the sequential test and the conclusions reached, although in the case of Harrow, they did query why the Roxeth Library and Clinic site was not included. The applicant has responded, advising that the site would not provide sufficient retail floorspace and adequate car parking and service access would not be available. A copy of their response was sent to Harrow but no further correspondence from Harrow has been received.

The availability of sites and circumstances have changed since the Council's previous refusal and the updated assessment reflects this. It is therefore considered that the sequential test is sufficiently robust and comprehensive, in line with the NPPF requirements.

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

The question of retail impact is a key concern in the consideration of this out of centre application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any supermarket proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

Officers have reviewed the latest retail impact assessment and this is generally considered to be more robust and comprehensive than that submitted with the previous application. This still does attach a significant amount of weight on a supposed 'fall back' position whereby an open A1 retail use could operate from the existing retail units (those containing Bensons for Beds and formally Comet). Officers acknowledge that these units are not subject to planning controls over the range of goods they can sell, however do not accept this as an appropriate starting point with regard to assessing retail impact in this case as having regard to the layout and design of these existing units, officers do not consider that there is any reasonable prospect of them being occupied by a discount goods retailer in their current form without redevelopment. Further, one of the units is currently occupied by a bulky goods retailer and there is no evidence that the occupier will vacate the premises in the near future or even within the development plan period. Given these circumstances officers do not consider there is a reasonable prospect of this supposed 'fall back' position, or the trade diversions/impacts which would arise from it, occurring. Accordingly, this should be given limited weight and any impact assessment reliant on this would significantly underestimate actual retail impacts.

Notwithstanding this issue, the submitted impact assessment does go on to assess retail impact, comparing the proposal's predicted trade draw to the overall turnover of the centres of South Ruislip, Northolt, Rayners Lane, South Harrow, South Ruislip and an extremely broad category of all centres outside of the indicated catchment area.

The National Planning Policy Framework makes clear at paragraph 26 that an impact assessment should 'include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.'

In this respect the applicants have undertaken an assessment of the impact that the development may have on individual retailers within the Town Centre. While competition is not a matter for planning, the proposal might have a significant impact on an anchor store within an existing centre. Such an impact might result in the closure of an important store which could significantly reduce the vitality and viability of that centre.

The assessment notes that the key foodstores within close proximity to the application site are Sainsbury's in South Ruislip and Waitrose in Ruislip. The report notes that both stores are trading well, and in particular, Sainsbury's is significantly overtrading. The report goes on to advise that the store would have an estimated turnover of £5m, which equates to 1.5% of local convenience goods expenditure. The report states that the greatest proportion of trade would be diverted from the Sainsbury's store (£2.5m) but this only represents a 3.3% impact. Sainsbury's would be able to continue to trade strongly, certainly as it is currently overtrading and the percentage trade diversion is small. Officers in considering the previous impact assessment criticised the level of assessment given to the impact on the in centre Sainsbury's store in South Ruislip. However, the situation Further, the report goes on to advise that there are a number of foodstores outside the catchment area that capture a significant proportion of expenditure so that there is an opportunity to enhance trade retention in the catchment area with which this proposal will assist in ensuring more sustainable shopping patterns and greater trade retention. The



assessment also notes that the total available local expenditure for convenience goods is expected to grow by has changed since that consideration. With the redevelopment of the Arla site and the change of use of the premises at 428/428A Victoria Road to a discount retailer having been approved. These proposals will further help to create a strong retail hub in South Ruislip and given the principle of 'like effects like', the majority of the impact would be likely to be on the newly approved discount retailer. Accordingly, it is not considered that adverse impacts in this respect would arise. Further, the report goes on to advise that there are a number of foodstores outside the catchment area that capture a significant proportion of expenditure so that there is an opportunity to enhance trade retention in the catchment area with which this proposal will assist in ensuring more sustainable shopping patterns and greater trade retention. The assessment also notes that the total available local expenditure for convenience goods is expected to grow by £25.1m from 2013 - 2018, through growth in convenience expenditure alone, 5 times that of the £5m expenditure required to support the new store.

AS regards the Arla Dairy site, the assessment advises that this scheme will not compromise the Dairy site redevelopment coming forward, given the mix of uses and the larger scale of the foodstore proposed. The scale and operational characteristics of Lidl provide a different role and offer and will not deter Asda from investing in the site.

The report concludes on this point that rather than a negative impact, the Lidl proposals will make a positive contribution to the catchment area, providing a different retail offer which would support a competitive market and increased choice for consumers as at present, there are no similar format stores in the catchment area, highlighting a strong need for a discount operator.

Officers consider that the submitted retail assessment adequately demonstrates that the proposed site is sequentially preferable and the proposals will not have adverse impacts on existing centres or on committed investment. As such, it is considered that the revised proposal complies with policy and overcomes the first reason for refusal of the previous scheme.

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

Not applicable to non-residential development.

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

The proposal would not affect the setting of any statutory or locally listed building and the site is not located within or sited on the fringes of a conservation area or is located within an area of special local character. Furthermore, GLAAS advise that this is a previously developed site in an area with no significant recorded archaeological interest and therefore the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and there is no requirement for an archaeological condition for further investigation

#### **7.04 Airport safeguarding**

There are no safeguarding issues raised by this application and MoD Safeguarding and Heathrow Airport Ltd have confirmed that they have no safeguarding objections to the proposal.

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

The application site is not located within or lies adjacent to the Green Belt and as such, no Green Belt issues are raised by the proposal.

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that development harmonises with the layout and appearance of the street



scene or other features of the area which are desirable to retain or enhance. Policy BE15 requires alterations to existing buildings to harmonise with their scale, form, architectural composition and proportion. Policy BE25 encourages the modernisation and improvement of IBAs through amongst other criteria, the careful design and landscaping of buildings and environmental improvements.

The proposal involves the demolition of Imperial House, to be replaced by the new Lidl store and the re-cladding of Units 1 and 2, the retained retail units.

There is no objection to the loss of Imperial House, which has no historical or architectural interest and having been vacant for a number of years, now has a neglected and dilapidated appearance which does distract from the visual amenity of the area. The proposals would replace this structure with a modern building which together with the re-cladding of the adjacent retail units and wider improvements to the landscaping, will upgrade and enhance the site.

The proposed new building would occupy a similar siting to that of Imperial House, although now it would be marginally set back behind Units 1 and 2 instead of being more in alignment and would be of a very similar scale to adjoining buildings so that it would not appear unduly prominent within the street scene.

Although the Council's Conservation/Urban Design Officer would not now comment on schemes of this nature, on the previous similar scheme with an identical building advised that although the principle of the development with upgrading and enhancement of the site is welcomed, a standard design approach has been taken, with all the facades mainly finished in extensive areas of cladding in a silver metallic finish that provides little articulation or depth. The Conservation Officer went on to advise that as this is a major thoroughfare which fronts residential housing, a good design and finish is important and the new building and elevations could contribute more positively. Although requested on the previous application, no revisions to the building's elevation were forthcoming. Officer's took the view previously that the modern simple design of the building was generally acceptable within the IBA so that this did not form a reason for refusal of the previous proposal.

It is mainly only the front elevation that would not be obscured by adjoining buildings and be clearly visible from Victoria Road which includes an extensive glazed shopfront which would add visual interest. On this basis, combined with the enhanced landscaping now proposed, the scheme would make a valuable contribution to the enhancement of this part of the IBA and the street scene of Victoria Road generally, in compliance with Policies BE13, BE15 and BE25 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

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

The application site is located within an IBA and the busy Victoria Road separates the site from the nearest residential properties on the opposite side of the road. As the proposal would replace the existing Imperial House with a similarly sized and sited building which would be some 60m from the front elevations of the nearest properties opposite, there would be no significant adverse impacts upon the amenities of surrounding residential

occupiers in terms of the dominance, loss of sunlight and/or privacy associated with the proposed building. Air quality and noise issues are dealt with in Section 7.18 below.

**7.09 Living conditions for future occupiers**

Not applicable to this commercial scheme.

**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 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

Traffic generation

An initial Transport Assessment was submitted with the application which has now been supplemented by four successive technical notes, following their consequent review by the Highway Engineer. With the submission of the latest technical note (No. 4), although it is noted that Lidl's Highway Consultants does not consider the further assessments to be a true representation of the development's traffic impacts (as they consider that these had been adequately identified in the Transport Assessment), the Council's Highway Engineer considers that the revised transport assessments now robustly assess the traffic generation of the proposal using data from generic food retailers from across London. The latest assessment advises that the development would generate 257 two way vehicular trips in the weekday pm peak hour and 349 two way vehicle trips during the Saturday peak hour.

Traffic Impacts

In terms of the traffic impacts, traffic assessments have been carried out for the weekday morning and evening peaks and for the Saturday afternoon peak period and include analysis involving existing (2015), with committed development and with the committed and the proposed development scenarios, assessing junction capacities along the Victoria Road corridor to the west, to include the Long Drive junction. The Highway Engineer advises that the proposed development can be accommodated on the highway network during the weekday morning and evening peak periods with none of the junctions exceeding capacity. However, the Long Drive / Victoria Road junction would be congested during the Saturday peak period with the committed development, even with the junction improvements that would be put in place as part of the Arla site re-development. The traffic generated by this proposal would contribute to the congestion of the junction but it is not considered that this would be significant or severe. This is because it is considered that most of the traffic visiting the Lidl store on a Saturday would be likely to derive from the residential areas to the north and east of the site. For potential customers to visit the site from the west, through the junction, they would have to pass large Asda and Sainsbury's

stores and perhaps more importantly, a new Aldi discount retail store.

### Parking

The enlarged car parking area at the front of the units would be shared by the three units, and would provide a total of 104 spaces, including four parent & child and nine dual use disabled person/ blue badge holders spaces. The Mayor's maximum car parking standards would limit the food stores parking to 109 spaces and the non-food units to 53 spaces, giving a maximum total of 162 spaces. The Council's Highway Engineer advises that the corresponding generic assessment of the combined foodstore and non-food units peak car park demand is 102 spaces for Friday and 116 spaces for Saturday. Although Saturday's peak demand would marginally exceed the capacity of the car park and consequently may occasionally give rise to a small increase in demand for on-street parking in the locality, this occasional impact would be acceptable in highway terms.

The London Plan (March 2015) requires 11 long stay and 23 short stay spaces to be provided, whereas this scheme currently proposes 10 spaces under the shopfront canopy. Motorcycle parking for 5 vehicles is also required. A condition has been added to ensure that relevant standards are met.

### Servicing

A revised layout plan has been submitted at the request of the Highway Engineer which has re-sited the blue/ brown badge and parent/child parking spaces closest to the service route further away.

Whilst the Highway Engineer advises that the shared customer / servicing access for the Lidl store from Victoria Road is less than ideal, it would be acceptable providing deliveries were restricted between 7:30 - 9:00 and 17:00 - 19:00 hours on weekdays and between 11:00 - 15:00 hours on weekends due to concerns regarding children going to school in the morning weekday peak and periods of peak customer activity. However, the morning peak is likely to be when the store would take deliveries of fresh produce such as milk and as cited by the developer, this period would not be a particularly busy and the access has been subject to a safety audit. Also, as regards the weekend restriction, although the developer would be satisfied with a more limited restriction from 12:00 to 14:00 hours on Saturday, it is considered that this would be the busiest customer period for the shop so that Lidl would normally avoid deliveries during this period. As such, only the evening weekday peak restriction is recommended.

### Draft Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of a Travel Plan. A draft Travel Plan has been submitted and reviewed by the Council's Travel Plan Co-ordinator and the plan and its associated package of measures and initiatives has been assessed as being generally acceptable which will promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. A final Travel Plan would be secured as part of the S106 Agreement.

### Conclusion

In conclusion, the Highway Engineer considers that the network can accommodate the traffic flows produced by the development without any severe impact. In the light of paragraph 32 of the NPPF, the impacts are not considered to be demonstrably severe. As such no objections are raised on traffic generation grounds, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development overcomes refusal reasons 2 and 3 of the previous application for a similar development on this site and accords with the guidance of the NPPF and policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

The relevant planning considerations have been dealt with in other sections of this report.

#### **7.12 Disabled access**

The proposal would have a store entrance which incorporates automatic opening doors and 9 of the 104 proposed car parking spaces would be designated Blue/Brown Badge dual spaces designed to comply with Part M of the Building Regulations. On this basis, the Council's Access Officer advises that the proposal is acceptable from an accessibility perspective as the scheme makes appropriate provision for disabled access, subject to various informatives. These have been included in the officer recommendation.

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

Not applicable to this proposal.

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

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate. Policy BE25 also stresses the contribution that landscaping can make to the improvement of the Borough's IBAs.

The site boundaries are defined with shrub planting and trees, including trees along the Stonefield Way frontage and within the car park itself. There is a wide verge running along the southern edge of Victoria Road, which in other places has been enhanced by more extensive planting buffers than at the front of this site.

The Council's Tree/ Landscape Officer advises that the previous Tree Survey has been re-submitted which assesses the quality and value of 17 trees on the site. It concludes that there are no 'A' (good) category trees, one tree, a Prunus 'Kanzan,' is rated 'B' (fair) with the remaining trees rated 'C' (poor). The officer does advise that as this survey was initially undertaken in December 2012, its findings must shortly be considered to be out of date but in this case, the trees are not considered to have changed materially from their initial ratings.

The proposal involves the loss of 12 trees, although of these, the removal of 3 trees, including the category 'B' tree had previously been approved as part of the Stonefield Way road scheme and the removal of 4 other trees had also been applied for under the demolition proposals for Imperial House (5039/APP/2013/2832). The remaining trees to be removed, are within the car park and are among the weaker specimens on the site. The Tree/Landscape Officer previously advised that whilst the mediocre quality of most of the trees on site would not normally constitute a constraint on development, the environmental and visual damage caused by their removal would only be mitigated by their replacement as part of a comprehensive landscape plan for the site.

To this end, the red line boundary of the application site has now been extended in the north-west corner of the site as compared to the previous application to include part of the service road and Victoria Road. The Council's Tree/ Landscape Officer advises that the landscape proposals reflect the outcome of pre-application discussions to secure additional off-site tree planting within the highway verge. This planting includes the provision of a root barrier(s) to protect the underground concrete-lined culvert in the northern section of the grass verge and tree planting within the car park includes the provision of tree cells (within the tree pits), intended to provide a greater volume of healthy soil to support healthy establishment and growth. Furthermore, the inclusion of a greater area of land indicates that there may be further opportunities for tree planting within, or outside the site.

The Council's Tree/ Landscape Officer concludes that the acceptability of the scheme relies heavily on the off-site planting of a hedge and trees within the highway verge. However, subject to this planting forming the subject of a S106 Agreement and a licence agreement (to plant and maintain the landscape on highway land) and various landscape conditions, the scheme is acceptable in terms of policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### Ecology

As regards ecology, on the previous application, Natural England advised that the proposals are unlikely to affect any designated nature conservation site or landscape and that their standing advice should be used to assess the likelihood of protected species being present. Having regard to their standing advice, there is little probability of the site containing any protected species. Furthermore, the Council's Sustainability Officer does not raise any objections to the proposal on ecological grounds.

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

The submitted plans do not show any specific provision being made for waste and recycling, although there is a separate internal room marked utilities which could include waste and recycling and provision could also be made within the warehouse.

Commercial site operators do have a duty of care to contain waste safely until it is collected by a licensed waste carrier. A condition has included in the officer's recommendation, requiring details of waste and recycling storage to be submitted.

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

An Energy Statement has been submitted in support of the application. The Council's Sustainability Officer advises that there are no objections to the proposed development subject to the contribution set out in the energy report of £6,348 to make up for the shortfall and the development proceeding in accordance with the approved statement. This has been included in the terms of the S106 agreement.

As such, it is considered that the proposal overcomes refusal reason 6 of the previous application (5039/APP/2014/143 refers).

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

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014) deal with flood risk which should 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).



The application is supported by a Flood Risk Assessment (FRA) and includes Sequential and Exception Tests. The sequential test demonstrates that there are no sequential preferable sites with a lower risk of flooding for this type of use available and the proposal makes adequate provision to mitigate against flood risk. The scheme also makes adequate provision to reduce water use. On this basis, the Council's Water and Flood Management Officer advises that the scheme is acceptable in terms of flood risk, providing it is carried out in accordance with the Flood Risk Assessment.

On this basis it is considered that the scheme overcomes refusal reasons 4 and 5 of the previous application for a similar development on this site and accords with Policy EM6 (Flood Risk Management) in Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the National Planning Practice Guidance (March 2014).

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

The Council's EPU Officer previously advised that although noise has not been considered as part of the submission, the scheme would be acceptable, providing a condition to control noise from mechanical plant was attached to any permission. This forms part of the officer recommendation.

As regards air quality, the EPU Officer previously noted a number of issues with the submitted Air Quality Assessment but did not raise any significant air quality concerns. The officer did advise that as the development is adjacent to the AQMA and may cause increases in an area already suffering poor air quality, a £12,500 contribution should be sought for air quality mitigation/monitoring in the area. This is included in the terms of the S106 Agreement.

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

As regards the comments of objection, the support from local residents for the proposal suggests that a discount store is wanted in the area (point (i)). As regards car and motorcycle parking (points (ii) and (iii)), these are dealt with in the main report. As regards hours of use (point (iv)), this is an industrial estate, where hours of use of the commercial/ industrial units would not generally be controlled. As regards point (v), converting the short length of Stonefield Way to two way operation has already been granted permission when the impacts upon highway safety would have been considered. Point (vi) is noted.

The supporting comments are also noted.

#### **7.20 Planning obligations**

Policy LE7 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of commercial development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Highways: S278/S38 for highways works to include the reconfiguration of the Stonefield Way/ Victoria Road (east) junction, the stopping up of the existing service road and the new vehicular access onto Victoria Road, in accordance with the details first to be submitted and agreed in writing by the LPA,
2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,
3. Service Management Plan
4. Tree planting on public highway, to include a licence agreement (to plant and maintain



- the landscape on highway land),
5. £6,348 carbon tax contribution
  6. £12,500 air quality mitigation/monitoring,
  7. Construction training
    - Training Cost: £2500 per £1m build cost +
    - Coordintaor costs:  $3256/7500 \times £71,675 = £31,116.50$ ,
  8. Project Management & Monitoring Fee: equal to 5% of total cash contributions

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

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

This application raises no enforcement issues.

#### **7.22 Other Issues**

Land Contamination:

A Phase 1 Preliminary Geoenvironmental Risk Assessment has been submitted with the application. The Council's EPU Officer has reviewed the document and advises that conditions are required to secure further site investigation for contamination and imported soil needs to be tested for possible contamination. These conditions have been included in the officer's recommendation.

Lighting Scheme

The proposed lighting scheme including free standing and wall-mounted lighting would be acceptable within this IBA.

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

General

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

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

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

Planning Conditions

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

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

### **10. CONCLUSION**

This application is a revised proposal of a previous submission for a similar proposal which was refused on 11/4/14 (App. No. 5039/APP/2014/143 refers).

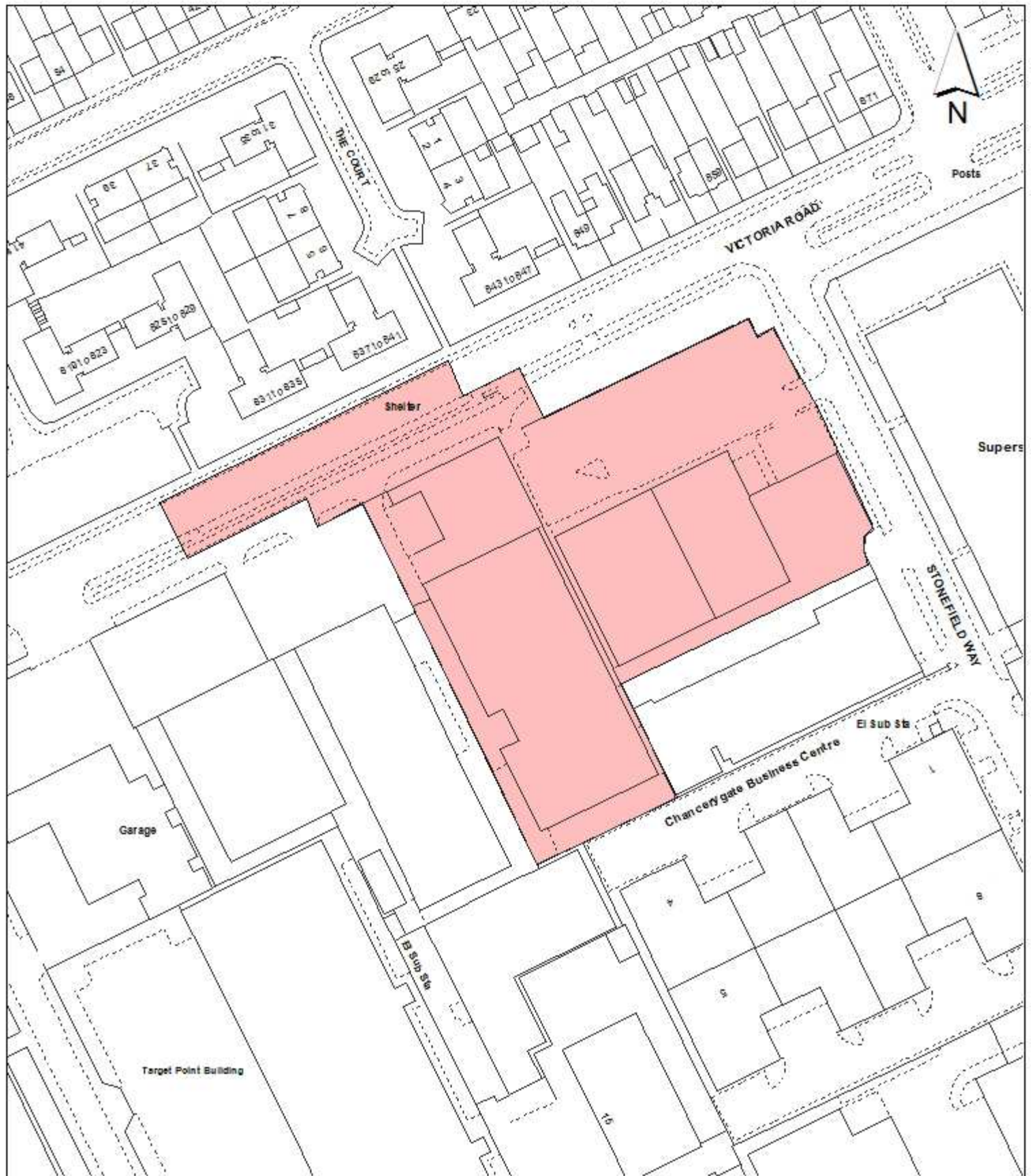
It is considered that this revised scheme successfully overcomes the reasons for refusal of the previous application and it is therefore recommended for approval.

### **11. Reference Documents**

National Planning Policy Framework (March 2012)  
London Plan (March 2015)  
Hillingdon Local Plan (November 2012)  
LDF - Accessible Hillingdon  
Planning Obligations Supplementary Planning Document, July 2008

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Imperial House  
Victoria Road  
Ruislip**

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

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

Planning Application Ref:

**5039/APP/2014/3715**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 109

Date:

**November 2015**



**HILLINGDON**  
LONDON

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

- Address** GRASSY MEADOW DAY CENTRE GRANGE ROAD HAYES
- Development:**
1. Demolition of existing Day Centre.
  2. Erection of a single part 3 and part 4 storey building comprising:
    - 2a. 88 number of 1 bed Extra-Care units (C2 Use Class)
    - 2b. 700 sqm dementia resource centre with communal lounge and associated service facilities (D1 Use Class)
  3. Associated soft and hard landscaping (including ancillary structures such as bin stores & storage shed).
  4. Provision of car parking.
- LBH Ref Nos:** 48110/APP/2015/3436
- Drawing Nos:**
- APL018 (Landscape Visual Impact)
  - APL019 (Landscape Visual Impact)
  - APL020 (Landscape Visual Impact)
  - Design and Access Statement dated September 2015 prepared by Hunters
  - APL023 (Courtyard Shadow Analysis 21st September)
  - Landscape and Visual Impact Assessment dated 10/09/15 prepared by MHP
  - Air Quality Assessment dated 10/09/15 prepared by REC
  - Transport Assessment dated September 2015 prepared by CEC
  - Travel Plan dated September 2015 prepared by CEC
  - Bat Emergence Survey dated September 2015 prepared by SES
  - Energy Statement Rev.A dated 09/09/15 prepared by Energist UI
  - Flood Risk Assessment dated September 2015 prepared by CEC
  - 1. Rev.A (Tree Protection Plan)
  - 1. Rev.A (Tree Survey and Removal Plan)
  - APL002 Rev.A (Existing Topographical Plan)
  - APL003 Rev.A (Existing Elevations)
  - APL009 Rev.A (Proposed Roof Plan)
  - APL010 Rev.B (Proposed West Elevation)
  - APL011 Rev.B (Proposed North Elevation)
  - APL012 Rev.B (Proposed East Elevation)
  - APL013 Rev.B (Proposed South Elevation)
  - APL014 Rev.B (Proposed Courtyard Sectional Elevations)
  - APL015 Rev.B (Proposed Site Sections)
  - APL016 Rev.A (Proposed Bin and Handymans Stores)
  - APL017 Rev.A (Main Entrance 3D Perspective Illustration)
  - Extended Phase 1 Habitat Survey, Great Crested Newt Habitat Assessment and Bat inspection Survey dated 10/06/15 prepared by SES
  - Arboricultural Impact Assessment dated 10/09/15 prepared by SES
  - Historic Environment Desk-Based Assessment dated September 2015 prepared by TEP
  - Planning Statement dated September 2015 prepared by Pegasus Group
  - Internal Daylight Assessment dated November 2015 prepared by XCO Energy
  - APL001 Rev.A (Site Location Plan)
  - APL021 (Courtyard Shadow Analysis 21st March)
  - APL004 Rev.D (Proposed Site Plan)



APL005 Rev.E (Proposed Ground Floor Plan)  
APL006 Rev.D (Proposed First Floor Plan)  
APL007 Rev.D (Proposed Second Floor Plan)  
APL008 Rev.D (Proposed Third Floor Plan)  
15066.101 Rev.B (Landscape Strategy)  
APL024 (Courtyard Shadow Analysis 21st December)  
APL022 (Courtyard Shadow Analysis 21st June)

<b>Date Plans Received:</b>	14/09/2015	<b>Date(s) of Amendment(s):</b>	16/09/2015
<b>Date Application Valid:</b>	14/09/2015		05/11/2015
			28/10/2015
			14/09/2015

## 1. SUMMARY

This application seeks full planning permission for the demolition of the Grassy Meadow Day Care Centre and the complete redevelopment of the site to provide 88 one-bedroom Extra Care housing units, a specialised Dementia Resource Centre and associated facilities. Extra Care housing provides accommodation for older people who wish to live independently but have higher support needs.

It should be noted that despite the introduction of residential accommodation to the site, the facility would also provide day care support and the Planning Statement confirms that the services currently provided at the Grassy Meadow Day Care Centre would continue to be provided, but that the facilities would be greatly enhanced in terms of the quality of accommodation and their setting.

The development complies with current planning policy which seeks to encourage new residential schemes, including those which cater for people in need of additional care. Furthermore, the provision of the Dementia Resource Centre ensures that there is no loss of existing daytime health facilities at the site. The scheme would have limited impact on the openness and visual amenity of the wider Metropolitan Open Land due to existing and proposed tree planting and, as such, is considered to comply with relevant planning policies in this regard. Accordingly, no objections are raised to the principle of the development in this location.

An acceptable living environment would be created for future occupants and the development and the scheme would have no adverse impact on residential amenity with the nearest neighbouring properties being located some distance away.

The development would have no significant impact on the local highway network and appropriate mitigation measures are recommended to ensure that users of the facility are encouraged to travel by sustainable modes of transport.

The development is considered to comply with all relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

## 2. RECOMMENDATION

**APPROVAL subject to the following:**

1            SP01            **Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

**2 RES3 Time Limit**

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

**REASON**

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

**3 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers APL001 Rev.A, APL002 Rev.A, APL003 Rev.A, APL004 Rev.D, APL005 Rev.E, APL006 Rev.D, APL007 Rev.D, APL008 Rev.D, APL009 Rev.A, APL010 Rev.B, APL011 Rev.B, APL012 Rev.B, APL013 Rev.B, APL014 Rev.B, APL015 Rev.B, APL016 Rev.A, APL017 Rev.A and 15066.101 Rev.B, and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

**4 RES5 General compliance with supporting documentation**

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

Air Quality Assessment dated 10/09/15 prepared by REC  
Transport Assessment dated September 2015 prepared by CEC  
Bat Emergence Survey dated September 2015 prepared by SES  
Energy Statement Rev.A dated 09/09/15 prepared by Energist UK  
Flood Risk Assessment dated September 2015 prepared by CEC  
Extended Phase 1 Habitats Survey, Great Crested Newt Habitat Assessment and Bat inspection Survey dated 10/06/15 prepared by SES  
Arboricultural Impact Assessment dated 10/09/15 prepared by SES  
Internal Daylight Assessment dated November 2015 prepared by XCO2 Energy

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, the London Plan 2015 and the NPPF.

**5 RES6 Levels**

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

**REASON**

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

**6 RES7 Materials (Submission)**

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

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

**REASON**

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

**7 RES8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

**REASON**

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

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

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage for up to 12 Euro sized wheelie bins
  - 2.b Covered and secure cycle Storage capable of accommodating 24 bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5 (3 active and 2 passive) of all parking spaces are served by electrical charging points
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
  
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
5. Schedule for Implementation
  
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

#### REASON

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

#### **9 RES10 Tree to be retained**

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

groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

#### REASON

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

#### **10 RES25 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and To protect the ecological value of the area in accordance with Policy EC3. (delete as appropriate)

#### **11 NONSC PV details**

Prior to the commencement of development full details of the 60.72kwp of Photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The details shall include final amount of PV panels (m2), roof plans and specification of the panels. The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

#### REASON

To ensure the development reduces its energy demand and carbon emissions in accordance with Policy 5.2 of the London Plan.

#### **12 NONSC Ecological enhancements**

Prior to the commencement of development a scheme for the enhancement of biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail how flora and fauna will be accommodated in the new development to result in a net improvement in biodiversity. In particular, the landscaping plans shall include habitat specific vegetation and features (e.g. reptile refugia, habitat walls, bat and bird boxes); the inclusion of ponds would be welcomed. The development must proceed in accordance with the approved plans.

#### REASON

To deliver a net gain for biodiversity in accordance with the National Planning Policy Framework, and Policy EM8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).



### **13 NONSC Car parking management strategy**

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall contain details of how parking will be allocated to residents, staff and visitors; how this will be managed to ensure its efficient operation; and how off-site provision of 20 spaces within the adjoining public car park will be secured, allocated, managed and maintained for users of the approved development.

#### **REASON**

To encourage sustainable modes of travel whilst ensuring sufficient parking is provided for users of the development in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

### **14 NONSC Travel Plan**

Prior to first occupation of the development hereby approved a full travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved.

The Travel Plan shall demonstrate a commitment to the ongoing promotion of sustainable travel to users of the development and include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, a commitment to delivering the Travel Plan objectives and details of effective mechanism to achieve the objectives of the Travel Plan.

#### **REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2015) Policies 6.1 and 6.3.

### **15 NONSC Construction training**

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how Construction training will be provided for construction workers on the site. The approved means and timescale of providing the proposed improvements shall then be implemented in accordance with the agreed scheme.

#### **REASON**

To ensure the development provides an appropriate contribution to the provision of construction training within the surrounding area, arising from the proposed development, in accordance with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document on Planning Obligations.

### **16 NONSC Off site planting**

Prior to commencement of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority, to provide full details of off-site tree planting to be provided within the adjoining Grassy Meadow recreation ground. The scheme shall include full details of the location, species, size and quantity of trees to be provided and a schedule for implementation.

#### **REASON**

To provide additional screening to the development and to ensure that the proposed development will preserve and enhance the visual amenities of the Hayes Village Conservation Area and Metropolitan Open Land in compliance with policies BE4 BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## INFORMATIVES

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

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

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

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

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R11	Proposals that involve the loss of land or buildings used 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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes

	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 3.17	(2015) Health and social care facilities
LPP 3.8	(2015) Housing Choice
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 6.1	(2015) Strategic Approach
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.13	(2015) Parking
LPP 7.17	(2015) Metropolitan Open Land
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

### **3            I1                    Building to Approved Drawing**

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

### **4            I3                    Building Regulations - Demolition and Building Works**

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

### **5            I11                    The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

### **6            I12                    Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor

(including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

## **7            I15            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

## **8            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).

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

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

## 10

With regard to condition 5, the Council's Urban Design and Conservation Officer has recommended use of a red or brown brick rather than a grey brick as proposed, as it is considered that this would soften the visual impacts of the building and be more in keeping with nearby developments. Accordingly, you are strongly encouraged to give consideration to this when discharging this condition.

## 11

The Council's Waste Services Manager has provided the following advice:

- a) It is estimated that the waste arising from the development would give rise to the need for at least 12 bulk bins. Space should be created for this number of containers.
- b) The current design show eight bins with a 50:50 split for waste and recycling. Although setting a goal of diverting 50% of waste for recycling is very commendable, it may be more practical to have a higher ratio of residual waste bins to start with, and increase the recycling bins if waste diversion proves successful.
- c) The bin enclosure must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of the storage area. The size and shape of the bin enclosures must also allow good access to bins. A 1,100 litre bulk bin measures 990mm deep by 1,260mm wide by 1,370mm high.
- 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.

e) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins - 100 mm. 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.

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

g) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). This appears to have been met.

h) The gradient of any path that the bulk bins (1,100 litre) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The Council cannot provide a collection service for clinical waste from large premises. This would have to be done by a contractor.

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

### **3. CONSIDERATIONS**

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

The application site comprises an approximately 0.7 hectare broadly square shaped and relatively flat site located towards the east of the Beck Theatre in Hayes.

It currently accommodates the Grassy Meadow Day Care Centre, a single story brick-built building characterised by its large pitched roofs; its associated access road and car parking, garden areas; and woodland.

Whilst located in close proximity to busy Uxbridge Road, the site is nevertheless characterised by its woodland setting and its boundaries are defined by associated tree planting. It is bounded to the north east by woodland, beyond which is Uxbridge Road, the opposite side of which are predominantly commercial properties. To the south east the site is bounded by a recreation ground, beyond which are residential properties. The site is bounded to the south west by woodland, beyond which is natural public open space and Hayes Cricket ground. It is bounded to the north west by the Beck Theatre, a public car park and Uxbridge Magistrates Court.

The sole access to the site is from its western side. Vehicular and pedestrian access is gained from Grange Road to the west, via the public car park. The surrounding land is well traversed by public footpaths which run immediately adjacent to the south east and south



west boundaries of the site and provide more direct pedestrian access from the north, east and south.

The entire application site falls within the Hayes Village Conservation Area and is designated as Metropolitan Open Land, as identified in the Hillingdon Local Plan. It is also designated as a Nature Conservation Site of Borough Grade II or Local Importance. Records indicate that some water pooling occurs on site. Public Right of Way H25 immediately bounds the south east boundary of the site and Public Right of Way H24 skirts the site's south west corner. Uxbridge Road to the north east is designated as a London Distributor Road.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the demolition of the Grassy Meadow Day Care Centre and the complete redevelopment of the site to provide 88 one-bedroom Extra Care housing units and a specialised Dementia Resource Centre.

The Extra-Care units aim to provide high quality independent living, which offers a safe home to local elderly people with the provision of on-site care and communal facilities. The Design and Access Statement confirms that 100% of the accommodation to be provided would be affordable.

The proposed building would be characterised by its part three-storey/part four-storey broadly square plan surrounding a central courtyard, which would accommodate sensory gardens.

At ground floor level, in addition to 20 residential units, the building would accommodate a lobby and reception area; small offices; a kitchen and dining room; mobility vehicle store; communal resident lounges; a staff lounge; a hair salon and shop; activity rooms; consulting rooms; an aromatherapy treatment room; activity rooms; a quiet room; a laundry room; WCs; stores; refuse store; circulation space; and associated facilities.

At first and second floor levels the building would comprise 29 and 28 residential units, respectively. Two resident day lounges, refuse stores and associated facilities would also be provided on both floors. At second floor level the building would additionally accommodate a guest suite and a garden terrace.

At third floor level the building would accommodate 11 units, a day lounge, a roof terrace, staff WCs and changing rooms, refuse store and ancillary facilities.

It is understood that the communal areas at ground floor level, which make up the Dementia Resource Centre, such as the restaurant, consulting rooms, activity rooms and sensory garden, would be available for use by both day visitors and to residents.

Each residential unit would comprise one bedroom, a living room with kitchenette, a bathroom, an entrance hall and an enclosed balcony/winter garden area of at least 6m<sup>2</sup>. All units would provide 52.5m<sup>2</sup> of floorspace.

Externally, sensory gardens would be provided within the internal courtyard areas. Amenity planting, new tree planting and areas of lawn would be provided around the perimeters of the site, which could be accessed via a permeable pathway. An area of existing woodland would be retained within the northern corner of the site.

25 car parking spaces would be provided to the north west and north east of the building. It is also proposed that 20 overspill spaces are provided within the adjoining public car park. A bin store would be provided in the west corner of the site and a storage/handyman's shed would be provided within the southern corner.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

Whilst the building would appear to date from the 1970s records indicate that there have been relatively few past applications pertaining to the site. No previous applications are directly relevant to the current proposals.

## 4. Planning Policies and Standards

National Planning Policy Framework  
 London Plan (2015)  
 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
 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 Document - Planning Obligations

### UDP / LDF Designation and London Plan

Part 2 Policies:

The following UDP Policies are considered relevant to the application:

- |         |  |
|---------|--|
| BE4     | (2012) New development within or on the fringes of conservation areas  |
| BE13    | (2012) New development must harmonise with the existing street scene.  |
| BE19    | (2012) New development must improve or complement the character of the area.   |
| BE20    | (2012) Daylight and sunlight considerations.   |
| BE21    | (2012) Built Environment   |
| BE20    | (2012) Built Environment   |
| BE21    | (2012) Built Environment   |
| BE21.C1 | (2012) Site, bulk and proximity of new buildings/extensions.   |
| BE23    | (2012) Community Infrastructure Provision  |
| PTT.EM2 | (2012) Green Belt, Metropolitan Open Land and Green Chains   |
| BE24    | (2012) Requires new development to ensure adequate levels of privacy to neighbours.  |
| PT1.EM6 | (2012) Flood Risk Management   |
| BE38    | (2012) Retention of topographical and landscape features and provision of new planting and landscaping in development proposals            |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation  |
| OE1     | (2012) Protection of the character and amenities of surrounding properties and the local area  |
| PT1.H1  | (2012) Housing Growth  |
| OE7.H2  | (2012) Affordable Housing  |
| OE8     | (2012) Development likely to flooding - requirement for flood protection measures  |
| PP.HE1  | (2012) Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| R11     | (2012) Proposals that involve the loss of land or buildings used for education, social, community and health services                      |
| R16     | (2012) Accessibility for elderly people, people with disabilities, women and children  |
| R17     | (2012) Use of planning obligations to supplement the provision of recreation, leisure and community facilities                             |
| AM2     | (2012) Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity       |
| AM7     | (2012) Consideration of traffic generated by proposed developments.  |
| AM13    | (2012) 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
LPP 3.17	(2015) Health and social care facilities
LPP 3.8	(2015) Housing Choice
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 6.1	(2015) Strategic Approach
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.13	(2015) Parking
LPP 7.17	(2015) Metropolitan Open Land
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

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

- 5.1** Advertisement Expiry Date:- **11th November 2015**
- 5.2** Site Notice Expiry Date:- Not applicable

2nd November 2015

## 6. Consultations

### External Consultees

Consultation letters were sent to 64 local owner/occupiers. Site and press notices were also posted. No responses have been received.

It should be noted that the applicant has provided details of a public consultation event which was held at the site on Thursday 20th August between 3.30pm and 7.30pm. The Design and Access Statement confirms that only seven people attended, five of whom were staff from the existing Day Care Centre. It suggests that all comments received were positive, although no information of these has been made available.

#### HAYES CONSERVATION AREA ADVISORY PANEL

We have no problem with the concept of replacing the existing Grassy Meadows Day Care Centre building but we do not think the design that is proposed is appropriate in this setting. The scale and massing of the building might be acceptable in a town centre setting but in its proposed location it would totally dominate the nearby buildings, such as the Beck Theatre, and the surrounding open spaces that are a key feature of the area. In addition, the proposed felling of a considerable number of trees would make it clearly visible from the open spaces that surround the site, especially in winter when many of the trees shed their leaves.

In producing their design the architects do not seem to have taken any notice of the Hayes Village Conservation Area Character Appraisal which earlier this summer was put out for public consultation following its drafting by the Council ([http://www.hillingdon.gov.uk/media/33730/Draft-Hayes-VillageConservation-Areaappraisal/pdf/Draft\\_Hayes\\_Village\\_conservation\\_area\\_appraisal.pdf](http://www.hillingdon.gov.uk/media/33730/Draft-Hayes-VillageConservation-Areaappraisal/pdf/Draft_Hayes_Village_conservation_area_appraisal.pdf)).

We can do no better than quote from the appraisal:

"The Conservation Area is surrounded by predominantly low rise residential areas - One of the defining features of the area is its open spaces. Residents make good use of these, both the formal ones - and the more informal ones, for example St Mary's Field - "

"The centre of the Conservation Area is dominated by areas of green open space. The main areas are - the Botanical Gardens, the area round the Beck Theatre, the cricket field, St Mary's Field, Grassy Meadows ... The buildings appear generally subservient to the mature trees and well established greenery, that are such a notable feature of these open spaces."

"The - Council's Grassy Meadows Day Care Centre is well screened and appropriately subordinate to the enveloping landscape, which is a defining feature of the Conservation Area."

The proposed building would be far less well-screened than the one it would replace, and at twice the height it would dominate its surroundings rather than being subordinate to the landscape. As noted in the Conservation Area Character Assessment, "- most buildings are of two storeys and this is an important feature and characteristic in terms of the appearance of the Conservation Area." If the proposed building was on this sort of scale it might be acceptable, but the present design, and especially its scale, does not make a positive contribution to the Conservation Area; as such its construction in this sensitive location would be quite inappropriate.

We therefore strongly oppose this proposal and hope that permission for its construction will be refused.

#### METROPOLITAN POLICE

Consultation has already taken place with the architects. Minutes from the meeting have been provided.

No objections are raised in relation to the development as long as it adheres to the principles of Secured by Design.

#### HISTORIC ENGLAND

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.

No further assessment or conditions are therefore necessary.

#### NATURAL ENGLAND

Natural England has no comments to make on this application.

#### **Internal Consultees**

##### HOUSING SERVICES

The development has been specifically designed to meet an identified need for extra care sheltered housing in the borough and the development is supported by both Housing and Adult Social Care.

##### ENVIRONMENTAL PROTECTION UNIT

No concerns are raised in relation to:

- a) the impact of the proposed day centre on existing air quality, and
  - b) the exposure of future occupants to hazardous levels of air pollution,
- as the change in concentrations due to the proposal is negligible and the air quality in the opening envisages is predicted to be well below the limit value to safeguard human health.

The following condition should however be attached:

1. 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 neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

The standard informative regarding control of environmental nuisance from construction work should also be attached.

##### DRAINAGE OFFICER

Although there is some lack of clarity over whether infiltration would be considered as an option, the scheme nevertheless looks acceptable with a good range of Suds and drainage options.

Providing it's built to the plans no objections are raised.

#### TREES/LANDSCAPING OFFICER

Landscape Character / Context:-

Site description:

The square site is occupied by a single-storey day centre situated within the Grassy Meadow public open space to the south of Uxbridge Road. It currently has a particularly verdant character due to the trees and gardens within the site and the woodland and parkland surrounding it.

It is accessed via a shared service road with the Beck Theatre to the west, through open parkland with trees and the theatre car park.

The land to the east is open space with playing fields and a boundary of hedgerow with trees. There is a block of woodland to the north which effectively screens the site from Uxbridge Road and the land to the south is also dense ornamental woodland - an extension of the Norman Leddy Gardens. There is a narrow permissive footpath which runs immediately to the south of the site, linking the open space / playing fields to the Beck Theatre.

The mixed semi-natural woodland setting make a positive contribution to the verdant character of the area. The trees within the site itself include some ornamental species which are not characteristic of the wider woodland setting.

Landscape Planning designations:

The site lies within the Hayes Village Conservation Area, a designation which protects trees. However, if consent to remove specific trees is granted as part of a planning consent, further approval with regard to these trees is not required from the local planning authority.

The site lies within a larger area designated as Metropolitan Open Land.

Landscape constraints / opportunities:

- 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.

Proposal:-

The proposal is to 1. Demolish the existing Day Centre. 2. Erect a single part 3 and part 4 storey building comprising 2.a) 88 number 1-bed Extra-Care units (C2 Use Class), 2.b) a 700 sqm dementia resource centre and communal lounge and associated service facilities (D1 Use Class) 3. Associated soft and hard landscaping. 4. Single storey communal bin store to incorporate 8 number of 1100 L Eurobins for general waste and dry recycling and 1 number of 240 L wheelie bin with locked lid for clinical waste. 5. Single storey shed and handyman store. 6. Provision of 25 on site parking spaces including 4 disabled spaces and proposal to provide 20 overflow spaces in the existing Beck Theatre car park.

Landscape Considerations:-

- A Landscape & Visual Impact Assessment, by MHP has been undertaken, in accordance with the Guidelines for Landscape and Visual Impact assessment (3rd edition) - the industry standard.

- The assessment describes the site and its context in detail and analyses the predicted impacts, including the temporary affects during the 24-36 month construction period.

- There is no objection to the assessment which confirms that the development will continue to be contained within / screened by trees, with the notable exception of the east boundary which will be exposed to visual receptors.

- A tree survey, Arboricultural Impact Assessment, by SES has been submitted.

- A total of 64No. individual trees, 7No. groups of trees and 4No. hedges were identified and assessed, including off-site trees which are close enough to be influenced by the proposals.



- No 'A' grade (good) trees have been identified - whose quality and value would normally justify retention as part of any development.
- There are 22No. 'B' grade (moderate) trees and 2No. groups, whose quality and condition merit retention if at all possible.
- 34No. trees and 5No. groups are considered to be 'C' grade trees - of poor condition and value. While these trees may have a limited useful life compared with the better trees they may yet have some collective value in the landscape for the screening / privacy they provide or their value to wildlife.
- 8No. trees are considered to be 'U' grade, whose removal can be justified for reasons of good management.
- At 3.4, the report confirms that 46No. individual trees, all 7No. groups and the 8No. 'U' grade trees will be removed in order to accommodate the development.
- The building has a larger footprint than at present and continues to dominate the south-west corner of the site with most of the retained trees found along the north and west boundaries.
- 11No. 'B' grade trees will be retained as part of the development: field maple (T68, T69), Italian alder (T1, T2, T3), oak (T8, T30, T41, T48, T72) and yew (T28).
- In addition, 7No. 'C' grade trees will be retained: ash (T16), Corsican pine (T3), field maple (T17), Italian alder (T5, T6) and oak (T31, T70).
- The conclusions of the report are found in chapter 5.0 of the report and recommendations are made in chapter 6.00.
- While the extent of the tree removal is regrettable, it is acknowledged that the off-site woodland to the north and south and parkland setting (trees and open mown grass) to the west will continue to provide a degree of privacy and screening. This will be less effective on the east boundary which is shared with open space / playing fields.
- It is noted, at 3.5, that some planned pruning may be necessary to safeguard retained trees from accidental damage during the demolition and construction phase.
- A preliminary Arboricultural Method Statement is provided in chapter 4.0.
- An Extended Phase 1 Habitat Survey, by SES, has been submitted.
- At 5.8 the report notes that there are a number of invasive species on site which are of local concern and are listed within the London Invasive Species Initiative (LISI).
- Recommended surveys and precautionary methods are specified in the conclusions, chapter 6.0.
- Subsequent to the above recommendations a Bat Emergence Survey was undertaken by SES, in September 2015.
- The Design & Access Statement, by Hunters, refers briefly to the site layout (and loss of trees) in section 2.7 and the proposed hard and soft landscape in 2.15.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

#### Recommendations:

This application has been subject to pre-application discussions and the proposed tree retention and landscape proposals reflect the outcome of the discussions.

No objection, subject to the above observations and RES6, RES7, RES8 (As noted in chapter 6.0 of the tree report, a full Arboricultural Method Statement, with associated plans is required, prior to commencement. Furthermore, the arboricultural consultant must be retained to monitor and supervise work near to trees at all critical points, including the site set up, demolition and subsequent operations. Minutes of site visits / meetings should be submitted to the local planning authority), RES9 (parts 1,2,3,4,5, and 6), RES10.

#### Additional comments:-

##### Potential off-site enhancements:

It is noted that there is little space or opportunity for landscape enhancement within the site itself. The development is largely screened by, and benefits from, the borrowed landscape features within

the surrounding public open space. Landscape enhancement of the public open space would benefit both the development and the wider Conservation Area.

Identified opportunities for enhancement include:

1. The Woodland between the development site and Uxbridge Road.

This is an area which is currently unfenced and open to abuse / anti-social behavior. The woodland is in need of positive management and maintenance. Access into the woodland should be fenced and gated. The site would benefit from:

- Woodland management and maintenance, including a serious litter pick throughout the area.
- The area could then be fenced off from uncontrolled public access so that the visual quality of the woodland can be maintained without enabling the current anti-social behaviour.

2. The Uxbridge Road boundary.

The northern boundary of the public open space to the east and the west of the woodland (described above) is currently defined by a hedge maintained at approximately 1800mm. This boundary could be re-inforced to good effect by tree planting between the hedge and the footpath around the park:

- It is recommended that specimen trees are planted in a parkland style, that is to say individual specimens planted at 7-10 metre centres with managed / mown grass or meadow beneath.
- This style of planting permits visual permeability at eye level. Unlike the lower storey scrub within the woodland, it will not screen / shelter undesirable behavior.
- Additional tree planting would benefit both the views from Uxbridge Road and the open space, together with other environmental benefits.
- Tree planting along this boundary would also help to screen, or at least filter, high level /long distance views of the proposed development.
- The existing roadside hedge has gaps which could be replanted.

3. Planting along the southern boundary of the proposed development.

The southern facade of the dementia home is very close to the boundary with the park and provides little opportunity for preventing overlooking from the open space into the ground-floor rooms.

If fencing or planting is provided within the development site, it is likely to be oppressive and block natural light:

- Some off-site planting and management would provide a desirable spatial buffer and / or visual screen, for the benefit of the ground-floor occupants.

#### URBAN DESIGN OFFICER

Background:

Grassy Meadow day centre is a single storey structure, dating from the 1970's, which sits just to the rear of the Beck Theatre, in the former grounds of Wood End House. The day centre is ringed by woodland, with the Norman Leddy botanical gardens situated on the south-west side, playing fields on the south east side and the Uxbridge Road to the north east. The whole of the open space is located within the northern part of Hayes Village Conservation Area.

The Hayes Village Conservation Area Appraisal, adopted in September 2015, describes the area thus:

"The centre of the Conservation Area is dominated by areas of green open space. The main areas are Bell Field, Barra Hall Park, the Botanical Gardens, the area round the Beck Theatre, the cricket field, St Mary's Field, Grassy Meadows and the playing fields of Dr Triplett's School. The buildings appear generally subservient to the mature trees and well established greenery, that are such a notable feature of these open spaces.

. . . the Council's Grassy Meadows Day Care Centre is well screened and appropriately subordinate to the enveloping landscape, which is a defining feature of the Conservation Area. The trees, open spaces and surviving historic field boundaries are a constant feature in most of the views across the Conservation Area and contribute positively to its significance. "

The proposal is for a part three, part four storey building, set out around a quadrangle, infilling most of the day centre site. It is understood that the numbers of units are necessary for the viability of the extra care facility and that the dementia care resource is an important adjunct to it. It is considered that the brief allows little scope for any alteration to the layout, height or placing within the site, whilst the design already addresses the need to articulate the elevations as much as possible.

The appraisal stresses that the heritage significance of this part of the Conservation Area has been derived from its open space and enveloping landscape. It is acknowledged that the building would be all but screened in views from the Uxbridge Road, and largely screened from the south-west.

However the building would be visible from the entrance, visible above the trees on the Beck Theatre side, would lie very close to the public footpath separating it from the Norman Leddy Gardens, and appear very exposed towards the playing fields to the south-east. To improve these relationships, it is considered that the brick palette should be changed to reflect that characteristic of the area - ie brown/red brick, rather than grey; a tall hedge should be grown along the boundary with the public footpath and the possibility of off-site planting be considered along the playing field boundary.

#### Conclusion:

In summary, it is considered that, as the partial tree screening "will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal." (NPPF para 133).

#### SUSTAINABILITY OFFICER

No objections are raised to the propose development subject to the following:

#### Energy:

##### Condition

Prior to the commencement of development full details of the 60.72kwp of Photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The details shall include final amount of PV panels (m2), roof plans and specification of the panels. The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

##### Reason

To ensure the development reduces its energy demand and carbon emissions in accordance with Policy 5.2 of the London Plan.

#### Ecology:

##### Condition

Prior to the commencement of development a scheme for the enhancement of biodiversity shall be submitted to and approved in writing. The scheme shall detail how flora and fauna will be accommodated in the new development to result in a net improvement in biodiversity. In particular, the landscaping plans shall include habitat specific vegetation and features (e.g. reptile refugia, habitat walls, bat and bird boxes); the inclusion of ponds would be welcomed. The development must proceed in accordance with the approved plans.

## Reason

To deliver a net gain for biodiversity in accordance with the National Planning Policy Framework, and Policy EM8 of the Local Plan.

## WASTE SERVICES

a) It is estimated that the waste arising from the development would give rise to the need for at least 12 bulk bins. Space should be created for this number of containers.

b) The current design shows eight bins with a 50:50 split for waste and recycling. Although setting a goal of diverting 50% of waste for recycling is very commendable, it may be more practical to have a higher ratio of residual waste bins to start with, and increase the recycling bins if waste diversion proves successful.

c) The bin enclosure must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of the storage area. The size and shape of the bin enclosures must also allow good access to bins. A 1,100 litre bulk bin measures 990mm deep by 1,260mm wide by 1,370mm high.

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 a 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.

e) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins - 100 mm. 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.

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

g) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). This appears to have been met.

h) The gradient of any path that the bulk bins (1,100 litre) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The Council cannot provide a collection service for clinical waste from large premises. This would have to be done by a contractor.

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

## ACCESS OFFICER

The intended demolition of Grassy Meadow Day Centre is to make way for an Extra Care supported housing scheme comprising 88, one-bedroom units. Planning permission is also sought to replace

the existing care facility with a new specialist Dementia Resource Centre, which would provide a base for complimentary support services delivered by specially trained staff, in addition to the usual dining and kitchen facilities provided by such establishments.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and Approved Document M to the Building Regulations 2015 (ADM 2015). 10% of the proposed residential unit should meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2), as set out in ADM 2015.

The submitted Design & Access Statement reports on level access from the public highway. Pedestrians would be given right of way throughout the site, with vehicles relegated to the designated access and parking zones.

All external pathways are proposed at a minimum of 1200mm wide and would have a suitable surface for wheelchair users, using a combination of resin bound gravel, concrete paving slabs and tarmac. Contrasting colours will be used to demarcate hazards and aid navigation. Tactile paving surfaces would be used in accordance with national standards.

In accordance with the Stirling Dementia guidelines, the communal garden pathways would be finished in a resin bound gravel with a Light Reflectance Value of 30 points between the internal flooring and external terrace finishes. Level access would be achieved to the residential gardens and lighting levels graded to avoid sudden changes.

A drop-off zone has been incorporated adjacent to the main entrance. Four of the 25 parking spaces have been designed as accessible bays and are shown on plan to be within 50m of the internal courtyard entrance.

All entrance and exit doors would provide a clear width opening of 1000mm, with the main entrance door for the supported housing automatically opening. A minimum width of 800mm clear would be provided to fire exits, store rooms and plant rooms, etc.

Three, 13 person, lifts would be provided within the communal areas to serve the upper floors. The communal staircases will be designed in accordance with Approved Document M to the Building Regulations 2015.

The Design & Access Statement refers to the scheme having been designed to achieve the key principles set out in the wheelchair design guidance provided by Habinteg Housing Association, with an emphasis on making homes easily adaptable to cater for a change in personal circumstance. Within all dwellings, a mobility scooter parking spot would be provided within the hallway, close to the entrance door. Shower rooms in each flat are configured as 'wet rooms' for wheelchair use, and it is understood that a ceiling track hoist could be installed for direct access between the main bedroom and bathroom. All internal doors will meet current Building Regulation requirements. Low level windows will be provided to ensure access for wheelchair users and people of short stature, and the mechanisms will be usable by occupants with reduced manual dexterity.

Appropriate fire zones, refuge spaces, fire exit points are understood to have been developed and it is anticipated that these would be acceptable to a fire service representative.

The following access observations are provided:

1. Given the position the drop-off point and the four accessible parking bays, seating should be provided within the courtyard at intervals not exceeding 50 m.
2. The assisted bathroom shown on the ground floor plan (drawing no: APL 005) should, in addition,

incorporate the specifications of a 'Changing Places' as specified in the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted May 2013). In addition to a track ceiling hoist, which should also route to the adjoining accessible toilet cubicle, a height adjustable adult sized changing table should be added to the brief and incorporated into the design. It may be necessary to reconfigure the centrally positioned bath, and it would be prudent to consult with the management and care staff at Grassy Meadow before the new layout and required revised plans are finalised.

Conclusion: revised plans should be requested as a prerequisite to any planning approval. In addition, a suitable planning condition in line with the example set out below, should be attached to any planning permission:

Condition:

10% of the residential dwellings shall be constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2), as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

Reason: to ensure an appropriate standard of housing stock in accordance with London Plan policy 3.8, is achieved and maintained.

Officer comment:

Further to these comments amended plans have been received to address points 1 and 2 above. The Council's Access Officer has confirmed that the amended plans satisfactorily address the matters raised.

With regard to the recommended condition, the applicant has argued that this should not apply because the application has been registered prior to adoption of the October 2015 Building Regulations.

The Council's Access Officer has advised as follows:

"As the application was validated before 1 October, 2015, I accept that the council may not wish to apply the new Technical Housing Standards.

London Plan Policy 3.8 nonetheless remains applicable in terms of meeting the pre-October 2015 Lifetime Home Standards and Wheelchair Home Standards, which I consider have been incorporated to an acceptable degree."

**BUILDING CONTROL**

The Council's Building Control Manager has verbally confirmed that no objections are raised to the determination of the planning application based on the pre-October 2015 Building Regulations and that this would be taken into consideration in the future assessment of any Building Control application submitted to the Council.

**HIGHWAY OFFICER**

Assessing the proposal:

The existing site access is just off Grange Road-3 arm roundabout, currently serving the Beck Theatre and the existing Grassy Meadow Day Centre. The Grange Road forms a junction with Uxbridge Road (A4020) which is part of the strategic road network and has a greater importance in terms of traffic movements. It is a dual carriageway with cycle lanes running parallel to it. The speed limit at this section of the road is restricted to 40 mph.



The Grange Road/Uxbridge Road is traffic signal controlled arm and part of a major junction. The signal controlled phase on the Uxbridge Road allows right turn movements to the Grange Road. The road surface on the Grange Road is marked, indicating that left turns only are allowed. There are signs at the entry point from Uxbridge Road, restricting entry to lorries carrying above 7.5 T in weight, with the exception of the loading lorries, as well as, signs limiting speeds to 30 mph and speed humps as physical measures to enable speeds to remain low.

The pedestrian movements are facilitated by dropped kerbs with tactile paving. On the junction of Uxbridge Road and Lansbury Drive, pedestrians are accommodated with a separate pedestrian phase. In addition, there are a number of public footpaths in the immediate vicinity of this site.

The site is well served for cyclists because of the close proximity to the cycle network and off-road cycle routes on sections of the Uxbridge Road. The other recommended quieter routes for cyclists, according to the Local Cycling Guide are Lansbury Drive and Wood End Green Road.

It is concluded that this location is well connected and the needs of pedestrians, cyclists and vehicular movements are well facilitated.

The PTAL output for this site during the 2011 (Base year) was calculated at 3. In terms of the levels this represents a moderate public accessibility. Several bus routes were included in the PTAL calculations, routes U7; 90; H98; 195; 427; 607

The site is not within a Controlled Parking Zone (CPZ). However, there are double yellow lines close to the junction of Grange Road with Uxbridge Road. In addition there are single yellow lines along the Grange Road, restricting parking Mon-Sat from 8AM to 6:30 PM.

On the submitted drawing, ref: APL004 rev: B, it is noted that existing plants will be retained, with more planted to 1.8 meter height, to create a screen with public footpaths one of which is running parallel to the side of the boundary.

There are separate existing pedestrian and vehicular gates at the entrance of the existing site. Full details of these will be required by way of condition.

#### Accident data:

Personal Injury Accident data has been assessed in the Transport Assessment (TA) covering a period of 5 years between July 2010 and August 2015. During this period it has been reported that, 49 personal injury accidents were recorded within the selected zone.

When considering the same zone during the last 3 years, 21 personal injury accidents were recorded. The map of the selected zone was included in the TA-Appendix 5. The majority of the recorded accidents were clusters near junctions of Lansbury Drive/Grange Road, Gledwood Drive and Church Road. Two serious accidents were recorded involving pedestrians, one was at the junction with Lansbury Drive and the other at Church Road. The majority of the recorded accidents were shunts or minor collisions which occurred due to driver error.

It was concluded that, there are no reasons in terms of road safety to prohibit the proposed development because there were no apparent links that accidents were occurring due to the current junction design.

#### Trip Generation:

The 7 day automatic traffic counts were taken from the existing site's access, from 27th July to 2nd August 2015, which recorded a total of 49 two-way movements per day, Monday to Friday. To predict the number of trips of the proposed development, it was concluded that no similar sites were found on the TRICS database.

A similar site to the proposed was analysed to determine the trip rates. The site selected is located within the LB Hillingdon in Roberts Close, West Drayton consisting a 63 bed care home. The sample site also has a PTAL of 3, the same as the application site.

The vehicular trip rate per unit for the morning peak arrival was 0.14 whereas the departure trip rate were 0.21. The total trip rate movements were added and resulted in 0.35. For the afternoon peak arrival was 0.21, whereas the departure trip rates were 0.21. The total trip rate movements were 0.42. These trip rates are considered acceptable.

Based on the trip rates above, a similar proposal with 88 residential units would have:

-during the (8-9)AM morning peak the arrivals trips will be 12, whereas the departure trips will be 19. In total the predicted level of trips will be 31.

-during the (17- 18)PM evening peak the arrivals trip will be 19, and departure trip will be 19 as well. In total the predicted level of trips will be 38.

In addition, trip rates for the proposed Resource Centre, were not possible to predict based on common databases used. The transport consultant added 10% of the predicted trips to account this part of the development.

Therefore, the total trips for the proposed site is predicted to generate 34 two-way movements during the AM peak, whereas for PM peak this number is 42.

If 12 hour counts were looked at for the period, from 7:00 to 19:00, it was concluded that the total number of arrivals was 151, whereas the total departing trips were 152. Therefore the total two-way movements was added at 303, for the 12 hour period.

(Note: Since the existing use will remain on site, the existing trips should have been added to determine the overall impact on the Highways network. However, it can be argued that because of the temporary relocation of the staff and its users, there will be opportunities for introducing travel plan measures.)

It is concluded that the overall vehicular trips for the peak periods are low thus the development is not likely to cause a significant traffic impact.

Car parking provision:

There are 29 existing car parking spaces facilitating the Grassy Meadow Day centre, whereas the proposed car parking provision for this development is: 25 standard car parking spaces, 4 car parking spaces for the disabled users, as well as 2 drop-off spaces for the minivans.

There are no LBH Car parking standards for the planning Land Use Classes C2 and D1 and therefore car parking assessment is based on transport appraisal.

The proposal does not include a designated space for ambulance parking. Nevertheless, the proposed drop-off area for minivans is considered acceptable to be used in emergency occasions.

On the submitted Site Location Plan the nearby car park is marked as Beck Theatre car park. It was confirmed, that in fact, this is an existing public car park which is currently underutilised and could be used during the events when there is additional demand for car parking spaces.

The proposed car parking spaces for the disabled users are located close to the main entrance. The spaces have an additional 1.2 meters strip on two sides. This is considered acceptable and will help users with mobility issues, coming in/out of vehicles with ease.

It is understood that minibus location for the drop-off will temporarily restrict movements of several car parking spaces. Because this is a temporary situation and unlikely to occur frequently, this is

considered acceptable.

In order to comply with the London Plan Policy 6.13, a 20% active and 10% passive Electric Charging Points (EVCPs) out of the total proposed car parking spaces are required for this type of development. For this case, a provision of 6 active points on occupation, with 3 additional passive points which could be converted to active, if there is a demand.

Conditions to secure a Car Parking Management Plan (CPMP) to manage car parking demand on site and to secure the provision and monitoring of EVCPs should be attached should approval be granted.

Cycle parking provision:

The LBH cycle parking standards for the planning Land Use Classes C2 and D1 are, minimum provision of 1 space per 2 staff. The information included in the planning statement was that for the existing development the number of staff expected is 30. To comply with LBH standards this proposal should include at least 15 cycle parking spaces.

The latest London Plan- draft further alterations to Jan 2014, indicates that for C2 Land use, the minimum cycle parking standards are: for long stay cycle parking the requirements are 1 space per 5 staff, whereas for the short stay: 1 space per 20 bedrooms. For the D1 Land use these standards are: 1 space per 5 staff (long stay) and 1 space per 8 staff (short stay).

The proposed employees, noted on the planning application form are 21, which means that 4 cycle parking spaces(long stay) would be a minimum requirement, whereas for the 88 proposed units, a minimum of 5 cycle parking spaces (short stay) would be acceptable. This proposal includes 24 cycle car parking spaces. These are split between visitors at the entrance with 4 Sheffield type stands and 8 located at the rear for staff use.

The proposed cycle parking provision is considered acceptable.

Refuse/Recycling

The refuse is proposed to be moved to an exterior waste store from where it can be collected externally by refuse vehicles via the existing Beck Theatre access road.

The Swept Path Analysis were included on the Appendix 1 drawing ref: 4769/202. It shows the 9.55m refuse vehicle. If LBH lorries are proposed to be used to carry the refuse/ recycling collections these are 10.5m long.

It is accepted that although LBH refuse/ recycling vehicles are longer then assessed on the TA that the existing collection arrangements and the road layout are proposed to remain the same and worked effectively for the previous use. Therefore this part of the proposal is considered acceptable

Delivery and servicing:

The delivery and servicing activities will be managed internally. The drop-off area is proposed to be used and this is considered acceptable.

Travel Plan:

A draft Travel Plan was submitted with this application. The travel plan should be secured through a Condition/or S106 and then monitored for 5 years at least or until the aims and objectives of the travel plan are achieved.

Recommendations:

Subject to attaching the above mentioned conditions, there is no objection raised on the highways aspect of the proposals.

## **7. MAIN PLANNING ISSUES**

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

The site comprises an existing day care facility which, although vacant at the time of writing this report, has until recently provided day care facilities aimed at older people and adults who live in the Borough and have physical and sensory disabilities. The submitted Planning Statement confirms that in addition to residential accommodation the new facility would continue to provide these facilities. Accordingly, the development is considered to comply with the aims of Local Plan: Part 2 Policy R11 which seeks to resist the loss of existing social, community and health provision.

With regard to use of the site for residential purposes in the form of Extra-Care housing, Policies H1 and H2 of the Hillingdon Local Plan: Part 1 seek to encourage new housing with the emphasis of policy H2 being specific to affordable housing. Paragraph 6.31 of the supporting text to Policy H2 confirms that:

"Affordable housing achieved across the borough should reflect the distinct needs of different sections of the community. It should include provision for older people and for other groups in need of supported housing, specifically people with mental health needs and people with physical and sensory disabilities or learning difficulties. The council's aim is to maximise independence and provide self-contained accommodation with appropriate support."

London Plan 2015 Policy 3.8 reiterates support for such accommodation confirming that a wide range of housing types must be made available across London and that local authorities must ensure "account is taken of the changing age structure of London's population and, in particular, the varied needs of older Londoners, including for supported and affordable provision."

NPPF paragraph 50 reaffirms support for a "mix of housing to take account of different groups in the community including (but not limited to) accommodation for older people" and the supporting Planning Practice Guidance reiterates the need to provide housing for older people.

The development is considered to fully comply with these policies which support the provision of affordable new accommodation for older persons.

Notwithstanding the above policy support for housing and health care provision which meets the needs of older persons who are in need of additional support, it must be noted that the entire application site falls on land designated as Metropolitan Open Land (MOL).

Policy EM2 of the Hillingdon Local Plan: Part 1 confirms that "any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test."

London Plan policy 7.17 states that:

"The strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL."

Metropolitan Open Land is not referred to in the NPPF. However, the London Plan is clear that such land should be given the same level of protection as Green Belt and, as such, the

NPPF's commentary of Green Belt is considered to be of direct relevance. Paragraph 89 of the NPPF confirms that the construction of new buildings in the Green Belt should be regarded as inappropriate. However it sets out a number of exceptions to this. Those most relevant to this development include:

- a) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- b) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The applicant argues that although the building would quite clearly have a larger footprint and greater volume than the existing Grassy Meadow Day Centre it would, nevertheless, have no greater impact on the MOL and the development therefore complies with both of these exceptions. The applicant asserts that unlike the surrounding MOL land the application site is enclosed by woodland and not publicly accessible with the existing building and car parking contributing little to the function of the MOL. Furthermore, it is argued that because the development would not extend beyond the immediate curtilage of the existing site, there would not be a material increase in the size of the replacement building in terms of its relationship to the MOL as a whole.

The applicant's arguments are acknowledged and, whilst the proposed building would undoubtedly be significantly taller and larger in scale than the existing development, it is nevertheless recognised that, as per the applicant's assertion, the existing site due to its lack of openness and public accessibility makes only a very limited contribution to the wider MOL in this instance. It is important to consider the scheme in this context. Furthermore, it must be acknowledged that despite the size, scale, mass and height of the new development that due to the significant tree screen surrounding the site the proposed scheme would, nevertheless, have limited visual impact on the wider MOL. It should also be noted that the addition of natural surveillance to the neighbouring recreation ground could contribute to the safety and security of the space, which could serve to enhance the function and use of the MOL. Accordingly, on balance, the applicant's argument that the development meets relevant exceptions as set out in NPPF paragraph 89 is accepted.

Notwithstanding the above, the applicant has also set out to demonstrate that a case of very special circumstances exists to justify the provision of the facility in this location. The applicant confirms that there is a significant and growing need for such accommodation both nationally and within the borough, with targets for such provision having increased from 425 dwellings per annum to 559 dwellings per annum in recent years. This is supported by data within the Council's Housing Strategy, research undertaken by the GLA, the above mentioned policies which support housing growth and by recent Government housing updates.

In addition to the need for the development, the applicant also argues that there are no more suitable sites available to the Council to meet this need locally. Whilst no evidence of a site search has been provided, it is acknowledged that the purchase of land outside the Council's ownership is unlikely to be a viable or affordable option. Furthermore, it must be remembered that notwithstanding its MOL designation, this is nevertheless an already developed site. The availability of sites which are of sufficient size to meet the accommodation needs, are available to the Council and do not fall within similarly designated land within this locality are extremely limited.

The applicant goes on to argue that the development would provide significant employment benefits, with a need for approximately one member of care staff per eight apartments, over a total of five shifts, in addition to ancillary staff such as those employed in management, maintenance, cleaning, etc.

The proposed development complies with current local, London Plan and national planning policies regarding affordable residential development for older people in need of care and, notably, the scheme would continue to deliver similar day facilities to the existing Grassy Meadow Day Care Centre. Furthermore, London Plan policy is clear that development affecting MOL should be assessed on the same basis as if it were Green Belt. Whilst it is considered that the development meets the exceptions set out in Paragraph 89 of the NPPF regarding appropriate development within the Green Belt, it is also considered that the applicant has demonstrated a case of very special circumstances sufficient to justify the development in this location. Accordingly, based on a site specific balance of benefits and harms arising from the scheme, no objections are raised to the principle of the development subject to the proposals meeting site specific criteria.

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

The site has a Public Transport Accessibility Level (PTAL) of 2. The London Plan 2015 range for residential sites with a PTAL of 2-3, which fall within an urban area, as defined in the London Plan, is 200-450 habitable rooms per hectare (hrph) and 70-170 units per hectare. Given the size of the proposed living rooms (including the kitchenette) in each unit, at over 20m<sup>2</sup>, each would count as the equivalent of two habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Layouts. As such, based on a total site area of approximately 7,270m<sup>2</sup> the site would have a density of 121 units per hectare and 363 hrph. This fully complies with London Plan density standards and is therefore considered to be acceptable.

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

There are no listed buildings within the vicinity of the site. Furthermore, it does it fall within an Archaeological Priority Area and Historic England have confirmed that there are no objections relating to the development on archaeological grounds.

Notwithstanding the above, the site does fall within the Hayes Village Conservation Area and its impact on the setting and appearance of that Conservation Area is an important consideration.

The Hayes Conservation Area Advisory Panel's opposition to the scheme is noted and it is acknowledged that they consider the proposed building to be too large, too tall and overly prominent with the development resulting in unacceptable tree loss and failing to consider the Hayes Village Conservation Area Character Appraisal.

The proposed building would indeed be significantly larger than the existing Grassy Meadow Day Centre both in terms of its footprint and height. Furthermore, it would indeed result in the loss of some trees, although notably these would be mostly along its south west boundary, which bounds a large area of woodland. Nevertheless, it is considered that the proposed building would be of a high quality design with well articulated elevations and, despite its increased size and the proposed removal of some trees, it would nevertheless continue to be well screened.

Notably, one of the key characteristics of this part of the Conservation Area is its open spaces which are interspersed with areas of tree planting and woodland. Notwithstanding the proposed increase in the scale of development at the site, it must be acknowledged that the site in its entirety is, and would continue to be as part of this development,



enveloped by tree screening on all sides, which significantly limits its visual impact on the surrounding area.

The applicant has submitted a Landscape Visual Impact Assessment which demonstrates that through a combination of existing and proposed tree planting, like the existing building on site, the proposed facility could be significantly screened.

Like the existing day centre the building would be most visible from the shared access road and public car park to the north west. Despite the retention of large mature trees along this boundary, in addition to proposed additional tree planting, views would be available through the site's entrance. Nevertheless, it is considered that the building would be seen in context with the nearby Beck Theatre and large public car park when viewed from here such that it would not have any significant adverse impact on the visual amenities of the Conservation Area.

Limited views of the building would also be available across the recreation ground to the south west where, due to its height, it would have greater impact than the existing building, albeit that existing and proposed tree screening would help to minimise its visual impact. The applicant's Landscape Plan alludes to the provision of off-site planting and this is supported by both the Council's Conservation and Urban Design Officer and the Trees/Landscape Officer. It is considered that the provision off site planting would appropriately mitigate against any adverse impact the development might otherwise have on the visual amenities of the Conservation Area, such that it would have no significant adverse impact.

The Council's Urban Design and Conservation Officer has recommended that an alternative brick colour should be considered in order to soften the visual impact of the development. This could be secured by way of condition. The Council's Urban Design and Conservation Officer has also recommended the provision of a tall hedge along the south west boundary, where the site is bounded by a footpath. This is indicated on plan and would be secured by way of the standard landscaping condition.

Whilst the proposed development would inevitably have some impact on the character and appearance of the Conservation Area this must be weighed against other policy criteria. Given the need for the proposed development, in addition to the proposed planting, which would significantly mitigate against the impact of the development, it is not considered that the proposal would have such an adverse impact on the visual amenities of the Hayes Village Conservation Area that refusal could be justified.

#### **7.04 Airport safeguarding**

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

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

The site does not fall within the Green Belt and there is no Green Belt within the vicinity. The entire application site and surrounding land is however designated as Metropolitan Open Land (MOL). As stated elsewhere in this report, given that this is an existing developed site which is not publicly accessible and which is significantly screened by existing trees, it is not considered that the development would have any significant detrimental impact on the visual amenities or the openness of the MOL or be contrary to current policy which seeks to protect such land. This has been discussed in more detail above in part 7.01 of the report.

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

This issue has been largely addressed in part 7.03 of the report. With the exception of the Beck Theatre and public car park to the west of the site the immediately surrounding area is predominantly characterised by public open spaces, interspersed with woodland and tree planting.

The application site is bounded by woodland to the north east and south west and tree planting exists along its north west and south east boundaries. Notwithstanding the proposed increase in the size of the building height and footprint, the proposed development would nevertheless remain well screened such that its impact on the character and appearance of the surrounding area would be limited.

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

With the exception of the Beck Theatre and a public car park, located towards the west, the application site is bounded on all other sides by woodland and public open space. Accordingly, it is relatively isolated from the nearby urban areas.

The nearest residential properties are located over 80m away above commercial premises in Uxbridge Road and beyond woodland and a busy dual carriageway. To the south east the nearest residential properties are located over 100m away in Church Road, beyond the Grassy Meadow Recreation Ground.

Given the distance between the proposed development and the nearest sensitive receptors, and tree screening which would be provided around the site, it is not considered that the development would have any significant adverse impacts on residential amenity.

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

There is no specific design guidance for Extra Care Homes. However, Policy H10 of the Hillingdon Local Plan states that proposals for redevelopment to provide hostels or other accommodation for people in need of care, such as residential care homes or sheltered housing schemes, should have regard to the amenity guidelines set out in Supplementary Planning Guidance. Accordingly, due regard must be given to the Council's Supplementary Planning Documents (SPDs) on Residential Layouts and Accessibility in addition to other policy updates.

The Council's SPD on Residential Layouts states that a minimum of 50m<sup>2</sup> internal floorspace should be provided for one-bedroom flats. This is reinforced by policy 3.5 of the London Plan 2015 and also by the recently published Housing Standards Policy Transition Statement (October 2015). All units would have internal floor areas of 52.5m<sup>2</sup>. Accordingly, all of the units would exceed current minimum standards.

In accordance with the SPD on Residential Layouts a minimum distance of 21m would be achieved between facing habitable rooms within the courtyard area. No overlooking would occur to external facing units. At ground floor level enclosed "winter gardens" would provide a degree of defensible space between residential units and external garden areas and footpaths.

Overshadowing diagrams have been provided for units fronting the internal courtyard area. These show that units fronting the south east and south west elevations of the courtyard would experience shade for a significant portion of the year. Following concerns raised by officers over the levels of internal daylight to some of the units the applicant has given careful consideration to the originally proposed glazing specification and room configuration and confirmed, through the provision of an amended Internal Daylight Assessment, that 100% of habitable rooms and the vast majority of communal rooms, including those which are likely to be used for longer periods of time, would meet recommended BRE guidelines

associated with internal daylight standards. Accordingly, it is considered that the units would provide an acceptable living standard to future occupants in this regard.

The Council's Supplementary Planning Document on Residential Layouts states that a minimum of 20m<sup>2</sup> usable external amenity space should be provided for one-bedroom flats. It confirms that balconies should be provided wherever possible for upper floor flats, along with private patio or garden areas and that where usable balconies or private garden space is provided for individual units the floorspace can be deducted from the overall calculation of outdoor amenity space. No standards are provided within the London Plan. Accordingly, in total, at least 1,760m<sup>2</sup> of external amenity space should ideally be provided.

The internal courtyard gardens would provide approximately 471m<sup>2</sup> of amenity space (excluding the conservatory and potting shed) and communal areas in the form of terraces and balconies would provide approximately 150m<sup>2</sup> of amenity space. Whilst the balconies/winter gardens to the individual residential units are enclosed, these would provide bright and airy spaces with attractive outlooks and, given the nature of the scheme, it is considered that these areas add valuable amenity to the development and should be included for the purposes of such calculations. These would provide spaces of between 6m<sup>2</sup> and 12m<sup>2</sup> to the units, providing a total of approximately 731m<sup>2</sup> of space. In total, this amounts to approximately 1,352m<sup>2</sup>. Informal garden areas, seating and pathways would be provided around the periphery of the site which would also contribute to the amenity space available on site, such that the total space available, including internal courtyards, terraces, balconies/winter gardens and peripheral areas would be well in excess of the minimum standards.

The scheme exceeds current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers and that it fully complies with current local, London Plan and national policies relating to residential amenity.

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

A Transport Assessment has been submitted in support of the application. This confirms that the traffic generation associated with the proposed Extra Care apartments is expected to be low, with a very low number of occupants likely to own cars due to the very nature of the facility. As such, the majority of traffic associated with the development would be from staff, visitors and mini-buses to/from the Dementia Resource Centre.

25 on-site parking spaces, including four disability standard spaces, would be provided. The Planning Statement suggests that there could be up to 30 staff on site at any one time (although it should be noted the application form suggests this is lower at 21). Given the proximity of the application site to residential areas of Hayes and to bus stops and cycle lanes along Uxbridge Road it is likely some of these would however walk, cycle or use public transport. As stated above, car ownership amongst residents is expected to be very low. Furthermore, day users of the Dementia Resource Centre would be transported by mini-bus. Accordingly, based on predicted demand, which has considered parking demand at existing Extra-Care facilities in the borough, this is considered to be sufficient to cater for staff and visitors of the facility.

Notwithstanding this however, it is also proposed that up to 25 additional spaces are provided within the adjoining public car park to cater for visitors at busy times of the year. The Transport Assessment suggests overspill into the public car park would be infrequent.

Notably, no parking restrictions apply in the public car park which, despite its location

adjacent to the Beck Theatre, is currently freely available to anyone to use and not specifically for the Theatre. Therefore, even if this were not proposed, it would be difficult to prevent overflow parking from the application site taking place here at busy times. At times of site visits the car park has been extremely underused, with a small number of users parking at its western end only. The Transport Assessment confirms that even during performances at the Beck Theatre capacity remains within the car park and it is accepted that this is indeed likely to be the case for all but perhaps the busiest Christmas performances. Accordingly, this is considered to be acceptable and, notably, no objections have been raised to this by the Council's Highway Officer. It is recommended that a condition is attached requiring a car parking management plan to ensure this is appropriately managed.

Sufficient space is provided for mini-buses and ambulances associated with the facility to drop-off/pick-up passengers and manoeuvre within the site.

Cycle parking for 24 bicycles would be provided, which is considered to be acceptable for this type of development.

Trip generation from the site is expected to be very low, with staff working in shifts such that travel during peak times would be limited. As such, it is not considered that the development would have any adverse impacts on the local highway network.

Notably, no objections have been raised by the Council's Highway Engineer subject to conditions requiring the submission of a Travel Plan, to encourage staff to travel by sustainable modes of travel, a parking management plan and provision of electric vehicle charging points. As such, the development is considered to be acceptable on parking and highway grounds.

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

##### - Urban Design

Issues relating to urban design have been addressed in part 7.03 of the report.

Whilst the proposed development, due to its increased height and footprint over the existing building, would inevitably have a greater visual impact, existing and proposed planting would provide sufficient screening such that this would nevertheless remain limited.

The building would be of a high quality modern design with well articulated elevations. Whilst a grey brick finish is currently proposed, the Council's Urban Design and Conservation Officer has recommended that a red or brown brick finish should be considered. It is not considered that refusal could be justified based on use of the proposed grey brick, particularly given the proposed tree screening around the periphery of the site. However, should planning permission be approved, full details of all external materials would be required by way of standard condition. An informative would be attached to encourage the applicant to consider use of a red or brown brick.

##### - Security

No objections have been raised on grounds of security by the Metropolitan Police Designing out Crime Officer and increased natural surveillance of the neighbouring open space could benefit the use of this area.

#### **7.12 Disabled access**

The submitted Design and Access Statement confirms that the proposed development will achieve high levels of accessibility with level access provided throughout, good wheelchair access to all facilities, appropriate door widths and surfacing to internal and external areas,

provision of three lifts and appropriately located accessible parking bays.

Amended plans have been received which show exterior seating around the car park and an appropriate layout to the communal bathroom to meet Changing Places criteria, following comments from the Council's Access Officer, who has confirmed the amendments are acceptable.

The applicant has argued that because the planning application was submitted prior to the 1st October that it would be unreasonable to require them to comply with new Building Regulations and this has been accepted by the Council's Access Officer, particularly given that the scheme would require separate Building Control consent in any case. Accordingly, the development is considered to adequately comply with relevant accessibility standards.

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

The Design and Access Statement confirms that 100% of the accommodation to be provided would be affordable.

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

##### **-Trees/Landscaping**

The site is currently characterised by its woodland setting and tree planting around all its boundaries. Whilst a number of trees would be removed to accommodate the development, the best quality trees would, where practical, be retained.

The south west boundary suffers from the greatest level of tree removal. However, this would be mitigated against by the adjacent woodland and proposed new tree and hedge planting towards the edge of the site.

Additional tree and hedge planting would also be provided along the south east boundary, which is, arguably, the most sensitive in terms of its impact on the MOL and Conservation Area. Tree planting is also proposed to the north east and north west of the site to provide enhanced screening.

The Council's Trees/Landscape Officer, although raising no objection to the proposed loss of trees or landscaping scheme, which is considered to be of a high quality, has however recommended better management of existing woodland adjacent to the site and the provision of additional tree planting off-site, to suitably screen the building and help to mitigate against its visual impact on the surrounding area. This would be secured by way of a condition.

##### **- Ecology**

The site falls within an area designated as a Nature Conservation Site of Borough Grade II or Local Importance. Accordingly an Extended Phase 1 Habitat Survey, Great Crested Newt Habitat Assessment and Bat Inspection Survey has been submitted in support of the application. This confirms that subject to appropriate mitigation measures the development would not have any unacceptable adverse impact on protected species. Notably, in addition to enhanced planting in and around the site the development includes the provision of a green roof, which has benefits for biodiversity. The Council's Sustainability Officer has raised no objections subject to an appropriate condition requiring further ecological enhancements.

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

The plans indicate that a refuse store for general and recyclable waste would be provided within the south west corner of the site, in a location easily accessible to refuse vehicles. The Council's Waste Services Manager has notably raised no objections subject to the

provision of a slightly larger refuse store, capable of holding additional bins. This can be required by way of condition and, as such, the refuse provision is considered to be acceptable.

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

Policy 5.2 of the London Plan (2015) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures relating to the building fabric, lighting, ventilation, etc, photovoltaic (PV) panels and a CHP boiler will be incorporated into the scheme. These measures would achieve a reduction in carbon dioxide emissions in excess of 40% above Part L of the Building Regulations in compliance with London Plan requirements.

The Council's Sustainability Officer has notably raised no objections to the carbon reduction measures proposed subject to a condition requiring full details of the PV panels.

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

The site does not fall within a flood zone or critical drainage area and no specific issues relating to flooding in or around the site have been identified. In accordance with current planning policy a Flood Risk Assessment and Drainage Strategy has been submitted. This confirms that the proposed development will not lead to any increased risk of flooding and that sustainable urban drainage measures in the form of permeable paving and attenuation tanks would be provided, in addition to a green roof. The Council's Drainage Officer has confirmed that the details submitted are acceptable.

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

- Noise

It is not considered that the development would give rise to unacceptable levels of noise given its proposed use and location. Notably, officer's in the Council's Environmental Protection Unit have raised no objections on noise grounds.

- Air Quality

An Air Quality Assessment has been submitted which confirms that the development would not have any significant impact on local air quality. Officers in the Council's Environmental Protection Unit have raised no objections on air quality grounds.

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

The only comments received were from the Hayes Conservation Area Advisory Panel and the concerns raised are addressed in the report.

#### **7.20 Planning obligations**

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

In this case, due to the ownership of land all necessary off-site mitigation is capable of being secured by way of grampian condition.

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

None.

#### **7.22 Other Issues**



None.

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

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

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

Not applicable.

**10. CONCLUSION**

The development is considered to comply with current planning policies which seek to meet the populations growing housing needs. Furthermore, given the need for this type of accommodation and the limited visual impact the development would have on the wider area it is considered to comply with the objectives of policies which seek to protect MOL from unacceptable development.

The applicant has demonstrated that an acceptable living environment would be created for future occupants. Given the distance between the application site and the nearest residential properties, the scheme would have no adverse impact on residential amenity.

The development would have no significant impact on the local highway network and appropriate mitigation measures are recommended in the form of a Travel Plan to ensure that users of the facility are encouraged to travel by sustainable modes of transport. This would be secured by way of condition.

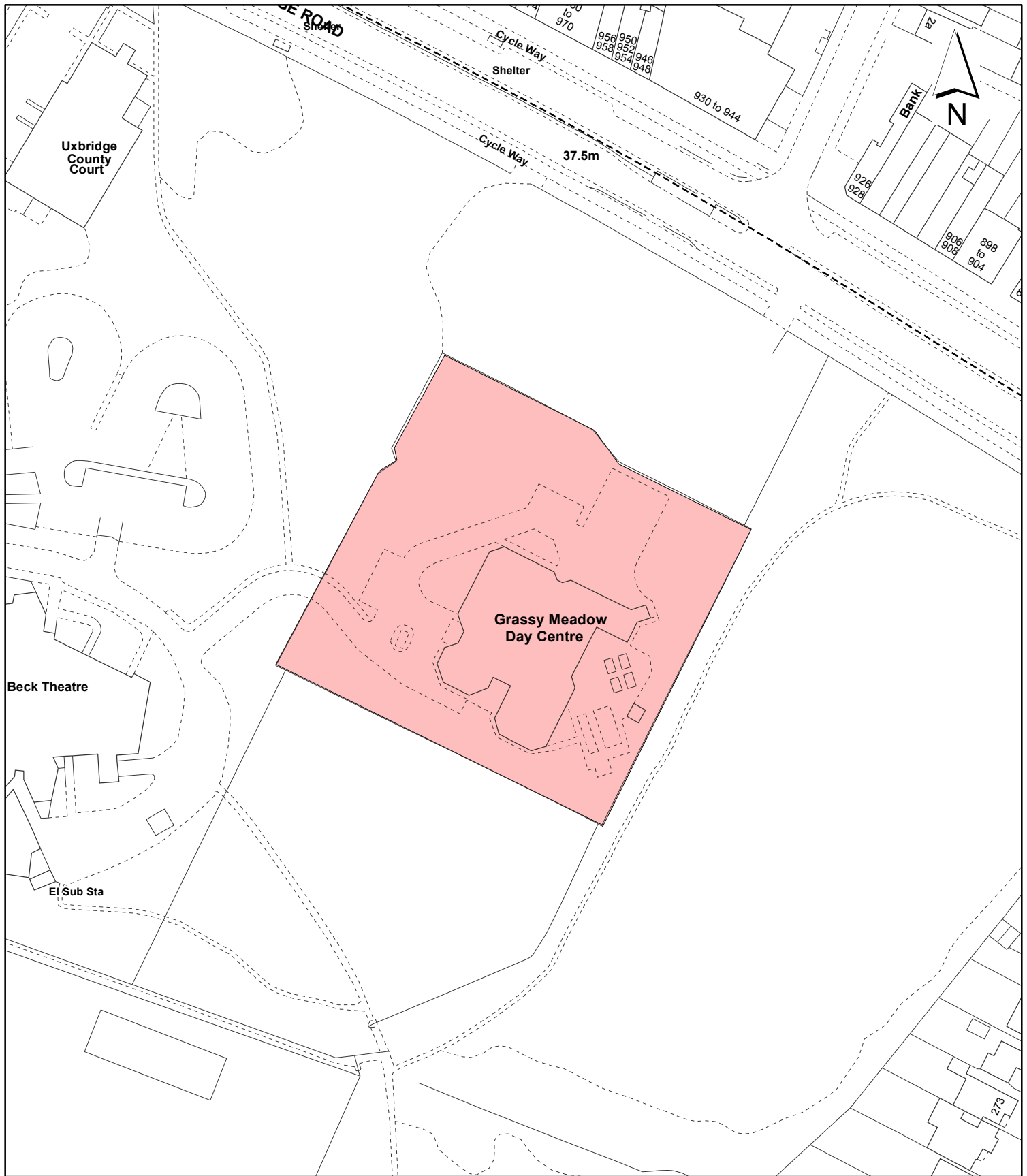
The development is considered to comply with all relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

**11. Reference Documents**

National Planning Policy Framework  
London Plan (2015)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
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 Document - Planning Obligations

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Grassy Meadow Day Centre  
 Grange Road  
 Hayes**

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

Planning Application Ref:

**48110/APP/2015/3436**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 149

Date:

**November 2015**



**HILLINGDON**  
 LONDON

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

**Address** WEST LONDON INDUSTRIAL PARK IVER LANE COWLEY

**Development:** Continued use of the site for B8 purposes with new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road

**LBH Ref Nos:** 751/APP/2015/335

**Drawing Nos:** TN01  
P31036.01 Rev B  
P31036-07  
31036 Standard Drawings: Washbay 3  
Planning Noise Impact Assessment  
P31036-09 Rev B  
31036 Typical fuel storage and containment area  
P31036-08  
P31036-04  
P31036-05  
P31036-06  
P31036-02 Rev A  
P31036-03 Rev A  
Design and Access Statement  
Drainage Statement  
Phase one desk top report reference In15241 CL 00  
DW Transportation Technical Note  
Covering Letter

<b>Date Plans Received:</b>	28/01/2015	<b>Date(s) of Amendment(s):</b>	14/04/2015
<b>Date Application Valid:</b>	09/06/2015		28/01/2015
			15/03/2015
			15/06/2015

### 1. SUMMARY

This application seeks consent for the continued use of the site for B8 purposes and the addition of new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road.

Whilst the use of this vacant site for B8 purposes is welcomed in accordance with the Councils employment policies and no objection raised to the addition of new buildings to assist the operations, there are concerns with regards to the proposed new access and egress from the site on the highway network and its impact on the amenity of residential occupiers.

Historically the site access/egress has been from Iver Lane to the south, however this scheme proposes to create a new access point so that all traffic associated with the operator can access the site via Cowley Mill Road/Wallingford Road.

The application has failed to demonstrate that Wallingford Road, and Cowley Mill Road/Wallingford Road and Cowley Mill Road/St John Road junctions and the surrounding road network can satisfactorily accommodate the development traffic. Officers are of the

view that the proposals will unacceptably increase demand along the roads/junctions which are already used to capacity by other industrial and residential users. Overall, the scheme is considered to prejudice the free flow of traffic and conditions of general highway and pedestrian safety.

Furthermore, the proposed use of this new access over a 24 hour period, raises additional concerns with regards to the potential noise disturbance, particularly at night time as a result of the additional HGV traffic. Given that the existing night time noise levels are already above the WHO guidelines, it is considered that the additional noise associated with these vehicle movements would harm the health and quality of life of residents, sufficient to outweigh the commercial needs of the occupier (Speedy Hire). The application would thereby be contrary to policies paragraph 123 of the NPPF, EM8 of the Hillingdon Local Plan: Part One Strategic Policies, saved policies OE1, OE3 and AM7 of the Hillingdon Local Plan: Part Two Saved policies and SPD 'Noise'.

Refusal of the application is therefore recommended.

## **2. RECOMMENDATION**

**REFUSAL for the following reasons:**

### **1 NON2 Vehicular Noise disturbance**

The proposed night time vehicle movements associated with the new access road via Wallingford Road, would have a significant adverse impact on the health and quality of life of the residents in Cowley Mill Road. The new access point would introduce significant additional vehicular movements, including during unsociable hours, resulting in unacceptable noise and disturbance to nearby residential occupiers. The proposal would therefore be contrary to Policy EM8 of the Hillingdon Local Plan: Part One Strategic Policies (November 2012), Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.15 of the London Plan (2015), the National Planning Policy Framework and the Council's adopted Supplementary Planning Document HDAS: Noise.

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

The proposals have failed to demonstrate whether the traffic generated on the roads to the north as a result of the creation of a new access/egress to the site via Wallingford Road, would be acceptable in terms of the capacity and functions of the existing roads. In the absence of this information, the proposals will unacceptably increase demand along the roads/junctions within the local borough highway network, which are already used to capacity by other industrial and residential users. The scheme is therefore considered to prejudice the free flow of traffic and conditions of general highway or pedestrian safety and would be contrary to policy AM7 of the Hillingdon Local Plan: Part Two - Saved policies.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site is located within West London Industrial Park, on the northern side of Iver Lane. The site is designated as an Industrial and Business Area (IBA) within the Hillingdon Local Plan and the industrial estate has been subdivided into a number of plots which are predominantly used for open storage. The site is rectangular in shape (measuring 1.74 hectares) and is accessed currently from Iver Lane.

The western edge of the site bounds open Green Belt land and the River Colne. To the



north is the proposed access to the site via Wallingford Road and extensive area comprising Uxbridge Industrial Estate. Access to Wallingford Road is from Cowley Mill Road to the north which extends from the cross roads at Frays River to the east of the site, through to the roundabout with the A4007 Slough Road/St Johns Road to the north west. Cowley Mill Road crosses the Grand Union Canal over the narrow humped Swan Bridge, with a 17 tonne weight limit, subject to single lane working controlled by traffic signals.

### 3.2 Proposed Scheme

This application seeks consent for the continued use of the site for B8 purposes and the addition of new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road.

### 3.3 Relevant Planning History

751/APP/2007/3244 Northern Part Of The Former Cape Boards Site Iver Lane Cowley  
PERMANENT ERECTION OF FOUR PORTACABINS FOR ANCILLARY OFFICE AND STAFF WELFARE FACILITIES, CLADDING & NETTING OF THE EXISTING BUILDING, ERECTION OF 7M HIGH CHAIN LINK FENCING (WESTERN AND SOUTHERN BOUNDARY), ASSOCIATED CAR PARKING AND ANCILLARY SITE WORKS INCLUDING THE INSTALLATION OF VARIOUS ASSOCIATED PLANT MACHINERY.  
OPTION 1: ACCESS FROM WALLINGFORD ROAD  
OPTION 2: ACCESS FROM IVER LANE

**Decision:** 22-01-2008 Approved

751/APP/2008/3334 Northern Part Of The Former Cape Boards Site Iver Lane Cowley  
Alteration to depot's lorry parking layout to provide for 16 additional unloading bays (new total of 25) for overnight parking. Amendment to planning permission ref.751/APP/2007/3244 dated 22/01/2008: Permanent erection of four portacabins for ancillary office and staff welfare facilities, cladding and netting of the existing building, erection of 7m high chainlink fencing (western and southern boundary), associated car parking and ancillary site works including the installation of various associated plant machinery.  
option 1: access from Wallingford Road  
option 2: access from Iver Lane (AMENDED SITE PLAN - 1 HECTARE+)

**Decision:** 03-03-2009 Withdrawn

751/APP/2009/2721 Northern Part Of The Former Cape Boards Site Iver Lane Cowley  
Marking out on existing tarmac of 25 lorry parking spaces (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 19-02-2010 Refused **Appeal:** 29-12-2010 Allowed

751/APP/2009/674 Northern Part Of The Former Cape Boards Site Iver Lane Cowley  
ALTERATION TO DEPOT'S EXISTING HEAVY GOOD VEHICLE AND LORRY PARKING LAYOUT TO PROVIDE A TOTAL OF 25 SPACES FOR OVERNIGHT PARKING (AMENDMENT TO PLANNING PERMISSION 751/APP/2007/3244)

**Decision:** 30-06-2009 Approved **Appeal:** 20-04-2010 Allowed

Erection of buildings comprising offices, welfare facilities, maintenance workshops, laying out of car parking and internal security fencing all in conjunction for the use of the site in association with the storage, maintenance and hire of construction plant and machinery.

## Decision:

### Comment on Relevant Planning History

There have been a number of planning applications at the Cape Boards site over the years. Over time these have increased the built up nature of the site and also increased the vehicle movements to and from the site from its state following the closure of the Cape Boards factory, where it was largely vacant hardstanding. There do not appear to be any planning applications that relate directly to this site.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

Part 2 Policies:

The following UDP Policies are considered relevant to the application:  
 AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

Part 1 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE1	(2015) Local Environment
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OL5	Development proposals adjacent to the Green Belt

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

147 residents were notified of the application and 7 comments were received from residents raising the following objections and support to the scheme:

1. 24 hour industrial traffic will cause disturbance to sleep;
2. Why can the trucks continue to use Iver Lane, using Wallingford Road will disrupt residents;
3. Wallingford and Cowley Mill Road are not suitable for this application and there is no provision for maintenance of Wallingford Road;
4. The increased use of Wallingford Road will increase damage to the road;
5. Wallingford road is already in 24hr use and other industries in the site have to pay for the damage they cause;
6. The junction of Wallingford Road and Cowley Mill Road is unsuitable for articulated lorries, many cannot safely turn into or out of the site and hold up traffic;
7. Single lorry trailers have to go over the footpath to make the turn which is dangerous for pedestrians and other vehicles using the bridge;
8. Cowley Mill Road is a very narrow road also where lorries mount the path to pass oncoming vehicles;
9. The existing noise from lorries passing between 3.30am and midnight is already unbearable, particularly those lorries carrying plant/machinery;
10. The company already operate on the site but use the exit/entrance in Iver Lane, which is already busy with other HGV traffic.

### SUPPORT

11. Would support the scheme if they have the same working hours as others within the site, and would welcome the use of others using the Wallingford Road exit.

### SOUTH BUCKS DISTRICT COUNCIL

South Bucks District Council raises no objections to the proposal provided that there would be no increase in vehicle movements on Iver Lane and then on through Iver Village and Richings Park, which would be contrary to the objectives of the Core Strategy by impacting highway safety and causing additional noise and disturbance to residents during unsociable hours.

### IVER LANE RESIDENTS ASSOCIATION

Wish to make the strongest objection to the section in the application concerning the request for 24/7 working, on the grounds that the noise and disturbance from the loading and unloading, movement of plant and equipment in this company's compound. The noise HGV traffic both Speedy Hire's own and the large number of subcontract hauliers that are generated by this company operating at this location, is placing intolerable noise burden on the rear of local residents properties in Iver Lane. Plus the same effect on the large number of Residential moorings on the Grand Union Canal, all of which are close to this companies compound

### Internal Consultees

#### FLOOD AND WATER MANAGEMENT

The proposed plans have taken into account their increase in discharge with the addition of wash bay facilities and additional office workspace. They have taken appropriate steps with attenuation and separators to minimise any chemical discharge into the two watercourse. The plans also show they have taken into consideration any future capacity increase. I have not been provided with any

information on the management & maintenance of the drainage system. Therefore, I ask for the following condition: 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.

#### HIGHWAYS

The site area is 6000 sqm with the proposed building of 557 sqm GFA. The rest of the site is for storage of equipment, cranes etc.

The transport statement provides trip generation from TRICS as well as figures supplied by the applicant based on the anticipated requirements of the applicant. No details of any surveys out carried to determine the applicant's figures have been provided.

Based on TRICS the site has a potential to generate 53 two way trips (34 arrivals and 19 departures) during the AM peak and 46 two way trips (14 arrivals and 32 departures) during the PM peak with predicted daily ( assumed 8hr day) two way movements of 536 vehicles.

The data provided by the applicant is 16 two way movements during AM peak and 16 two way during the PM peak with daily flows of 32 vehicles.

The sites permitted access and egress is off Iver Lane. Due to the weight restriction on the Canal bridge HGVs can only access the site from and to Iver with no HGVs having any impact on the borough's highway network. The current proposal is to have the sole access/egress from Wallingford Road on to Cowley Mill Road. Therefore all traffic from this development would be considered to be new traffic on to the local borough highway network.

The applicant has failed to demonstrate that Wallingford Road, and Cowley Mill Road/Wallingford Road and Cowley Mill Road/St John Road junctions can satisfactorily accommodate the development traffic.

No auto tracks have been provided to demonstrate that HGVs etc turning left out of Wallingford Road are able to do so without encroaching on to the opposite lane.

25 car parking spaces are proposed again based on anticipated requirements of the applicant, with no justification provided. For the proposed uses the Councils maximum parking standards permit 2 spaces plus 1 space per 100 sqm for all floor space in excess of 235 sqm. A robust justification for the level of parking proposed is required following which a Condition would be required limiting the parking provision to the desired number.

Clarification is required on staffing numbers and their mode of travel and whether any of the proposed uses would attract customers to the site. Depending on this a travel plan may be required.

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

#### ENVIRONMENTAL PROTECTION UNIT

On the application it states that the opening hours for the site are 00:00 to 23:59 - so this site is to be a 24 hour site, moving and delivering large machines along narrow residential roads.

Whilst I understand a need to have such a development, to have 24 hour usage near to sensitive premises, and although they have provided mitigation on site, there is nothing to enable the mitigation of noise from lorries/vehicles entering or leaving the site at any time.

Currently the site is accessed from Iver Lane and does not have a lawful access to Wallingford Road. To allow this development would therefore generate vehicle movements, including at night, above the levels local residents have become accustomed to.

The noise report states that the residential locations are already higher than the WHO guideline criteria for night time noise - approximating this to be 12-16dB higher. If this is the case, then to add further to the noise environment through amending the access arrangements for the site would cause adverse impacts on the health and quality of life of those residents along Waterloo Road and Cowley Mill Road. I find it hard to believe that altering the access arrangements and increasing the number of lorry movements during the night time will not result in an increase in noise levels.

Cowley mill road is exceptionally narrow and has traffic lights where it goes over a single lane bridge, with a 17 Ton weight limit.

Therefore I would object to 24 hour usage on the grounds that the delivery noise would be unacceptable to residents.

## **7. MAIN PLANNING ISSUES**

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

The principle of using this site for industrial purposes has been established through previous uses on the site. Given that this application seeks to retain the land in a B8 (storage or distribution) use, no objection is raised to the proposed retained use of the site.

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

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

### **7.04 Airport safeguarding**

There are no airport safeguarding issues associated with this application.

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

The B8 operation of this site is established through previous consents. A large operational building and portacabins are proposed on the site, which are of a similar design and scale to others within the wider industrial area. Given the location of these buildings on the site and their design, they are not considered to have a detrimental impact on the openness and character of the green belt.

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

Policies BE13 of the Unitary Development Plan Saved Policies seek to ensure that new development will complement and improve the character and amenity of the area. Policy BE25 further states that the Local Planning Authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

The majority of the yard will be used for the external storage of hire equipment used by the construction industry. Due to the operational requirements of the applicant, small offices and maintenance buildings are required on site. A workshop building measuring 300sqm in floor area with a height of 6 metres is included within the proposals. This building is proposed to the south of the site and will be used to service and maintain the equipment available to hire. A modular unit is proposed for the offices which is approximately 257sqm in area and 3.1 metres in height.

Given the scale and siting of these buildings, their largely industrial appearance, and the character and nature of the surrounding area, the Council does not consider that the

proposed buildings would appear out of character with the surrounding area.

## **7.08 Impact on neighbours**

The National Planning Policy Framework (NPPF) sets out in paragraph 123 the test for noise that needs to be applied to planning applications. The NPPF states that planning policies and decisions should aim to:

1. Avoid noise from giving rise to adverse impacts on health and quality of life;
2. Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising, through the use of conditions;
3. Recognise development will create some noise and existing businesses wanting to develop should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

The Council's Saved Policies are consistent with the policies of the NPPF. Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated.

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan seek to ensure that proposals do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

Policy OE1 seeks to reduce as much as possible the adverse impact of noise from industrial and trade processes which could include the day to day operation of the site, vehicle movements and any other matters that have the potential to cause noise and disturbance to residents.

The site is adjoined to the north, east and south by industrial land with residential to the far west. The site is located a significant distance from the nearest residential dwellings on Iver Lane (approx. 280m away), Cowley Mill Road (approx. 605m away) and the houseboats on the canal (approx. 150 metres away). The siting of the proposed buildings, as detailed on the site plan, is such that at this separation distance, the proposal would meet the HDAS Residential Layouts guidance of being more than 15 metres from any residential property and would ensure no significantly harmful loss of light, loss of outlook or privacy or sense of dominance would occur to any residential occupier in the surrounding area.

No change of use is sought to the land and the operator is continuing an established B8 use on the site. Given such, no objection can be sustained, or is indeed raised to the continued use of the site in terms of noise and disturbance to the surrounding occupants. The main difference between the proposed use of this site and its historic use is in respect of the access point.

Historically, this site has been accessed via Iver Lane to the south, given that at present no permanent through passage exists via Wallingford Road, between the former Cape Boards site in the south and Uxbridge Industrial Estate to the north. The Speedy Hire vehicles would be entering and exiting the site via Wallingford Road and Cowley Mill Road, where given the weight restriction on the adjacent bridge, they would be prohibited from turning right onto Cowley Mill Road to head east. Therefore, much of the site traffic would head west along Cowley Mill Road. In essence, the relevant test that needs to be applied to the application, is whether there would be a significant adverse impact on health and quality of life, as a result of the vehicular movements associated with the use of the site over a 24



hour period.

The former Cape Boards site is allocated as a Strategic Industrial Location (SIL) and Locally Significant Industrial Site (LSIS) in the Local Plan Part One. It is also a designated Industrial and Business Area in saved Policy LE2. The application and wider site area also falls within a Preferred Industrial Location (PIL) in the London Plan and Local Plan Part One.

The London Plan gives strategic protection to SILs because their scale means that they can accommodate activities which may otherwise cause tensions with other land uses. Notwithstanding such, London Plan Policy 7.15, and Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies seeks to ensure noise sensitive and generating developments are only permitted if the noise impacts can be adequately controlled and mitigated.

It is acknowledged within the London Plan that from an economic perspective, the success of many industrial locations, relies on the ability to operate efficiently 24 hours a day and places reliance on the physical separation from housing. In this case, the site has a physical separation from the housing. Currently the site is vacant and when it was previously in use, it is understood that all vehicle movements from this site occurred to the south via Iver Lane. The local residents have become accustomed to there being few lorry movements along the north and west of the site. The letters received from residents, serve to emphasise the noise conditions experienced by them already during the day, and particularly night, from other companies operating within the wider site. Furthermore, the supporting noise report states that the residential locations tested are already higher than the WHO guideline criteria for night time noise, approximating this to be 12-16dB higher. If consent was granted for this operator to use the roads to the north over a 24 hour period, this would add further to the noise environment, and cause adverse impacts on the health and quality of life of these residents. As has been acknowledged within similar applications and appeal decisions relating to other sites within the Former Cape Boards site, no mitigation measures are available to reduce the noise from these passing vehicles.

Given that no information has been received to indicate the number of vehicle movements likely to occur between the night time hours, when there is most concern with regards to the potential noise disturbance, it is considered that the noise associated with these vehicle movements and subsequent harm to the health and quality of life of residents is sufficient to outweigh the commercial needs of Speedy Hire.

Overall, the application is considered unacceptable as set out in the preceding paragraphs and to fail to comply with paragraph 123 of the NPPF, saved policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved policies and EM8 of the Hillingdon Local Plan: Part One Strategic Policies.

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

Not applicable to the consideration of this application.

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

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The main difference between the proposed use of this site and its historic use is in respect of the access point. Historically, this site has been accessed via Iver Lane to the south, given that at present no through passage exists via Wallingford Road, between the former Cape Boards site in the south and Uxbridge Industrial Estate to the north. What therefore needs to be assessed with this proposal, is whether the proposed 24 hour site operations utilising the highway network to the north, would have a detrimental impact on the wider highway network to the north.

The vehicles would be entering and exiting the site via Wallingford Road and Cowley Mill Road, where given the weight restriction on the adjacent bridge, they would be prohibited from turning right onto Cowley Mill Road to head east. Therefore, much of the site traffic would head west along Cowley Mill Road.

The transport statement provides trip generation from TRICS as well as figures supplied by the applicant based on the anticipated requirements of the applicant.

Based on TRICS, the site has a potential to generate 53 two way trips (34 arrivals and 19 departures) during the morning peak and 46 two way trips (14 arrivals and 32 departures) during the afternoon peak with predicted daily two way movements of 536 vehicles.

The data provided by the applicant for the operation of the site by Speedy Hire, is for 16 two way movements during the morning peak and 16 two way during the afternoon peak, with daily flows of 132 vehicles to and from the site. When considered in relation to other uses within the area, there are already a significant number of other operators within Uxbridge Industrial Estate to the north, who use the access points from Wallingford and Ashley Roads, some with similar daily flows of vehicles. Of particular concern is the access road immediately to the north which is shared with Severnside Ltd. This operator has consent for a 24 hour use, with a similar number of daily vehicle trips (136) along this road. Furthermore, this access road is often parked with HGVs/other vehicles along one/both sides which further restricts the width of the access. Given that this road is bounded on both sides by other industrial users and no parking restrictions (the roads within Uxbridge Industrial Estate are privately owned, which limits the Councils Parking Enforcement powers), there is significant concern with regards to the increase in the vehicle traffic using this and other roads within the wider industrial area.

Given that traffic associated with this site previously used the road network to the south, all traffic from this site would be considered new traffic on the local Borough highway network. Of consideration, is whether the traffic generated by the proposal is acceptable in terms of the capacity and functions of existing roads. The application has failed to demonstrate that Wallingford Road, and Cowley Mill Road/Wallingford Road and Cowley Mill Road/St John Road junctions and road network can satisfactorily accommodate the development traffic. Officers are of the view that the proposals will unacceptably increase demand along the roads/junctions which are already used to capacity by other industrial and residential users within this part. Overall, the scheme is considered to prejudice the free flow of traffic and conditions of general highway or pedestrian safety. The application would thereby be contrary to policies AM7 of the Hillingdon Local Plan: Part Two - Saved policies.

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

See section 7.07 of the report.

#### **7.12 Disabled access**

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

**7.14 Trees, landscaping and Ecology**

There are no trees or landscape features affected by this proposal.

**7.15 Sustainable waste management**

Not applicable to the consideration of this application.

**7.16 Renewable energy / Sustainability**

Not applicable to the consideration of this application.

**7.17 Flooding or Drainage Issues**

The proposed plans have taken into account their increase in discharge with the addition of wash bay facilities and additional office workspace. The application includes appropriate steps with attenuation and separators to minimise any chemical discharge into the two watercourse, and the plans also show they have taken into consideration any future capacity increase.

Had the scheme been found acceptable, a condition would have been added to any consent to secure a management and maintenance scheme for the drainage system.

**7.18 Noise or Air Quality Issues**

See section 7.08 for the assessment of noise associated with the application.

**7.19 Comments on Public Consultations**

The comments raised during the public consultation have been addressed within the main body of the report.

**7.20 Planning obligations**

Not applicable to the consideration of this application.

**7.21 Expediency of enforcement action**

Not applicable to the consideration of this application.

**7.22 Other Issues**

There are no other issues for consideration with this application.

**8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

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

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to the consideration of this application.

#### **10. CONCLUSION**

Whilst the use of this vacant site for B8 purposes is welcomed in accordance with the Councils employment policies and no objection raised to the addition of new buildings to assist the operations, there are concerns with regards to the proposed new access and egress from the site.

Historically the site access/egress has been from Iver Lane to the south, however this scheme proposes to create a new access point so that all traffic associated with the operator can access the site via Cowley Mill Road/Wallingford Road. The application has failed to demonstrate that Wallingford Road, and Cowley Mill Road/Wallingford Road and Cowley Mill Road/St Johns Road junctions and the surrounding road network can satisfactorily accommodate the development traffic. Officers are of the view that the proposals will unacceptably increase demand along the roads/junctions which are already used to capacity by other industrial and residential users within this part. Overall, the scheme is considered to prejudice the free flow of traffic and conditions of general highway

or pedestrian safety.

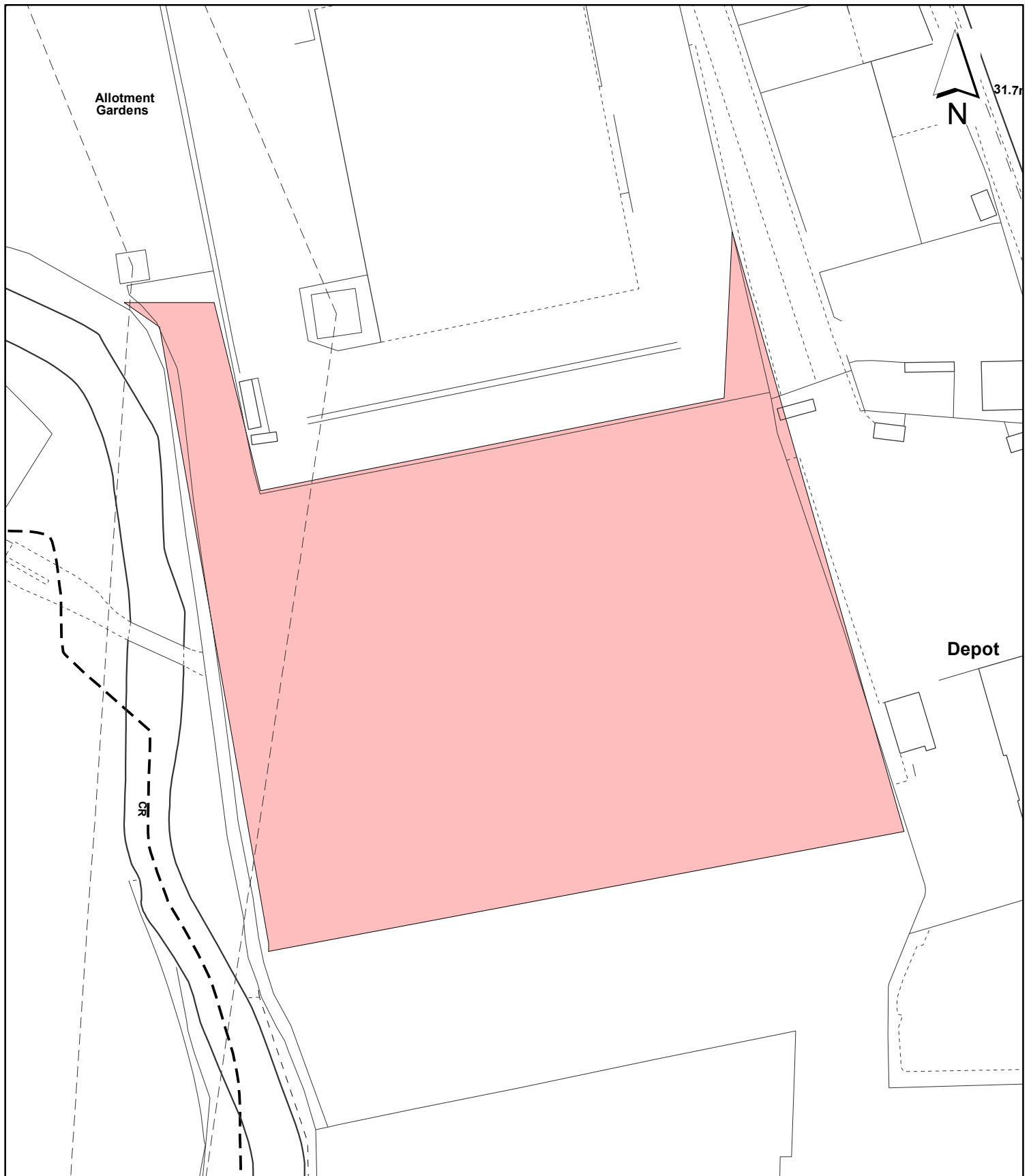
Furthermore, the proposed increased use of this access over a 24 hour period, raises additional concerns with regards to the potential noise disturbance, particularly at night time as a result of the additional HGV traffic. Given that the existing night time noise levels are already above the WHO guidelines, it is considered that the additional noise associated with these vehicle movements would harm the health and quality of life of residents, sufficient to outweigh the commercial needs of the occupier (Speedy Hire). The application would thereby be contrary to policies paragraph 123 of the NPPF, EM8 of the Hillingdon Local Plan: Part One Strategic Policies, saved policies OE1, OE3 and AM7 of the Hillingdon Local Plan: Part Two Saved policies and SPD 'Noise'.

## **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
London Plan 2015  
NPPF  
Supplementary Planning Document (2006) 'Noise'

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**West London Industrial Park  
 Iver Lane  
 Cowley**

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

Planning Application Ref:  
**751/APP/2015/335**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 164**

Date:  
**November 2015**



**HILLINGDON**  
 LONDON

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

**Address** PARK VIEW DAY CENTRE FARRIER CLOSE HILLINGDON

**Development:** Erection of a 3 storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Use Class), associated communal facilities, parking and landscaping (involving demolition of existing building at the site).

**LBH Ref Nos:** 60469/APP/2015/3368

**Drawing Nos:** 15090.101 LANDSCAPE STRATEGY REV E  
Planning Cover Letter  
15090.101 REV C LANDSCAPE STRATEGY PARK VIEW  
APL001 A Site Location Plan  
APL002 A Existing Site Plan  
APL003 A Existing Building Plan & Site Photo  
APL004 A Proposed Site Layout  
APL006 A Proposed Lower Ground Floor Plan  
APL007 A Proposed Ground Floor Plan  
APL008 A Proposed First Floor Plan  
APL009 A Proposed Second Floor Plan  
APL010 A Proposed Roof Plan  
APL011 A Stockley Road Elevation  
APL012 A Farrier Close Elevation and Section  
APL013 A North Elevation and Section  
APL014 A East Elevation and Section  
APL015 A Proposed Perspectives  
Design Access Statement part 1 of 2  
Design Access Statement part 2 of 2  
Park View - TS and PP

**Date Plans Received:** 07/09/2015

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

**Date Application Valid:** 07/09/2015

### 1. SUMMARY

This application seeks consent for the demolition of the existing single storey building and redevelopment of the site to provide an extra care facility (Use Class C2) consisting of 57 x 1 bed and 3 x 2 bed units.

The site comprises an existing day care facility which, although vacant at the time of writing this report, has until recently provided day care facilities for adults with learning difficulties, and mentally and physically handicapped persons. All of the services previously available at this day centre are now provided for in a new resource centre at Queens Walk in South Ruislip. The submitted planning statement confirms that this would be a purpose built facility designed specifically to provide accommodation linked to the provision of care.

Accordingly, as the facilities have been adequately provided elsewhere within the borough and in a more effective and efficient manner, there would be no detrimental impacts on the level of service provision or accessibility to these. The development is considered to comply with the aims of Local Plan: Part 2 Policy R11 which seeks to resist the loss of



existing social, community and health provision.

With regard to use of the site for residential purposes in the form of Extra-Care housing, such a use is considered compliant with the Councils policies and guidance. In terms of the detailed design, scale and siting of the proposed development, the proposed scheme would not have a detrimental impact on the character and appearance of the surrounding area, nor to the amenities of the surrounding residential occupants or highway network.

The scheme is therefore considered to comply with the Councils adopted policies and guidance and approval is recommended.

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1 SP01 Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

### **2 RES3 Time Limit**

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

#### **REASON**

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

### **3 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers APL004 Rev A; APL006 Rev A; APL007 Rev A; APL008 Rev A; APL009 Rev A; APL010 Rev A; APL011 Rev A; APL012 Rev A; APL013 Rev A; APL014 Rev A; M9088 APL015 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

### **4 RES5 General compliance with supporting documentation**

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

Air Quality Assessment dated 27th August 2015 prepared by REC  
Transport Assessment dated September 2015 [Issue 2] prepared by CEC  
Bat Emergence and Re-Entry Survey dated September 2015 prepared by SES  
Reptile Presence/Likely Absence Survey dated October 2015 prepared by SES  
Energy Statement Rev.A dated 01/09/15 prepared by Energist UK  
Flood Risk Assessment dated August 2015 prepared by CEC  
Extended Phase 1 Habitat Survey dated August 2015 prepared by SES  
Acoustic Consultancy to Support planning application reference 20628R01PKmdw dated 28th August 2015 prepared by Environoise  
Arboricultural Impact Assessment dated 12th August 2015 prepared by SES  
Internal Daylight Assessment dated August 2015 prepared by XCO2 Energy  
Daylight, Sunlight and Overshadowing Assessment dated August 2015 prepared by XCO2

Energy

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, the London Plan 2015 and the NPPF.

**5 RES6 Levels**

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

REASON

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

**6 RES7 Materials (Submission)**

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

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

REASON

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

**7 RES13 Obscure Glazing**

The windows facing 27-39 Horseshoe Drive (in the northern elevation of the building) shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

**8 RES8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or

development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

#### REASON

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

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

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

- 1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Covered and secure cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 6 of the spaces are served by active electrical charging points and a further 3 by passive electric 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. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

**10 RES25 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and To protect the ecological value of the area in accordance with Policy EC3. (delete as appropriate)

**11 NONSC PV details**

Prior to the commencement of development full details of the Photovoltaic panels shall be submitted to and approved in writing by the local planning authority. The details shall include final amount of PV panels (m2), roof plans and specification of the panels. The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development reduces its energy demand and carbon emissions in accordance with Policy 5.2 of the London Plan.

**12 NONSC Car parking management strategy**

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall contain details of how parking will be allocated to residents, staff and visitors; details of drop off areas and how the parking areas within the site will be managed to ensure its efficient operation.

REASON

To encourage sustainable modes of travel whilst ensuring sufficient parking is provided for users of the development in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 6.1 and 6.3.

**13 NONSC Visibility splays**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

#### REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **14 NONSC Travel Plan**

Prior to first occupation of the development hereby approved a full travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor its impact and, if required, it shall be updated and/or amended in order that its aims and objectives are achieved.

The Travel Plan shall demonstrate a commitment to the ongoing promotion of sustainable travel to users of the development and include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, a commitment to delivering the Travel Plan objectives and details of effective mechanism to achieve the objectives of the Travel Plan.

#### REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2015) Policies 6.1 and 6.3.

#### **15 NONSC Construction training**

Before the development hereby permitted is commenced, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how Construction training will be provided for construction workers on the site. The approved means and timescale of providing the proposed improvements shall then be implemented in accordance with the agreed scheme.

#### REASON

To ensure the development provides an appropriate contribution to the provision of construction training within the surrounding area, arising from the proposed development, in accordance with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document on Planning Obligations.

#### **16 NONSC Ventilation**

Prior to the commencement of development, a report shall be submitted to and approved in writing by the Local Planning Authority, which describes a building ventilation strategy to incorporate mechanical and natural ventilation of the building.

The approved strategy shall then be implemented as soon as the facility hereby permitted are brought into use and shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

- a) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units fronting Stockley Road across the ground floor. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive)

European Union Air Quality and Clean Air for Europe 2008 and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by high pollution levels.

b) Natural ventilation is only permitted for rooms located first floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure a supply of clean air.

#### REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 6.3 of the London Plan (2015).

#### **17 RES15 Sustainable Water Management (changed from SUDS)**

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

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

#### **INFORMATIVES**

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

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

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

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

2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.17	(2015) Health and social care facilities
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

### **3 I1 Building to Approved Drawing**

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

### **4 I3 Building Regulations - Demolition and Building Works**

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

### **5 I11 The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety



responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**6            I12            Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**7            I15            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**8            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).

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

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

## **10            I23B            Heavy Duty Vehicle Crossover**

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

### **3.            CONSIDERATIONS**

#### **3.1        Site and Locality**

The site is located to the north of Stockley Road and comprises a single storey building with pitched roof, which was formerly used as a day centre providing services for adults with learning difficulties, and mentally and physically handicapped persons. This use ceased in 2013 and the site has been vacant since this time.

The site is accessed via Farrier Close, and this area to the north and west consists of a largely residential development of small terraces of houses and low-rise blocks of flats. A similar type development is evident to the west in Chapel Lane. The southern boundary of the site adjoins the A408, Stockley Road and beyond Stockley Road is an extensive area of Green Belt land at Stockley Park.

### 3.2 Proposed Scheme

This application seeks consent for the demolition of the existing single storey building and the redevelopment of the site to provide an extra care facility (Use Class C2).

The proposed development would consist of a four storey building (including a lower ground floor) approximately 10 metres in height from ground level. The extra care accommodation would comprise of 57 x 1 bed apartments and 3 x 2 bed apartments and would represent a substantial increase in the buildings footprint from 572sqm to 1770 sqm. 21 car parking spaces are provided at lower ground floor level and a further three spaces provided at ground level. These would include 4 residents parking spaces, 12 visitor spaces and 8 staff car parking spaces.

The upper floors would be almost exclusively residential, whilst the ground floor would provide a total of 14 apartments and a number of day spaces including a lounge for residents, treatment rooms and a flexible space to be used for dining, entertainment, meetings, presentations etc.

Vehicular access to the site will remain from Farrier Close, utilising the existing access arrangements which served the former day centre. The entrance to the undercroft car park would be towards the north eastern corner of the site, whilst the surface car parking spaces would be positioned in close proximity to the site entrance.

The roof of the building would take the form of a green roof with a sedum planting/matting system. A further area to be planted with a sedum matt would be on the roof of the first floor of the building in the south west corner. A paved terrace is additionally proposed at second floor level to serve as an amenity space for residents.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

There is no relevant planning history associated with this site.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

Part 2 Policies:

AM2 The following UDP Policies are considered relevant to the application:  
Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

Part 1 Policies:

AM7 Consideration of traffic generated by proposed developments.

BE13 BE1 New development must harmonise with the existing street scene.

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.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

LPP 3.17 (2015) Health and social care facilities

LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

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

**5.1** Advertisement Expiry Date:- **13th October 2015**

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

## **6. Consultations**

### **External Consultees**

74 residents were notified of the application and 2 letters received in response which raised the following concerns:

1. Overlooking to rear garden of residents in Chapel Lane;
2. Loss of light to Chapel Lane properties as a result of the building;
3. Concern with increase in traffic to the site;
4. The positioning of the windows and balconies is inconsiderate and likely to cause a loss of privacy.

### **MET POLICE**

The principles of Secured by Design have been discussed with the architect and providing the development adheres to these principles, I have no objections.

### **GLAAS**

Recommend No Archaeological Requirement.

A draft Historic Environment Desk-Based Assessment was submitted to this office by The Environment Partnership on behalf of the applicant, of which I attach with 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. The assessment identified that the site has a low potential for significant archaeological remains.

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.

### **Internal Consultees**

#### **AIR QUALITY OFFICER**

We don't need any additional information as the report is quite comprehensive and addressed all

aspects required.

Given the levels of pollution within the area however and to safeguard the residents from health damaging levels we will need a planning condition to require mechanical ventilation with NOx/NO2 removal efficiencies of 90% and above on the ground floor with natural ventilation only allowed with inlets on 1st floor and above away from main traffic sources (A408).

Suggested draft

None of the development hereby permitted shall be commenced until a one page report describing the building ventilation strategy to be implemented has been submitted to and approved in writing by the Local Planning Authority.

The approved strategy shall then be implemented as soon as the facility hereby permitted are brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

a) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units fronting Stockley Road across the ground floor. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive) European Union Air Quality and Clean Air for Europe 2008 and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by high pollution levels.

b) Natural ventilation is only permitted for rooms located first floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure a supply of clean air.

REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 6.3 of the London Plan (2015).

TREES

LANDSCAPE CHARACTER / CONTEXT:

Site description:

The 0.4 hectare site is occupied by a truncated triangular site which accommodates the former, single-storey, Parkview Day Centre. Situated to the north of Stockley Road, the site is accessed from the residential streets of Horseshoe Drive and Farrier Close to the west. The east boundary is defined by the rear gardens of Chapel Lane. There are a number of trees/tall hedges around the site boundaries which are visible from vantage points outside the site.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site, or affecting it.

Landscape constraints / opportunities:

- 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.

PROPOSAL:

The proposal is to demolish the existing buildings on the site and erect a 3-storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Class), associated communal facilities, parking and landscaping.

LANDSCAPE CONSIDERATIONS:

-According to the planning questionnaire (Q15) no trees or other landscape features of merit will be affected by the proposal.

-An Arboricultural Impact Assessment to BS5837:2012, by SES, dated August 2015, has been submitted.

-The report assesses the condition and value of 4No. individual trees, 2No. groups, 2No. areas of scrub and 4No. hedges on, or close to, the site (refer to summary at 2.3).

-There are no 'A' grade (good condition and value which should normally be safeguarded from development).

-1No. tree is a category 'B' (fair), whose condition and value merits retention, if possible. This tree is T1, a eucalyptus, on the schedule and will be removed to facilitate the development.

-The remaining trees, hedges and scrub are category 'C' (poor). While, this category may have landscape / ecological qualities which merit retention, this grade is not generally considered to be a constraint on development.

-The report confirms that all of the trees and other vegetation on site will be removed to facilitate the development.

-The only trees to be retained include the off-site cypress hedge on the east boundary and off-site trees T3 and G2 in the south-east corner of the site.

-It is noted that the off-site hedge G8 and T3 will need to be trimmed back where it oversails the site

-If cypress is trimmed back hard (to the wood) it will not re-shoot and the resulting any exposed bare wood will look unsightly. (refer to 3.8)

· While the only trees to be retained are off-site, a preliminary arboricultural method statement has been provided in chapter 4.0.

· There is no objection to the tree report, or its conclusions, subject to adherence to the recommendations in chapter 6.0 (items 6.1 - 6.5).

-The removal of the eucalyptus is regrettable, but acceptable if appropriate replacement tree planting is secured as part of the masterplan.

-An Extended Phase 1 Habitat Survey, by SES, recommends (5.5) that the site is surveyed prior to demolition and ground works to confirm the absence of invasive species due to the recent illegal dumping of assorted waste (and specify appropriate remedial action).

-At 6.3 the report makes no specific recommendations but notes that the opportunity exists for the proposed development to make a positive contribution to biodiversity.

-The Design & Access Statement, by Hunters, refers to protected habitats (2.14) and the external space and landscaping at 2.15., setting out clear design objectives. The landscape proposals are supported by the Landscape & Visual Impact Assessment (L&VIA), by MHP.

-The L&VIA, by MHP, has been prepared in accordance with current best practice (Guidelines for Landscape & Visual Impact Assessment (3rd edition), - Landscape Institute / IEMA (2013).

· At 4.4.6 the report confirms that baseline landscape character and visual findings have been used

to inform the landscape analysis...and recommendations.

-In the summary and conclusion (section 8.0) it is noted that landscape enhancements of the site will include substantial green roofs and amenity gardens using native species that will bring significant landscape and biodiversity enhancements. The new planting will result in a predicted beneficial effect to the local landscape once established.

-There is no objection to the conclusions of the L&VIA.

-A Landscape Strategy Plan, ref. 15090.101 Rev C, by MHP, indicates the proposed site layout and hard and soft landscape treatment of the external spaces.

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

#### RECOMMENDATIONS:

No objection, subject to the above observations and RES6, RES7, RES8, RES9 (parts 1,2,3,4,5, and 6).

#### HOUSING

The scheme has been designed to meet an identified need for extra care sheltered housing within the borough and is supported by both Housing and Adult Social Care.

#### FLOODWATER MANAGEMENT

In the F.R.A document in section 4.13 it states "An intrusive site investigation is therefore necessary to confirm the infiltration potential at the site" and later in the document it has a borehole log from Yiewsley bypass from 1979. There should be provided information relevant to the site. The 1979 borehole log would be acceptable if the consultants had evidenced the fact it is still a monitored site and those results of groundwater etc were still accurate and relevant to this site.

No-where in the FRA or drainage statements are provided the third party agreements for discharge from Thames Water. The consultants have confirmed there are Thames Water assets within close proximity to the site but have not provided the agreements.

Can the agents please provide this information?

UPDATE: The applicants have confirmed that the boreholes referred in the FRA are not monitored, however ground water levels are not critical because we propose an attenuation tank, which will be sealed against ground water ingress. Confirmation was additionally received from Thames Water that the proposed discharge rates were acceptable.

This information has been reviewed by the Councils Flood Officer who is satisfied with the responses received and raises no objections to the proposals.

#### S106 OFFICER

Please note that with regard to this scheme there are no suggested obligations. However, a construction training scheme and a travel plan should be secured by condition.

#### HIGHWAYS

Assessing the proposal:

This proposal includes the demolition of the existing single storey building and redevelopment of this site to provide new extra care facility. The extra care facility is considered to be part of the planning Land Use Class C2. The proposed building represents a significant increase with the existing



building footprint increasing from 562.6 sqm to the reported 1,770 sqm.

The proposed extra care accommodation comprises of 60 units, consisting of 57 x 1 bedroom apartments and 3 x 2 bedroom units across four storeys, including a lower ground floor level with units having access to external courtyards.

It is highlighted that 8 staff will be present, at any one time.

The site includes a number of communal facilities, used mainly by residents of this development. It has been disclosed that an agreement is made to host specialist disability groups on this site. In terms of additional users, it is anticipated that access to the venue will be by mini-bus in organised groups.

The existing access is from Farrier Close with separate pedestrian and vehicular gates. On the application form, it is indicated that the proposed pedestrian access will be altered in relation to the public highways. It is believed that the existing public footway will be continued and join the private land. A clear marking to distinguish where the public Highways ends is recommended to be included.

No parking restrictions exist along the Farrier Close, however there are speed restrictions limiting vehicular speeds to 5mph.

The nearby Horseshoe Drive, is narrow one way street with footways on both sides and leading to Farrier Close. There are off street parking areas along Horseshoe Drive and Farrier Close.

The PTAL output for this site 2011 (Base year) is 1b, which is described as very poor. Three bus routes were included in the PTAL calculations. These are route U3 and U1, with bus stop located on Colham Green Road/Violet Avenue. In addition, facilitating route U5 there are bus stops along the Park View Road.

#### Trip generation

To predict the number of trips of the proposed development, no similar sites were found on TRICS database. Therefore, a similar site to the proposed was analysed to determine the trip rates. The site selected is located within the LB Hillingdon in Roberts Close, West Drayton consisting a 63 bed care home. The sample site has a PTAL 3, whereas this development has a PTAL of 1b which is much lower.

The vehicular trip rate per unit for the morning peak arrival was 0.14 whereas the departure trip rate was 0.21. The total trip rate movements were added which resulted in 0.35. For the afternoon peak arrival was 0.21, whereas the departure trip rates was 0.21. The total trip rate movements are 0.42. The trip rates are considered acceptable.

Based on the trip rates above, a proposal with 60 residential units would have:

-during the (8-9)AM morning peak the arrivals trips will be 8, whereas the departure trips will be 13. In total the predicted level of trips will be 21.

- during the (17- 18)PM evening peak the arrivals trip will be 13, and departure trips will be 13 as well. In total the predicted level of trips will be 26.

Therefore, the total trips for the proposed site is predicted to generate 21 two-way movements during the AM peak, whereas for PM peak this number is 26.

If 12 hour counts were looked at for the period, from 7:00 to 19:00, it was concluded that the total number of arrivals would be 94, including the departures 94. The total two-way movements was

reduced by 5 because of the trips recorded on the existing site. Therefore for the 12 hour period the total would be 178.

It is concluded that the overall vehicular trips for the peak periods are low thus the development is not likely to cause adverse significant traffic impact.

#### Accident data:

Personal Injury Accident data has been assessed and included on the Transport Assessment (TA) covering a period of 5 years from Feb 2010 until March 2015. The area of focus was along the Park View Road including the Park View Road with Stockley Road roundabout. The applicant included accident data obtained from TfL for the last 5 years.

In total 9 accidents were recorded, out of which 8 were recorded at the Park view Road/Stockley Road roundabout, whereas 1 accident was recorded on Colham Green Road junction. (Note: The selected zone map was said to be included on the TA-Appendix 4, but was missing.) When considering the same zone during the last 3 years, 5 personal injury accidents were recorded.

It was reported that, no apparent link could be found between the recorded accidents. The majority of the recorded accidents were shunts or minor collisions due to driver error. It was concluded that for the selected analysed area, no highway safety issues could be found to prohibit the proposed development and no apparent links were found that accidents were occurring due to highways layout.

Nevertheless, there have been some minor modifications on Stockley Road, where directional road markings were installed on both roundabouts during February 2012.

#### Access and Highways:

The only vehicular access to the site is from Farrier Close, utilising the existing arrangements that served the former day centre.

From observations, it was noted that there is another existing vehicular access directly from Stockley Road, including a separate pedestrian access. This proposal includes a controlled access gate in approximately the same spot to the existing, which is planned to be used for emergency situations. This access point is considered acceptable. Minor modifications on this area will be done when the crossover application is made to convert the domestic crossover to heavy duty one.

The entrance to the undercroft car park is proposed to be towards the north-eastern corner of this site, whilst the two surface car parking spaces are proposed in close proximity to the main entrance. The submitted drawing ref: APL004 rev.A indicates the lower ground car park one way system controlled by the traffic lights. Please attach as part of the Condition 1.

#### Car Parking provision:

The existing development included 20 standard car parking spaces and 6 spaces for the disabled users.

There are no LBH car parking standards for the Land Use Class C2.

The parking area is proposed at the lower ground floor and shown on the submitted drawing ref: APL 006revA.

It includes a total of 21 standard car parking spaces within the northern part of the lower ground floor with a further 3 spaces provided at the ground floor level. As a result, there are 24 standard car parking spaces as well as, 3 car parking spaces for disabled users. The proposed 24 car parking spaces will be divided, such as: 4 for residents, 12 for visitors and 8 for staff use.

The proposed car parking spaces for disabled users are located on the lower ground floor area, close to the lifts. There is a scope for one of the surface car parking to be relocated and converted to a space for the disabled users. These spaces have additional 1.2 meters strip on two sides. Even though some of the 1.2 m strips are shared, this is considered acceptable. These large parking spaces will help users with mobility issues coming in/out of vehicles with ease.

It is not clear how car parking spaces will be managed within the site. Please include as a item on the Condition 1.

On the submitted drawings it is included that the in out movements of the car parking area will be controlled by traffic signals. Further details to be submitted and covered by Condition 1.

In order to comply with the London Plan Policy 6.13, a 20% active and 10% passive Electric Charging Points (EVCPs) out of the total proposed car parking spaces are required for this type of development. To comply with the policy, a provision of 6 active points on occupation, with 3 additional passive points, which could be converted to active if there is a demand. Please include all EVCP matters on the Condition 1.

Please attach a Condition. 1 associated with car parking matters:

- Car Parking Management Plan (CPMP)-to manage safely the operation of traffic signals, manage car parking demand on site, including the drop off area.

- install the EVCP; monitor the EVCP usage and convert passive points to active, in accordance with demand.

- Further details to be submitted, for example: IN/OUT waiting areas, positioning of the signal poles, operation of the signals etc.

- The car park ramp- it is considered that one levels highlighted in the submitted drawing is steep. - Please refer to the IStructE Design recommendations for multi-storey and underground car parks (Fourth edition) and acknowledge that levels comply with this document.

Please attach Condition. 2:

- The visibility splays to be submitted and kept clear at all times.

Cycle parking provision:

The existing site did not have cycle parking facilities.

The LBH cycle parking standards for planning Land Use Class C2 are: minimum provision of 1 space per 2 staff.

With regards to staff in the new development, the information on the planning application indicates that 8 staff members are to be present at any one time.

To comply with LBH standards this proposal should include at least 4 cycle parking spaces. The latest London Plan- draft further alterations to Jan 2014, indicates that for C2 Land use, the minimum cycle parking standards are: for long stay cycle parking the requirements are 1 space per 5 staff, whereas for the short stay: 1 space per 20 bedrooms. This means that 2 cycle parking spaces(long stay) would be a minimum requirement, whereas for the 60 proposed units, a minimum of 3 cycle parking spaces (short stay) would be acceptable.

This proposal includes 12 cycle car parking spaces. Therefore, the proposed cycle parking provision is considered acceptable.

Demolition/ Construction Management Plan:

The existing crossover located on Stokley Road will be used to facilitate the demolition and construction of this development site. However, the existing domestic crossover must be modified first to a heavy duty crossover. Following the completion of the demolition and construction works,

the dropped kerbs, footway and grass verge to be reinstated.

The applicant to submit the application for a heavy duty crossover and reinstatement after the works are completed direct to the Highways Authority.

Please include the Informative.

Refuse and Recycling Strategy

It is indicated that current arrangements will remain the same with refuse/ recycling services to be done from Farrier Close. The collection lorry will turn using the existing turning head.

The swept path analysis were included on the submitted drawing with ref: 4848/203 showing the manoeuvre. It shows 9.55m refuse vehicle used on the swept path analysis. If LBH lorries are proposed to carry out refuse/ recycling collections, in practice those are longer is size at 10.5m.

I accept that LBH refuse/ recycling vehicles are longer then the assessed however, the refuse/ recycling collection arrangements were made from this site and road layout is proposed to remain the same. Therefore, this part of the proposal is considered acceptable.

On the other hand, refuse/ recycling storage areas are shown on plan with ref: APL004, located adjacent to Farrier Close main entrance, providing a space for 8 bins in total.

Delivery and servicing:

The delivery and servicing activities will be managed within the site.

Travel Plan:

A draft Travel Plan was submitted with this application. The travel plan will be secured through a Condition/or S106 and then monitored for 5 years at least or until the aims and objectives of the travel plan are achieved.

I recommend requesting detailed comments from the Travel Plan officer.

Please attach Condition/ or secure via S106-Travel Plan.

Highways recommendations:

Subject to attaching the conditions and informative, there are no objection raised on highways matters.

## **7. MAIN PLANNING ISSUES**

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

The site comprises an existing day care facility which, although vacant at the time of writing this report, has until recently provided day care facilities for adults with learning difficulties, and mentally and physically handicapped persons. All of the services previously available at this day centre are now provided for in a new resource centre at Queens Walk in South Ruislip. The submitted planning statement confirms that this would be a purpose built facility designed specifically to provide accommodation linked to the provision of care.

Accordingly, as the facilities have been adequately provided elsewhere within the borough and in a more effective and efficient manner, there would be no detrimental impacts on the level of service provision or accessibility to these. The development is considered to comply with the aims of Local Plan: Part 2 Policy R11 which seeks to resist the loss of existing social, community and health provision.

With regard to use of the site for residential purposes in the form of Extra-Care housing,

Policies H1 and H2 of the Hillingdon Local Plan: Part 1 seek to encourage new housing with the emphasis of policy H2 being specific to affordable housing. Paragraph 6.31 of the supporting text to Policy H2 confirms that:

"Affordable housing achieved across the borough should reflect the distinct needs of different sections of the community. It should include provision for older people and for other groups in need of supported housing, specifically people with mental health needs and people with physical and sensory disabilities or learning difficulties. The council's aim is to maximise independence and provide self-contained accommodation with appropriate support."

London Plan 2015 Policy 3.8 reiterates support for such accommodation confirming that a wide range of housing types must be made available across London and that local authorities must ensure "account is taken of the changing age structure of London's population and, in particular, the varied needs of older Londoners, including for supported and affordable provision."

NPPF paragraph 50 reaffirms support for a mix of housing to take account of different groups in the community including (but not limited to) accommodation for older people."

In the case of Hillingdon, research undertaken by the Greater London Authority (GLA) identifies the potential annual demand for older persons housing by borough and tenure. The estimates of annual demand indicate that a significant increase in the supply of housing suitable for older persons is required in order to meet the demand. The Councils Housing Strategy reflects this stating that the Council need to ensure housing is fit for purpose to cope with the growth of older people in the Borough. It continues to express the likely need for housing suitably tailored for older people. As a result, the Council have identified that a solution to this is to develop more extra care sheltered accommodation with 24 hour care and support provided on site.

The development is considered to fully comply with this research and policies which support the provision of affordable new accommodation for older persons.

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

The site has a Public Transport Accessibility Level (PTAL) of 1b. The London Plan range for residential sites with a PTAL of 0-1, which fall within an urban area, as defined in the London Plan, is 150-250 habitable rooms per hectare (hrph) and 50-95 units per hectare. Given the size of the proposed living rooms (including the kitchenette) in each unit, at over 20m<sup>2</sup>, each would count as the equivalent of two habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Layouts. As such, based on a total site area of approximately 3838m<sup>2</sup> the site would have a density of 156 units per hectare and 476 hrph. Whilst the density is above the requirements, this is only an indicator for the acceptance of the scheme and other considerations such as impact to the character of the area, internal floor areas and external amenity space would carry far more weight.

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

The site is not located in an Archaeological Priority Zone, nor is it located within or near to a Conservation Area, Listed Building or Area of Special Local Character.

#### **7.04 Airport safeguarding**

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

on this development.

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

The green belt boundary is located to the south of the application site. Whilst this site is not located within the green belt, given its proximity to the boundary of this site, consideration has been given as to whether the proposal would have a detrimental impact on the openness and character of this designated area. Given the acceptable design and scale of the buildings proposed, it is not considered that the scheme would have a detrimental impact on the openness and setting of the adjacent green belt.

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

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

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

The surrounding area is predominantly residential in character and consists largely of the a mix of 2, 3 and 4 storey dwellings and flats situated within residential crescents and closes. The building vernacular is of a modern 20th Century design and layout, comprising brick and render facades with cement tiled roofs.

It is acknowledged that the proposed building would indeed be significantly larger than the existing Day Centre and buildings within the vicinity of the site both in terms of its footprint and height. Notwithstanding such, it is considered that the proposed building would be appropriate in terms of its scale, massing and external appearance, and of a high quality design with well articulated elevations. Overall, it is considered that the innovative design approach, scale and form of the building, which incorporates a stepped approach in terms of its roof height, responds positively to the scale and massing of its surroundings.

The redevelopment of the site and proposed building design, will also improve and enhance its appearance within the surrounding area and introduces the opportunity for potential landscape enhancements including substantial green roofs and amenity gardens. Overall, the scheme is not considered to have a detrimental impact on the character and appearance of the surrounding area.

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

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

Paragraph 4.9 of the SPD, the Hillingdon Design & Accessibility Statement: Residential

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

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

The proposed building is substantially larger than the existing Day Centre and therefore careful consideration is required of its impact on the amenities of the surrounding occupiers.

In terms of the impact of the development on the Chapel Lane properties to the east of the site, it is noted that the development would be located between 28 metres at its closest point and 55 metres at its furthest point from the rear elevations of these properties. Given the distance between these properties and the proposed design and form of the development, the scheme is not considered to result in an undue loss of sunlight or daylight, result in an unacceptable level of overlooking to these properties, or to appear unduly dominant or overbearing when viewed from their gardens or rear windows.

To the south/south west of the site are the properties in Farrier Close. Nos 10 and 20 directly adjoin the application site and are sited at 90 degrees to the proposed development. The siting and scale of the development is such that the rear building line of the proposed building largely follows that of Nos. 10 and 20. Given the orientation, layout, siting and scale of the proposed development, it is not considered to appear unduly dominant or overbearing when viewed from these properties. Similarly, the scheme is not considered to give rise to an unacceptable loss of light or overshadowing to these properties. No. 10 has a window at first floor level in the side elevation, however it is understood that this serves a hallway, and therefore the relationship between this window and the development is considered acceptable.

To the north of the site are the rear of the dwellings and flats within Horseshoe Drive. The proposed development would be approximately 18 metres from the rear windows in the flats, which meets with the Councils requirements in terms of negating the overbearing and overshadowing impact of the development. It is acknowledged that the development would not meet the 21 metre requirement in terms of preserving the privacy and avoiding undue overlooking. This distance between the buildings is considered acceptable in this instance given that there are no habitable room windows proposed in the northern elevation of the building. The sole windows serve the hallway between the flats, which could be conditioned to be obscurely glazed and non opening on any planning consent, so as to preserve the amenities of these occupants. Similarly, details could be sought of an appropriate privacy screen along the sides of each balcony closest to these flats, so as to avoid any undue overlooking to these properties.

Overall, although the building is a substantial enlargement in height and footprint over the



existing building on the site, it is not considered on balance that the scheme would have an unacceptable impact on the amenities of these occupants.

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

There is no specific design guidance for Extra Care Homes. However, Policy H10 of the Hillingdon Local Plan states that proposals for redevelopment to provide hostels or other accommodation for people in need of care, such as residential care homes or sheltered housing schemes, should have regard to the amenity guidelines set out in Supplementary Planning Guidance. Accordingly, due regard must be given to the Council's Supplementary Planning Documents (SPDs) on Residential Layouts and Accessibility in addition to other policy updates.

The Council's SPD on Residential Layouts states that a minimum of 50m<sup>2</sup> internal floorspace should be provided for one-bedroom flats and 61sqm for two-bedroom flats. This is reinforced by policy 3.5 of the London Plan and also by the recently published Housing Standards Policy Transition Statement (October 2015). All one bed units would have internal floor areas of 52.5sqm and two bed units, 66sqm. Accordingly, all of the units would exceed current minimum standards.

In terms of the layouts and relationship between the units within the building, it is considered that this is acceptable and would present a suitable standard of accommodation. At ground floor level enclosed "winter gardens" would provide a degree of defensible space between residential units and external garden areas and footpaths.

Overshadowing diagrams have been provided for all of the units which concludes that but two of the rooms achieve the recommended Average Daylight Factor (ADF). These two rooms are the catering kitchen and staff room on the first floor which are not part of the habitable residential space. Accordingly, it is considered that the units would provide an acceptable living standard to future occupants in this regard.

The Council's Supplementary Planning Document on Residential Layouts states that a minimum of 20sqm usable external amenity space should be provided for one-bedroom flats and 25sqm for two-bedroom flats. It confirms that balconies should be provided wherever possible for upper floor flats, along with private patio or garden areas and that where usable balconies or private garden space is provided for individual units the floorspace can be deducted from the overall calculation of outdoor amenity space. No standards are provided within the London Plan. Accordingly, in total, at least 1215m<sup>2</sup> of external amenity space should ideally be provided.

The communal gardens and terraces would provide approximately 1030m<sup>2</sup> of amenity space. Whilst the balconies/winter gardens to the individual residential units are enclosed, these would provide bright and airy spaces with attractive outlooks and, given the nature of the scheme, it is considered that these areas add valuable amenity to the development and should be included for the purposes of such calculations. These would provide spaces of between 9m<sup>2</sup> and 25m<sup>2</sup> to the units, providing a total of approximately 230m<sup>2</sup> of space. In total, this amounts to approximately 1,260m<sup>2</sup>. Informal garden areas, seating and pathways would be provided around the periphery of the site which would also contribute amenity space available on site, such that the total space available, including internal courtyards, terraces, balconies/winter gardens and peripheral areas would be well in excess of the minimum standards.

The scheme exceeds current standards relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would

adequately serve the needs of future occupiers and that it fully complies with current local, London Plan and national policies relating to residential amenity.

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

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

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The site includes 24 car parking spaces, 21 located within the proposed basement car park and 3 located at ground level. Given the nature of the proposals, it is not anticipated that the residents will have access to cars, notwithstanding such, 4 of the spaces will be retained for residents. The majority of the spaces (12) will be available for visitors to the site and the remaining 8 spaces, will be for use by staff.

The entrance to the undercroft car park is proposed to be towards the north-eastern corner of this site.

No parking restrictions exist along the Farrier Close, however there are speed restrictions limiting vehicular speeds to 5mph. The nearby Horseshoe Drive, is narrow one way street with footways on both sides and leading to Farrier Close. There are off street parking areas along Horseshoe Drive and Farrier Close.

To predict the number of trips of the proposed development, a similar site to the proposed was analysed to determine the trip rates. The site selected is located within the LB Hillingdon in Roberts Close, West Drayton consisting of a 63 bed care home.

It was concluded from looking at the data that the overall vehicular trips for the peak periods would be low. The development is not likely to cause adverse significant traffic impact.

Space has been provided within the site for 12 cycle parking spaces, which is considered acceptable and in compliance with the adopted policies.

Concern has been raised by residents in respect of the construction traffic. A construction management plan condition is recommended to ensure that the route of construction traffic is carefully considered within the site. It is possible for the vehicular access that exists from Stockley Road to be used during the construction of the site.

Overall, the scheme is considered to have an acceptable highways impact.

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

##### **URBAN DESIGN**

Issues relating to urban design have been addressed in part 7.07 of the report.

Whilst the proposed development, due to its increased height and footprint over the existing building, would inevitably have a greater visual impact, given the siting of the proposed development and varied design and scale of the surrounding development, the scheme is not considered to appear out of scale or character with the surrounding built form.

## SECURITY

No objections have been raised on grounds of security by the Metropolitan Police Designing out Crime Officer and increased natural surveillance of the neighbouring open space could benefit the use of this area.

### **7.12 Disabled access**

The submitted Design and Access Statement confirms that the proposed development has been designed with level access within and between floors for persons with limited or impaired mobility. Lift access is additionally provided and all doorway openings, corridors and external spaces designed to facilitate wheelchair access. No objection is therefore raised to the application on these grounds.

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

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

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

The proposal is to demolish the existing buildings on the site and erect a 3-storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Class), associated communal facilities, parking and landscaping.

An Arboricultural Impact Assessment to BS5837:2012, by SES, dated August 2015, has been submitted, which assesses the condition and value of 4No. individual trees, 2No. groups, 2No. areas of scrub and 4No. hedges on, or close to, the site.

There are no 'A' grade (good condition and value which should normally be safeguarded from development). 1No. tree is a category 'B' (fair), whose condition and value merits retention, if possible. This tree is T1, a eucalyptus, on the schedule and will be removed to facilitate the development. The remaining trees, hedges and scrub are category 'C' (poor). While, this category may have landscape/ecological qualities which merit retention, this grade is not generally considered to be a constraint on development. The report confirms that all of the trees and other vegetation on site will be removed to facilitate the development. The only trees to be retained include the off-site cypress hedge on the east boundary and off-site trees T3 and G2 in the south-east corner of the site.

The information submitted has been reviewed by the Councils Arboricultural Officer and there is no objection to the tree report, or its conclusions, subject to adherence to its recommendations

## ECOLOGY

An Extended Phase 1 Habitat Survey, by SES, recommends (5.5) that the site is surveyed prior to demolition and ground works to confirm the absence of invasive species due to the recent illegal dumping of assorted waste. A Landscape & Visual Impact Assessment has been submitted as part of this application, which concludes that landscape enhancements of the site will include substantial green roofs and amenity gardens using native species that will bring significant landscape and biodiversity enhancements. The new planting will result in a predicted beneficial effect to the local landscape once established. The Council raises no objection to the conclusion of this report and the scheme is therefore not considered to have a detrimental ecological impact.

### **7.15 Sustainable waste management**

The plans indicate that a refuse store for general and recyclable waste would be provided

to the south of the entrance to the site, in a location easily accessible to refuse vehicles. Whilst no objection is raised to the proposed location of this store, revisions have been sought from the applicant to alter the location of the bin store and surface car parking space currently shown on the drawings. An update on the revised drawings will be reported in the addendum.

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

Policy 5.2 of the London Plan (2015) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. In order to achieve compliance with the requirements, it is intended to adopt fabric first enhancements to the specification of the building; use high-efficiency lighting and ventilation systems; incorporate 610 sqm of photovoltaic panels to the south facing roof of the building; ensure the building is heated through the use of a community gas boiler network with integrated Combined Heat and Power. This should generate a total reduction in carbon emissions of 35.4% over the 2013 Target Emissions Rate.

The scheme is therefore considered to meet with the policy requirements and no objection is raised on sustainability grounds to the proposals. Further details will be sought by condition of the siting and design of the photovoltaic panels proposed.

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

The site lies within Flood Zone 1 and a Flood Risk Assessment has been submitted as part of the application. The scheme has been reviewed by the Councils specialists and the questions they raised addressed within the report. No objection is therefore raised on flood risk grounds to the proposed development.

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

##### **NOISE**

A noise report has been submitted with the application that assess the likely noise impact to the facade adjacent to Stockley Road. Mitigation is proposed in the form of acoustic ventilation vents and double glazed window units to meet the target noise levels. Provided these are provided, the scheme would meet the noise level targets and no objection is raised to the proposed development.

##### **AIR QUALITY**

An Air Quality Assessment has been submitted which confirms that the development would not have any significant impact on local air quality. Given the levels of pollution within the area however and to safeguard the residents from health damaging levels a condition is recommended to require mechanical ventilation with NOx/NO2 removal efficiencies of 90% and above on the ground floor with natural ventilation only allowed with inlets on 1st floor and above away from main traffic sources (A408).

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

These have been addressed within the relevant sections of the report.

#### **7.20 Planning obligations**

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

In this case, due to the ownership of land all necessary off-site mitigation is capable of being secured by way of Grampian condition.

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

Not applicable to the consideration of this application.

#### **7.22 Other Issues**

There are no other issues for consideration with this application.

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

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application.

Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

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

Not applicable to the consideration of this application.

#### **10. CONCLUSION**

The development is considered to comply with current planning policies which seek to meet the population's growing housing needs.

The proposed building by reason of its acceptable design, size, scale and siting is not considered to have a detrimental impact on the character and appearance of the surrounding area, nor to have an unacceptable impact on the amenities of the surrounding occupants or highway network.

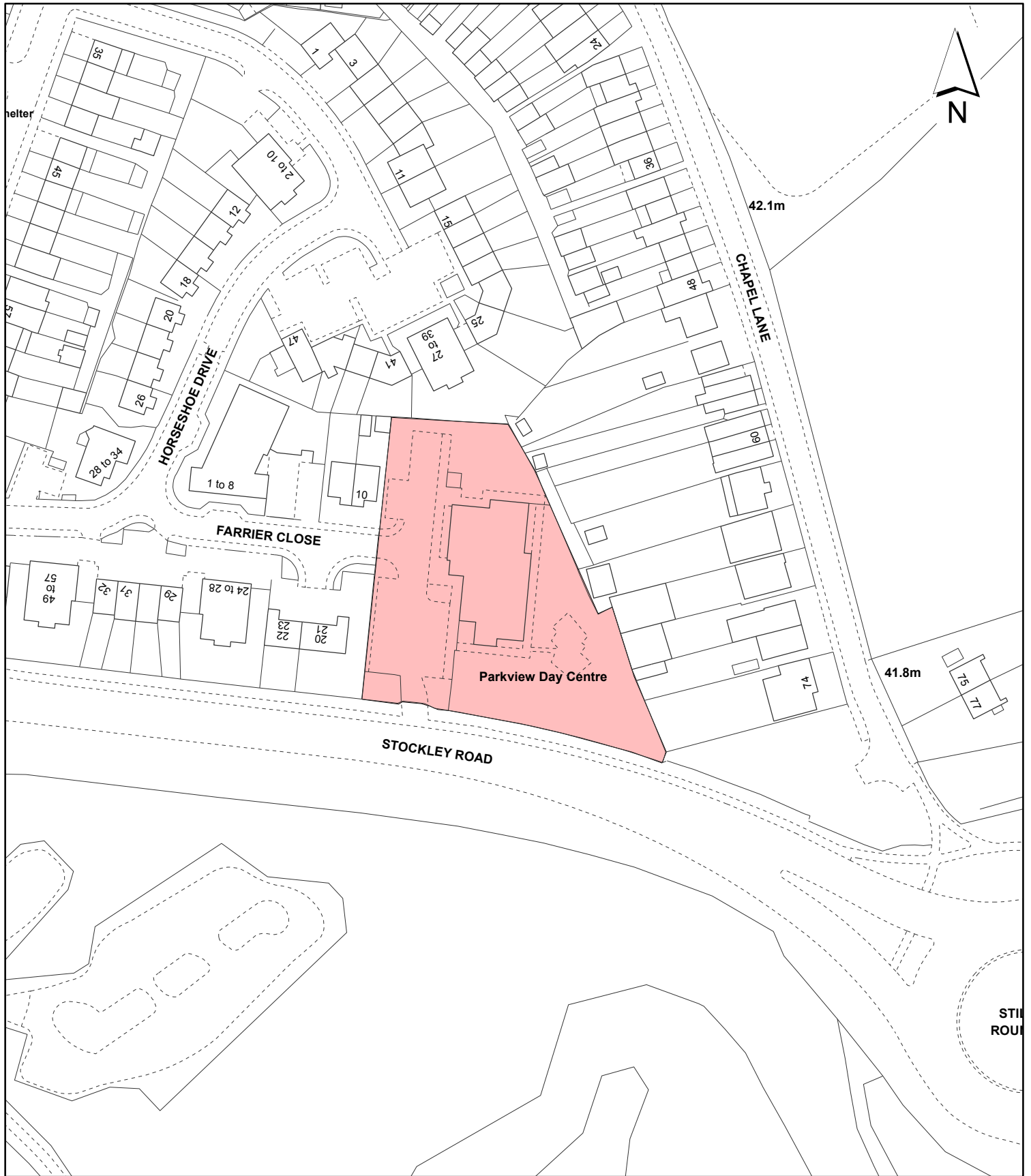
Overall, the scheme is considered to comply with the Councils adopted policies and guidance.

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

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

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Park View Day Center  
 Farrier Close  
 Hillingdon**

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

Planning Application Ref:  
**60469/APP/2015/3368**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 193**

Date:  
**November 2015**



**HILLINGDON**  
 LONDON



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# Plans for Major Applications Planning Committee

18th November 2015



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

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

**Address** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST DRAYTON  
**Development:** The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.  
**LBH Ref Nos:** 829/APP/2014/4252

**Date Plans Received:** 02/12/2014

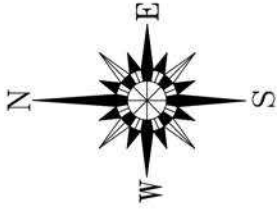
**Date(s) of Amendment(s):** 02/12/2014

**Date Application Valid:** 26/01/2015

11/02/2015  
27/10/2015

**NOTES**

1. All dimensions and levels to be checked on site. Client to be notified of any discrepancies.
2. All structural details to be checked against the structural engineers drawings.
3. This drawing to be read in conjunction with the other relevant project drawings and in addition, with structural, M & E engineers, approved sub-contraction drawings and current instructions.
4. All work to be undertaken with the requirements of the current Building and Water Regulations.



**Block Plan 1/500**

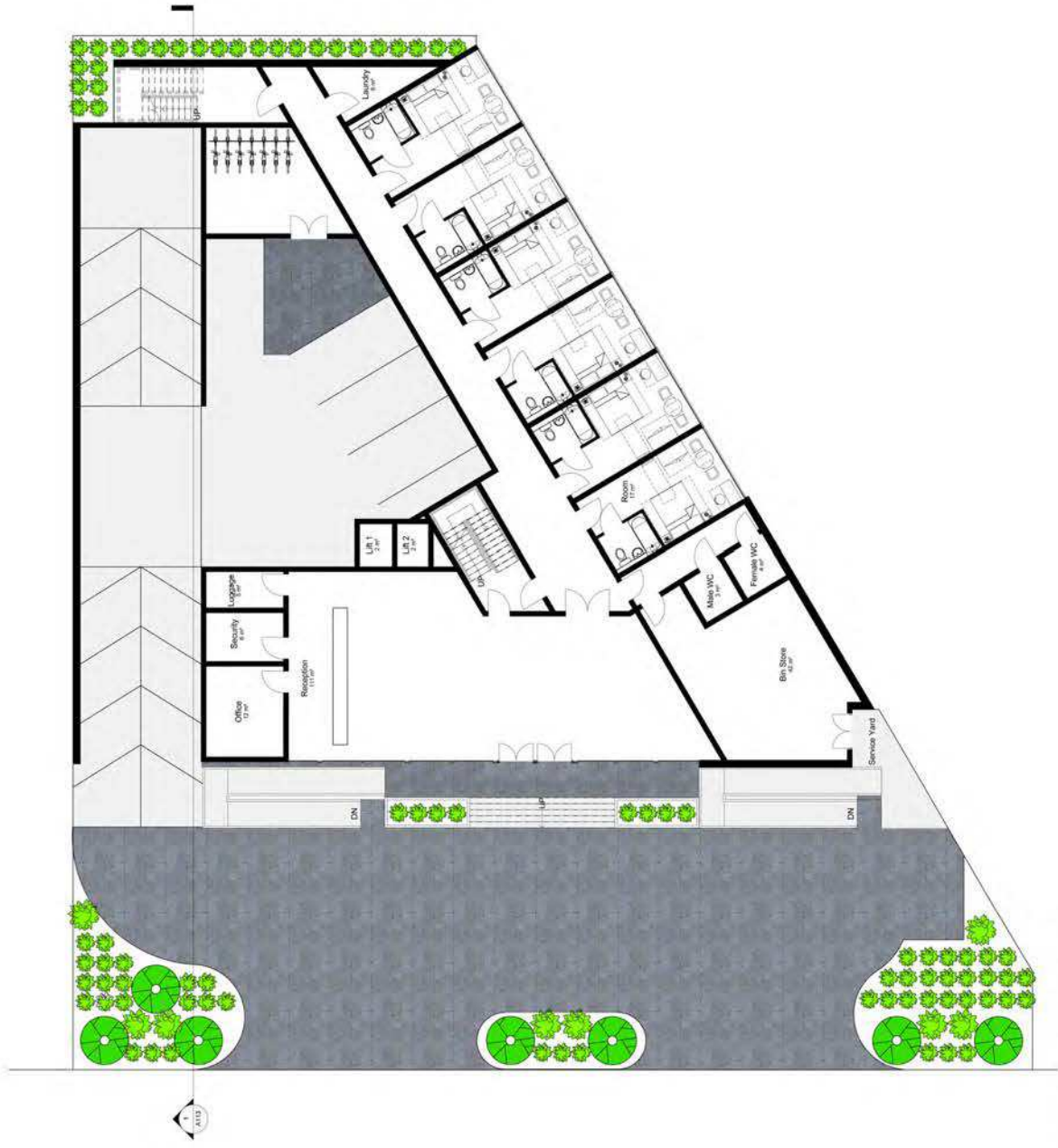


**Location Plan 1/1250**

No.	Description	Date

<b>GA &amp; A DESIGN LTD</b>		<b>Block and location plan</b>	
560 SIPSON ROAD WEST DRAYTON UB7 0JD			
Project number:	408	Project number:	408
Date:	Oct 2014	Date:	Oct 2014
Drawn by:	KB	Drawn by:	KB
Checked by:	SSB	Checked by:	SSB
		Scale 1/500 1/1250	

**GA & A DESIGN LTD**  
 Mountbatten House, Fairacres, Dedworth Rd, Windsor, Berkshire, SL4 4LE  
 01753 754 817 07595069413 [sundeep@gaadesign.co.uk](mailto:sundeep@gaadesign.co.uk)



**1 Proposed Landscape Plan**  
1 : 100

**MATERIALS KEY:**

**TREES**

- ACERCAMPESTRE
- TILIA CORDATA GREENSPIRE

**SHRUBS**

- SOLIDAGO GOLDENMOSSA
- SPIRAEA-ANTHONY WATERER
- AETHEONEMA-ARMENIUM

**HYDROPAVING**

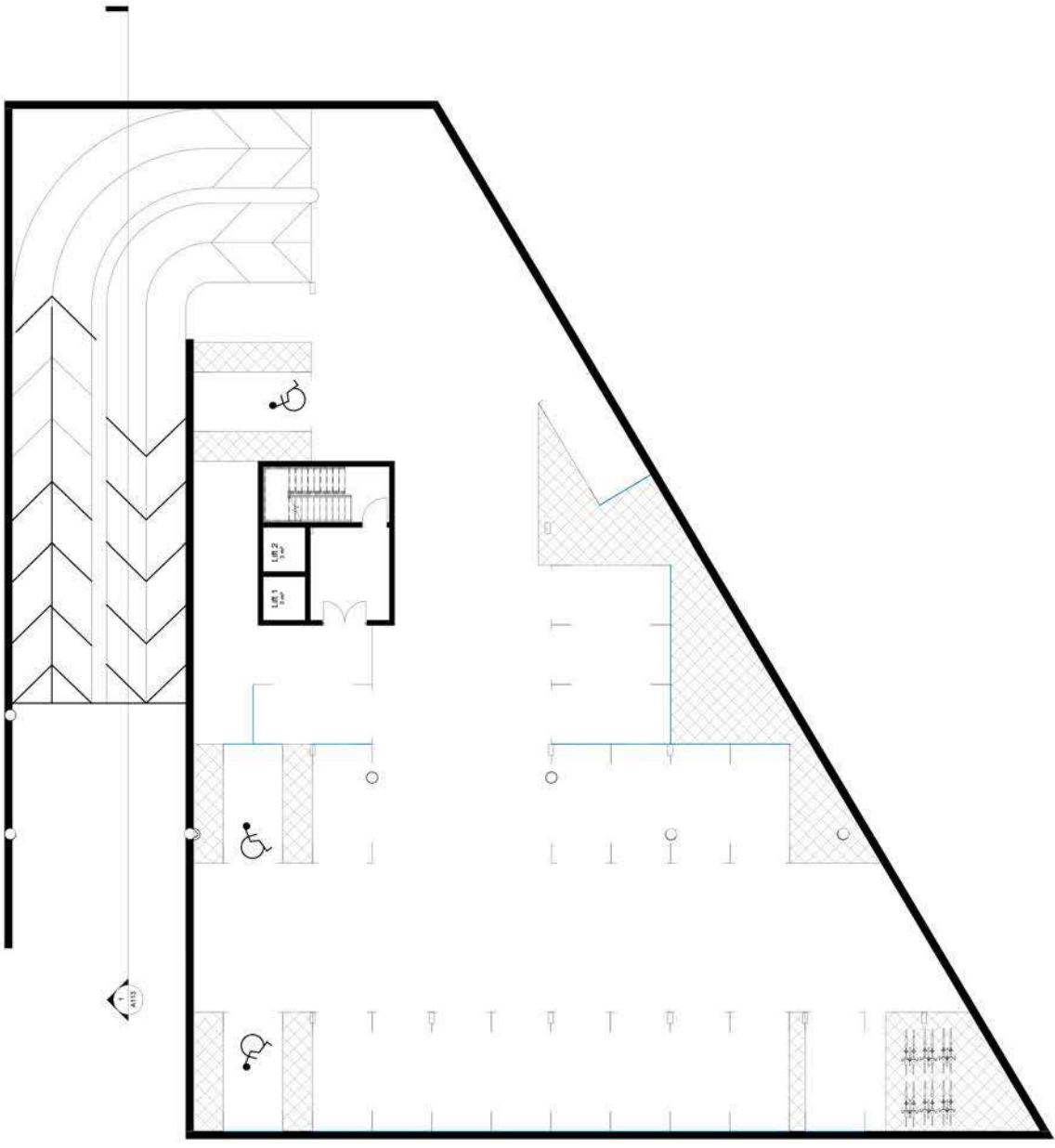
**CONCRETE FLOOR**

NOTES

GA&A DESIGN LTD

PROJECT NO:	REV:	DATE:	BY:	CHKD BY:	SCALE:	STATUS:	PROJECT NAME:	CLIENT NAME:	
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DRAWING NO: 400		PROJECT NO: 400		REV: 1 / 100		DATE: 1 / 100		BY: Planning	

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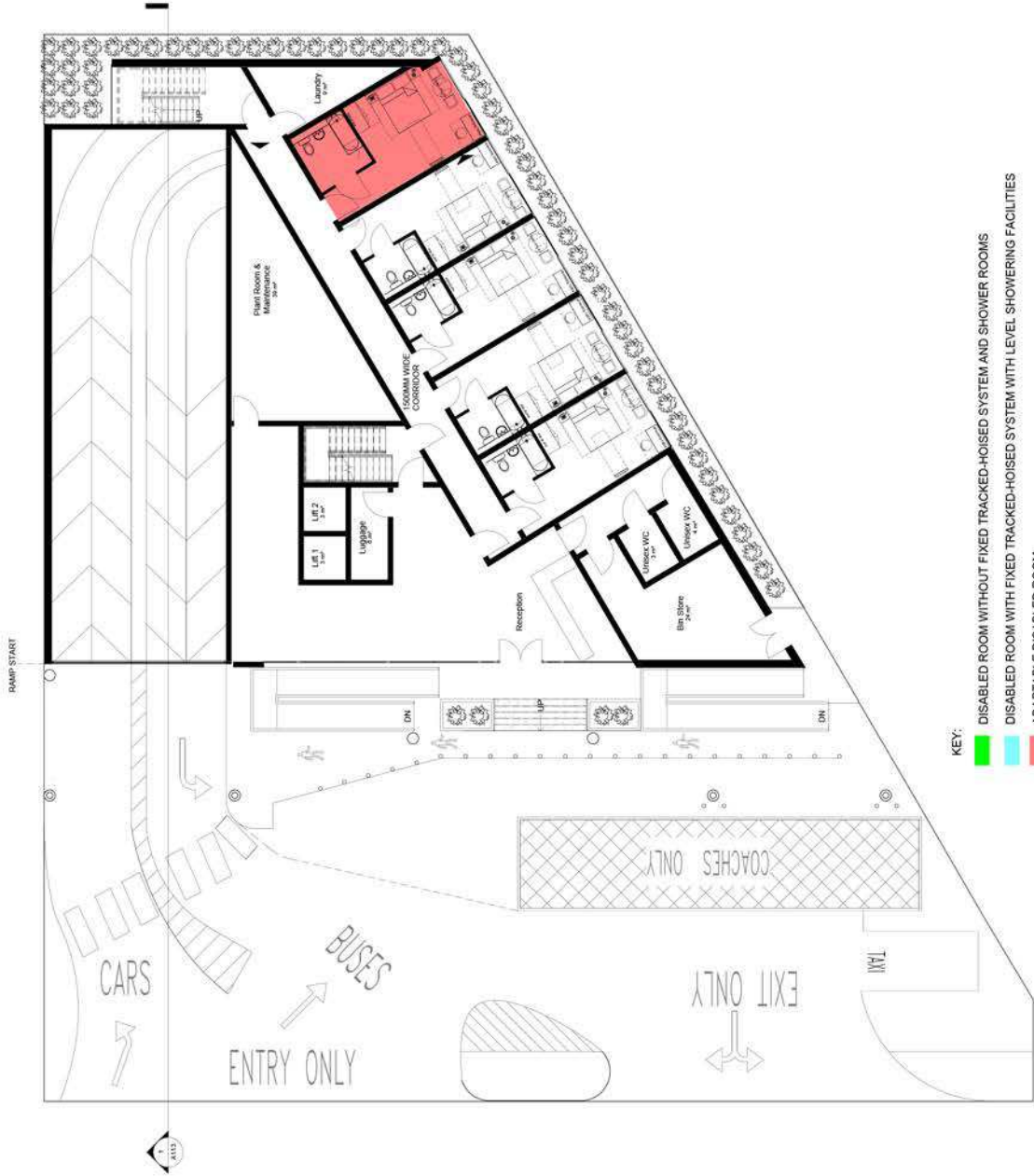
**1**  
Basement  
1 : 100

**GA&A DESIGN LTD**

CLIENT NAME: Hays Investments  
 PROJECT NAME: 560 SIFSON ROAD  
 DRAWING TITLE: Proposed Basement Plan  
 PROJECT NO: 408 A100  
 DATE: 01/10/2014  
 SCALE: 1 : 100  
 DRAWN BY: KJL  
 CHECKED BY: SSB  
 PROJECT NO: 408 A100  
 DATE: 01/10/2014  
 SCALE: 1 : 100  
 DRAWN BY: KJL  
 CHECKED BY: SSB

NOTES:  
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
 2. ALL WALLS ARE 230MM THICK UNLESS OTHERWISE SPECIFIED.  
 3. ALL FLOORS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 4. ALL CEILING ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 5. ALL DOORS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 6. ALL WINDOWS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 7. ALL STAIRS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 8. ALL TOILETS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 9. ALL RAMP ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.  
 10. ALL CURBS ARE TO FINISH LEVEL UNLESS OTHERWISE SPECIFIED.





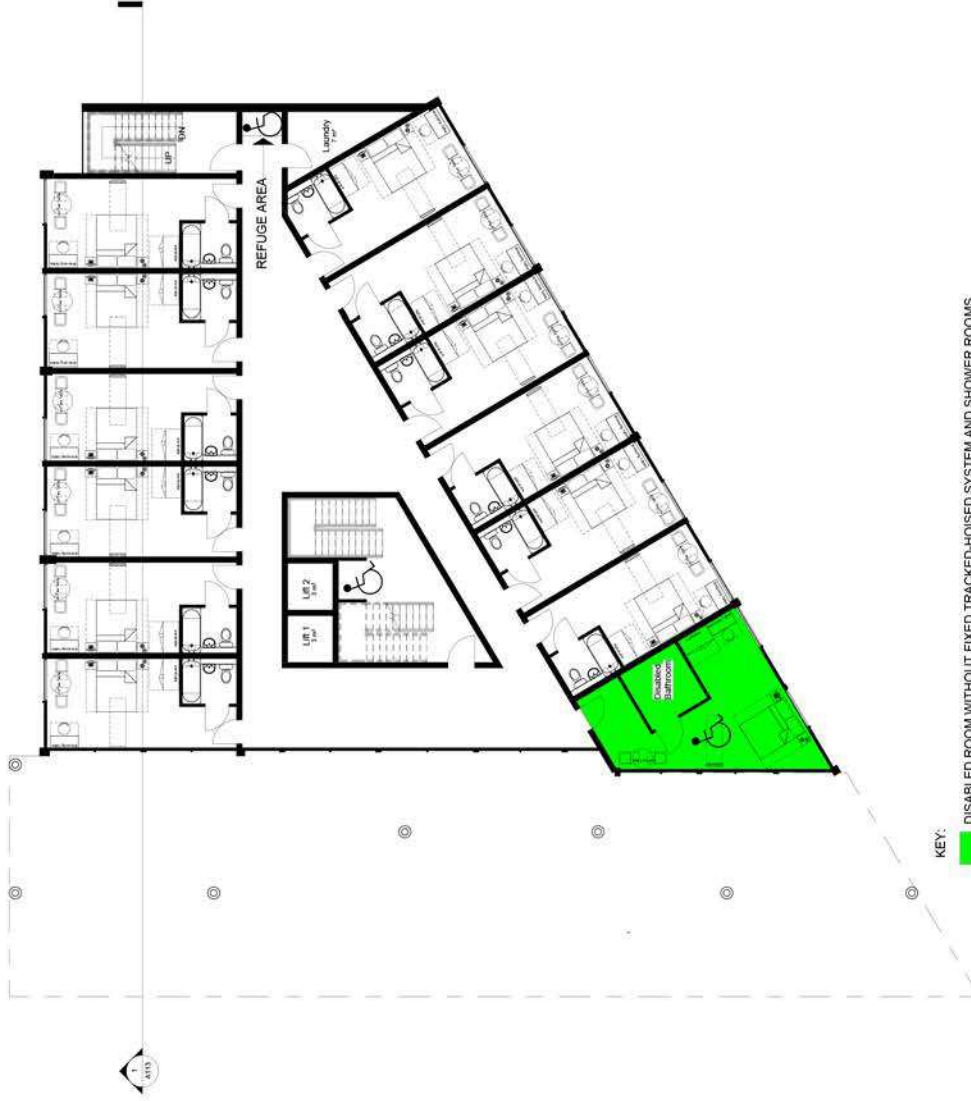
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  - DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
  - ADAPTABLE DISABLED ROOM

25m	SCALE 1:1250
10m	SCALE 1:500
5m	SCALE 1:250
1m	SCALE 1:50

NOTES: Please refer to the relevant drawings for details of the proposed works. All dimensions are in millimeters unless otherwise stated.

PROJECT NO.	408	A101
DATE	11/10/2014	
SCALE	1 : 100	Planning
REV	B	
DATE	11/10/2014	
BY		
CHECKED BY		
DATE		
PROJECT NAME	HAYES INVESTMENTS	
PROJECT ADDRESS	560 BRISCON ROAD	
DRAWING TITLE	Proposed Ground Floor Plan	
PROJECT NO.	408	
SCALE	1 : 100	
DATE	11/10/2014	
BY		
CHECKED BY		
DATE		
PROJECT NAME	HAYES INVESTMENTS	
PROJECT ADDRESS	560 BRISCON ROAD	
DRAWING TITLE	Proposed Ground Floor Plan	
PROJECT NO.	408	
SCALE	1 : 100	
DATE	11/10/2014	
BY		
CHECKED BY		
DATE		





- KEY:
- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
  - DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
  - ADAPTABLE DISABLED ROOM

**1** 1 : 100  
First Floor

NOTES

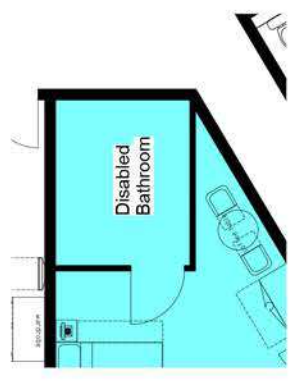
DISCLAIMER: These plans are for general guidance only. They are not to be used for construction without the services of a qualified professional.

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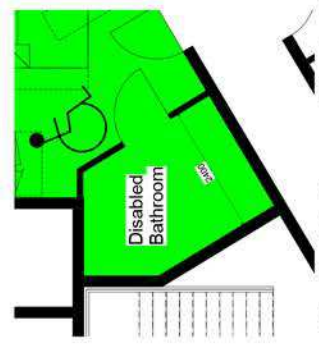
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 PROJECT NAME: 560 SIFSON ROAD  
 DRAWING TITLE: Proposed First Floor Plan  
 DRAWING NO: 408\_A102  
 DATE: 01/10/2014  
 DRAWN BY: AS  
 CHECKED BY: AS  
 PROJECT NO: 01/10/2014  
 REV: B  
 SCALE: A3  
 PLOTTED BY: KJL  
 PLOTTED DATE: 01/10/2014  
 PLOTTED SCALE: KJL SSB

**2** 1 : 50  
Disabled Bathroom with a fixed tracked-hoist system with level showering facilities



**3** 1 : 50  
Disabled Bathroom without a fixed tracked-hoist system





- KEY:**
- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
  - DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
  - ADAPTABLE DISABLED ROOM

**1** Second, Third and Fourth Floor Typical Plan  
1 : 100

**GA&A DESIGN LTD**

CLIENT NAME: Haven Investments  
 PROJECT NAME: 560 BRISCON ROAD  
 DRAWING TITLE: Proposed Second, Third and Fourth Typical Plan  
 PROJECT NO: 408 A103  
 DRAWING NO: A  
 SCALE: 1 : 100  
 DATE: 01/10/2014  
 CHECKED BY: [Signature]  
 DRAWN BY: [Signature]

NOTES:  
 1. All work shown to comply with the Building Regulations 2010.  
 2. This drawing is a typical drawing and is not intended to be used for any other purpose.  
 3. All dimensions are in millimetres unless otherwise stated.  
 4. All work is to be in accordance with the Building Regulations 2010.



KEY:

- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
- DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
- ADAPTABLE DISABLED ROOM

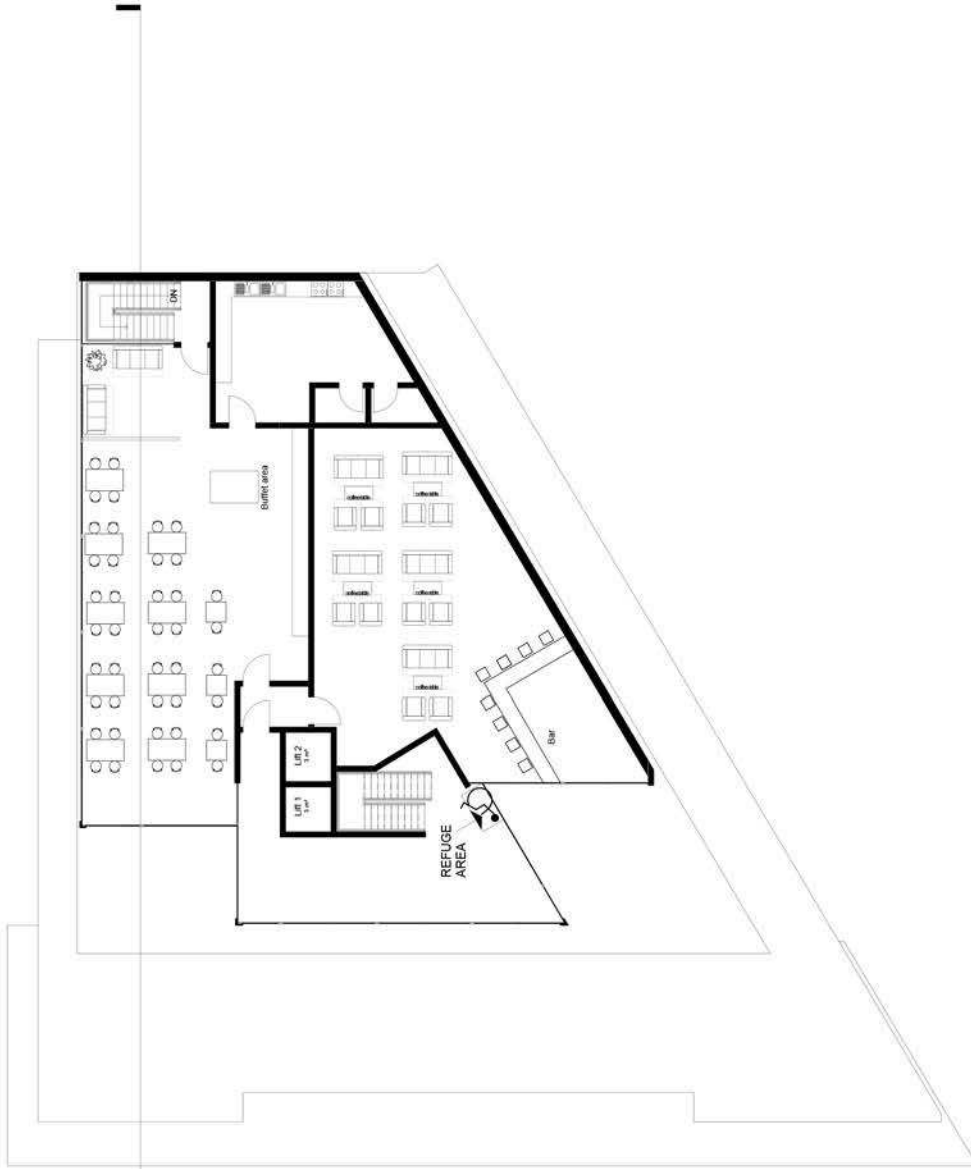
**1 Fifth Floor**

1 : 100

**GA&A DESIGN LTD**

CLIENT NAME: Haven Investments  
 PROJECT NAME: 560 SIFSON ROAD  
 DRAWING TITLE: Proposed Fifth Floor Plan  
 PROJECT NO: 408 A106  
 DRAWN BY: B  
 CHECKED BY: B  
 DATE: 01/10/2014  
 SCALE: 1 : 100  
 PLOTTED BY: KJL  
 SHEET NO: 508

NOTES:  
 1. See notes on CD, amended, plan, layout and other sheets, with any other drawings and take and locate as shown.  
 2. All dimensions are in millimetres unless otherwise stated.  
 3. All dimensions are to the centre of the line unless otherwise stated.  
 4. All dimensions are to the face of the wall unless otherwise stated.  
 5. All dimensions are to the face of the wall unless otherwise stated.  
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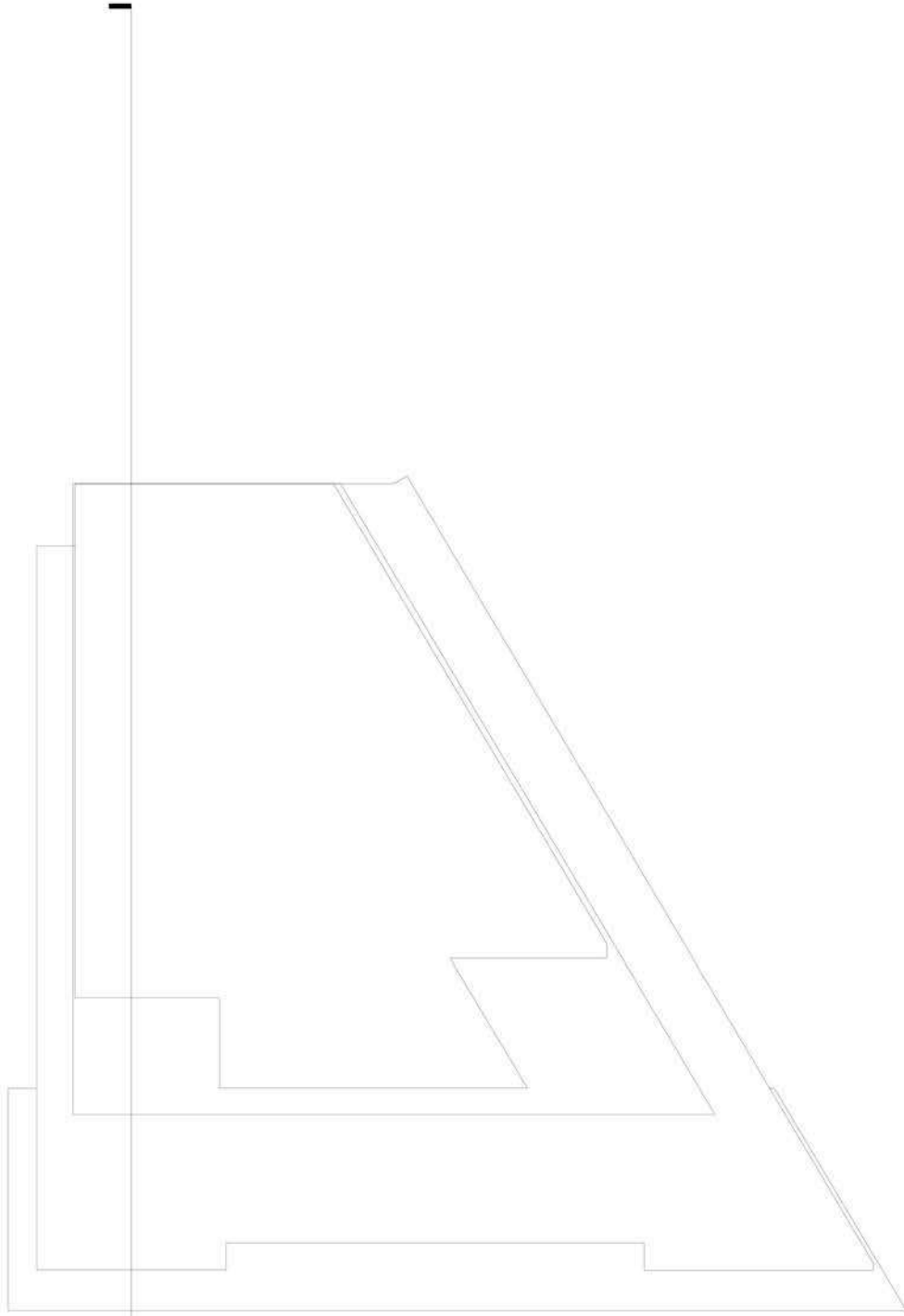
**1 Sixth Floor**  
1 : 100

**GA&A DESIGN LTD**

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 PROJECT NAME: 560 SIFSON ROAD  
 DRAWING TITLE: Proposed Sixth Floor Plan  
 PROJECT NO: B  
 SCALE: 1 : 100  
 DATE: 01/10/2014  
 DRAWN BY: KJL  
 CHECKED BY: SSB

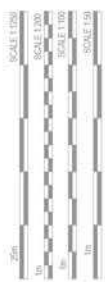
408 A107  
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 01/10/2014 KJL SSB

NOTES:  
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 2. This drawing is the property of GA&A Design Ltd and is not to be used for any other project without the written consent of GA&A Design Ltd.  
 3. All dimensions are in millimeters unless otherwise stated.  
 4. All dimensions are to the center of the object unless otherwise stated.  
 5. All dimensions are to the finished surface unless otherwise stated.  
 6. All dimensions are to the center of the hole unless otherwise stated.  
 7. All dimensions are to the center of the shaft unless otherwise stated.  
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NOTES

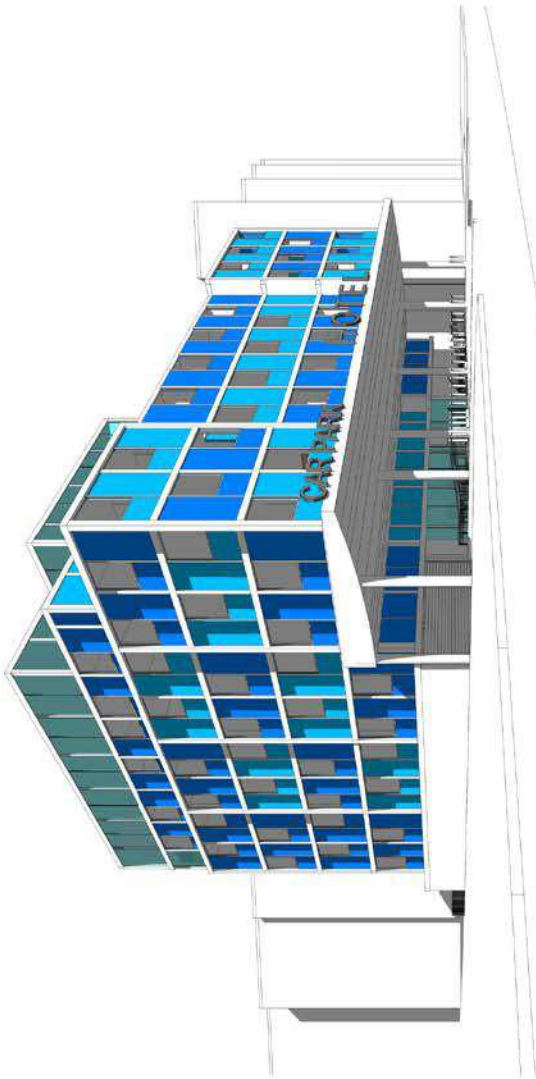
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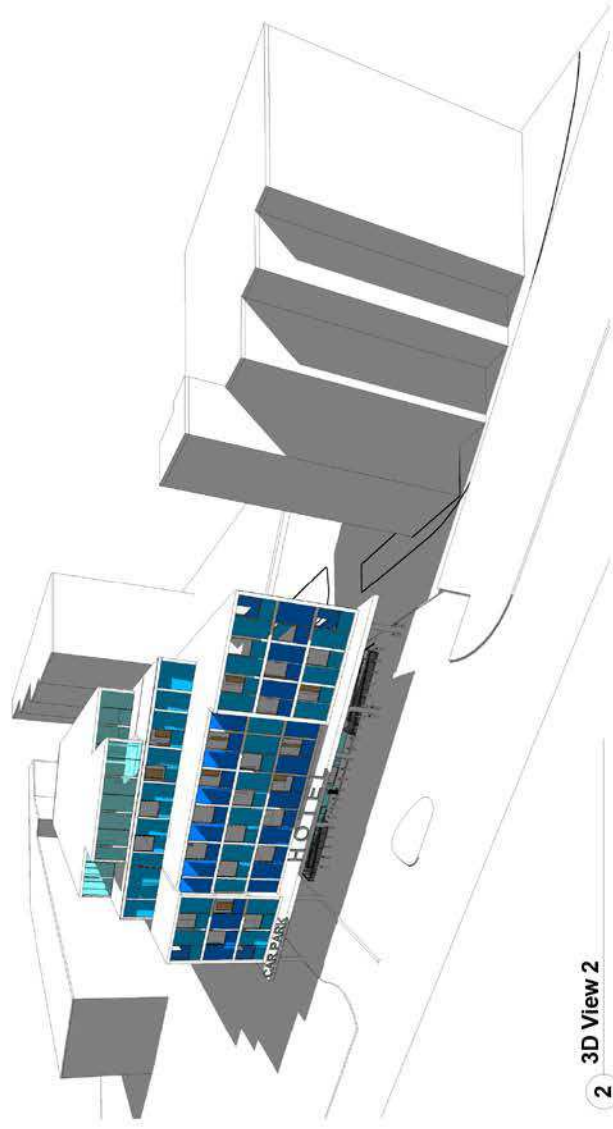
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Client Name: Hays Investments  
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 Drawn Title: Proposed Roof Plan  
 Project No: 408 A109  
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 Drawn By: KJL  
 Checked By: SSB

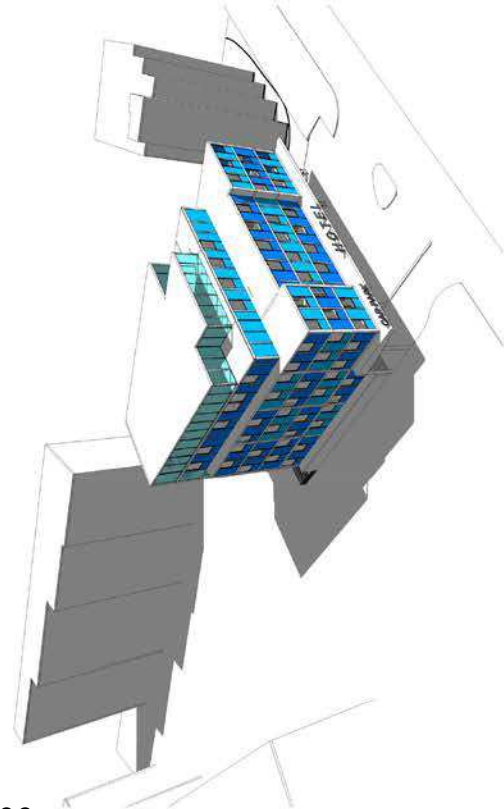




1 3D View 1



2 3D View 2



3 3D View 3

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No.	SCALE 1:1000
St.	SCALE 1:100
Sta.	SCALE 1:50

1. All dimensions are in meters unless otherwise stated. 2. All dimensions are in meters unless otherwise stated. 3. All dimensions are in meters unless otherwise stated. 4. All dimensions are in meters unless otherwise stated. 5. All dimensions are in meters unless otherwise stated. 6. All dimensions are in meters unless otherwise stated. 7. All dimensions are in meters unless otherwise stated. 8. All dimensions are in meters unless otherwise stated. 9. All dimensions are in meters unless otherwise stated. 10. All dimensions are in meters unless otherwise stated.

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Head Office: 2000 West Street, Suite 200  
 Vancouver, BC V6V 1C4  
 Tel: (604) 681-1111  
 Fax: (604) 681-1112  
 Email: info@gaandesign.com

CLIENT NAME: Hays Investments  
 PROJECT NAME: 560 BIRCHMOUNT ROAD  
 DRAWING TITLE: Proposed 3D Views  
 PROJECT NO: 408 A114  
 DRAWING NO: B  
 SCALE: Planning  
 DATE: 01/10/2014  
 AUTHOR: Checker  
 CHECKER: Checker

Roof Plan  
28000

Seventh Floor  
24500

Sixth Floor  
21000

Fifth Floor  
17500

Fourth Floor  
14000

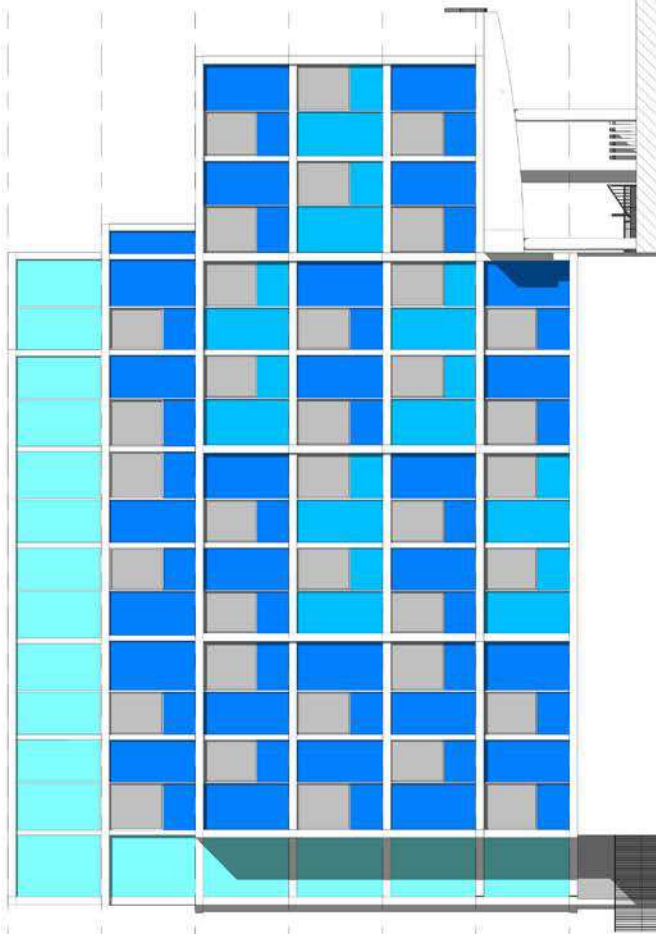
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Second Floor  
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First Floor  
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Ground Floor  
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Basement  
-2500



1 North Elevation  
1 : 100

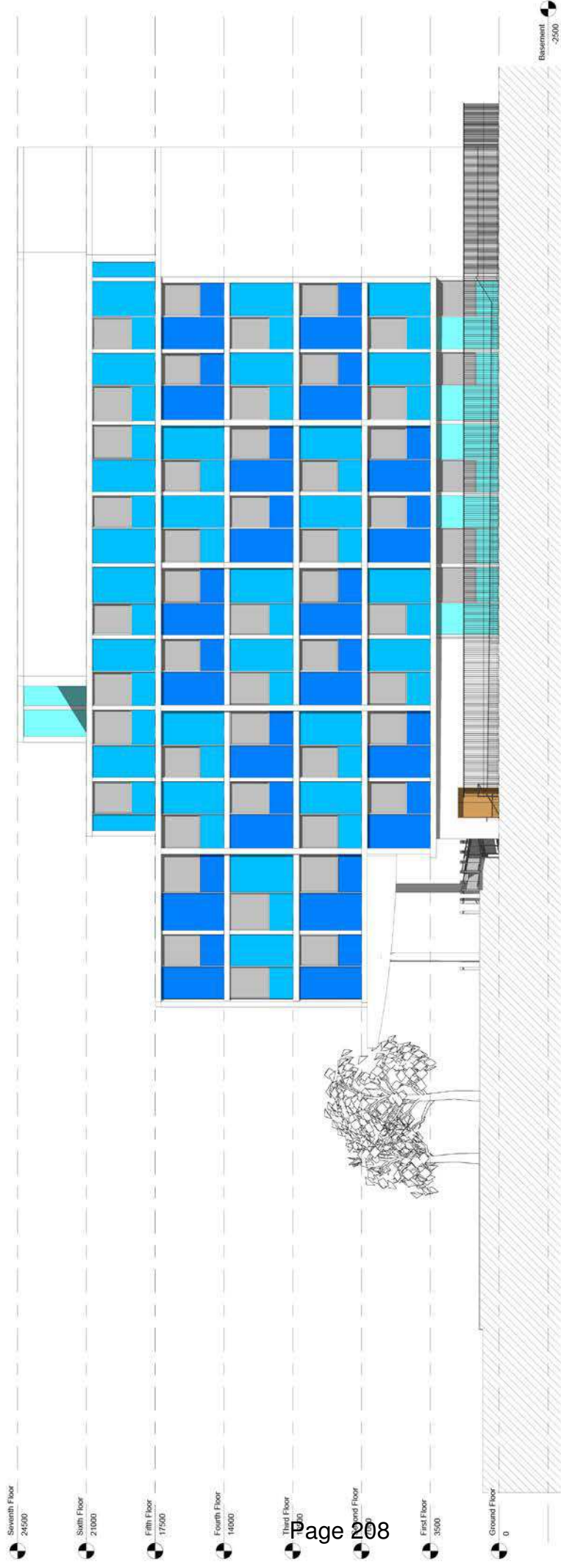
NOTES

25m	SCALE 1:250
1m	SCALE 1:200
5m	SCALE 1:100
1m	SCALE 1:50

DO NOT SCALE DRAWINGS. DIMENSIONS SHOWN ON DRAWINGS TAKE PRECEDENCE OVER DIMENSIONS TAKEN FROM THE DRAWING.

GA&A DESIGN LTD  
 CLIENT NAME: Hays Investments  
 PROJECT NAME: 560 BRISCON ROAD  
 DRAWING TITLE: Proposed North Elevation  
 PROJECT NO: 408\_A110  
 DRAWING NO: B  
 SCALE: 1:100  
 DATE: 01/10/2014  
 DRAWN BY: KJL  
 CHECKED BY: SSB





**1** South Elevation  
1 : 100

**GA&A DESIGN LTD**

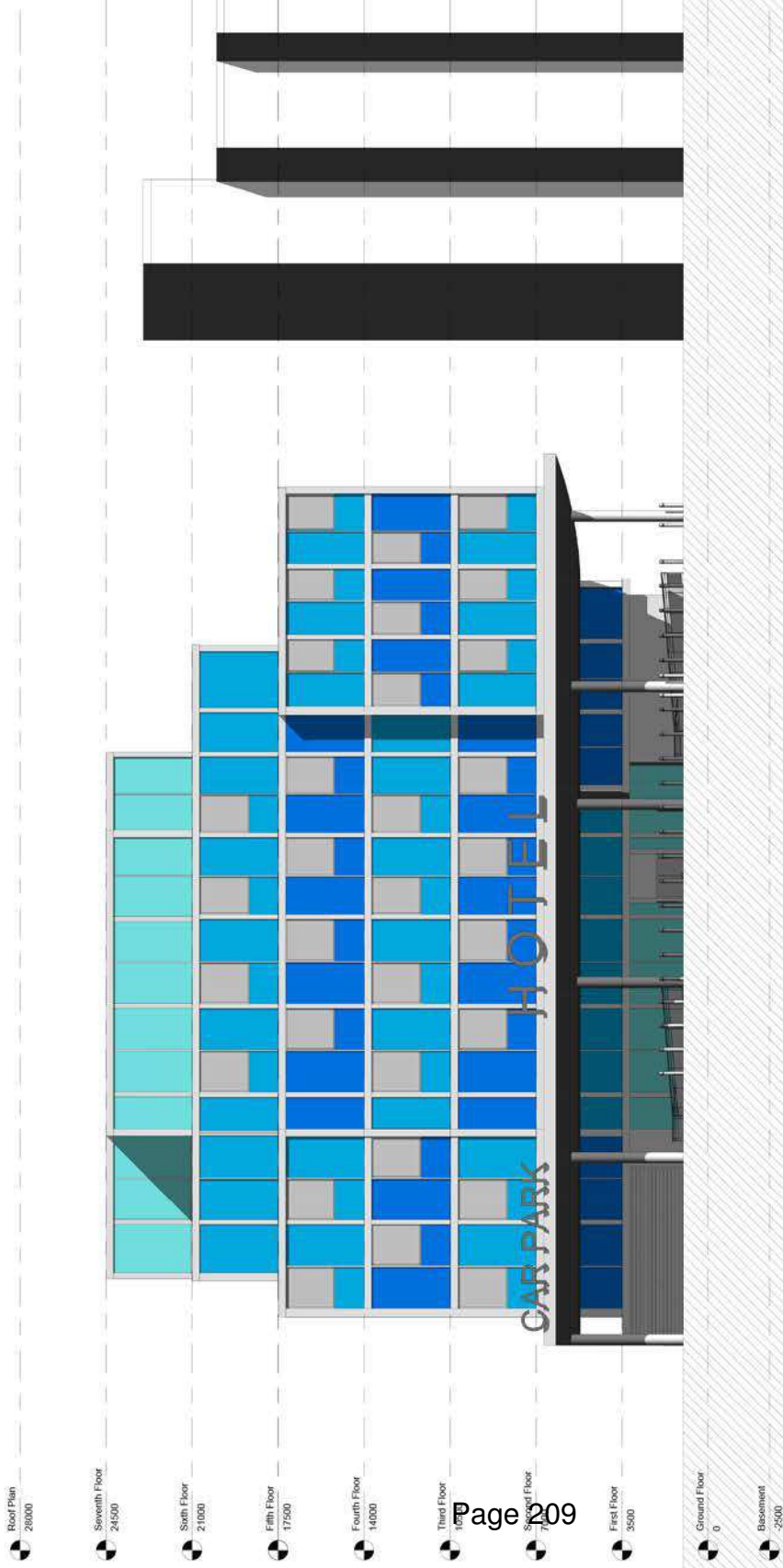
CLIENT NAME: Hays Investments  
 PROJECT NAME: 560 SIFSON ROAD  
 DRAWING TITLE: Proposed South Elevation  
 PROJECT NO: 408\_A111  
 DATE: 01/10/2014  
 SCALE: 1 : 100  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 RVD: [Name]  
 DATE: [Date]

25m  
 10m  
 5m  
 1m

SCALE 1:100  
 SCALE 1:100  
 SCALE 1:50  
 SCALE 1:50

NOTES: [Blank space for notes]

GA&A DESIGN LTD  
 1000 Highway 10, Suite 100, Mississauga, Ontario L4V 1N1  
 Tel: (905) 875-1111  
 Fax: (905) 875-1112  
 Email: info@gaandesign.com



1 West Elevation  
1 : 100

25m	SCALE 1:1250
10m	SCALE 1:500
5m	SCALE 1:250
1m	SCALE 1:50

DISCLAIMER: These plans are for general information only. They are not to be used for construction without the approval of the architect. The architect is not responsible for any errors or omissions in these plans.

PROJECT NO.	408	DATE	11/10/2014
PROJECT TITLE	Proposed West Elevation	SCALE	1 : 100
CLIENT NAME	Hayes Investments	DESIGNER	GA&A
PROJECT NAME	560 SIFSON ROAD	DATE	01/10/2014
PROJECT NO.	408	SCALE	1 : 100
PROJECT TITLE	Proposed West Elevation	DATE	01/10/2014
CLIENT NAME	Hayes Investments	DESIGNER	GA&A
PROJECT NAME	560 SIFSON ROAD	DATE	01/10/2014

Roof Plan  
28000

Seventh Floor  
24500

Sixth Floor  
21000

Fifth Floor  
17500

Fourth Floor  
14000

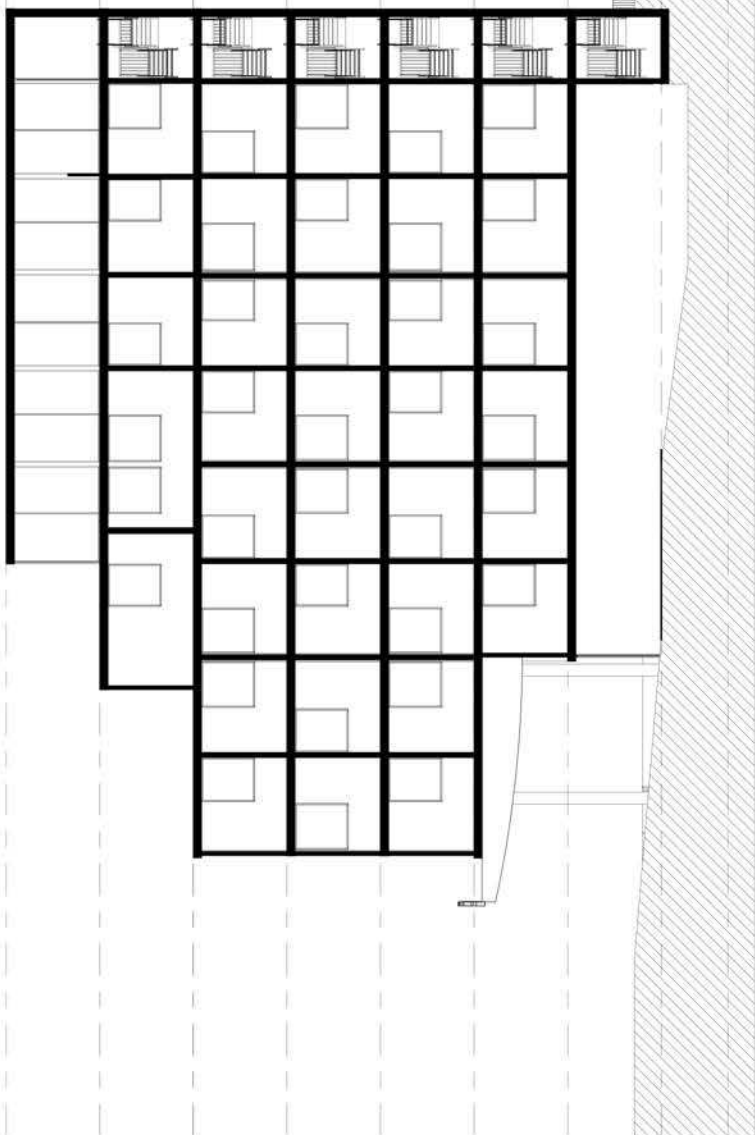
Third Floor  
10500

Second Floor  
7000

First Floor  
3500

Ground Floor  
0

Basement  
-2500



**1** Section 1  
1 : 100

NOTES

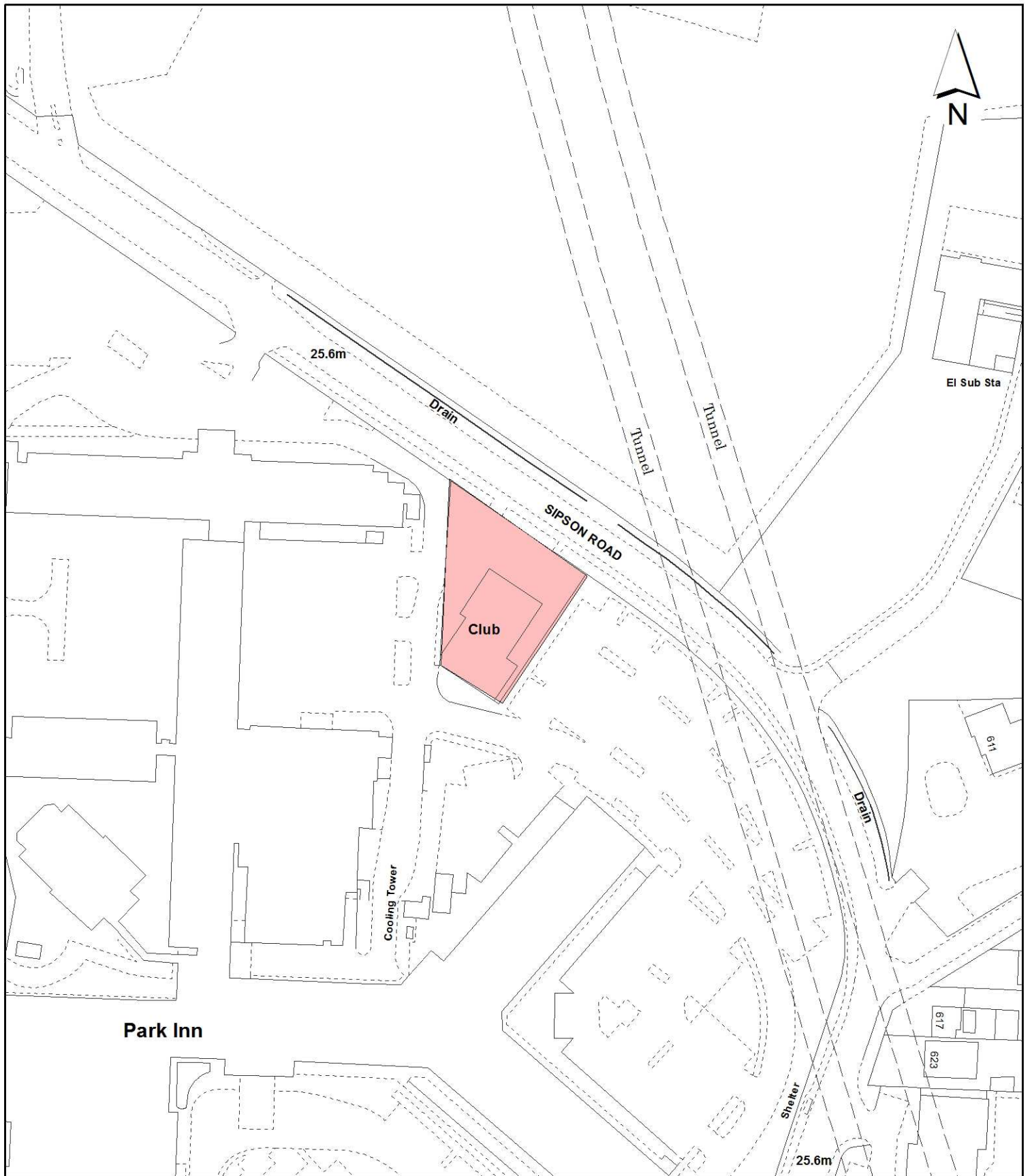
25m	SCALE 1:1250
1m	SCALE 1:100
1m	SCALE 1:100
1m	SCALE 1:50

NOTES: Please check all of structural, MEP, lighting and other related with each boundary and load and provide support. For the following is proposed.

NO.	REVISION	DATE	BY	SCALE	STATUS	REVISION BY
408	A113	1 : 100	Planning			KJI SSB







**Notes:**

 Site boundary

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Site Address:

**Former Royal British Legion Club  
 Sipson Road  
 West Drayton**

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

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

Planning Application Ref:

**829/APP/2014/4252**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 212

Date:

**November 2015**



**HILLINGDON**  
 LONDON

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

**Address** 211-213 SWAKELEYS ROAD ICKENHAM

**Development:** Demolition of the existing 2no. detached dwellings and erection of a two storey residential development with a lower ground floor and accommodation within the roof space. The development comprises of 6 x 1 bed flats and 6 x 2 bed flats.

**LBH Ref Nos:** 70701/APP/2015/3026

**Date Plans Received:** 11/08/2015  
**Date Application Valid:** 27/08/2015

**Date(s) of Amendment(s):** 10/08/2015



--	--	--	--

Revision notes

## Akaal Associates Ltd

architects and construction management

Moor House Farm Lower Road Higher Denham Uxbridge UB9 5EN  
 t 01895 834961 e info@akaalassociates.co.uk w akaalassociates.co.uk

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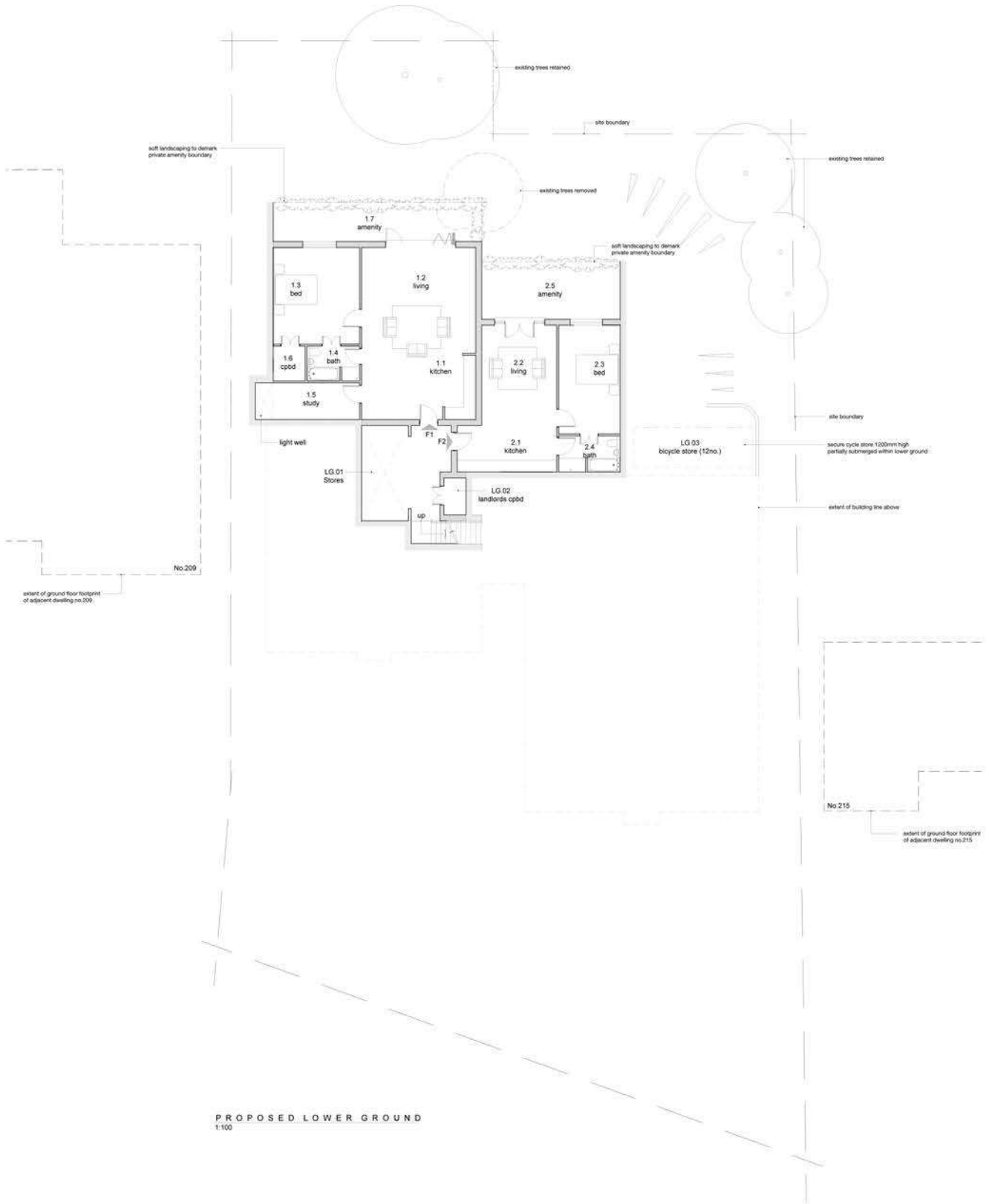
<small>client</small> <b>Mr S Burgess</b>	<small>project</small> <b>211-213 Swakeleys Road, Ickenham UB10</b>
--	--

<small>drawing</small> <b>SITE LOCATION PLAN</b>				
---	--	--	--	--

<small>date</small> July 2015	<small>scale</small> 1:100/200 at A1	<small>project no</small> <b>2015.010</b>	<small>work stage</small> <b>3</b>	<small>drawing no.</small> <b>S01</b>	<small> </small> -
----------------------------------	---	--	---------------------------------------	--	-----------------------







PROPOSED LOWER GROUND  
1:100

A: 27.10.2015 KSP Amendments as per planning (C.G) comments:  
a. Study areas reduced to 8m<sup>2</sup> max.

Revision:

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client: Mr S Burgess project: 211-213 Swakeleys Road, Ickenham UB10

drawing title: PROPOSED LOWER GROUND FLOOR

date: Aug. 2015 scale: 1:100/0.41 project no.: 2015.010 work stage: 3 drawing no.: C12 A



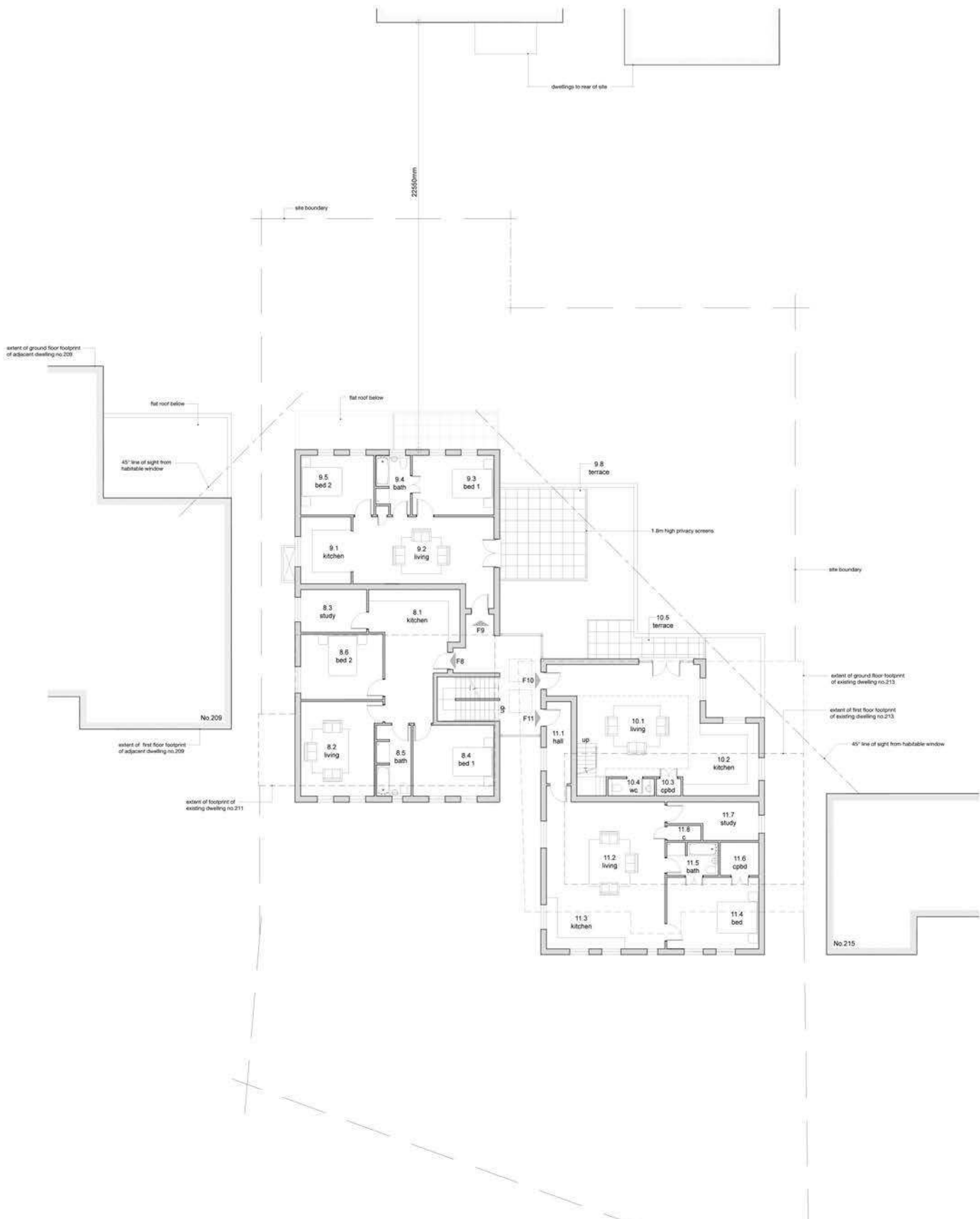
PROPOSED GROUND  
1:100

A	03.11.2015	KSP	F3 layout amended as per planning (C/G) comments
A	27.10.2015	KSP	Amendments as per planning (C/G) comments
		a	F3 & F4 layouts amended
		b	Parking 6 amended
		c	Flat 3 parking allocated
		d	Unit 209 footprint adjusted to reflect existing
		e	No. 211 footprint depth reduced
		f	F6 window omitted
		g	Study area's reduced to 8m <sup>2</sup> max.

Revision

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client	project				
Mr S Burgess	211-213 Swakeleys Road, Ickenham UB10				
drawing title:					
PROPOSED GROUND FLOOR					
date	scale	project no.	work stage	drawing no.	
Aug. 2015	1:100@A1	2015.010	3	C13	
					B

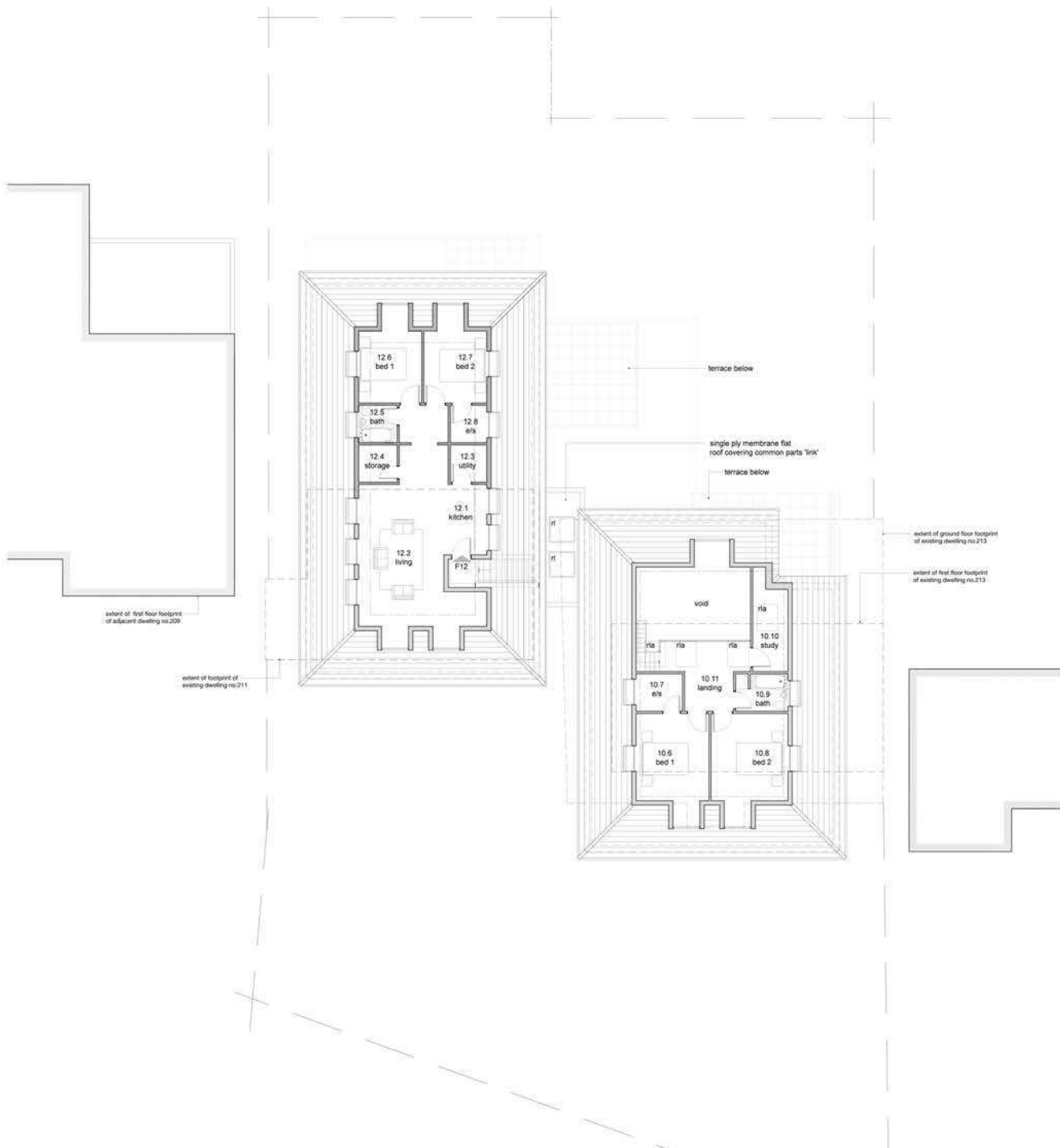


PROPOSED FIRST  
1:100

Revision	Date	Author	Description
A	27.10.2015	KSP	Amendments as per planning (C.G.) comments: a. F8 & F9 layouts amended b. Unit 209 footprint adjusted to reflect existing c. No. 211 footprint depth reduced d. Unit 9 terrace reduced e. Unit 11 terrace reduced and doors repositioned f. Study areas reduced to 8m <sup>2</sup> max.

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client:	Mr S Burgess	project:	211-213 Swakeleys Road, Ickenham UB10		
drawing title:	PROPOSED FIRST FLOOR				
date:	Aug. 2015	scale:	1:100@A1	project no.:	2015.010
work stage:	3	drawing no.:	C14	A	



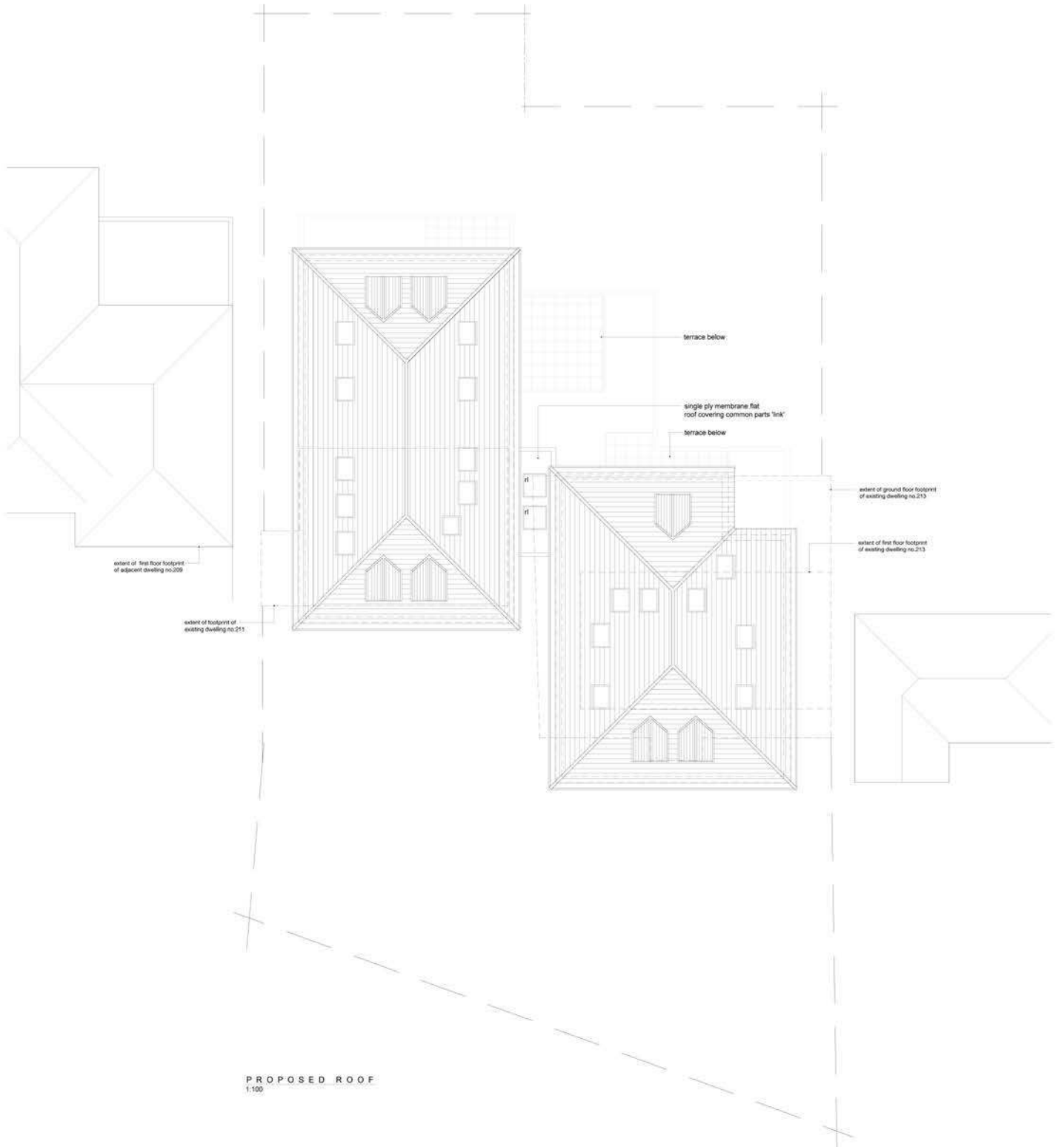
PROPOSED SECOND FLOOR  
1:100

Revision	A	27.10.2015	KSP	Amendments as per planning (C.G.) comments: a. Unit 209 footprint adjusted to reflect existing b. No. 211 footprint depth reduced
----------	---	------------	-----	---

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client:	Mr S Burgess	project:	211-213 Swakeleys Road, Ickenham UB10
drawing title:	PROPOSED SECOND FLOOR		
date:	Aug. 2015	scale:	1:100@A1
project no.:	2015.010	work stage:	3
drawing no.:	C15		A





PROPOSED ROOF  
1:100

Revision  
A 27.10.2015 KSP Amendments as per planning (C.G.) comments:  
a. Dormer added to No 211 block  
b. No.211 footprint depth reduced

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client: Mr S Burgess project: 211-213 Swakeleys Road, Ickenham UB10

drawing title: PROPOSED ROOF PLAN

date: Aug. 2015 scale: 1:100@A1 project no.: 2015.010 work stage: 3 drawing no.: C16 A





SECTION A-A

A	27/10/15	GDC	Amendments as per planning (C.G.) comments No. 211 footprint reduced Dormer added to No. 211 Windows amended
---	----------	-----	--

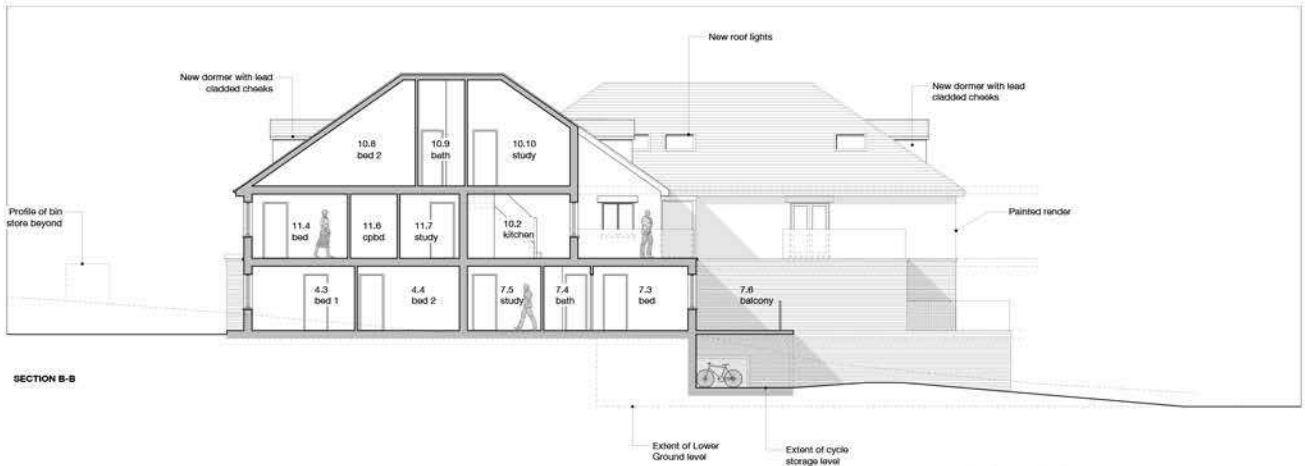
Revision notes

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client Mr S Burgess	project 211-213 Swakeleys Road, Ickenham UB10				
drawing PROPOSED ELEVATIONS & SECTION A-A					
date July 2015	scale 1:100 at A1	project no 2015.010	work stage 3	drawing no C21	A



Revision	Date	By	Description
A	27/10/15	GSC	Amendments as per planning (C.G.) comments No. 211 footprint reduced Dormer added to No. 211 Windows amended

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Drawing notes		Client		Project	
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drawing: PROPOSED ELEVATIONS & SECTION B-B					
date	scale	project no	work stage	drawing no	sheet
July 2015	1:100 at A1	2015.010	3	C22	A





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**GRID**

Using the OS Grid Network and applying the datum correction factor to determine the grid coordinates.

**DATA**

Using the OS Grid Network and applying the datum correction factor to determine the grid coordinates.

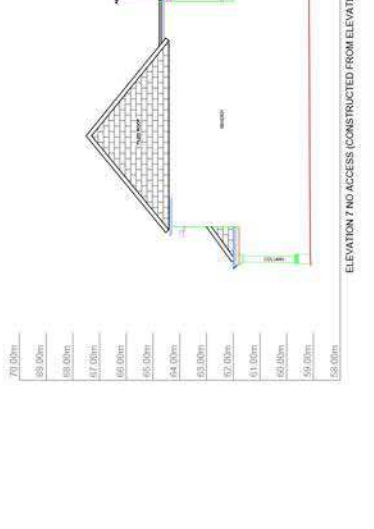
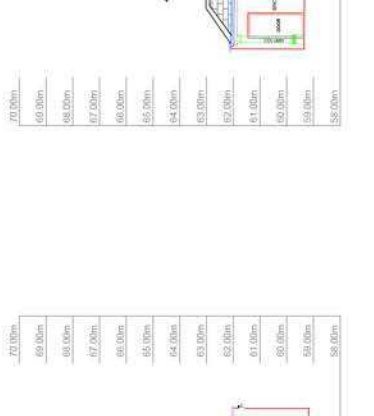
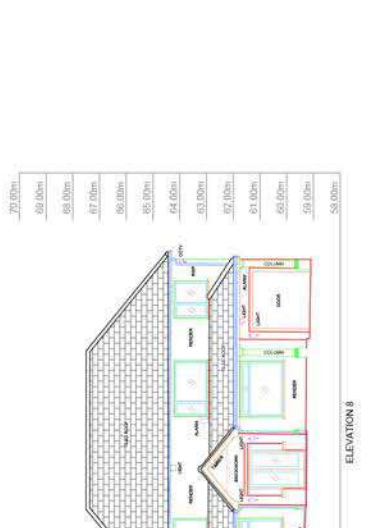
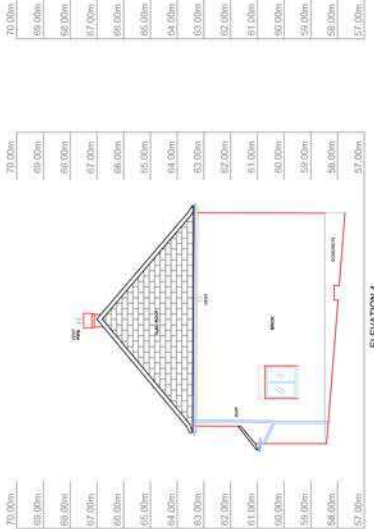
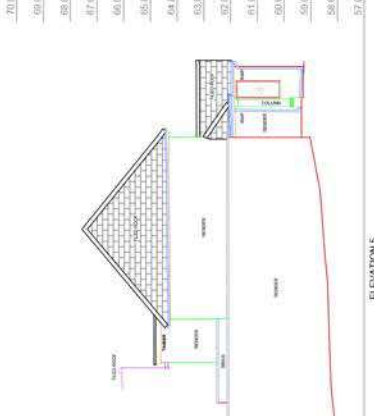
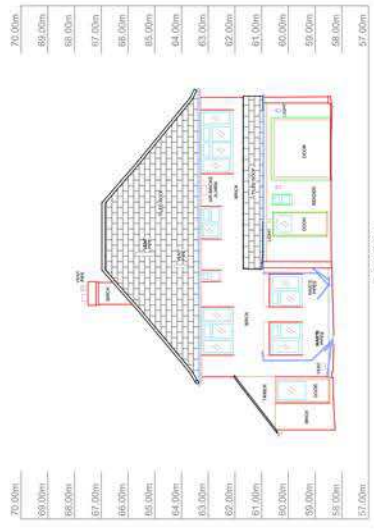
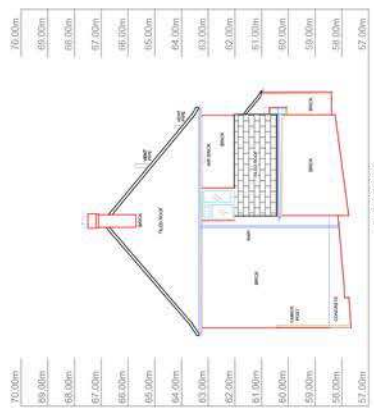
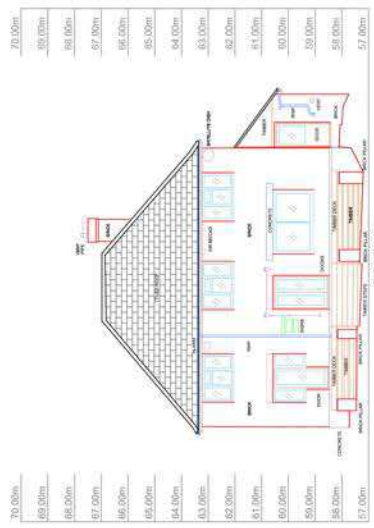


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Measured Survey Specialists

MT Surveys Ltd  
23 Tandra Grove  
Bingley  
BD16 3QG

(W) www.mtsurveys.com  
(E) admin@mtsurveys.com  
(T) 01274 598825

CLIENT		Akaal Associates	
SITE		211-213 Swakeleys Road Ickenham	
DRAWING TITLE		Elevations 1-8	
DRAWING REF./AYOUT TAB		SCALE/BA	REV
1027-108_E (A1)		1/100	Ø
PROJECT REF		1027-108	
SURVEYED	BY	DRAWN	BY
CHECKED	MT	DATE	27.06.2015
REV	DATE	DESCRIPTION	CHECKED

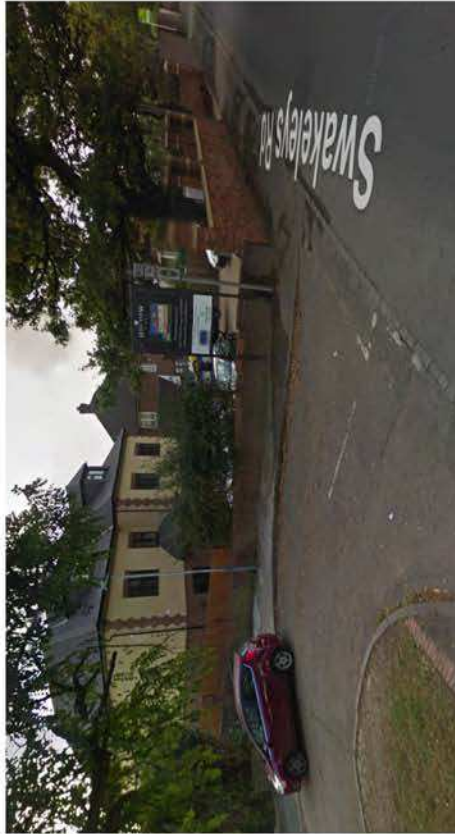




1. View from junction between Harvil Rd and Swakeleys Rd looking south-west



2. View from Swakeleys Rd looking south-east towards no. 209



3. View from Swakeleys Rd looking south towards no. 209 and 211



4. View from Swakeleys Rd looking south-east towards no. 209 and 211

**Akaal Associates Ltd**  
 architects and construction management  
 Moor House Farm Lower Road Higher Dentham Uxbridge UB8 5EN  
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client	Mr S Burgess	project	211-213 Swakeleys Road, Ickenham UB10
drawing	EXISTING PHOTOGRAPHS 1	project no.	
date	July 2015	scale	NTS
		work stage	1
		drawing no.	S11
			-





5. View from Swakeleys Rd looking south-east towards no. 211 and 213



6. View from Swakeleys Rd looking south-east towards no. 213



7. View from junction between Lodore Green and Swakeleys Road looking north-east

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drawing	EXISTING PHOTOGRAPHS 2	project no.	
date	July 2015	scale	NTS
		work stage	1
		drawing no.	S12
			-





8. View from rear of 211 Swakeleys Rd looking west towards no. 213



9. View from rear of 211 Swakeleys Rd looking north-west



10. View from rear of 211 Swakeleys Rd looking north towards no. 209



11. View from rear of 213 Swakeleys Rd looking west towards no. 215



12. View from rear of 213 Swakeleys Rd looking north-west



13. View from rear of 213 Swakeleys Rd looking north towards no. 211

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client	Mr S Burgess	project	211-213 Swakeleys Road, Ickenham UB10
drawing	EXISTING PHOTOGRAPHS 3	project no.	
date	July 2015	scale	NTS
		work stage	1
		drawing no.	S13
			-

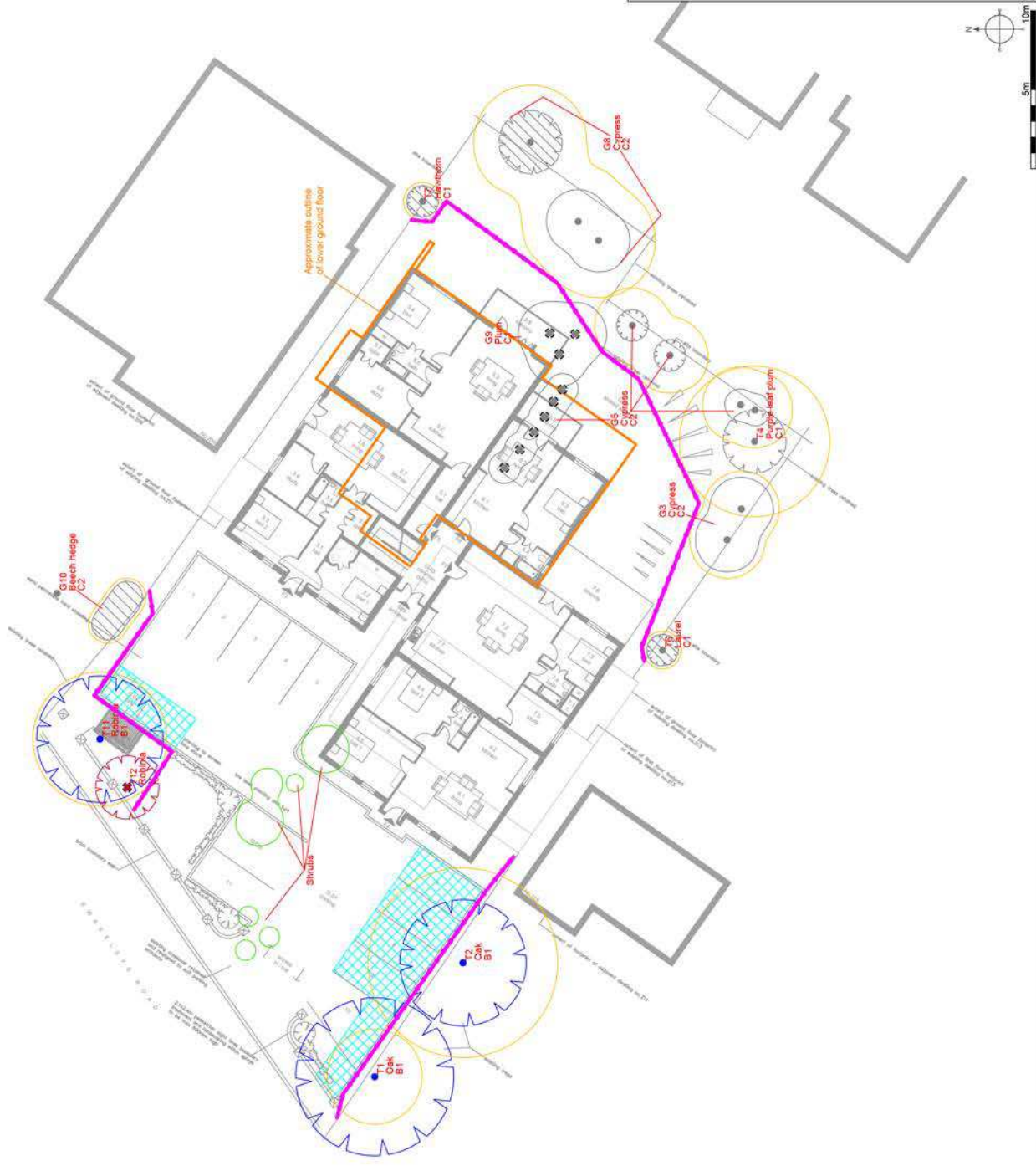


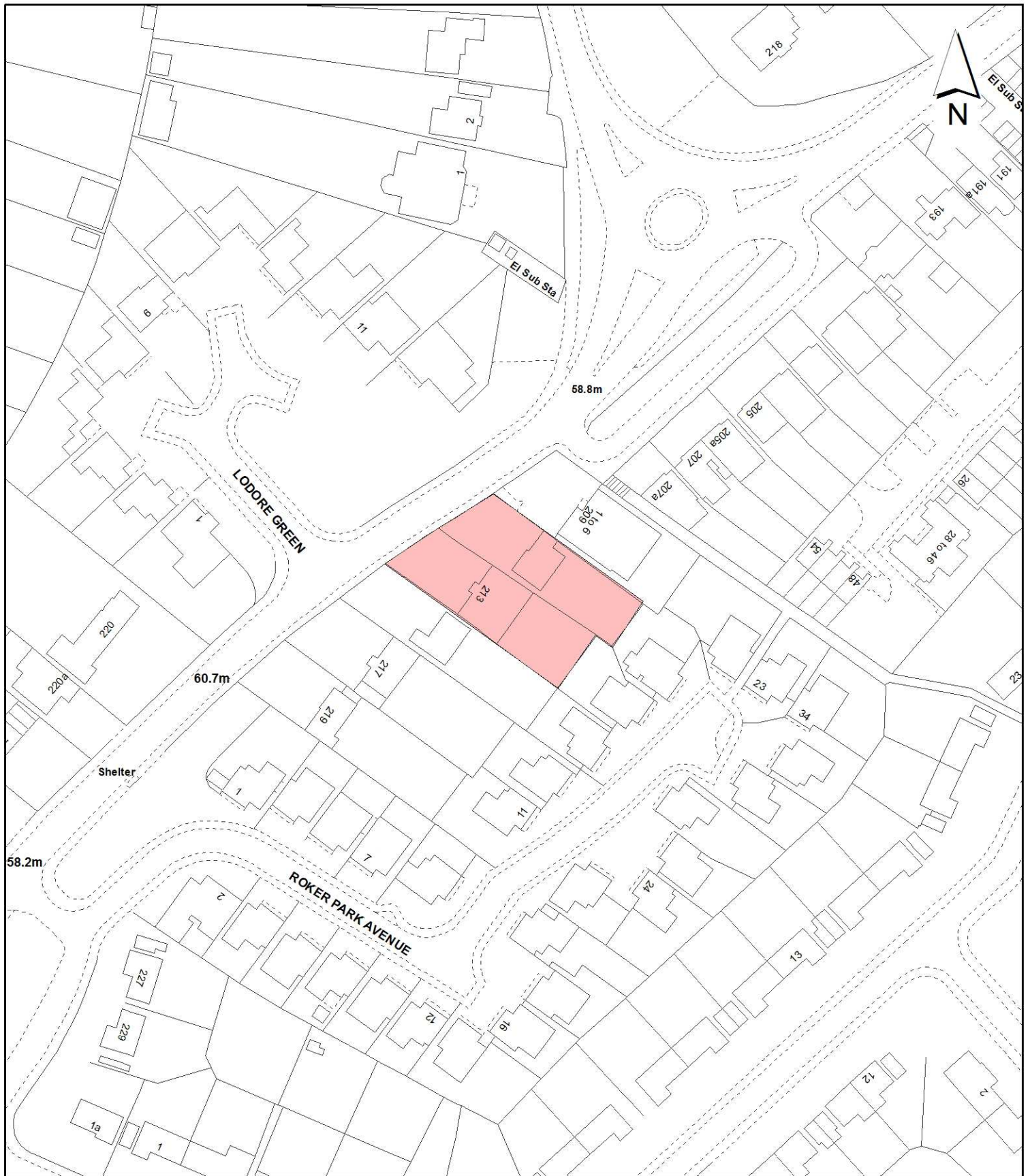




9 Pepler Way  
Birmingham  
B10 0JH  
UK  
Tel: 01753 643 760  
Mob: 07884 056 025  
Email: gen@ghatrees.co.uk  
www.ghatrees.co.uk

Site: 211-213 Swakeleys Road, Ickenham	1:200 @ A2
Drawing Title: Tree Protection Plan	Aug 2015
Key:	
● Category A	○ Crown Spread
● Category B	○ Tree Number
● Category C	○ Protection Area
● Category U	○ Species
○ Tree Position Approximate (not shown on original survey)	○ Tree Protection Fencing
○ Tree Proposed for Removal	○ No Dig Construction





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 Site boundary

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Site Address:

**211-213 Swakeleys Road  
 Ickenham**

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

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

Planning Application Ref:

**70701/APP/2015/3026**

Scale:

**1:1,250**

Planning Committee:

**Major Page 228**

Date:

**November 2015**



**HILLINGDON**  
 LONDON



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

**Address** IMPERIAL HOUSE VICTORIA ROAD RUISLIP

**Development:** Construction of an A1 discount food store with associated car parking and landscaping on the site of the former Imperial House. External refurbishment of Units 1 and 2.

**LBH Ref Nos:** 5039/APP/2014/3715

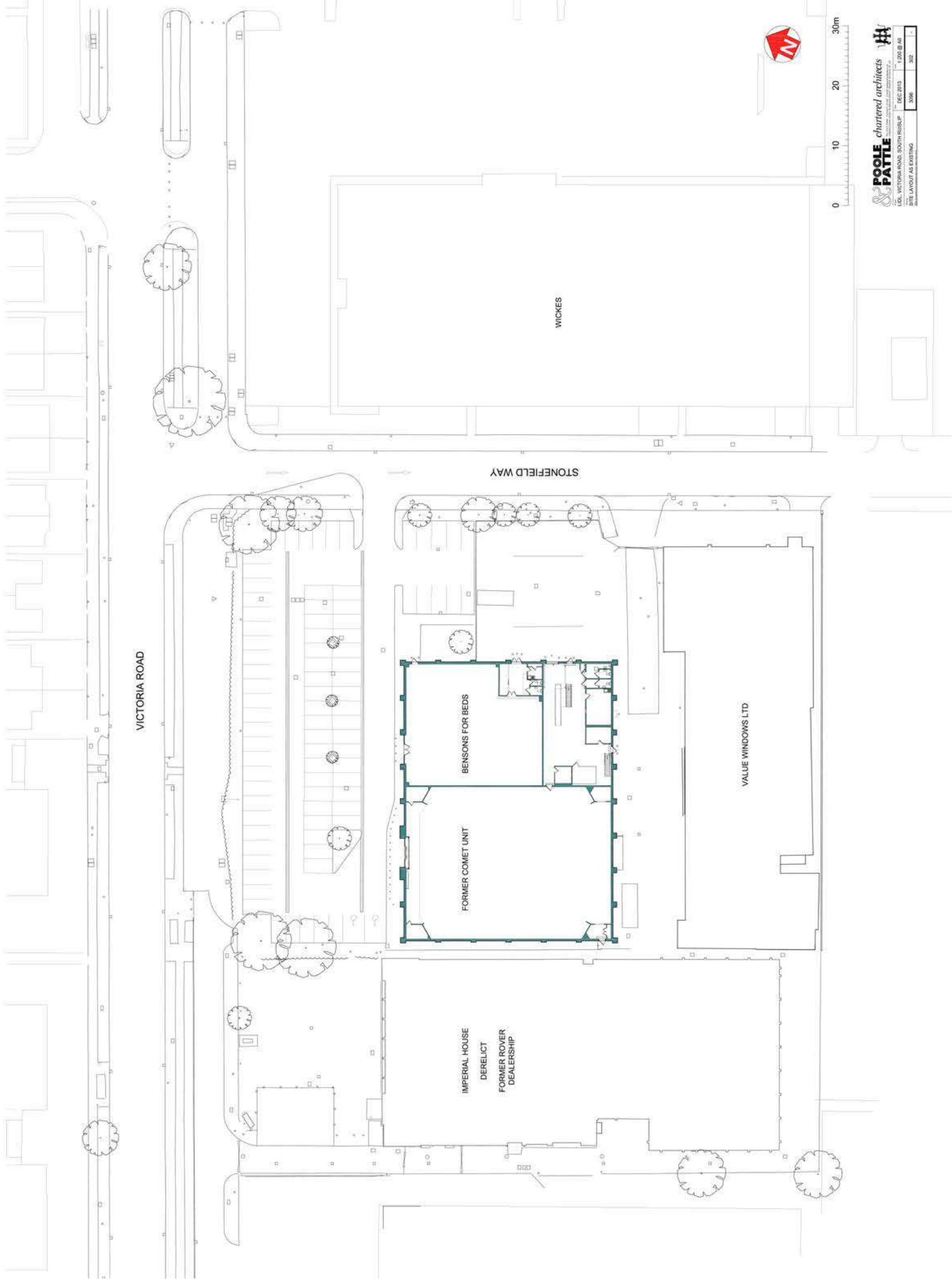
**Date Plans Received:** 17/10/2014

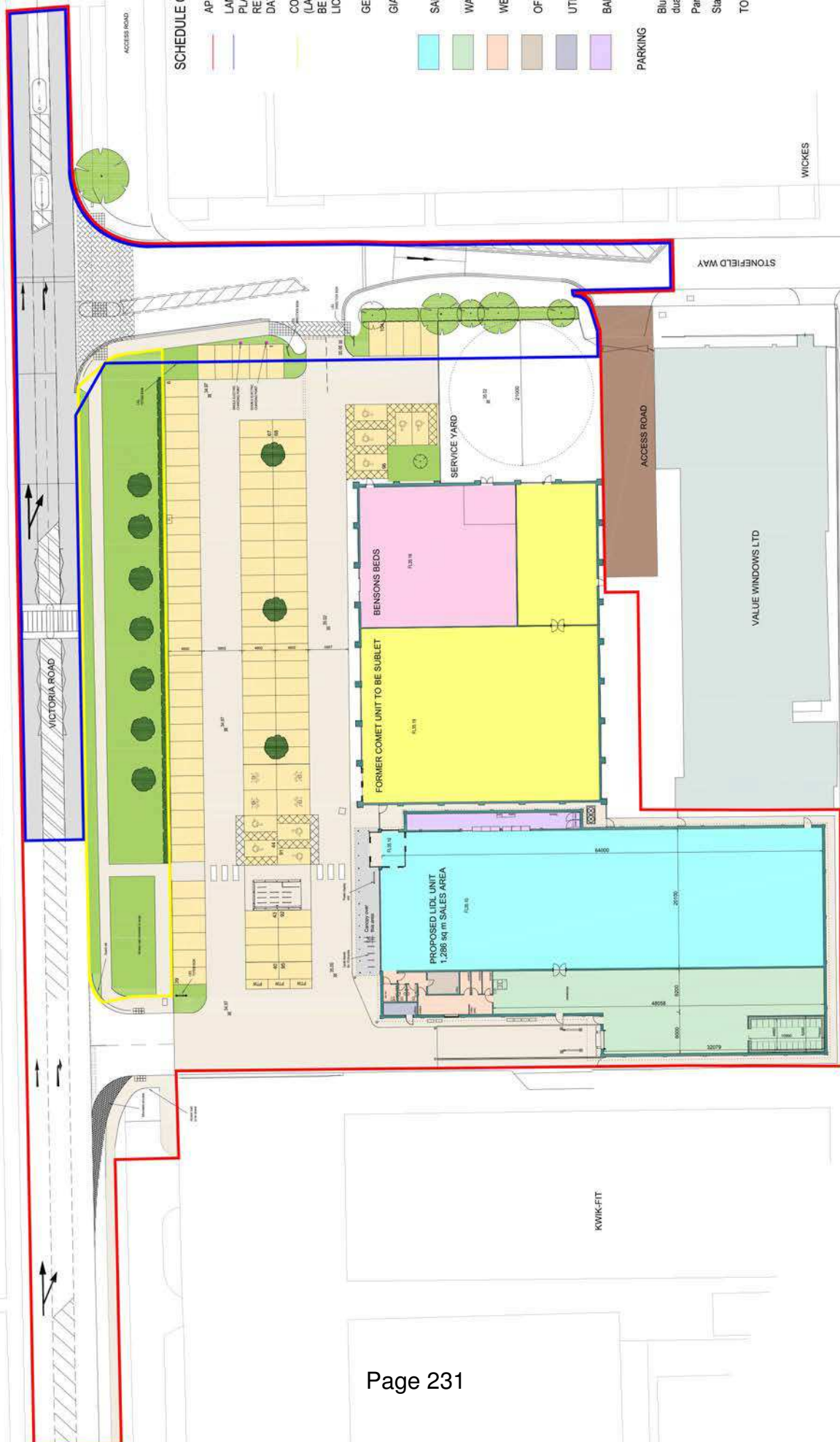
**Date(s) of Amendment(s):**

08/05/2015

**Date Application Valid:** 17/10/2014

10/11/2014





**SCHEDULE OF ACCOMMODATION**

APPLICATION SITE	2,046 sq m
LAND RELATING TO EXTANT PLANNING PERMISSION REF 41286/APP/2012/2939 DATED 18 APRIL 2013	1,970
COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)	1,286
GEA	490
GIA	72
SALES	15
WAREHOUSE	9
WELFARE	62
OFFICE	9
UTILITIES	62
BAKERY	9
PARKING	9
Blue / brown dual badge	4
Parent + Child Standard	91
<b>TOTAL</b>	<b>104</b>



VICTORIA ROAD

ACCESS ROAD

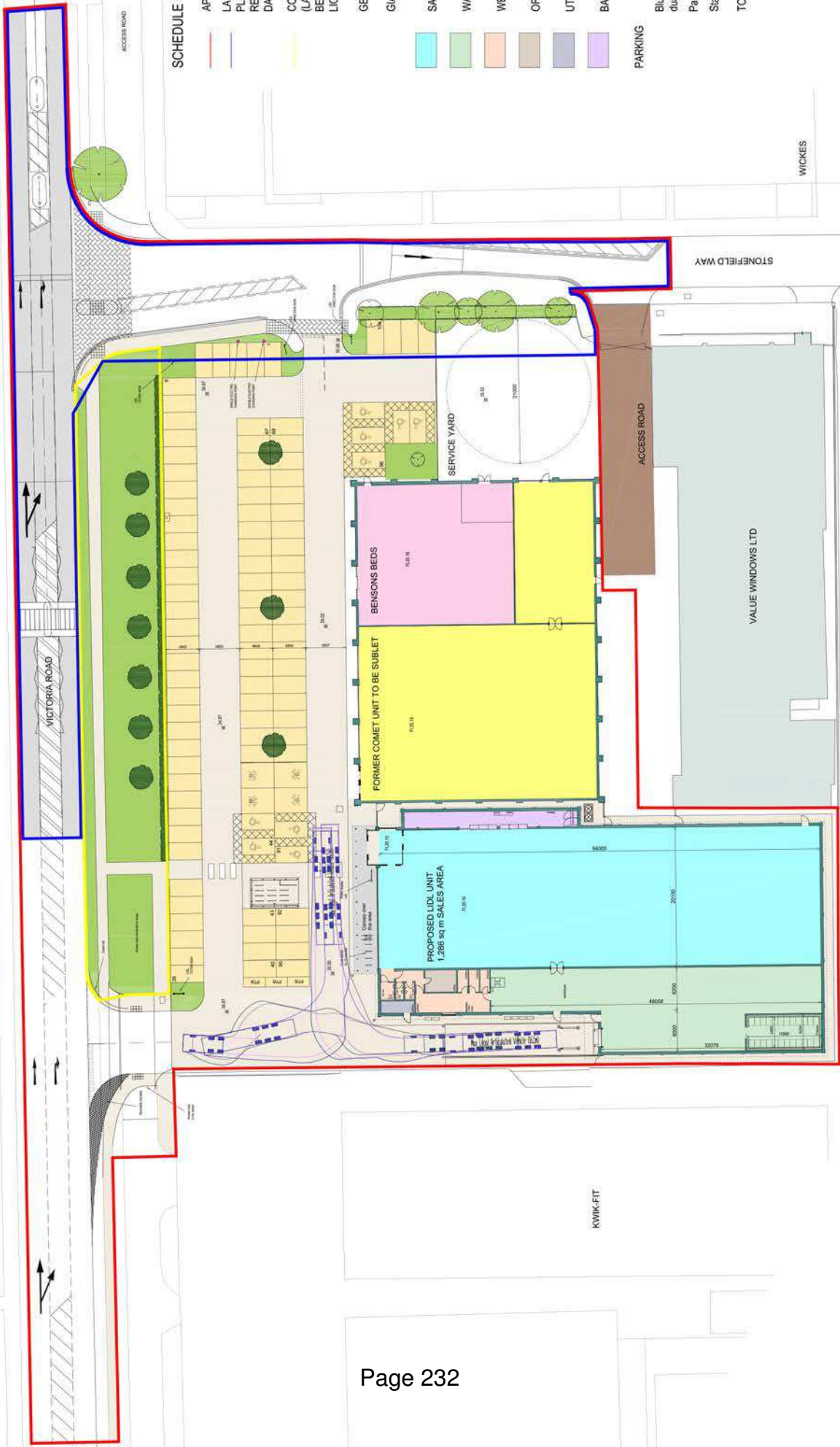
STONEFIELD WAY

ACCESS ROAD

VALUE WINDOWS LTD

WICKES

KWIK-FIT



**SCHEDULE OF ACCOMMODATION**

APPLICATION SITE  
 LAND RELATING TO EXTANT  
 PLANNING PERMISSION  
 REF 41266/APP/2012/2939  
 DATED 18 APRIL 2013

COUNCIL OWNED LAND  
 (LANDSCAPE WORKS TO  
 BE CARRIED OUT UNDER  
 LICENCE AGREEMENT)

GEA 2,046 sq m  
 GIA 1,970

SALES	1,286
WAREHOUSE	490
WELFARE	72
OFFICE	15
UTILITIES	9
BAKERY	62

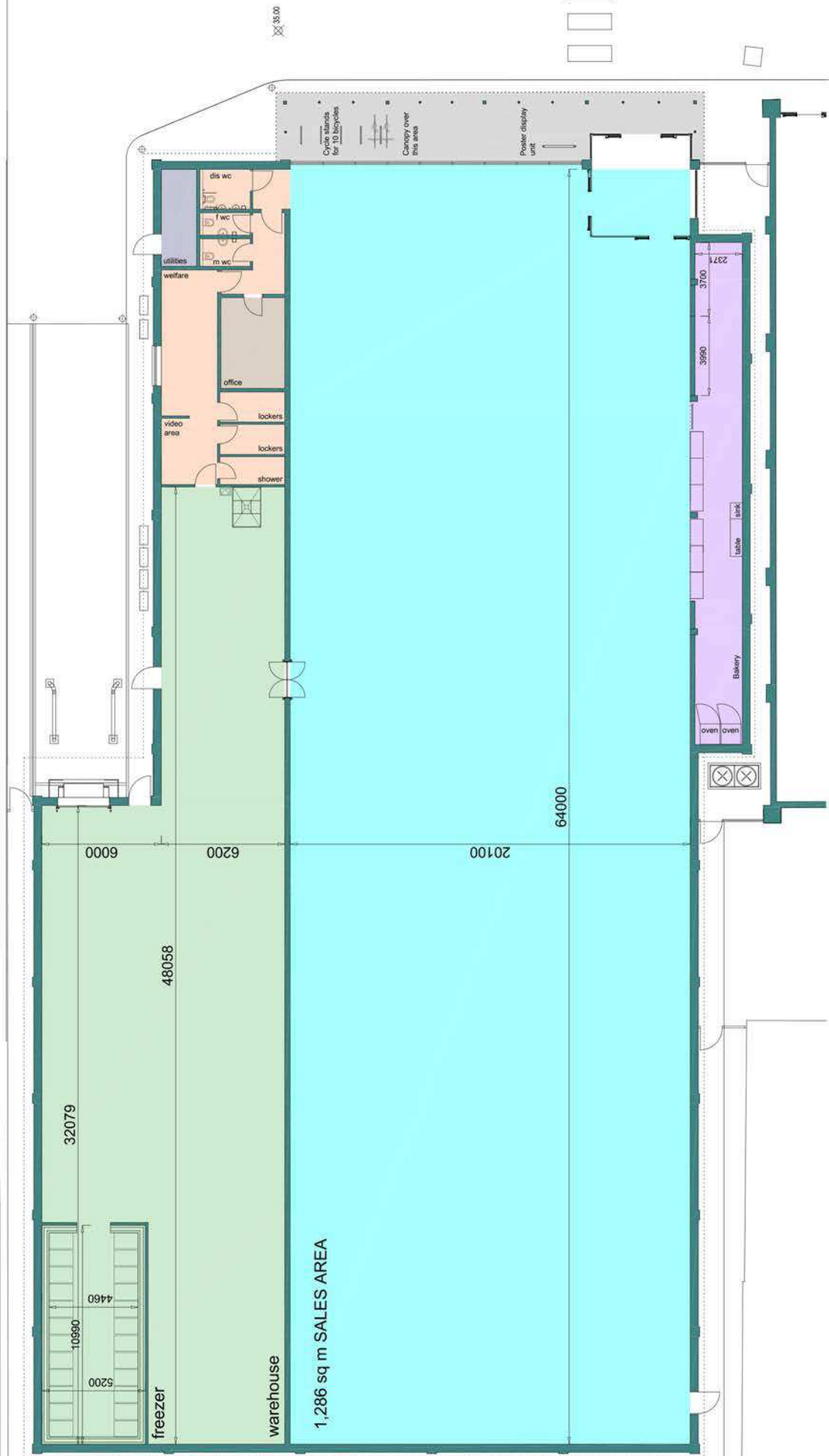
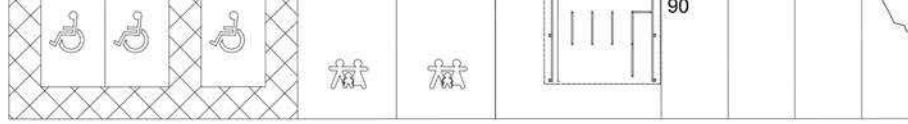
**PARKING**

Blue / brown dual badge	9
Parent + Child	4
Standard	91
<b>TOTAL</b>	<b>104</b>



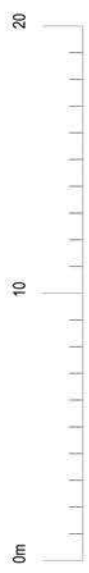




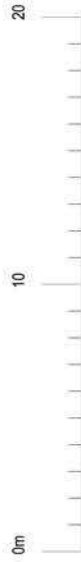
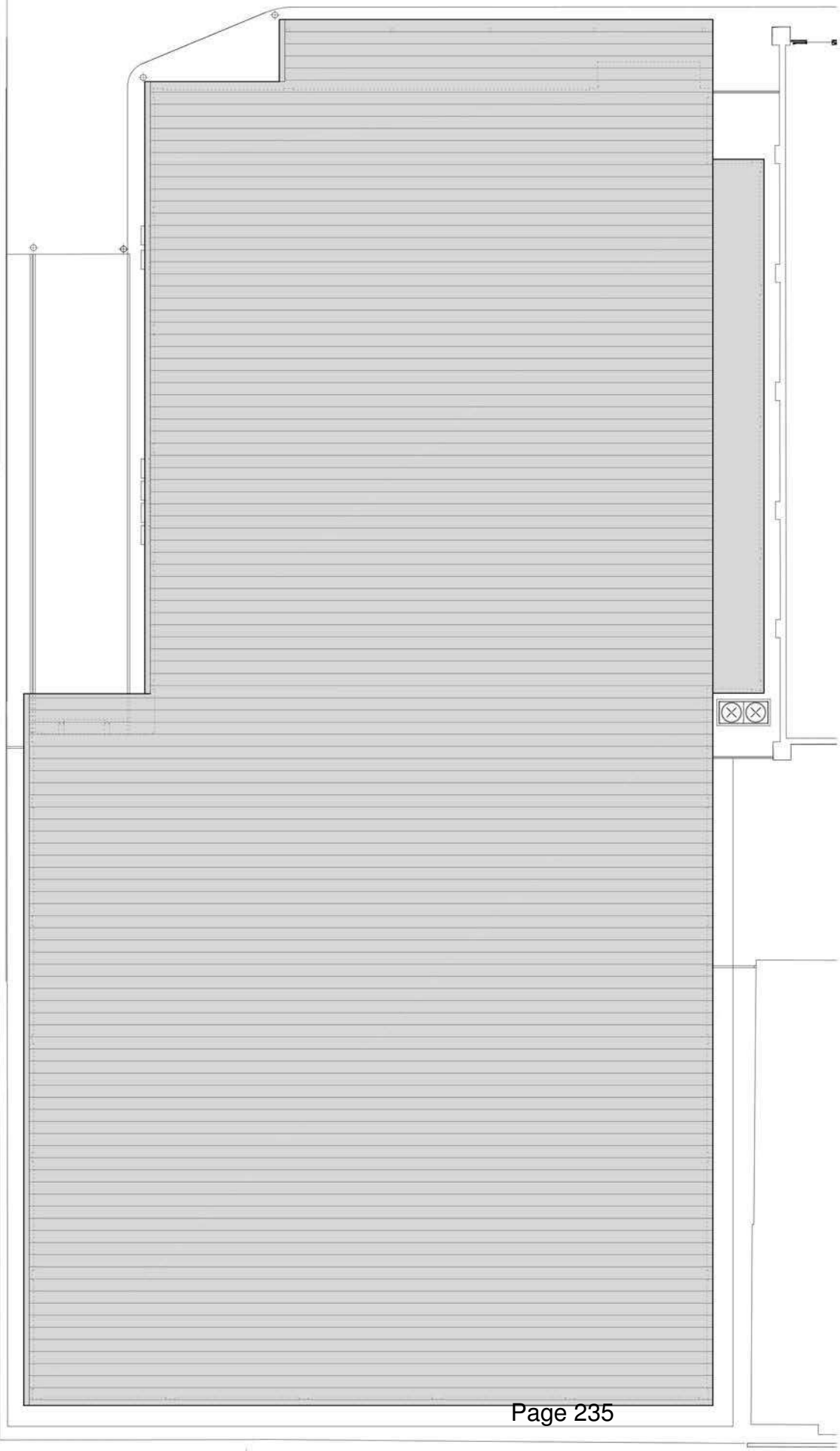


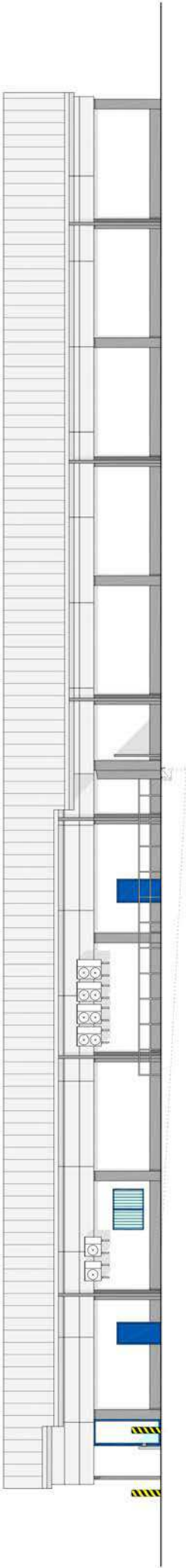
**SCHEDULE OF ACCOMMODATION - KEY**

Area	GA	GEA
Sales area	1,970 sq m	2,046 sq m
Warehouse	1,286 sq m	480
Manager's office	15	9
Utilities	72	62
Welfare, wcs, lobby		
Bakery		

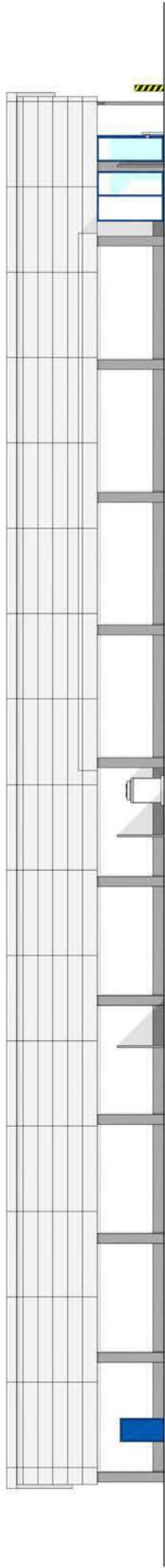




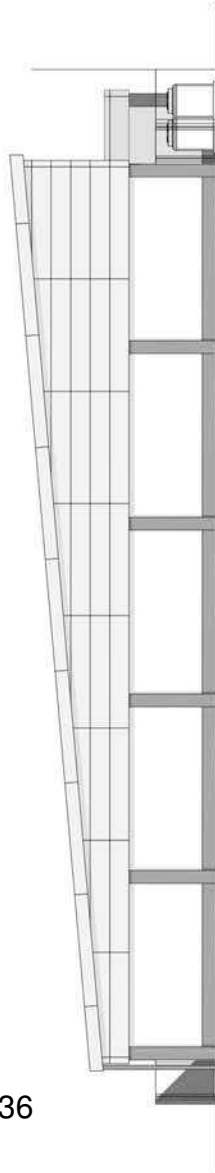




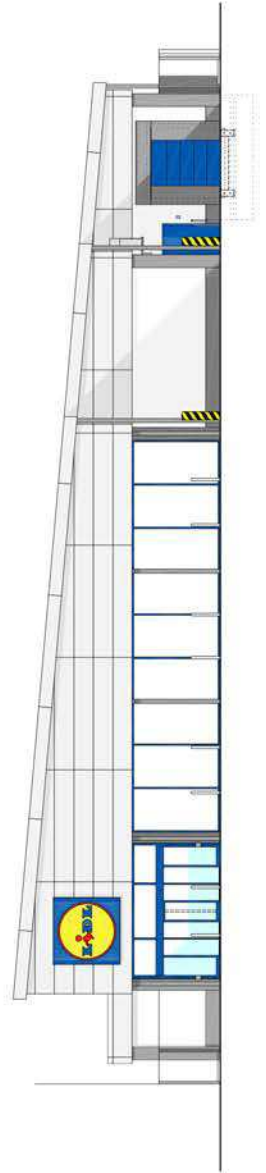
SOUTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION



NORTH WEST ELEVATION

**PROPOSED MATERIALS**

**WALLS**  
 20mm mineral render painted white RAL 9010 with projecting piers in grey RAL 7038  
 Ash & Lily Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006

**ROOF**  
 Standing seam aluminium sheet roofing at 5 degree pitch, in silver RAL 9006 finish

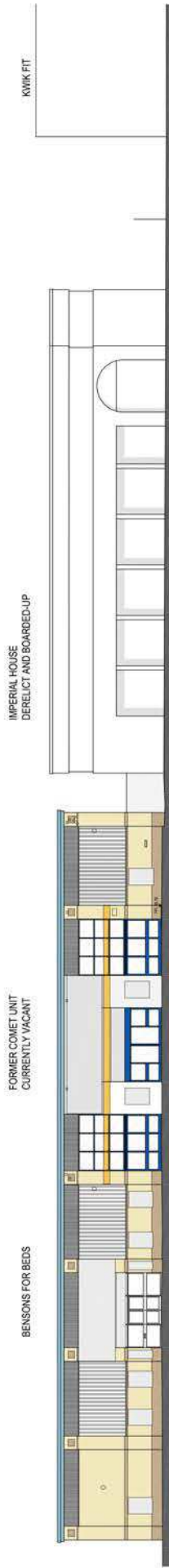
**SICHPRONT GLAZING ENTRANCE / EXIT LOBBY AND WINDOWS**  
 Powder coated aluminium framed double glazing systems in blue RAL 5010

**EXTERNAL DOORS**  
 Steel external entrance doors and sectional door for entrance door RAL 5010

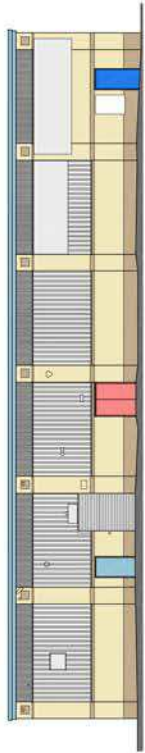


**& POOLE chartered architects**  
 & PATTLE  
 LIDA, VICTORIA ROAD, SOUTH RUISLIP  
 ELEVATIONS AS PROPOSED

DATE: DEC 2013  
 SCALE: 1:100 @ A1  
 DRAWING NO: 3096  
 SHEET: 307  
 E



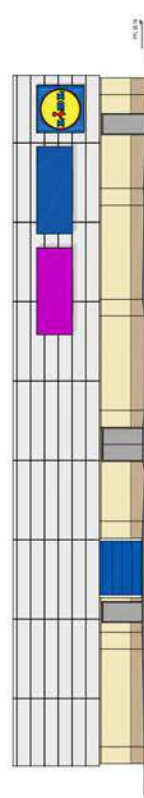
DATUM 53.00m  
VICTORIA ROAD STREET ELEVATION AS EXISTING



DATUM 53.00  
STONEFIELD WAY STREET ELEVATION AS EXISTING



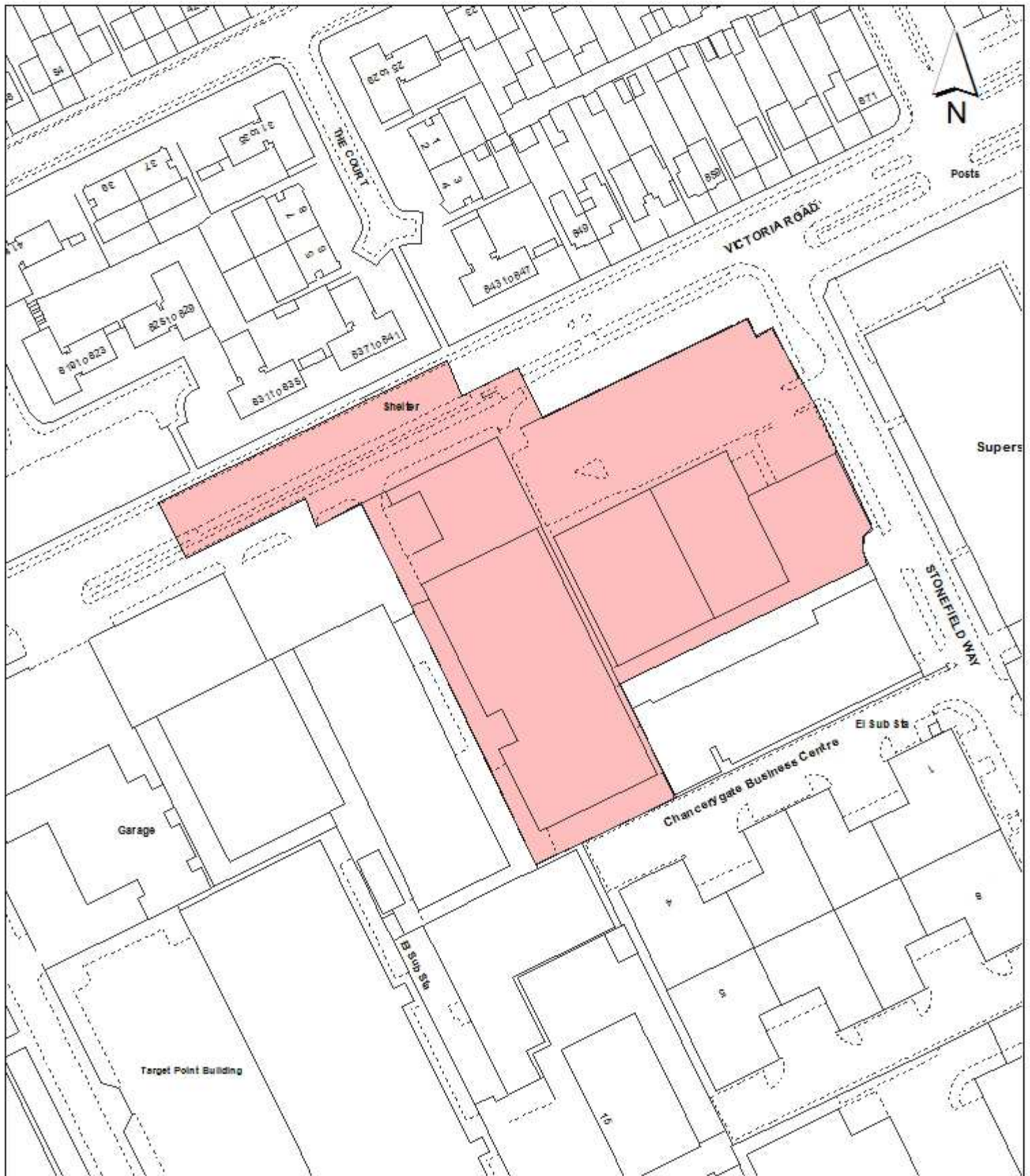
DATUM 53.00m  
VICTORIA ROAD STREET ELEVATION AS PROPOSED



DATUM 53.00  
STONEFIELD WAY STREET ELEVATION AS PROPOSED







**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Imperial House  
Victoria Road  
Ruislip**

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

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

Planning Application Ref:

**5039/APP/2014/3715**

Scale:

**1:1,250**

Planning Committee:

**Major Page 238**

Date:

**November 2015**



**HILLINGDON**  
LONDON

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

**Address** GRASSY MEADOW DAY CENTRE GRANGE ROAD HAYES

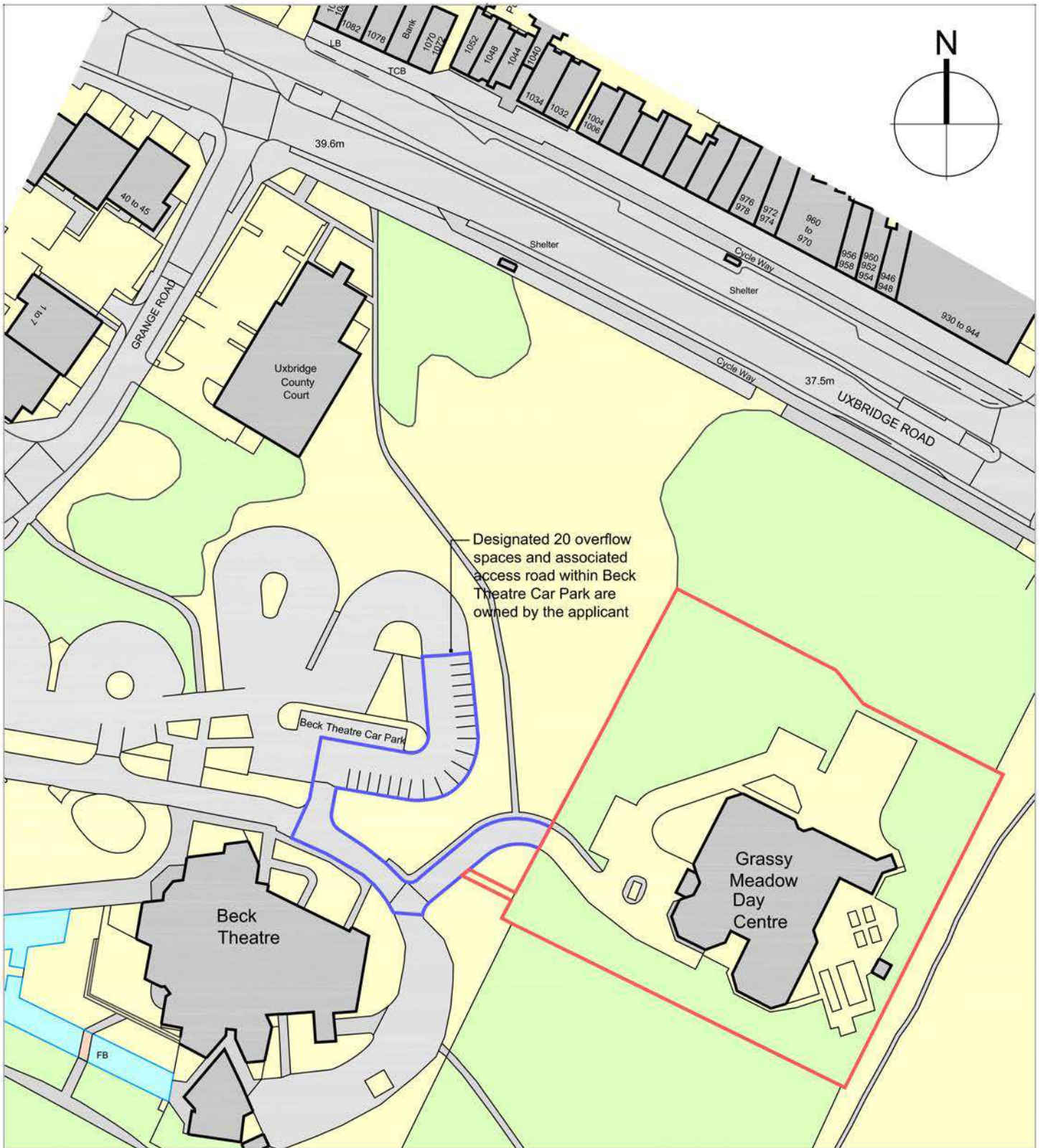
**Development:**

1. Demolition of existing Day Centre.
2. Erection of a single part 3 and part 4 storey building comprising:
  - 2a. 88 number of 1 bed Extra-Care units (C2 Use Class)
  - 2b. 700 sqm dementia resource centre with communal lounge and associate service facilities (D1 Use Class)
3. Associated soft and hard landscaping (including ancillary structures such as bin stores & storage shed).
4. Provision of car parking.

**LBH Ref Nos:** 48110/APP/2015/3436

<b>Date Plans Received:</b>	14/09/2015	<b>Date(s) of Amendment(s):</b>	16/09/2015
<b>Date Application Valid:</b>	14/09/2015		05/11/2015
			28/10/2015
			14/09/2015





**SITE LOCATION PLAN**

Site Area (Red Line Boundary): 0.727 Hectares  
 Area within Blue Line Boundary: 0.108 Hectares



SCALE: 1:1250@A4

project name: **GRASSY MEADOW EXTRA CARE, UXBRIDGE ROAD**

drawing reference: **SITE LOCATION PLAN**

date: **SEPT 15**

sheet: drawn: **JW**

scale: **1:1250@A4** checked: **JW**



job number: **M9069**  
 drawing number: **APL001**  
 revision: **A**

Space One Beadon Road  
 London W6 0EA

T 020 8237 8200  
 F 020 8741 2814  
 mail@hunters.co.uk

status: **PLANNING**

Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications. Hunters is a trading name of Hunter & Partners Limited. © Hunter & Partners Limited. All rights reserved.

www.hunters.co.uk

cad ref: **M9069\_APL001 - Site Location Plan\_Grassy Meadow\_1-1250@A4.dwg**





Site Location Plan 1:1250 @ A0

**LEGEND:**

- External seating
- Existing building outline
- 1800mm high close boarded fencing with 400mm batts
- 1200mm high solid fence with instant hedge planting
- 1800mm high railings
- Site boundary
- Amenity Grass
- General ornamental planting
- Planting bed
- 1800mm instant hedge
- Raised planter
- Herringbone stone paving to access road
- Herringbone black paving parking bay 2400 x 4800mm
- Pave / Reseal tarmac with 400 x 400mm flush paving
- Pedestrian path: Concrete resin bonded bogpave flush with concrete edging
- No 90° root protection zone
- New Trees
- Existing Call A tree/woodland retained
- Existing Call B tree/woodland retained
- Existing Call C tree/woodland retained
- Treeheight to be removed



Beck Theatre overflow parking 1:500 @ A0

**ACCOMMODATION SCHEDULE :**

**Extra Care Scheme Key:**  
 Total Site Area: 0.7270 Hectares  
 Total Number of Apartments: 88no. 1 bed  
 Provision of Dementia Resource Centre  
 Number of Parking: 25 (4no. disabled)  
 20no. overflow parks proposed at Beck Theatre

**Dementia Services Design Centre:**  
 The scheme is to be designed to achieve Stirling Universities Gold standard in dementia design.

Scale 1:200@A0

**hunters**

0 5 10 15 20m

DATE: 08/05/2024  
 DRAWN: [Name]  
 CHECKED: [Name]  
 PROJECT: [Name]



08/05/2024 14:00:00  
 08/05/2024 14:00:00  
 08/05/2024 14:00:00







Site Location Plan 1:1250@A0

**SCHEDULE OF ACCOMMODATION**

Floor	Units	Area (sqm)
Ground Floor	20	2088.0
First Floor	20	2145.0
Second Floor	28	2885.0
Third Floor	11	2086.0
<b>TOTAL:</b>	<b>89</b>	<b>7404.0</b>

**Total Apartments:** 89 (11-bed(22) 2-beds & 6 Conversions Reservoir Centre)  
**SITE AREA:** 0.7ha  
**LANDING:** 24 units (including disabled access)  
 An additional 20 overhead vehicles provided  
 at South Tyneside Car Park.

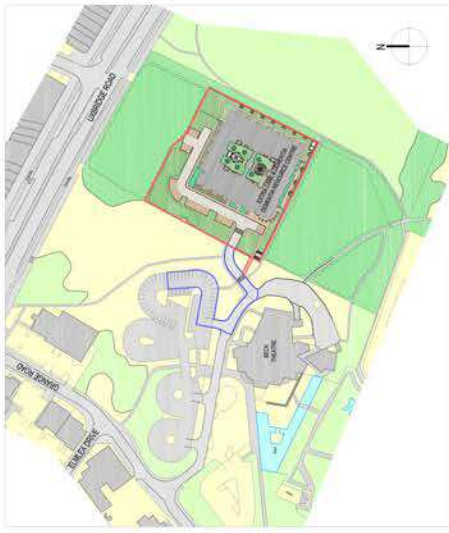
**COLOR KEY**

- Activity Area
- Other / Consulting Room
- Lounge / Dining
- Service / Staff
- 1-Bed Apartment
- Consultation
- Residential Utilities
- Staff / Lifts



Proposed First Floor Plan 1:100@A0  
 Apartments Numbers 21 to 49 (all 1-bed @ 52.5sqm)





Site Location Plan 1:1250@A0

SCHEDULE OF ACCOMMODATION	
Floor	Area (sqm)
Ground Floor	2095.0
First Floor	2145.0
Second Floor	2355.0
Third Floor	1886.0
<b>TOTAL</b>	<b>8481.0 sqm</b>

Total Apartments: 88 (11 bed@50 sqm) & Domestic Resource Centre

STAIR AREA: 67sqm

PLANES: 24 Access (including 4 wheelchair access), 20 additional 20 over the stairs provided @ Bus Theatre Car Park.

COLOUR KEY	
	Activity Area
	Lounge / Dining
	1-Bed Apartment
	Resident Unit
	Other / Consulting Room
	Service / Staff
	Corridor
	Staff / Lift

GRABBY WILSON EXTRA CARE LIVERDALE ROAD  
 PROJECT NO: 2024/0001  
 PLANNING  
 SCALE: 1:100@A0  
 HUNTERS



Proposed Second Floor Plan 1:100@A0  
 Apartments Numbers 50 to 77 (all 1-bed @ 52.5sqm)

2024/0001 GRABBY WILSON EXTRA CARE LIVERDALE ROAD  
 PROJECT NO: 2024/0001  
 PLANNING  
 SCALE: 1:100@A0  
 HUNTERS









# Planting Schedule

All plants to be supplied from an HTA approved nursery and in accordance with the National Plant Specification.

## TREES

Key	Species
AL	Acer platanoides 'Spectabilis'
AL	Acer cordata
AP	Acer platanoides 'Obelisk'
BP	Betula pendula fastigiata
CB	Carpinus betulus 'Frans Fontaine'
FS	Fagus sylvatica 'Dawyck'
MG	Magnolia grandiflora
QR	Quercus robur fastigiata

## NATIVE INSTANT HEDGING (Native Mix Elected)

Instant hedge to be supplied in 1m lengths of mixed species, 1.5 - 1.8m height.

Code	Species	Form	% Mix
IS	Cornus sanguinea	In 1m long	As supplied
CS	Crataegus monogyna	boughs or field	
CM	Crataegus monogyna	boughs or field	
IA	Ilex aquifolium	lifted as required	

## WILDFLOWER GRASS SEEDS

Emerogate ELYT Wildflowers for Lawns mix overseeded existing lawn

Latin name	Common name
Galium verum	Lady's Bedstraw
Leontodon hispidus	Rough Hawkbit
Leucanthemum vulgare	Cherry Daisy
Lolita comolatus	Birdfoot Trefoil
Primula veris	Cowslip
Ranunculus acris	Meadow Buttercup
Rumex acetosa	Common Sorrel
Trifolium pratense	Wild Red Clover



### Key

	Existing trees to be retained
	Proposed trees
	Existing trees to be removed
	Proposed instant hedge planting
	General ornamental planting across site
	Retained woodland area
	Proposed half colour resin bonded pedestrian permeable path with edging
	Proposed grass lawn
	Wildflower turf incorporating meadow species (Emerogate ELYT seed mix to be used for sowing into existing grass lawns)
	Proposed natural colour permeable block paving to circulation road and parking areas

## Planting Notes

- 1) Do not scale directly from this drawing.
- 2) This drawing is to be read in conjunction with all other relevant consultants drawing.
- 3) All hedge patterns illustrated on this drawing are indicative only and do not represent the size of actual paving units.
- 4) Please refer to arboricultural report for information relation to existing trees and woodland.
- 5) Foundation design is to be approved by engineers in regard to existing and proposed trees locations next to building.
- 6) Immediately prior to planting ALL TREES, TRANSPLANTS AND SHRUBS to be dipped in mycostemical inoculant.
- 7) Emerogate ELYT Max Wildflowers for lawns to be supplied by Emerogate seeds, Limes Farm, Biney All Saints Kings Lynn, Norfolk PE34 4RT, 01553 826028.

Project:	Grassy Meadow, Udringe Road
Location:	Hillingdon
Client:	Hunters Architects
Title:	Landscape Strategy
Drawings No.:	15066.101
Scale:	FOR PLANNING
Drawn By:	AT
Checked By:	AT
Date:	20.08.15
Scale @ A1:	1:250



# Grassy Meadow, Hillingdon Landscape Strategy









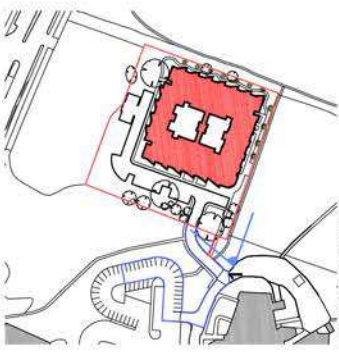








**1. MAIN ENTRANCE PERSPECTIVE VIEW**



LOCATION PLAN 1:1250

**SCHEDULE OF MATERIALS**

1. Facing brick: Weiberger, range: Pegasus Grey/Black or equal and approved, laid in stretcher bond
2. Feature Brickwork: 30mm projecting brick detail as shown.
3. Feature Brickwork: hit and miss brick detail as shown
4. External Wall Cladding: PPC Aluminium Composite Cladding, Alucobond or equal and approved. Colour: Dark Grey / RAL 7015
5. Winter Garden Internal Wall Cladding: PPC Aluminium Composite Cladding, Alucobond or equal and approved. Colour: Zinc yellow RAL 1018, Mellon yellow RAL 1028, Pure orange RAL 2004 as shown on elevations
6. Windows and Doors: Powder coated aluminium frames. Colour: Dark Grey / RAL 7015
7. Glass Balustrade: PPC steel structure Colour: Dark Grey / RAL 7015 with clear Self-Cleaning glass and timber decking
8. Frameless Glass Balustrade: Self-Cleaning glass panels and timber decking
9. Winter Gardens full height glazing panels.
  - 9a. Sliding panels  
Single track of all-glass vertical frameless slide-and-turn-system Solarlux SL25 or equal and approved
  - 9b. Fixed panels.  
Clear or tinted privacy glass. Colour to match corresponding winter garden internal cladding.
10. Privacy screen  
Frameless Chamfered tinted privacy glass. Colour to match Zinc yellow RAL 1018
11. Metal Railings:  
PPC steel posts and handrails. Colour: Dark Grey / RAL 7015
12. Coping/ Metal Trims/ Window Surrounds:  
PPC Aluminium Profiles. Colour: Dark Grey / RAL 7015
13. PV panels
14. Bio-diversity Flat Roof (Brown Roof)
15. Brise-soleil in brushed stainless steel finish.

Revision	A	15-09-2015	JW	Boundary Line Updated on Key Plan
----------	---	------------	----	-----------------------------------

project name: GRASSY MEADOW EXTRA CARE, UXBRIDGE ROAD  
 drawing reference: MAIN ENTRANCE 3D PERSPECTIVE ILLUSTRATION  
 job number: MS0089  
 drawing number: APL017  
 release: A  
 status: PLANNING  
 load ref: MR089\_APL017\_A\_Main Entrance Perspective\_Grassy Meadow\_NTS\_A2.dwg

date: SEPT 2015  
 sheet: NTS00/02  
 checked: JW  
 drawn: DMR  
 scale: 1:100  
 revision: A  
 drawing number: APL017  
 release: A  
 status: PLANNING  
 load ref: MR089\_APL017\_A\_Main Entrance Perspective\_Grassy Meadow\_NTS\_A2.dwg

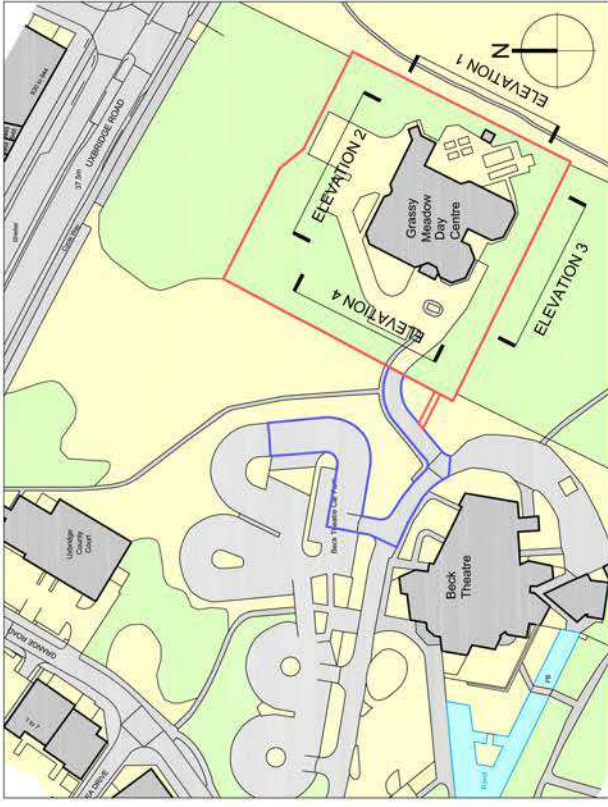
**hunters**  
 Space One Euston Road  
 London W1 8AA  
 T 020 8377 8300  
 F 020 8377 8301  
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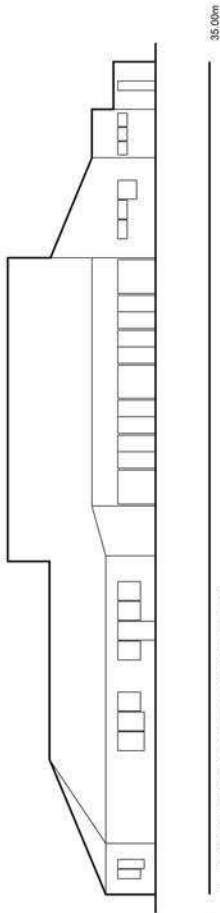




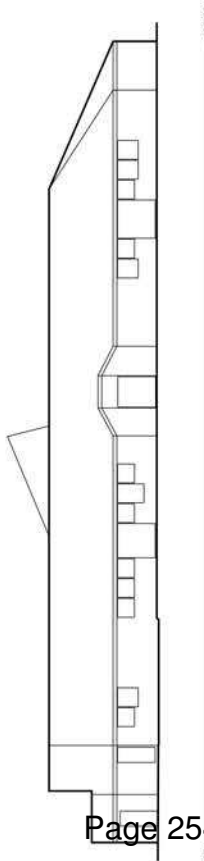




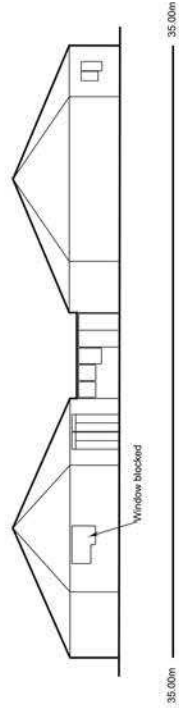
Site Location Plan: 1:1250@A1



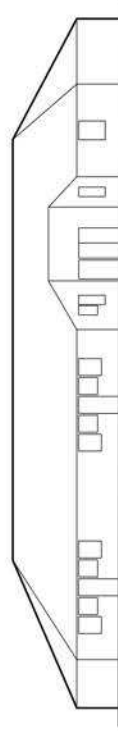
1. EXISTING REAR ELEVATION



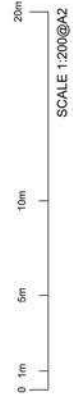
2. EXISTING SIDE (NORTH) ELEVATION



3. EXISTING SIDE (SOUTH) ELEVATION



4. EXISTING FRONT ELEVATION

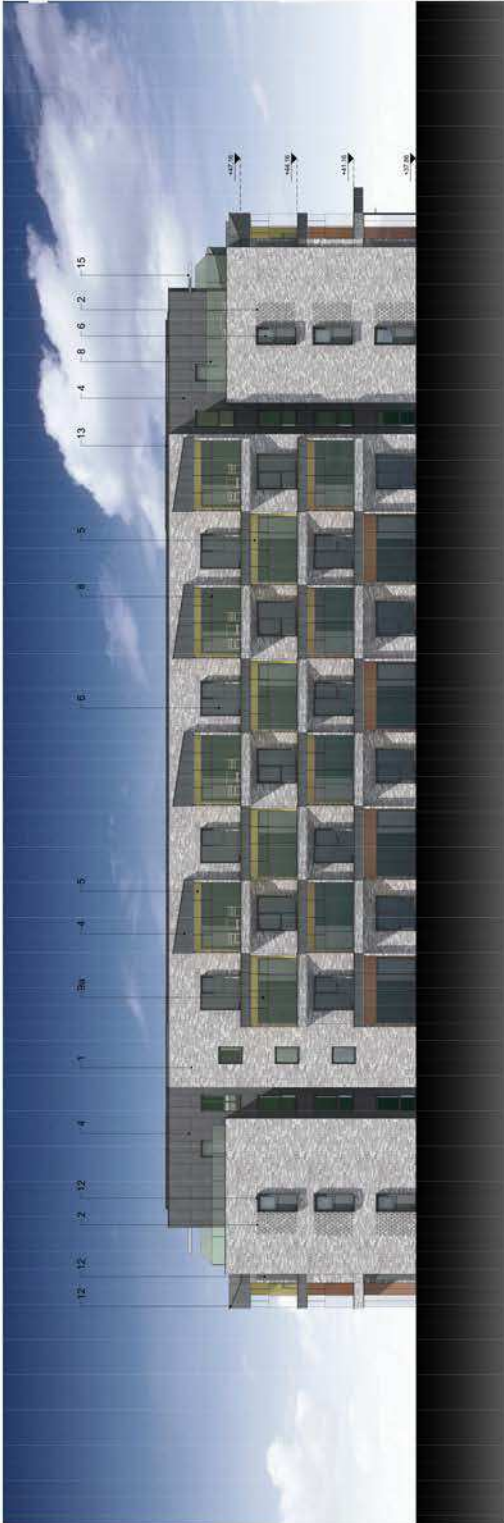


Revision  
A 15-09-2015 \_JW\_ Boundary Line Updated on Key Plan

project name: GRASSY MEADOW EXTRA CARE, UXBRIDGE ROAD  
 drawing reference: EXISTING ELEVATIONS date: SEPT 15  
 sheet: GRASSY MEADOW DAY CENTRE  
 scale: 1:200@A2  
 drawn: JW checked: JW  
 job number: MS089 revision: A  
 drawing number: APL003  
 status: PLANNING  
 load ref: MS089\_APL003\_Existing Elevations\_Grassy Meadow\_1:200@A2.dwg

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 F 020 8372 8201  
 m.hunters@hunters.co.uk  
 www.hunters.co.uk





NORTH ELEVATION (CONTEXT REMOVED FOR CLARITY) 1:100@A0



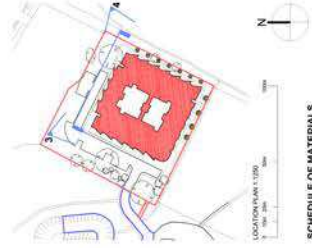
NORTH ELEVATION 1:100@A0



3D View 4



3D View 3

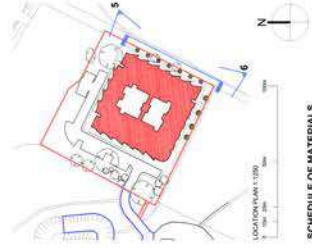


**SCHEDULE OF MATERIALS**

1. Facing brick: Weberbauer, single Pigment Grey/Black or equal and approved. laid in stretcher bond.
2. Feature Brickwork: 20mm projecting brick detail as shown.
3. Feature Brickwork: flat and ribs brick detail as shown.
4. External Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Dark Grey /RAL 7015.
5. Window Glazing Internal Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Zinc yellow RAL 1014, Melon yellow RAL 1028, Pure orange RAL 2004 as shown on elevations.
6. Windows and Doors: Aluminium window and door system, aluminium frame. Colour: Dark Grey /RAL 7015.
7. Glass Balustrade: Clear or tinted privacy glass. Colour: Dark Grey (RAL 7015) with clear Self-Cleaning glass and timber decking.
8. Finishes: Glass Balustrade: Self-Cleaning glass panels and timber decking.
9. Window Cladding: 60 height glazing panels. Single track of all-glass vertical brackets and aluminium system isolator SL29 or equal and approved.
10. Privacy screen: Clear or tinted privacy glass. Colour to match corresponding winter garden internal cladding.
11. Metal Railings: Forestech Chamfered lined privacy glass. Colour to match Zinc yellow RAL 1018.
12. Coping/ Metal Trim/ Window Serronade: PVC steel posts and handrails. Colour: Dark Grey /RAL 7015.
13. PVC panels: Aluminium Profiles. Colour: Dark Grey /RAL 7015.
14. Six-trenchy Hot Road (brown Road)
15. Bit-enamel in brushed stainless steel finish.

SCALE BAR 1:100@A0





**SCHEDULE OF MATERIALS**

1. Facing brick: Whitebanger, single Pigra Grey/Black or equal and approved. laid in stretcher bond.
2. Feature Brickwork: 20mm projecting brick detail as shown.
3. Feature Brickwork: Flat and risk brick detail as shown.
4. External Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Dark Grey /RAL 7015.
5. Window Glazing Internal Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Zinc yellow RAL 1014, Melon yellow RAL 1028, Pure orange RAL 2004 as shown on elevations.
6. Windows and Doors: Powder coated aluminium frame. Colour: Dark Grey RAL 7015.
7. Glass Balustrade: Clear or tinted privacy glass. Colour: Dark Grey (RAL 7015) with clear self-cleaning glass and timber decking.
8. Finishes: Glass Balustrade: Self-cleaning glass panels and timber decking.
9. Window Cladding: 60 height glazing panels. Single track of all-glass vertical framesless aluminium system isolator SL25 or equal and approved.
10. Floor finish: Clear or tinted privacy glass. Colour to match corresponding winter garden internal cladding.
11. Privacy screen: Fire-rated chamfered glazed privacy glass. Colour to match Zinc yellow RAL 1018.
12. Metal Railings: PVC steel posts and handrails. Colour: Dark Grey /RAL 7015.
13. Copying/ Metal Trim/ Window Serronide: PVC Aluminium Profiles. Colour: Dark Grey /RAL 7015.
14. Six-sheathly Flat Roof (brown Roof)
15. Bit-enrodded in brushed stainless steel finish.

SCALE BAR 1:100@A0

GRABBY WILSON EXTRA CARE LINDRIDGE ROAD  
 PROJECT NUMBER: 10000000000000000000  
 DATE: 10/10/2024  
 DRAWN BY: J. HUNTERS  
 CHECKED BY: J. HUNTERS  
 PROJECT MANAGER: J. HUNTERS  
 HUNTERS  
 10000000000000000000  
 10000000000000000000  
 10000000000000000000



EAST ELEVATION (CONTEXT REMOVED FOR CLARITY) 1:100@A0



EAST ELEVATION 1:100@A0

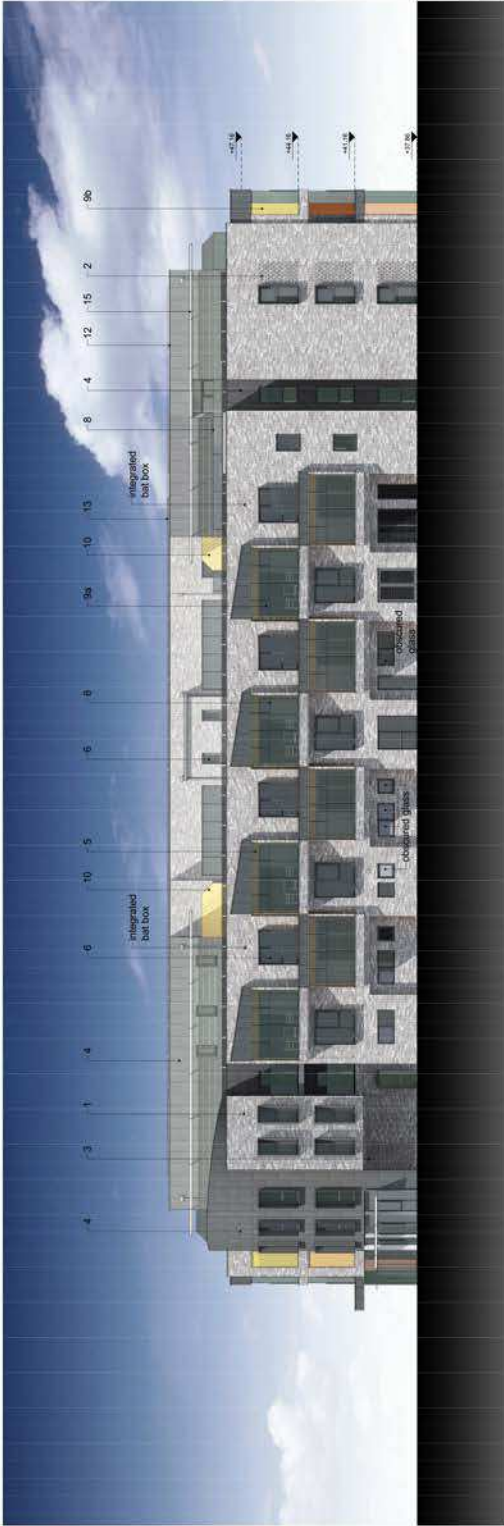


3D View 6



3D View 5





SOUTH ELEVATION (CONTEXT REMOVED FOR CLARITY) 1:100@A0



Extent of Development Site

Playing Fields

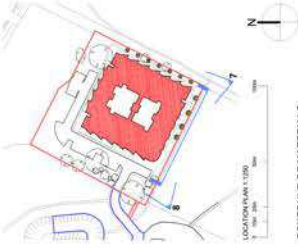
SOUTH ELEVATION 1:100@A0



3D View 8



3D View 7



LOCATION PLAN 1:100

**SCHEDULE OF MATERIALS**

1. Facing brick: Waterberg, single Pigra Grey/Black or equal and approved. laid in stretcher bond.
2. Feature Brickwork: 20mm projecting brick detail as shown.
3. Feature Brickwork: Flat and ribs brick detail as shown.
4. External Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Dark Grey /RAL 7015.
5. Window Glazing Internal Wall Cladding: PVC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Zinc yellow RAL 1014, Melon yellow RAL 1028, Pure orange RAL 2004 as shown on elevations.
6. Windows and Doors: Powder coated aluminium frame. Colour: Dark Grey /RAL 7015.
7. Glass Balustrade: Colour: Dark Grey (RAL 7015) with clear Self-Cleaning glass and timber decking.
8. Finishes: Glass Balustrade: Self-Cleaning glass panels and timber decking.
9. Window Cladding: 60 height glazing panels. Single track of all-glass vertical framesless aluminium system isolator SL29 or equal and approved.
10. Floor finish: Clear or Tinted privacy glass. Colour to match corresponding winter garden internal cladding.
11. Privacy screen: Frameless Chamfered tinted privacy glass. Colour to match Zinc yellow RAL 1018.
12. Metal Railings: PVC steel posts and handrails. Colour: Dark Grey /RAL 7015.
13. Coping/ Metal Trim/ Window Sill-profile: PVC Aluminium Profile. Colour: Dark Grey /RAL 7015.
14. Bio-diversity Mat Board (brown Roof)
15. Biterotted in brushed stainless steel finish.



SCALE BAR 1:100@A0

GRASSY WILLOW EXTRA CARE LINDSAY ROAD  
 PROJECT INFORMATION  
 PROJECT NO: 2024/01  
 CLIENT: HUNTERS  
 ARCHITECT: HUNTERS  
 DATE: 2024/01/15  
 DRAWING NO: 2024/01/15-01  
 SCALE: 1:100 @ A0  
 PROJECT LOCATION: GRASSY WILLOW EXTRA CARE LINDSAY ROAD  
 PROJECT TYPE: RESIDENTIAL  
 PROJECT STATUS: PRELIMINARY  
 PROJECT VALUE: \$1,000,000  
 PROJECT TEAM: ARCHITECT: HUNTERS, ENGINEER: HUNTERS, LANDSCAPE ARCHITECT: HUNTERS, INTERIOR ARCHITECT: HUNTERS, PROJECT MANAGER: HUNTERS  
 HUNTERS





WEST ELEVATION (CONTEXT REMOVED FOR CLARITY) 1:100@A0



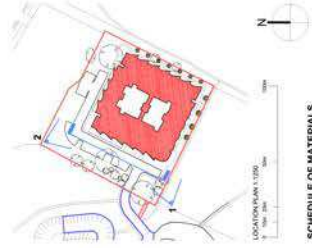
WEST ELEVATION 1:100@A0



3D View 2



3D View 1



**SCHEDULE OF MATERIALS**

1. Facing brick: Waverley, single. Piggy Grey/Black or equal and approved. Laid in weather bond.
2. Feature Brickwork: 2mm projecting brick detail as shown.
3. Feature Brickwork: flat and rills brick detail as shown.
4. External Wall Cladding: PFC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Dark Grey /RAL 7015.
5. Window Garden Internal Wall Cladding: PFC Aluminium Composite Cladding, Aluminium or equal and approved. Colour: Zinc yellow RAL 1014. Metal yellow RAL 1028. Pure orange RAL 2004 as shown on elevations.
6. Windows and Doors: Powder coated Aluminium frame. Colour: Dark Grey RAL 7015.
7. Glass Balustrade: Colour: Dark Grey (RAL 7015 with clear Self-Cleaning glass and timber decking).
8. Finishes: Olive Blackstone.
9. Self-Cleaning glass panels and timber decking.
10. Window Clashes: 60 height glazing panels.
11. Single track of all-glass vertical transoms and approved.
12. Floor finish: Clear or Tinted privacy glass. Colour to match corresponding winter garden internal cladding.
13. Privacy screen: Frameless Chartered United privacy glass. Colour to match Zinc yellow RAL 1018.
14. Metal Railings: PFC steel posts and handrails. Colour: Dark Grey /RAL 7015.
15. Coping/ Metal Trim/ Window Sillwork: PFC Aluminium Profile. Colour: Dark Grey /RAL 7015.
16. PV panels.
17. 600x600x16 Flat Roof (brown Roof)
18. 600x600x16 Inlaid stainless steel finish.

SCALE BAR 1:100@A0

















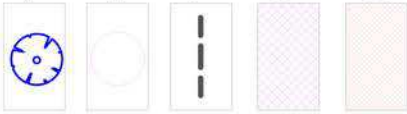








Key



This drawing was produced in colour - a monochrome copy should not be relied upon. Contractors must check all dimensions on site. Any discrepancies must be reported to the arboricultural consultant before proceeding. ©SES 2015.



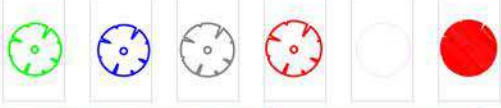
Unit 1, Sudbury Stables  
Downham, Essex CM11 1LB  
Phone: 01268 711021  
Website: www.ses-eco.co.uk

Client	Crosby Meadow Day Care Centre
Site	London, Borough of Hillingdon
Drawing No	Tree Protection Plan
Version No	1
Scale	1:400 @ A3
Date	05.09.15
Author	A
Checker	LB
Revision	↑





Key



Category A - trees of high quality and value

Category B - trees of moderate quality and value

Category C - trees of low quality and value

Category U - trees of unsuitable for retention

Root protection area

Trees to be removed

This drawing was produced in colour - a monochrome copy should not be relied upon. Contractors must check all dimensions on site. Any discrepancies must be reported to the arboricultural consultant before proceeding. ©SES 2015.

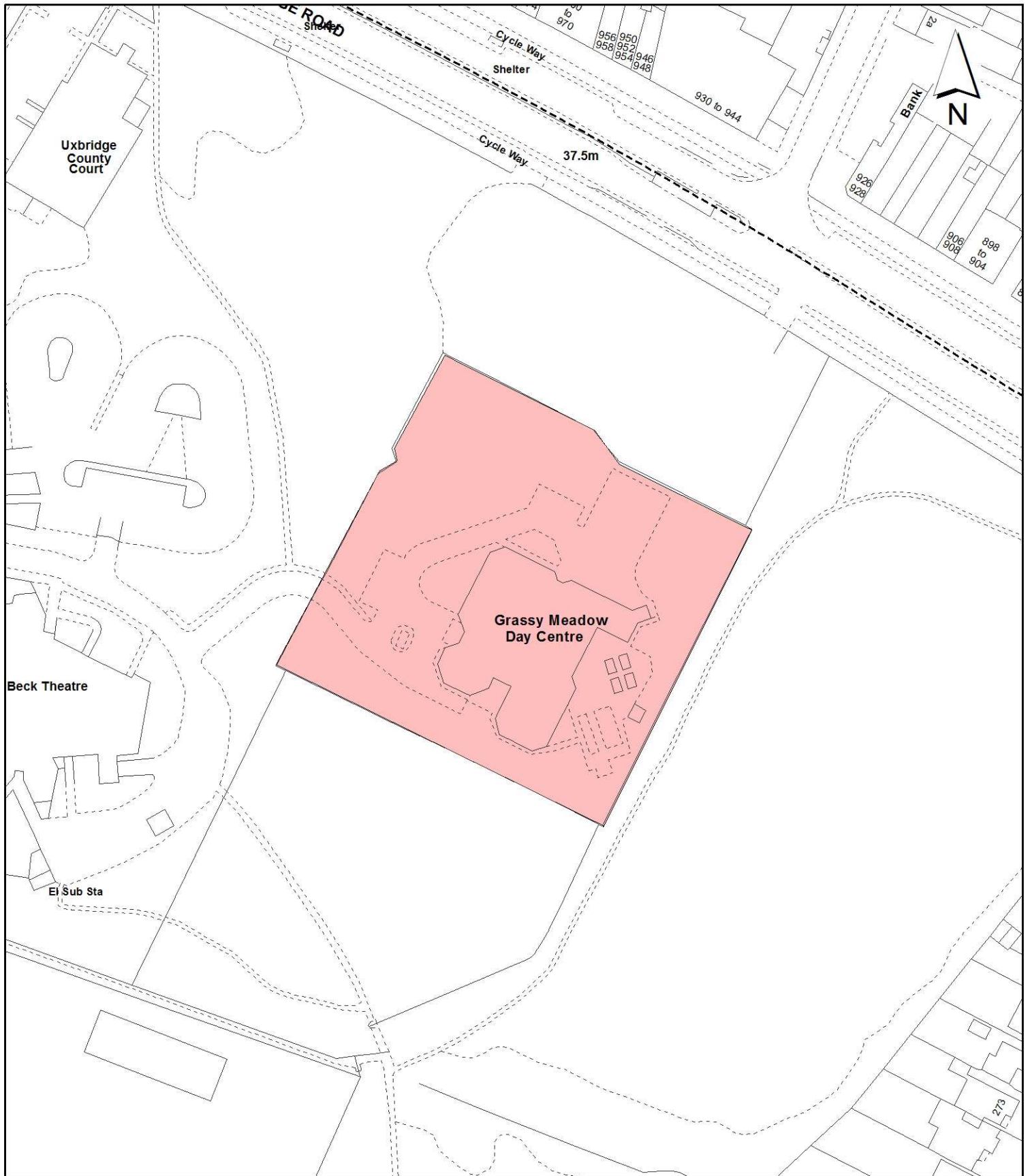


Unit 1, Sudbury Stables  
Downham, Essex CM11 1LB  
Phone: 01268 711021  
Website: www.ses-eco.co.uk

Site	Grassy Meadow Day Care Centre
Client	London Borough of Hillingdon
Drawing Title	Tree Survey and Removal Plan
Drawing No.	1
Scale	1:400 @ A3
Date	05.09.15
Author	A
Check By	LB
Orientation	↑







**Notes:**

 Site boundary

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Site Address:

**Grassy Meadow Day Centre  
 Grange Road  
 Hayes**

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

Planning Application Ref:

**48110/APP/2015/3436**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 267

Date:

**November 2015**



**HILLINGDON**  
 LONDON



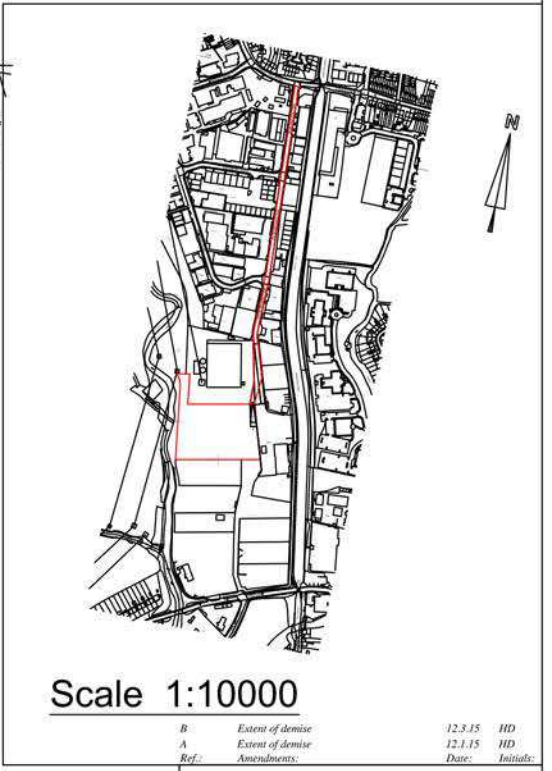
**Report of the Head of Planning, Sport and Green Spaces**

**Address** WEST LONDON INDUSTRIAL PARK IVER LANE COWLEY

**Development:** Continued use of the site for B8 purposes with new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road

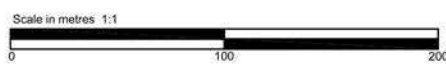
**LBH Ref Nos:** 751/APP/2015/335

<b>Date Plans Received:</b>	28/01/2015	<b>Date(s) of Amendment(s):</b>	14/04/2015
<b>Date Application Valid:</b>	09/06/2015		28/01/2015
			15/03/2015
			15/06/2015



Scale 1:10000

Scale 1:2500



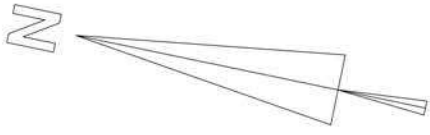
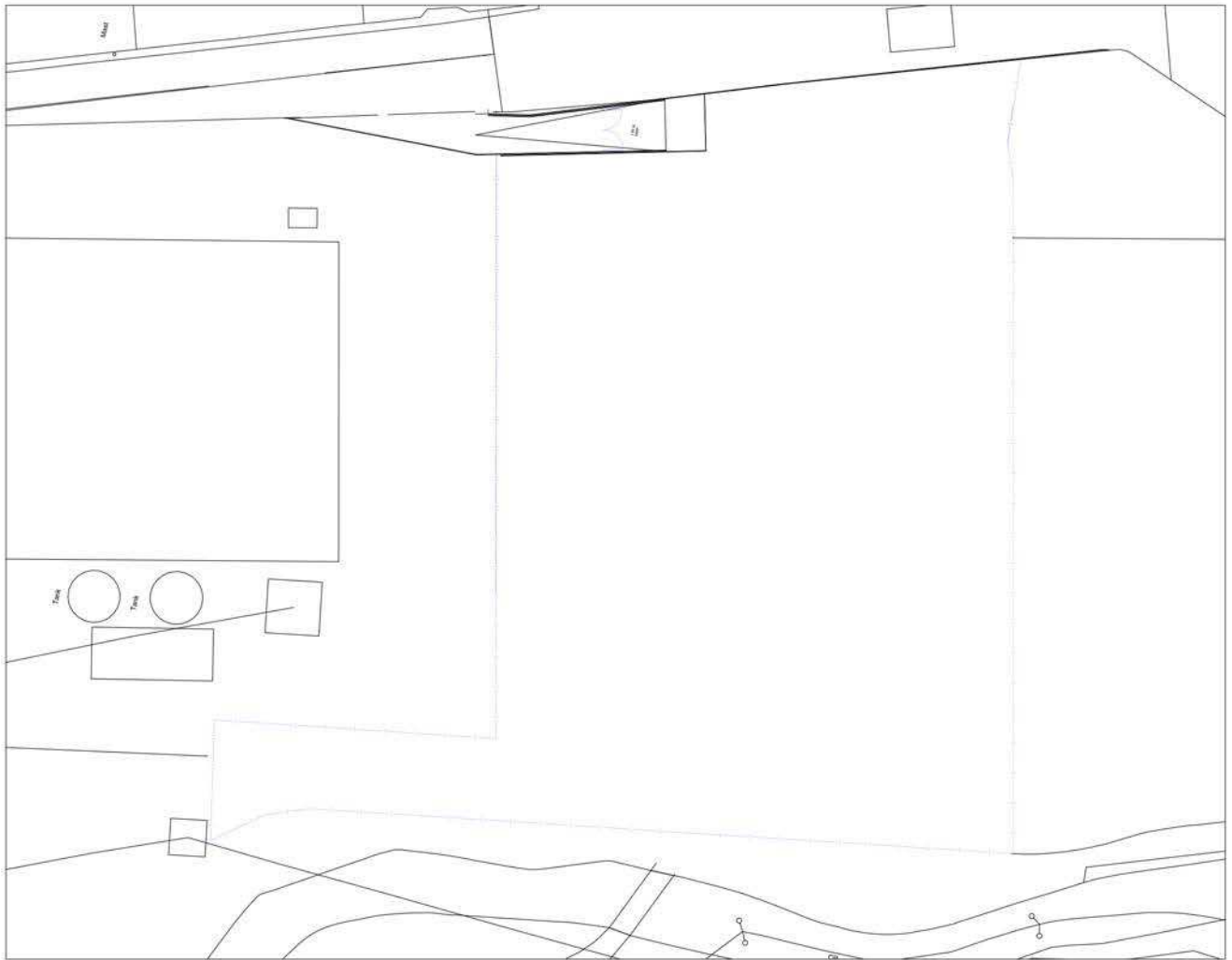
B	Extent of demise	12.3.15	HD
A	Extent of demise	12.1.15	HD
Ref.	Amendments:	Date:	Initials:

FAIRHURST ESTATES  
 7 ACORN BUSINESS PARK  
 HEATON LANE  
 STOCKPORT  
 SK4 1AS  
 T: 0161 476 9476 F: 0161 476 1270



Project: Iver Lane Uxbridge  
 Title: Location Plan

Drawn No:	P31036.01	Rev:	B	Scale:	1:2500 @ A3
Project No.:	31036				
Date:	January 2015	Drawn:	HD	Approved:	INITIALS



Scale in metres 1:1



A Ref: Site Demise Amendments: 21.1.15 HD Date: Initials:

Fairhurst Estates  
 7 ALCON BUSINESS PARK  
 100 IVER LANE  
 STOODLEY HART  
 SK4 1AS  
 T: 0161 478 9476 F: 0161 478 1270

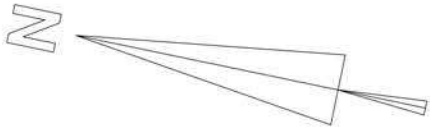
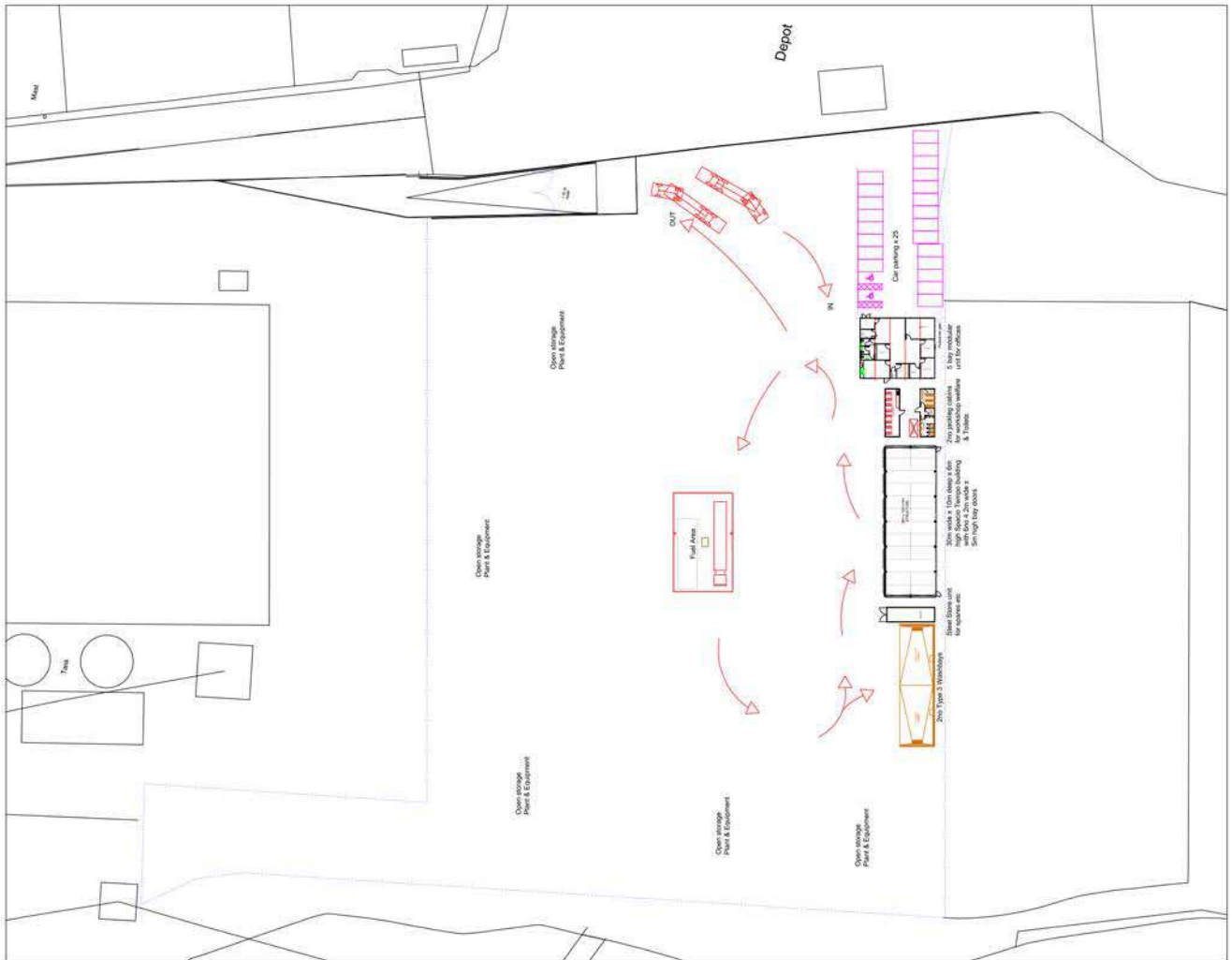
Project: Speedy Hire - Iver Lane Uxbridge

Title: Existing Site Plan

Drawn: HD

Approved: INITIALS

# 31036 Speedy Hire Iver Lane Uxbridge



Scale in metres 1:1



Ref: A	Site Demisee Amendments:	21.1.15	HD	Initials:
		Date:		
FAIRHURST ESTATES 7 ALCORN BUSINESS PARK 10000 IVER LANE UXTON, MIDDLESEX SK4 1AS T: 0161 478 9476 F: 0161 478 1270				
Project:		Speedy Hire - Iver Lane Uxbridge		
Title:		Proposed Site Plan		
Draw No:	P31036-03	Rev. A:	Scale: 1:500 @ A1	
Project No:	31036	Drawn:	HD	
Date:	Jan 2015	Approved:	INITIALS	

Notes	
No.	Date

Client



**Speedy**  
A better way



DW Transportation Limited  
9 Baron Road  
Pencarth  
Vale of Glamorgan  
CF84 3JD  
T 07976 219322  
www.dwtransportation.com

Project

**LAND AT WEST LONDON  
INDUSTRIAL ESTATE  
IVER LANE, UXBRIDGE**

Drawing

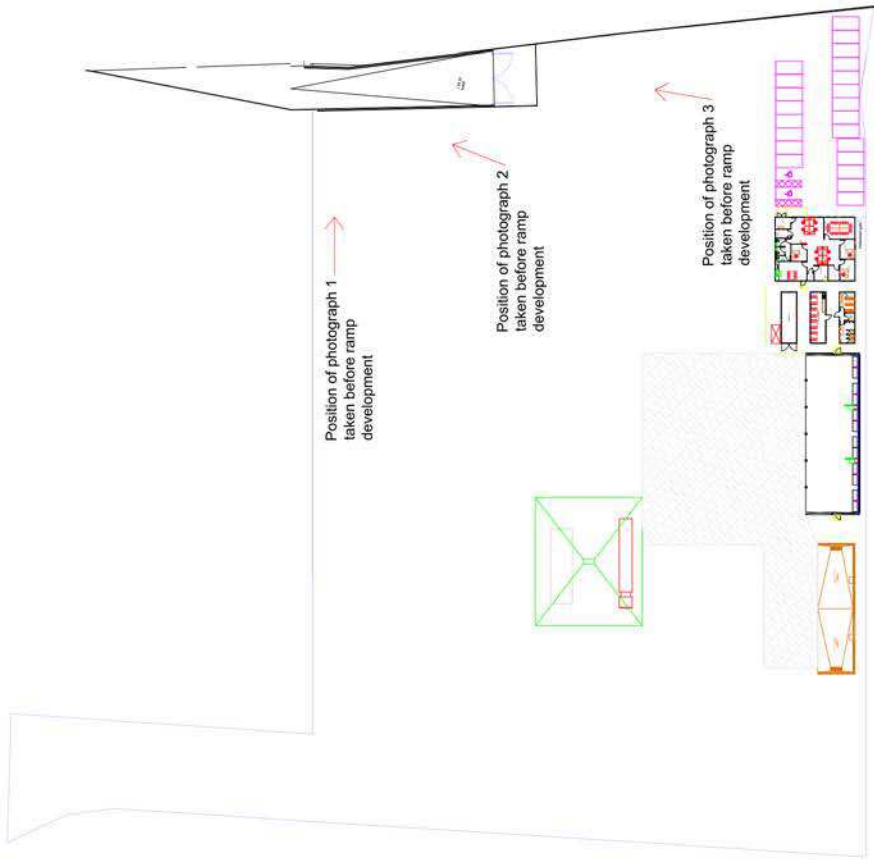
**PROPOSED SITE ACCESS**

Project No	DWT056	Drawing No.	<b>TN01</b>
Date	12.03.2015	Scale	
Scale	1:500@A3		



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Photograph 1

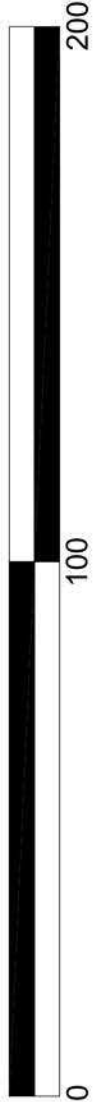


Photograph 2

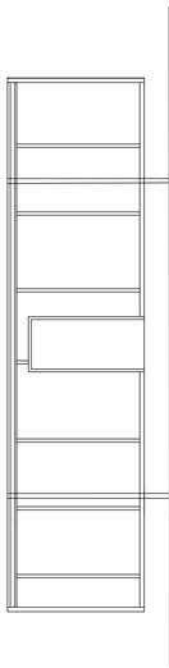


Photograph 3

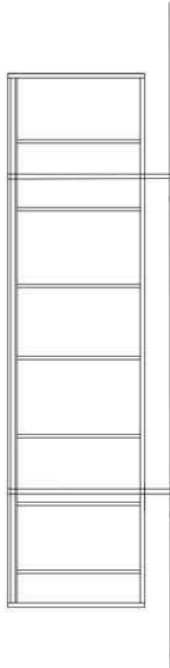
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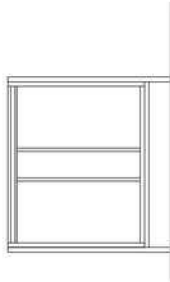
Ref:	Amendments:	Date:	initials:
FAIRHURST ESTATES 7 ACORN BUSINESS PARK 15000 LANE STICCOMBURY SK4 1AS T: 0161 478 9476 F: 0161 478 1270		 <b>Fairhurst Estates</b> <small>ESTATE AGENTS</small>	
Project: Speedy Hire - Iver Lane Uxbridge		Title: Proposed Site Plan including historical/excavating ramp photographs.	
Draw No: P31036-09	Rev: B	Scale: 1:500 @ A1	
Project No: 31036			
Date: APR'15	Drawn: HD	Approved: INITIALS	



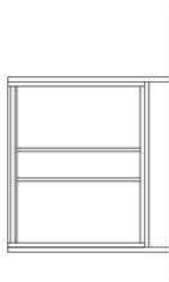
Jack Leg Cabin typical side elevation



Jack Leg Cabin typical side elevation

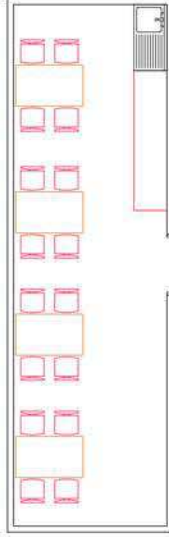


Jack Leg Cabin typical end elevation

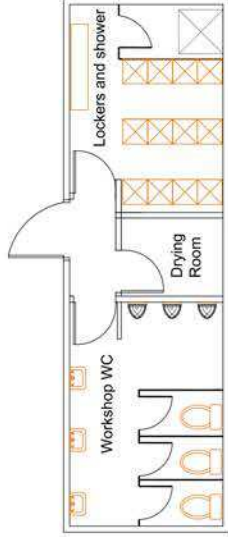


Jack Leg Cabin typical end elevation

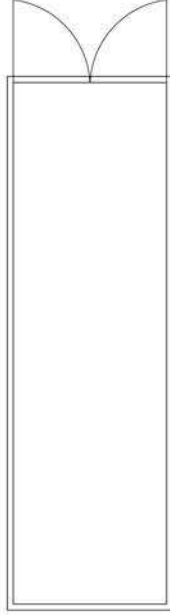
## Proposed Jackleg cabins Elevations



Jack Leg Cabin Plan - Welfare Unit



Jack Leg Cabin Plan - Toilet/shower unit

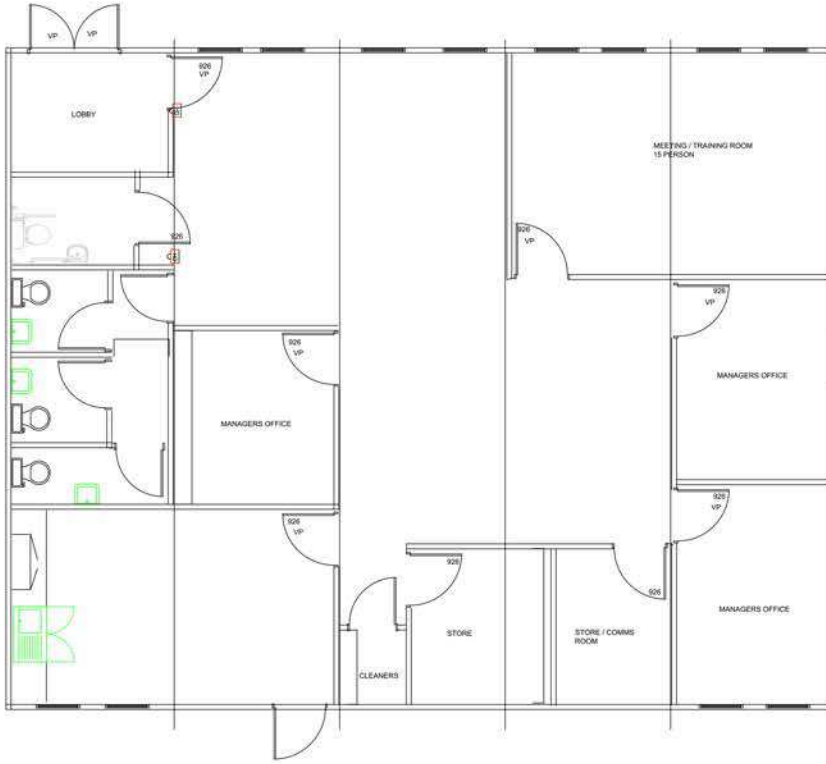


Jack Leg Cabin Plan - Steel Store Unit

## Proposed Jackleg cabins Typical Plans

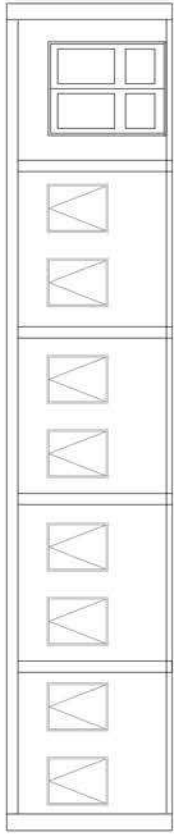
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Draw No:	P31036-05	Rev:	1:50 @ A1
Project No:	31036	Drawn:	HD
Date:	Jan 2015	Approved:	INITIALS
Amendments: FAIRHURST ESTATES 7 ACCORN BUSINESS PARK HEATON LANE SHEPPARD S18 4AS T: 0165 476 8428 F: 0165 476 1270		Date: 15/01/2015 Initials: HD	
Project: Speedy Hire - Iver Lane Uxbridge		Title: Proposed Jackleg cabins plans & elevations	

Side Elevation (North)



Front Elevation

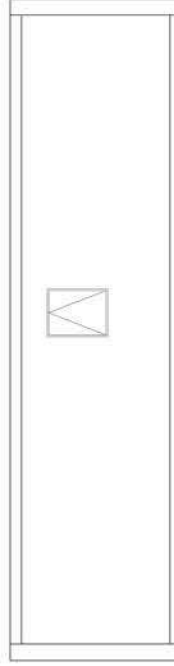
Rear Elevation



Front Elevation



Rear Elevation



Side Elevation (South)

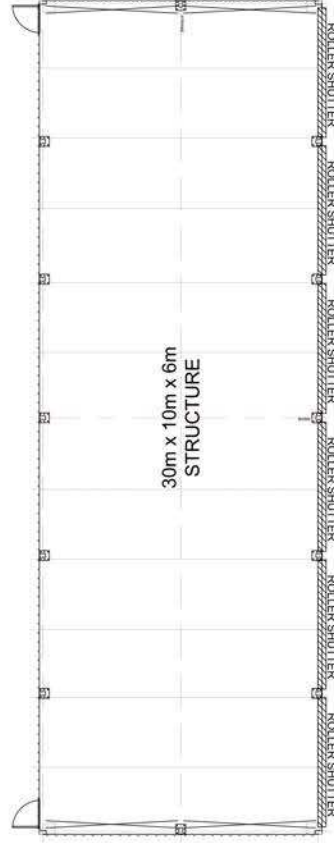
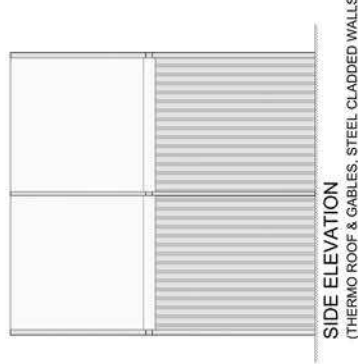
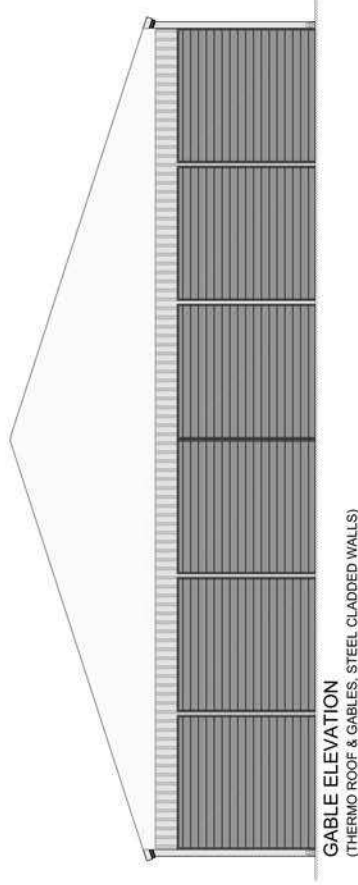
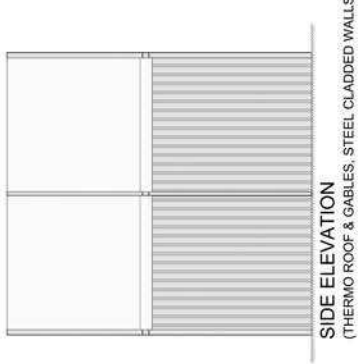
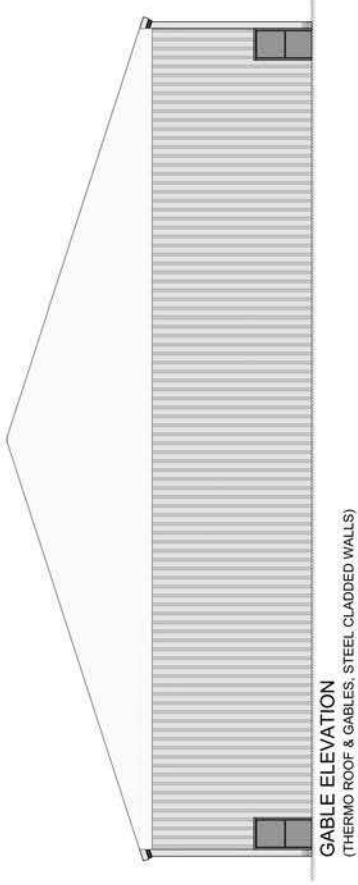


Side Elevation (North)

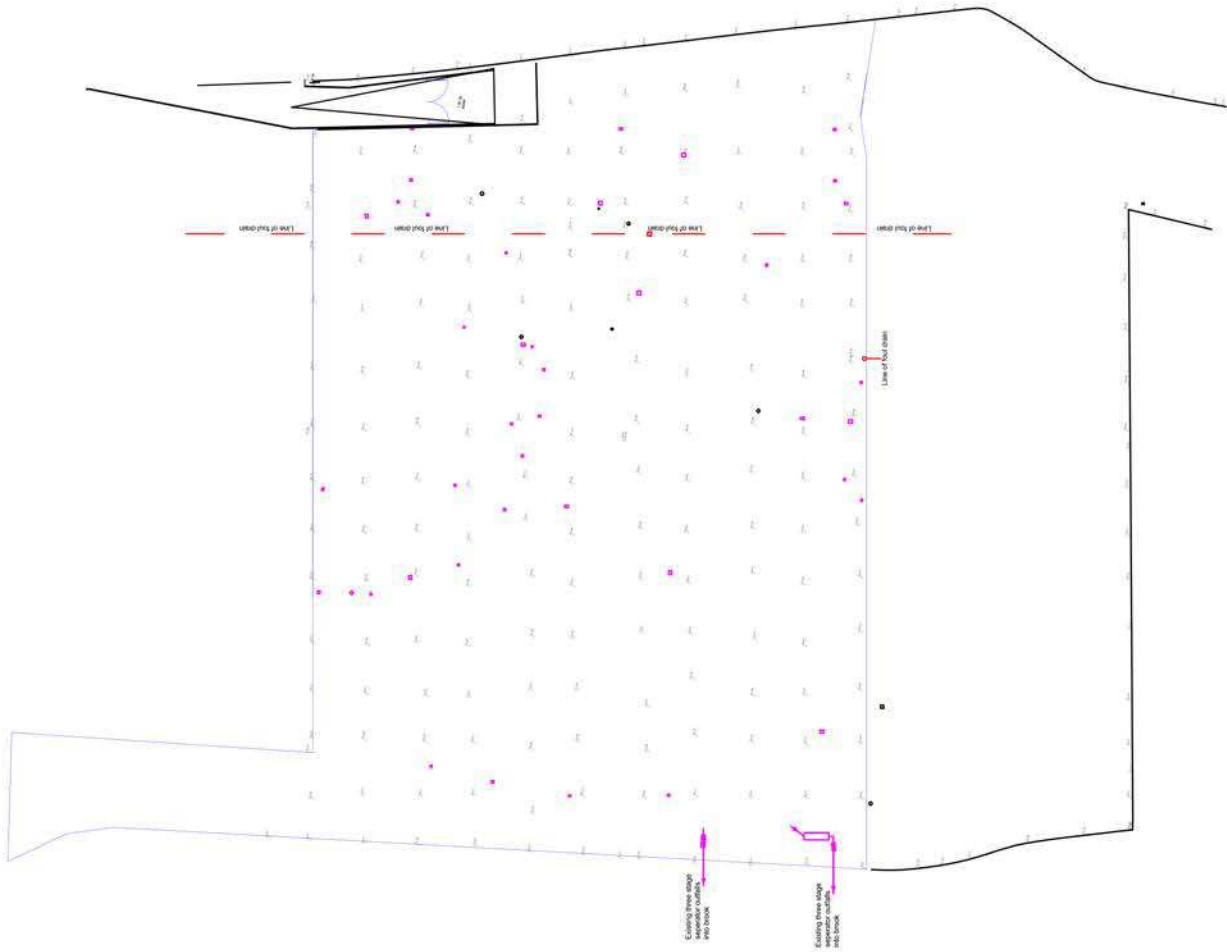
### Proposed Modular Unit - Plan

### Proposed Modular Unit Elevations

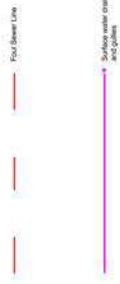
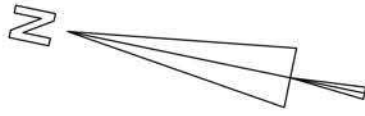
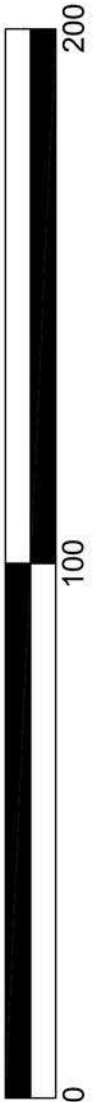
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	FAIRHURST ESTATES 7 ACORN BUSINESS PARK HEATON LANE SHEPPARD SHEFFIELD S14 1AS T: 0165 476 9428 F: 0165 476 1270		
			<b>Fairhurst Estates</b> www.fairhurstestates.co.uk
	Project: Speedy Hire - Iver Lane Uxbridge		
Title:	Proposed Modular Unit Plan & Elevations		
Draw No:	P31036-04	Rev:	Scale: 1:50 @ A1
Project No:	31036	Drawn:	HO
Date:	Jan 2015	Approved:	INITIALS




Ref:	Amendments:	Date:	Initials:
Draw No:	P31036-06		
Project No:	31036		
Date:	Jan 2015	Drawn:	HD
Project:	Speedy Hire - Iver Lane Uxbridge	Approved:	INITIALS
Title:	Proposed Workshop plan & elevations	Scale:	1:100 @ A1
FAIRHURST ESTATES 7 ACORN BUSINESS PARK HEATON LANE SHEPPERS GREEN S84 1AS T: 0161 476 9478 F: 0161 476 1270		 <b>Fairhurst Estates</b> <small>ESTATE AGENTS</small>	



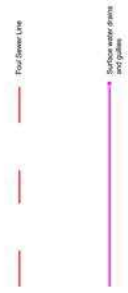
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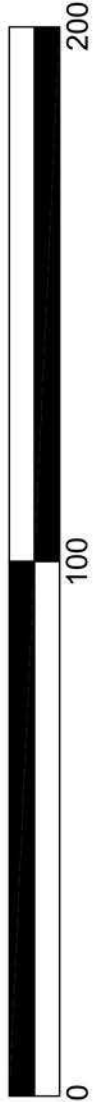
Ref:	Amendments:	Date:	Initials:
 FAIRHURST ESTATES 7 ACORN BUSINESS PARK 140 IVER LANE STOODPORT SK4 1AS T: 0161 476 9479 F: 0161 476 1270		Project: Speedy Hire - Iver Lane Uxbridge Title: Topography and existing drainage connectivity	
Draw No:	P31036-07	Rev:	
Project No:	31036	Drawn:	HD
Date:	MAR 15	Approved:	INITIALS
		Scale:	1:500 @ A1

# 31036 Speedy Hire Iver Lane Uxbridge



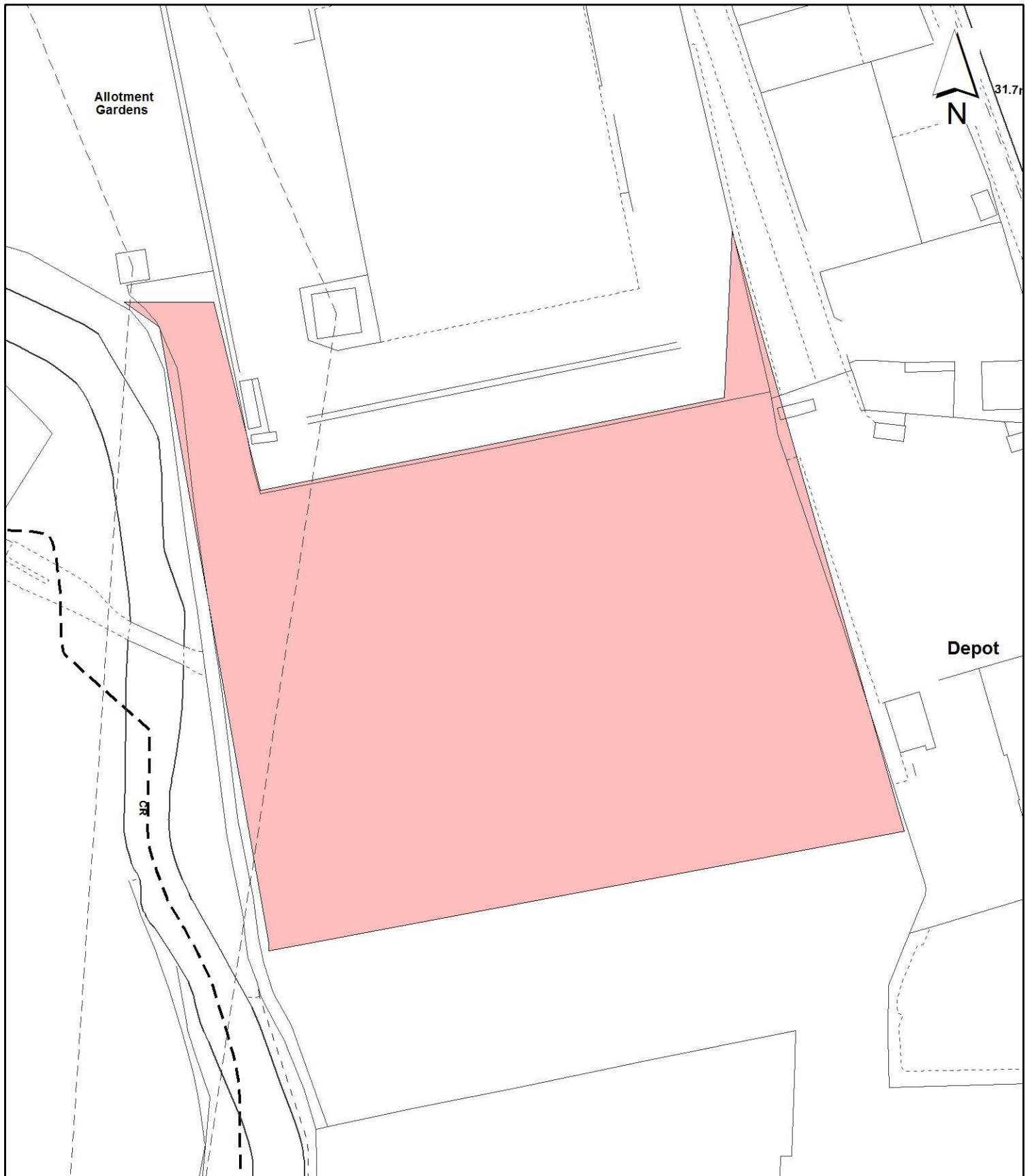


Scale in metres 1:1



Ref:	Amendments:	Date:	Initials:
 <b>Fairhurst Estates</b> <small>www.fairhurstestates.co.uk</small>			
FAIRHURST ESTATES 7 ACORN BUSINESS PARK 1000 LANE STOCKPORT SK4 1AS T: 0161 478 9476 F: 0161 478 1270			
Project: Speedy Hire - Iver Lane Uxbridge			
Title: Topography and proposed drainage connectivity			
Draw No:	P31036-08	Rev:	Scale: 1:500 @ A1
Project No:	31036		
Date:	MAR 15	Drawn:	HD
		Approved:	INITIALS

# 31036 Speedy Hire Iver Lane Uxbridge



**Notes:**

 Site boundary

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Site Address:

**West London Industrial Park  
 Iver Lane  
 Cowley**

**LONDON BOROUGH  
 OF HILLINGDON**

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

Planning Application Ref:  
**751/APP/2015/335**

Scale:  
**1:1,250**

Planning Committee:  
**Major** Page 279

Date:  
**November 2015**



**HILLINGDON**  
 LONDON

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

**Address** PARK VIEW DAY CENTRE FARRIER CLOSE HILLINGDON

**Development:** Erection of a 3 storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Use Class), associated communal facilities, parking and landscaping (involving demolition of existing building at the site).

**LBH Ref Nos:** 60469/APP/2015/3368

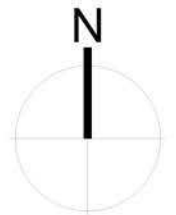
**Date Plans Received:** 07/09/2015

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

**Date Application Valid:** 07/09/2015



SITE AREA: 0.37 ha



Scale Bar 1:1250 @ A4

project name: **PARK VIEW EXTRA-CARE, HILLINGDON**

drawing reference: **SITE LOCATION PLAN**

date: **AUG 2015**

sheet: drawn: **RB**

scale: **1:1250@A4** checked: **JW**

job number: drawing number: revision:

**M9088 APL001 A**

status: **PLANNING**

cad ref: **M9088\_APL00x\_A\_GA Planning Set\_Park View.dwg**

Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications. Hunters is a trading name of Hunter & Partners Limited. © Hunter & Partners Limited. All rights reserved.

**hunters**

Space One Beadon Road  
London W6 0EA




T 020 8237 8200  
F 020 8741 2814  
mail@hunters.co.uk

www.hunters.co.uk





**Legend:**

-  - Existing tree, scrub and hedge
-  - Existing buildings
-  - Proposed development boundary

Scale Bar 1:200 @ A1

**hunters**

**PARKVIEW EXTRA-CARE, HILLINGDON**  
 EXISTING SITE PLAN  
 (TOPOGRAPHICAL SURVEY)

DATE: AUG 2015  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: 12008A1  
 CLIENT: [Name]  
 ADDRESS: [Address]  
 PLANNING PERMISSION: [Details]  
 DRAWING NO: [Number]

**STOCKLEY ROAD**

**CLOSE**

**Parkview Day Centre**

**Page 2 of 2**

**Number:** A - EXHIBITION EC - ISSUED FOR PLANNING













**COLOR KEY**

- Service Staff
- Reception/Lobby/Screen Lounge
- 1-Bed Apartment
- 2-Bed Apartment
- Other Units
- Accessible Units

**SCHEDULE OF ACCOMMODATION**

Floor	1-Bed	2-Bed	Other Internal Area
Lower Ground	04	01	720.5 sqm
Ground Floor	11	01	1475.5 sqm
1st Floor	03	03	1175.5 sqm
2nd Floor	03	04	1415.5 sqm
<b>SUB-TOTAL</b>	<b>21</b>	<b>09</b>	
<b>TOTAL</b>	<b>08</b>	<b>08</b>	<b>5121.5 sqm</b>

Total Accommodation: 171 (100@100 Sqm) + 3 (100@300 Sqm)  
 SITE AREA: 0.17 Ha  
 FURNISHING: 21 houses (including 3 disabled)



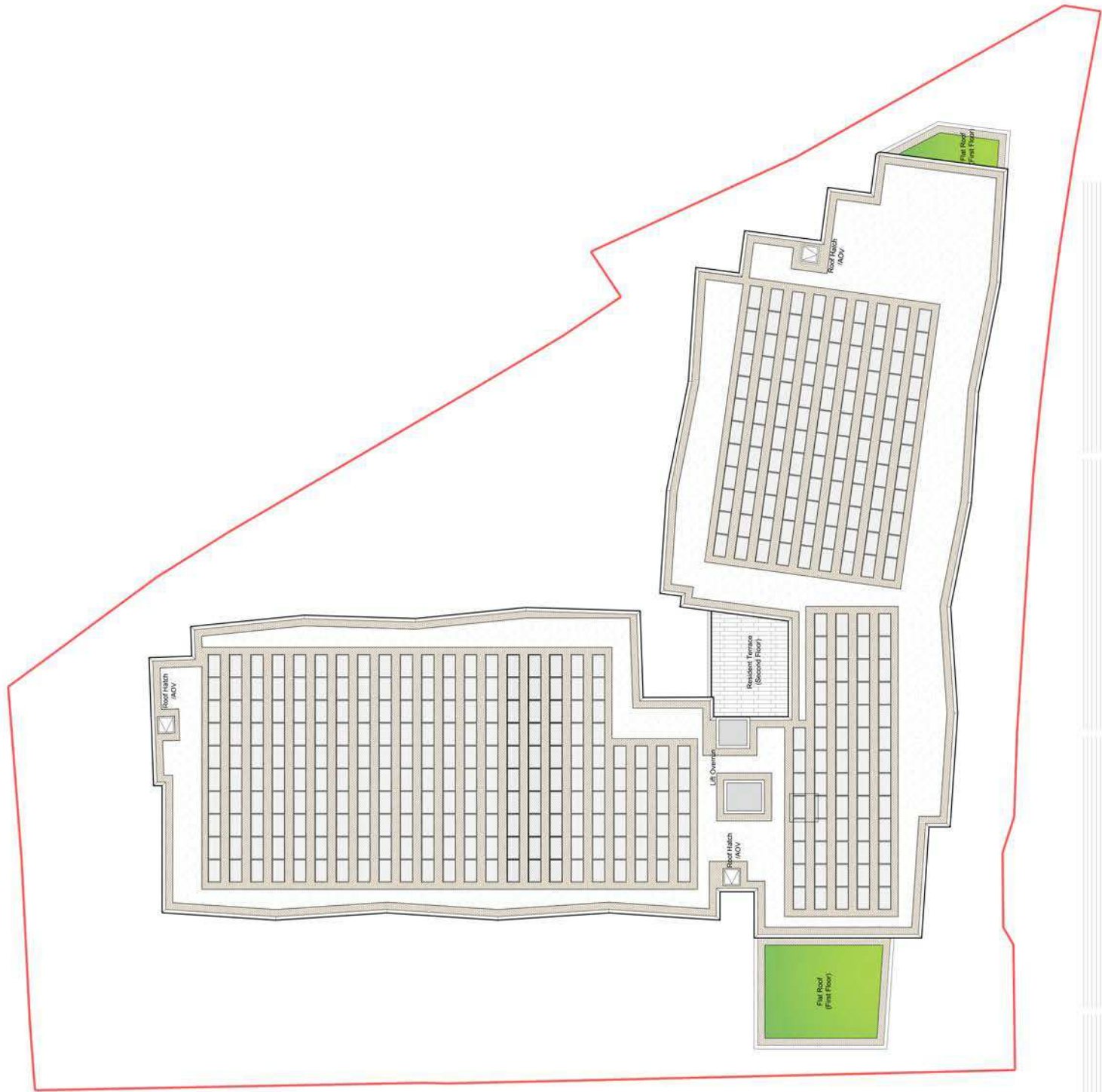








- COLOR KEY**
- Recycled Roof (Green Roof)
  - 100% Recycled Asphalt (Roofing Material)
  - Pavement (200 Asphalt to 1000+ Concrete)







# Planting Schedule

All plants to be supplied from an HTA approved nursery and in accordance with the National Plant Specification

Key	Species
AC	Acer campestre 'Streitkiser'
AL	Alnus cordata
AM	Amelanchier lamarckii
BU	Betula utilis jacquemontii
CB	Carpinus betulus
FS	Fagus sylvatica
MG	Magnolia grandiflora

## TREES

Code	Species	Form	% Mix
PI	Prunus laurastibata	In 1m long sections	100%

## INSTANT HEDGING

Instant hedge to be supplied in 1m lengths of single species, 1.5 - 1.8m height.

## WILDFLOWER GRASS SEEDS

Emerogate ELIF Wildflowers for Lawns mix overspread existing lawn areas at site entrance.

Common Name
Galium verum
Leonodon hispidus
Leucanthemum vulgare
Lobelia corniculata
Primula vesic
Prunella vulgaris
Rumex crispus
Rumex acetosella
Trifolium pratense

## Formal Garden

Formal garden area for residents to provide leisure and recreation opportunities.

## Amenity planting

Amenity planting including flowering species to attract wildlife.

## Stockley Road

Stockley Road

## Bin Store

Bin Store

## Parking Area

Parking Area

## Entrance

Entrance

## Patio / Terraces

Patio / Terraces

## Formal Garden

Formal Garden

## Amenity planting

Amenity planting

## Stockley Road

Stockley Road

## Bin Store

Bin Store

## Parking Area

Parking Area

## Entrance

Entrance

## Patio / Terraces

Patio / Terraces

## Formal Garden

Formal Garden

## Amenity planting

Amenity planting

## Stockley Road

Stockley Road

## Bin Store

Bin Store

## Parking Area

Parking Area

## Entrance

Entrance

## Patio / Terraces

Patio / Terraces

## Formal Garden

Formal Garden

## Amenity planting

Amenity planting

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## Bin Store

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## Patio / Terraces

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## Formal Garden

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## Amenity planting

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## Stockley Road

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Entrance

## Patio / Terraces

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Parking Area

## Entrance

Entrance

## Patio / Terraces

Patio / Terraces

## Formal Garden

Formal Garden

## Amenity planting

Amenity planting

## Stockley Road

Stockley Road

## Bin Store

Bin Store

## Parking Area

Parking Area



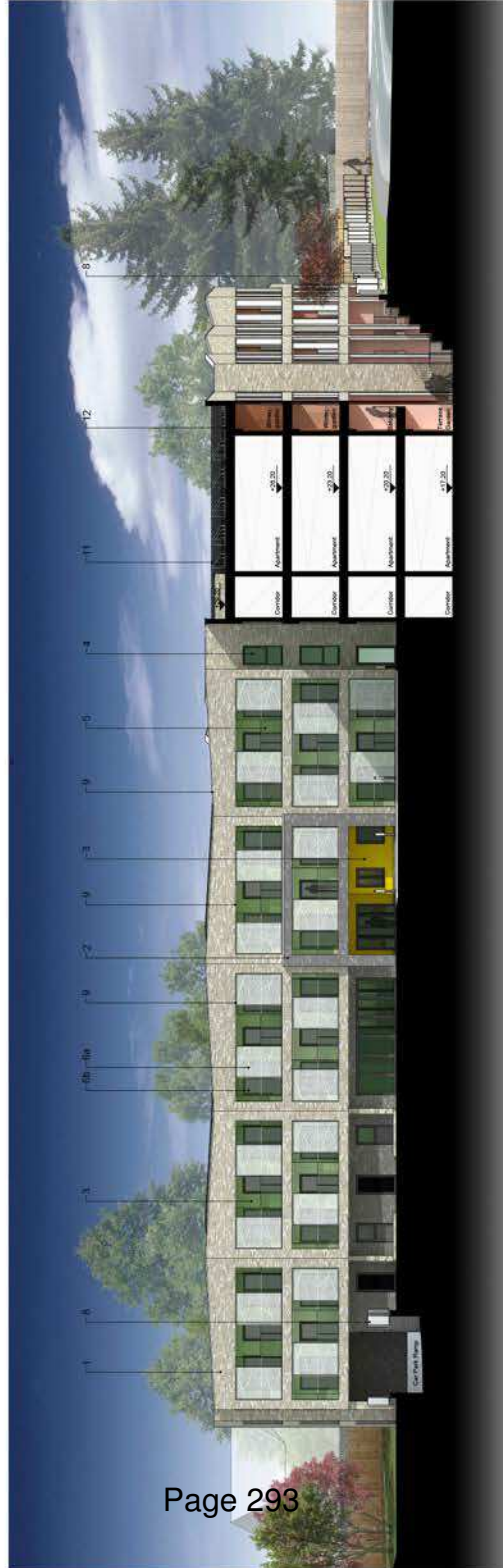








FARRER CLOSE ELEVATION a-a 1:100@A0



SECTION b-b 1:100@A0



3D View 3



3D View 4



**SCHEDULE OF MATERIALS**

1. Facing bricks: Waverley; range. Mosaic or equal and approved. laid in recessed bond.
2. Facing bricks: Waverley; range. Mosaic or equal and approved. laid in recessed bond.
3. Wall Cladding: Composite Cladding. Absorbent equal and approved. Colour: as indicated on elevations.
4. Windows and Doors: Powder coated aluminium frames. Colour: Dark Grey / ANI. R15
5. Balconies: Powder coated aluminium frames. Colour: White with clear self-cleaning frames. Structural glass balustrade
6. Window Sillings Sliding Panels: As PPC Performed Metal Sliding Panels. Colour: White; Anodised Aluminium Self-Cleaning Structural Glass Sliding Panels.
7. Concrete Wall Cladding: Backpanel Cladding equal and approved. Colour: Mixture of Corianc Oak, Rhinestone Oak and Carbon Oak.
8. Metal Railings: PPC steel posts and handrails. Colour: White
9. Coping / Metal Tiles: PPC Aluminium Profiles. Colour: White
10. Feature Brickswork (same Brick Type as main wall): Same projection in pattern as indicated on elevation
11. PV panels:
12. Solar diversity Hot Hot (Brown Hot)

SCALE BAR 1:100@A0





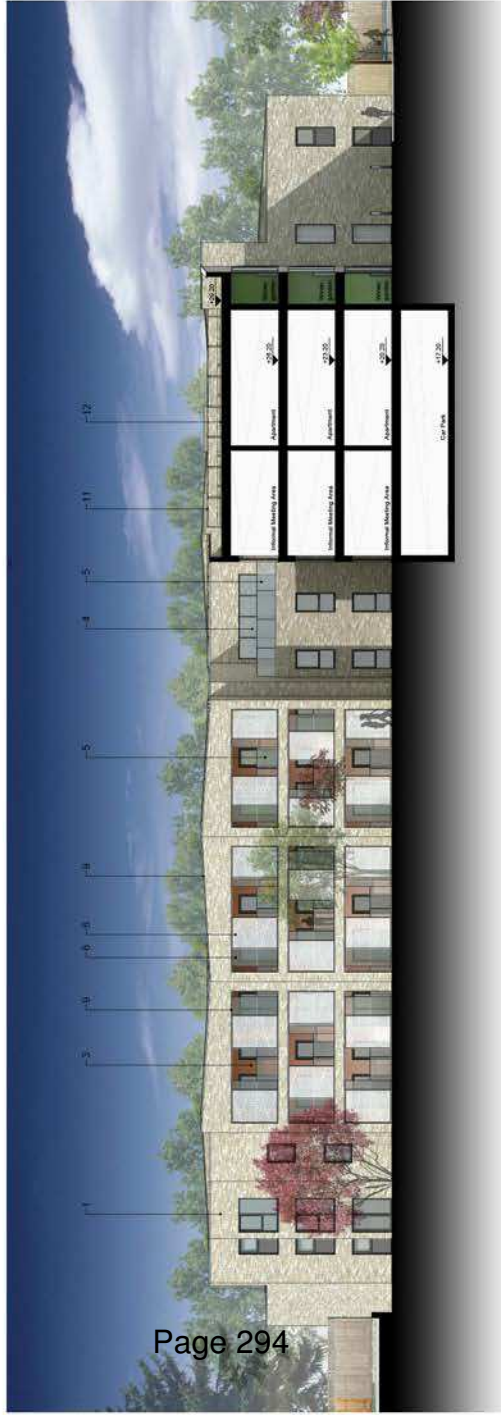
**SCHEDULE OF MATERIALS**

1. Facing brick: Weathered, beige, Marzotto or equal and approved. Use in recessed bands.
2. Facing brick: Weathered, beige, Page or equal and approved. Use in recessed bands.
3. Wall Cladding: Composite Cladding, Alucobond equal and approved. Colour: as indicated on elevations.
4. Windows and Doors: Powder coated aluminium frames. Colour: Dark Grey /RAL 7017
5. Balconies: Composite Decking and handrails. Colour: White with clear self-cleaning translucent structural glass balustrade
6. Winter Garden Sliding Panels: 6x1 PFC Perforated Metal Sliding Panels. Colour: White. Finish: Anodized Self-Cleaning Structural Glass Sliding Panels.
7. Concrete Wall Cladding: Reconstituted Cladding equal and approved. Colour: Mixture of Corianc Oak, Ribblesdale Oak and Carbon Oak.
8. Metal Railings: PFC steel posts and handrails. Colour: White
9. Coping/Metal Tiles: PFC Aluminium Profiles. Colour: White
10. Feature Brickswork (same brick type as main wall): Joint projection in pattern as indicated on elevation
11. PV panels:
12. Bi-Diversity Hot Bed (Brown Roof)

SCALE BAR 1:100@A0



NORTH ELEVATION c/c 1:100@A0



SECTION d-d 1:100@A0



3D View 5



3D View 6

PROJECT: PARK VIEW EXTRA-CARE HILLINDOON  
 LOCATION: PARK VIEW EXTRA-CARE HILLINDOON  
 DRAWING NO: 2024-01-001  
 DATE: 2024-01-01  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]  
 CLIENT: [Name]  
 ARCHITECT: [Name]  
 SCALE: 1:100@A0

HUNTERS  
 ARCHITECTS  
 100/100 STREET  
 SYDNEY NSW 2000  
 PH: 02 9550 1234  
 WWW.HUNTERSARCHITECTS.COM.AU





Stockley Road Cross Sectional Perspective (View 2-2)



Fence Close Street Perspective (View 1)



Stockley Road Street Perspective (View 4)



Stockley Road Street Perspective (View 3)

PROJECT INFORMATION

PROJECT NAME: PARK VIEW EXTRA-CARE HILL AND DON

CLIENT: HUNTERS

ARCHITECT: HUNTERS

DATE: 2024

SCALE: 1:100

PROJECT NO: 2024-001

PROJECT LOCATION: 10000 HILL AND DON, HUNTERS

PROJECT TYPE: PLANNING

PROJECT STATUS: PRELIMINARY

PROJECT CONTACT: HUNTERS

PROJECT PHONE: 08 9438 1234

PROJECT EMAIL: info@hunters.com.au

PROJECT WEBSITE: www.hunters.com.au





LOCATION PLAN 1:100

**SCHEDULE OF MATERIALS**

1. Facing bricks: Wetherstone, range: Merslake or equal and approved. laid in standard bond
2. Facing bricks: Wetherstone, range: Penge Grey or equal and approved. laid in standard bond
3. Wet cladding: Composite Cladding. Approved equal and approved. Colour as indicated in elevations.
4. Windows and Doors: Powder coated aluminium frames. Colour: Dark Grey / AN. 619
5. Balconies: Clear toughened safety glass. Colour: White with clear self-cleaning treatment or optional glass balustrade
6. Window Guards Sliding Panels: An PVC Performed Metal Sliding Panels. Colour: White. An American Self-Cleaning Stormcoat Glass Sliding Panels.
7. Cornices: PVC Cladding. Approved equal and approved. Colour: Mixture of Ceramic Oak, Shrivens Oak and Carbon Oak.
8. Metal Railings: PVC steel posts and handrails. Colour: White
9. Coping/ Metal Trim: PVC Aluminium Profiles. Colour: White
10. Factors Bricks: Same brick type as main wall. Storm projection in pattern as indicated on elevation
11. PV panels
12. Bitumen's Flat Roof (Brown Roof)

SCALE BAR 1:100@A0



STOCKLEY ROAD FULL ELEVATION 1:100@A0



STOCKLEY ROAD FULL ELEVATION 1:100@A0



STOCKLEY ROAD STREET ELEVATION 1:100@A0

**3D View 2**

PROJECT: PARK VIEW EXTENSION, HILLINGDON  
 ARCHITECT: HUNTERS  
 DATE: 2023  
 SCALE: 1:100@A0  
 DRAWING NO: PLANNING 02

**HUNTERS**  
 ARCHITECTS

**3D View 1**

PROJECT: PARK VIEW EXTENSION, HILLINGDON  
 ARCHITECT: HUNTERS  
 DATE: 2023  
 SCALE: 1:100@A0  
 DRAWING NO: PLANNING 02

**HUNTERS**  
 ARCHITECTS



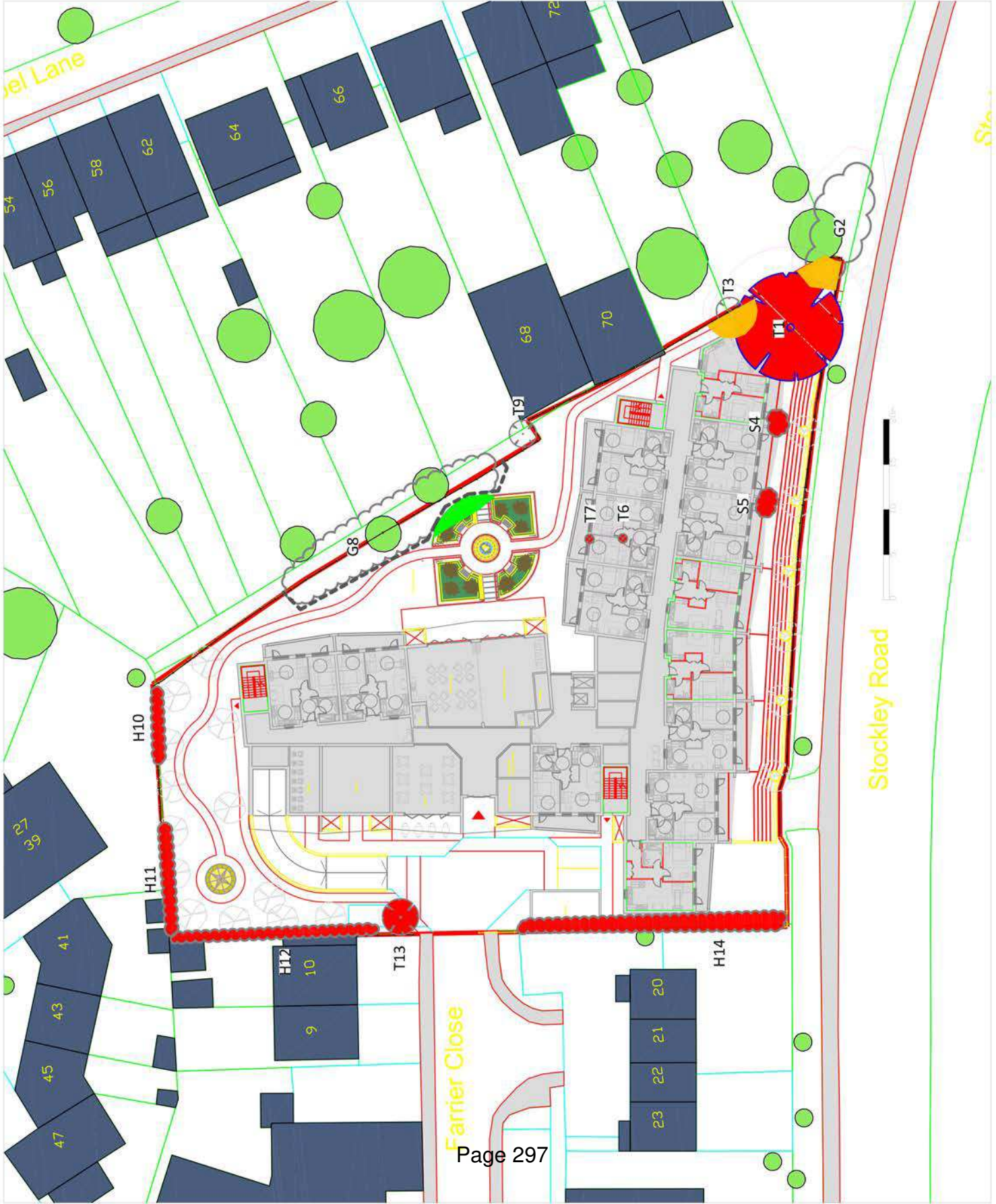
Key	
	Category A - trees of high quality and value
	Category B - trees of moderate quality and value
	Category C - trees of low quality and value
	Category U - trees of unsuitable for retention
	Root protection area
	Trees to be removed
	Tree protective barriers
	Ground protection
	Area requiring a special consideration - refer to report

Some trees are not plotted on the survey plan (Dec 2011), therefore, location of some trees are not accurate.  
 This drawing was produced in colour - a monochrome copy should not be relied upon. Contractors must check all dimensions on site. Any discrepancies must be reported to the arboricultural consultant before proceeding. ©SES 2015.

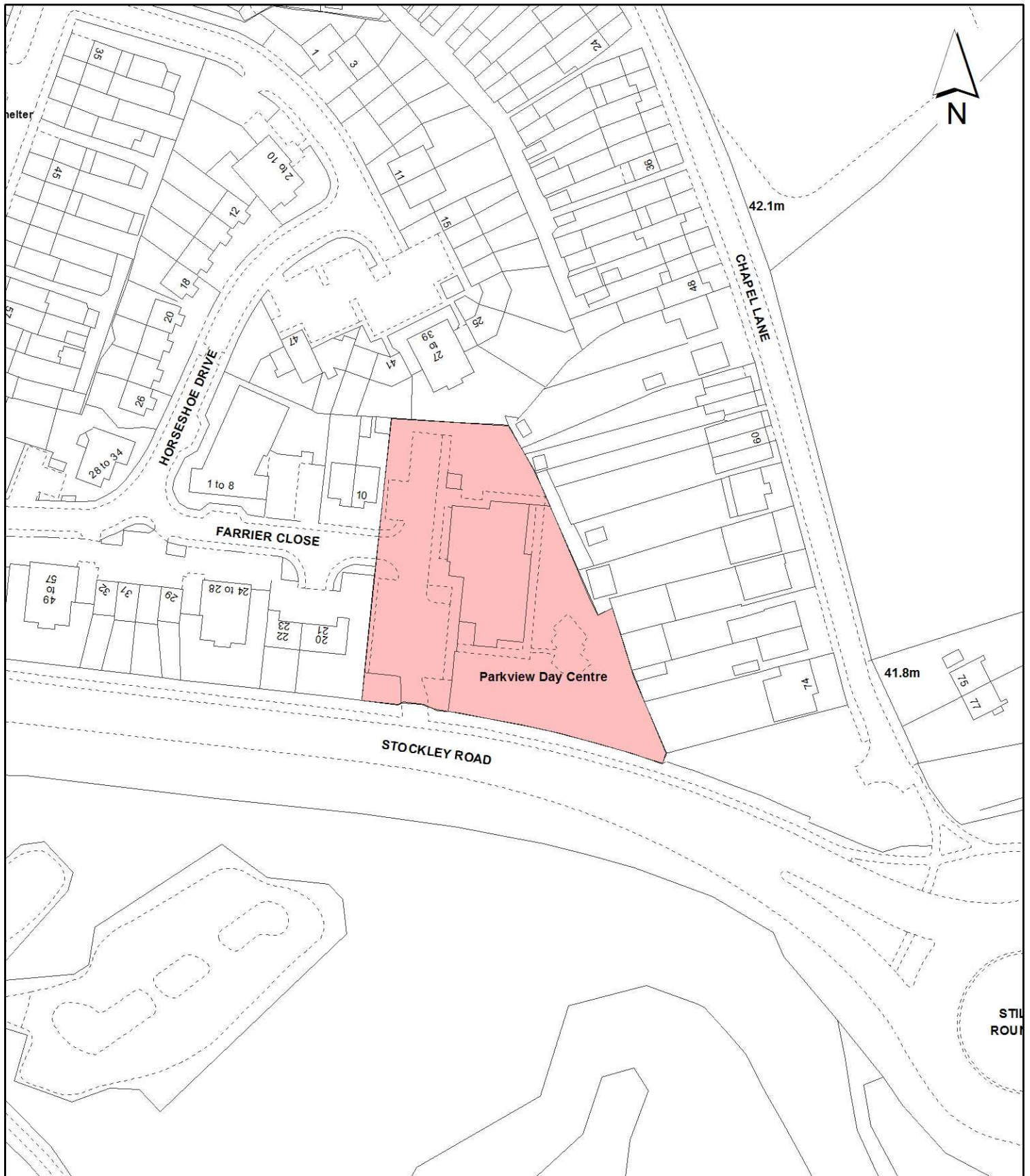


Unit 1, Sudbury Stables  
 Downham, Essex CM11 1LB  
 Phone: 01268 711021  
 Website: www.ses-eco.co.uk

Site	Parkview, Hillingdon		
Client	London Borough of Hillingdon		
Drawing title	Tree Survey & Protection Plan		
Drawing no.	Scale	Date	Orientation
1	1:400@A3	11.08.15	
Revision	Drawn by	MB	
-			







**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Park View Day Center  
 Farrier Close  
 Hillingdon**

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

Planning Application Ref:  
**60469/APP/2015/3368**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 298**

Date:  
**November 2015**



**HILLINGDON**  
 LONDON