



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)  
Henry Higgins  
John Morgan  
Brian Stead  
David Yarrow

**Date:** TUESDAY, 9 FEBRUARY  
2016

**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:** Monday, 1 February 2016

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This Agenda is available online at:

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*Putting our residents first*

Lloyd White  
Head of Democratic Services  
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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.

## Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Arla Food Depot Victoria Road Ruislip  66819/APP/2015/3653	South Ruislip	<p>S73 application seeking variation of condition 2 (approved plans) and 3 (approved documents) of planning permission ref 66819/APP/2014/1600 dated 24th December 2014 for: Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.</p> <p>changes sought: 1) Increase of total units on the site from 132 to 163 and associated design/elevation changes. 2) Changes to the approved Energy Strategy AMENDED PLANS RECEIVED 21/1/16 INCREASING THE AMOUNT OF PARKING SPACES TO 163 AND AMENDING THE PARKING LAYOUT.</p> <p><b>Recommendation: Approval + Sec 106</b></p>	1 - 46  212 - 250

## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Brunel University Kingston Lane  532/APP/2015/3349	Brunel	<p>Erection of a multi storey car park and removal of existing surface parking spaces</p> <p><b>Recommendation: Approval</b></p>	47 - 80  251 - 275

7	Hillingdon Hospital, Pield Heath Road  4058/APP/2015/4041	Brunel	Formation of 48 additional parking spaces on land adjoining the main car park at Hillingdon Hospital and associated highway, access and landscaping works  <b>Recommendation: Approval + Sec 106</b>	81 - 102  276 - 285
8	Hermitage School Nursery & Lancaster Centre Site  68164/APP/2015/4167	Uxbridge North	Variation of condition 2 (approved plans) of planning permission ref: 68164/APP/2013/758 dated 30/08/13 (Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total)) to change the unit mix from 2 x studio flats, 7 x 1-bed flats and 10 x 2-bed flats to 2 studio flats, 2 x 1-bed, 14 x 2-bed & 1 x 3-bed flats (total 19 units); make associated alterations to internal layouts; increase height of lift shaft; and ancillary minor alterations.  <b>Recommendation: Approval</b>	103 - 122  286 - 291

9	<p>The Grand Union Office Park, Packet Boat Lane, Cowley</p> <p>1197/APP/2015/4164</p>	Uxbridge South	<p>Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.</p> <p><b>Recommendation: Approval + Sec 106</b></p>	<p>123 - 180</p> <p>292 - 337</p>
10	<p>21 High Street, Yiewsley</p> <p>26628/APP/2015/4622</p>	Yiewsley	<p>Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works) to allow for a change of use from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial &amp; Professional Services) use.</p> <p><b>Recommendation: Approval</b></p>	<p>181 - 210</p> <p>338 - 340</p>

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# Agenda Item 5

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

**Address** FORMER ARLA FOOD DEPOT VICTORIA ROAD RUISLIP

**Development:** S73 application seeking variation of condition 2 (approved plans) and 3 (approved documents) of planning permission ref 66819/APP/2014/1600 dated 24th December 2014 for:  
Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

changes sought: 1) Increase of total units on the site from 132 to 163 and associated design/elevation changes.

2) Changes to the approved Energy Strategy

AMENDED PLANS RECEIVED 21/1/16 INCREASING THE AMOUNT OF PARKING SPACES TO 163 AND AMENDING THE PARKING LAYOUT.

**LBH Ref Nos:** 66819/APP/2015/3653

**Drawing Nos:** 3510/02/2002 Rev M  
3510/02/2003 Rev M  
3510/02/2004 Rev M  
3510/02/2005 Rev M  
3510/02/2006 Rev M  
3510/02/2007 Rev M  
3510/02/2001 Rev M  
3510/02/2008 Rev M  
3510/02/2009 Rev M  
3510/02/2010 Rev M  
Planning Statement Reference 3510\_S-02 Rev A  
Economic Viability Appraisal Report October 2015  
Revised affordable housing offer  
WD-02-0007 Rev N  
WD-02-0005 Rev N  
WD-02-0008 Rev N  
WD-02-0009 Rev N  
WD-00-001 Rev N  
3510/02-0030 Rev M  
3510/02/1001 Rev M  
3510/02/1002 Rev M  
3510/02/2011 Rev M  
3510/02/1003 Rev M  
3510/02/1014 Rev M  
3510/02/1015 Rev M  
3510/02/1016 Rev M  
3510/02/1017 Rev M  
3510/02/1018 Rev M  
3510/02/1019 Rev M  
3510/02/2020 Rev M  
02-5015M1 - LTH Checklist - Typical 1B Flat - Bloc

02-5016M1 - LTH Checklist - Typical 2B Flat - Bloc  
 02-5017M1 - LTH Checklist - Typical 3B Flat - Bloc  
 02-5034M1-Wheelchair Unit-Type WCH1D  
 02-5035M-Wheelchair Unit-Type WCH1E  
 02-5036M-Wheelchair Unit-Type WCH2B  
 3510/02/1004 Rev M  
 3510/02/1005 Rev M  
 3510/02/1006 Rev M  
 3510/02/1007 Rev M  
 3510/02/1008 Rev M  
 3510/02/1009 Rev M  
 3510/02/1010 Rev M  
 3510/02/1011 Rev M  
 3510/02/1012 Rev M  
 3510/02/1013 Rev M  
 02-5018M1 - LTH Checklist - Typical 4B Maisonette  
 02-5019M - LTH Checklist - Typical 2B HA Flat - B  
 02-5020M - LTH Checklist - Typical 2B HA Flat Bloc  
 02-5021M - LTH Checklist - Typical 1B HA Flat Bloc  
 02-5022M - LTH Checklist - Typical 2B Flat Block F  
 02-5023M - LTH Checklist - Typical 1B Flat Block F  
 02-5030M1-Wheelchair Unit-Type WCH1A  
 02-5031M1-Wheelchair Unit-Type WCH2A  
 02-5032M-Wheelchair Unit-Type WCH1B  
 02-5033M-Wheelchair Unit-Type WCH1C  
 Supporting Planning Note reference 3510-Supporting Statement-01  
 Code for Sustainable Homes Strategy Report  
 3510 02-4050M Accommodation Schedule  
 3510 Visual-0001N  
 3510 Visual-0002N  
 Car Parking Management Strategy Document reference 3510\_S-03  
 Energy Statement - Arla Dairy Site Reference BHNL-ARLA-ES-  
 04.docx/R/3.0/MJF  
 Transport planning Practice Parking Note

<b>Date Plans Received:</b>	30/09/2015	<b>Date(s) of Amendment(s):</b>	21/10/2015
<b>Date Application Valid:</b>	05/10/2015		02/10/2015
			08/12/2015

## 1. SUMMARY

This application seeks to vary conditions 2 (approved drawings) and condition 3 (approved documents) of application 66819/APP/2014/1600, which granted consent on 24th December 2014 for the redevelopment of the Former Arla Dairy site, to provide a foodstore with ancillary cafe (total floor area of 7,131sqm) (Class A1) and ancillary petrol filling station, cinema (floor area of 5,634sqm) (Class D2), 5 x restaurant units (total floor area of 2,027sqm) (Class A3), and residential development consisting of 132 units (34 x 1-bed flats, 86 x 2-bed flats, 10 x 3-bed houses, 2 x 4-bed houses), together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

This application seeks amendments to the residential element only of the approved scheme. The scheme has been revised to alter the unit mix and layouts of all the residential units within the site, which has resulted in an increase the total number of units to 163 (28x1 bed, 128x2bed, 6x3bed and 4x4bed houses). Blocks F and J have altered from three storey pitched roof dwellinghouses to a four storey block, of a design and scale that matches the surrounding blocks. The windows and door positions, overall elevation treatment and proportions of the openings have been revised on all of the blocks, however, with the exception of Blocks F and J, the overall scale, massing and design intent have been retained, as has the height of the building and location of the balconies. The parking provision and layout has been revised to provide 163 parking spaces.

The proposed increase in the number of units, alterations to the height of Blocks F and J, elevation alterations and the revised parking provision and layout have been considered in the context of the site and the surrounding area. The proposed increase in the number of units has allowed for a higher provision of affordable units to be provided within the site, and all of the existing and additional units proposed meet or exceed the required internal unit size standards. The parking layout and provision has been revised during the course of the application, and now provides a ratio of 1 space per unit, to which no objection is raised.

Overall, the proposed alterations to the approved scheme are considered acceptable in the context of the approved scheme and surrounding area. The scheme is not considered to have a detrimental impact on the amenities of the existing surrounding residential occupants or future occupiers of the buildings, and would not have an unduly detrimental impact on the surrounding highway network. The proposals are therefore considered to comply with the relevant policies contained within the NPPF, London Plan, Hillingdon Local Plan: Part 1 - Strategic Policies, Hillingdon Local Plan: Part 2 - Saved UDP Policies and the Councils adopted Guidance.

Approval is recommended.

## **2. RECOMMENDATION**

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

**A) The completion of a Deed of Variation pursuant to Section 106A of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to vary the terms of the S106 Agreement so as to reference the S73 application, and secure the following:**

**1. Affordable Housing: Provision of 18.4% of the total units being dedicated as affordable housing;**

**2. Review Mechanism: The agreement shall provide for the Council to review the finances at set times, in order to ensure that the maximum amount of affordable housing is being sought:**

**i) Firstly before the construction start if that does not occur within two years of consent, ii)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 on value is achieved, then additional financial contributions towards the shortfall in affordable housing should be required.**

**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 the 9th May 2016, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The development has failed to secure obligations relating to affordable housing provision. Accordingly, the proposal is contrary to policies R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD (July 2014) and Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 3.12 of the London Plan (March 2015) and the NPPF.'

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

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

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the 24th December 2017.

**REASON**

To comply with Section 73 and 91 of the Town and Country Planning Act 1990 and the terms and conditions of planning application 66819/APP/2014/1600.

**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:

**DRAWINGS APPROVED IN APPLICATION 66819/APP/2014/1600 AND SUBSEQUENT NMAs**

2013-056/G101 Rev F; 2013-056/G102 Rev G; 2013-056/SK103; 2013-056/G104 Rev G; 2013-056/SK109 Rev Q; 2013-056/G112; 2013-056/SK200 RevC; 2013-056/SK201 Rev D; 2013-056/G202 Rev S; 2013-056/SK204 Rev C; 2013-056/SK220 Rev C; 2013-056/G221 Rev M; 2013-056/G222 Rev E; 2013-056/G223 Rev A; 2013-056/G224 Rev B; 2013-056/G225 Rev K; 2013-056/G226 Rev J; 2013-056/G227 Rev F; 2013-056/G250 Rev E; 2013-056/G801 Rev E; 2013-056/G802 Rev E; 2013-056/G803 Rev K; 2013-056/P220 Rev A; 2013-056/R201 Rev P; 2013-056/R202 Rev J; 2013-056/R220 Rev P; 2013-056/R230 Rev D;

1061-003 Rev V; 1061-004 Rev P; 1061-005 Rev N; 1061-006 Rev G; 1061-007 Rev K; 1061-020 Rev C; 1061-040 Rev C; 1061-041 Rev C; 1061-042 Rev B; 1061-043 Rev B; 1061-060 Rev B; 1061-061 Rev A; 1061-R-001 Rev E;

12101-02-0002;

AMENDED DRAWINGS (RESIDENTIAL)

WD-02-0007 Rev N; WD-02-0005 Rev N; WD-02-0008 Rev N; WD-02-0009 Rev N; WD-00-001 Rev N; 3510-02-1001 Rev M; 3510-02-1002 Rev M; 3510-02-1003 Rev M; 3510-02-1004 Rev M; 3510-02-1005 Rev M; 3510-02-1006 Rev M; 3510-02-1007 Rev M; 3510-02-1008 Rev M; 3510-02-1009 Rev M; 3510-02-1010 Rev M; 3510-02-1011 Rev M; 3510-02-1012 Rev M; 3510-02-1013 Rev M; 3510-02-1014 Rev M; 3510-02-1015 Rev M; 3510-02-1016 Rev M; 3510-02-1017 Rev M; 3510-02-1018 Rev M; 3510-02-1019 Rev M; 3510-02-1020 Rev M; 3510-02-2001 Rev M; 3510-02-2002 Rev M; 3510-02-2003 Rev M; 3510-02-2004 Rev M; 3510-02-2005 Rev M; 3510-02-2006 Rev M; 3510-02-2007 Rev M; 3510-02-2008 Rev M; 3510-02-2009 Rev M; 3510-02-2010 Rev M; 3510-02-2011 Rev M; 3510-Visual 0001 Rev M; 3510-Visual 0002 Rev M; 3510-02-0030 Rev M; 3510-02-5015 Rev M1; 3510-02-5016 Rev M1; 3510-02-5017 Rev M1; 3510-02-5018 Rev M1; 3510-02-5019 Rev M; 3510-02-5020 Rev M; 3510-02-5021 Rev M; 3510-02-5022 Rev M; 3510-02-5023 Rev M; 3510-02-5030 Rev M1; 3510-02-5031 Rev M1; 3510-02-5032 Rev M; 3510-02-5033 Rev M; 3510-02-5034 Rev M; 3510-02-5035 Rev M1; 3510-02-5036 Rev M

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

REASON:

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

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be carried out except in complete accordance with the details contained within the specified supporting documents:

Design & Access Statement - Rev A (14/05/14)  
Transport Assessment - PMcL/3008d51/April 2014  
Travel Plan - Framework - PMcL/3008d53/April 2014  
Travel Plan - ASDA - PMcL/3008d21/April 2014  
Travel Plan - Residential - PMcL/3008d54/April 2014  
Pedestrian (PERS) Audit - PMcL/3008d57/April 2014  
Car Parking Management Plan - PMcL/3008d56/April 2014  
Delivery and Servicing Plan - PMcL/3008d55/Apr 2014  
LINSIG Details - 11/08/2014  
VISSIM Modelling Report - April 2014  
Planning Report - May 2014  
Retail & Leisure Report - May 2014  
Note on Scale and Town Centre Network - June 2014  
Employment Land Report - April 2014  
BREEAM Pre-assessment - Cinema - 24/04/14  
BREEAM Pre-assessment - Foodstore - 24/04/14  
BREEAM Pre-assessment - Restaurant Units - 24/04/14  
Energy Strategy - 24/04/14  
Energy Strategy Addendum - 11/08/2014  
Sustainability Report - 30/04/14  
Preliminary Risk Assessment - 03/05/13  
Air Quality Assessment - Rev 2 (29/04/14)  
Construction Management Plan - Rev A (24/04/14)  
Demolition Strategy - Rev A (23/04/14)

Ventilation and Air Exhaust Discharge Strategy - 24/04/14  
Noise Assessment - 29/04/14  
Site Waste Management Plan - 12/04/14  
Flood Risk Assessment and Drainage Strategy - 25/04/14  
External Lighting Statement - 24/04/14  
Landscape Strategy - Rev B (29/04/13)  
Aboriginal Report - 02/04/14  
Preliminary Ecological Appraisal - 15/05/14  
Archaeology/Heritage Assessment - December 2012  
Daylight & Sunlight Report - 23/04/14  
Utilities Design Statement - 24/04/14  
Statement of Community Involvement - May 2014  
Response to Mayor of London Stage 1 Report and Consultee Responses - August 2014

Accommodation schedule 3510-02-4050 Rev M- 02/10/15  
Planning Statement 3510\_S-02 27 August 2015  
Supporting Statement 02/10/15  
Parking Note 30749/D1E 21/01/16  
Code for Sustainable Homes Strategy Report 02/10/15  
Energy Statement BHNL-ARLA-ES-04.docx/R/3.0/MJF

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

**REASON:**

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

**4 NONSC Phasing**

The commercial development shall be carried out in accordance with the phasing and implementation details approved within drawing G118\_B and covering letter of application 66819/APP/2015/149 dated 20/2/15 unless otherwise agreed in writing with the local planning authority.

Prior to the commencement of the residential development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped areas, vehicular and pedestrian access ways, car and cycle parking areas, refuse storage and any other structures and facilities to be included within any phase shall be submitted to and approved in writing by the Local Planning Authority.

The phasing plan shall include details of the provision of the pedestrian link from Long Drive to the commercial elements of the site.

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

**REASON:**

To ensure the development proceeds in a satisfactory manner, and to ensure the availability of linked trips between the site and the town centre, in accordance with policy E5 of the Hillingdon Local Plan Part 1, policies LE1, BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (march 2015).

**5 COM7 Materials (Submission)**

The residential phase of the development shall not commence until details of all materials and external surfaces to be used on the buildings in the relevant phase, including details of balconies, windows, doors, porches, and PV panels 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 shall include information relating to make, product/type, colour and photographs/images.

The commercial phase of the development shall be carried out in strict accordance with the details: Materials Schedule; Materials Board (photograph and physical materials samples); Drawing G204 Rev AA Roof Plan; Drawing G220 Rev V Elevations; Drawing G221 Rev Q Entrance Elevations; Drawing G224 Rev F Car Park Wall Elevation; Drawing P220 Rev B Petrol Filling Station Elevations; Drawing R202 Rev P Roof Plan Restaurant units 1-3 and Drawing R220 Rev S Elevations Restaurant units 1-3 approved as part of application 66819/APP/2015/596 dated 15/4/15, and 2013-056\_R220\_RevT\_GA ELEVATIONS RESTAURANT UNITS; 2013-056\_G220\_RevW\_GA ELEVATIONS ASDA CINEMA UNITS; Materials Board and email from Paul Aldridge dated 28/10/15 approved within application 66819/APP/2015/3225 dated 3/11/15, unless otherwise agreed in writing with the local planning authority.

**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).

**6 COM6 Levels**

The commercial development shall be carried out in accordance with the approved details contained within plans: Drawing 2013-056-G801 Revision E - Part 1 Topographical Survey Site Wide; Drawing 2013-056-G802 Revision E - Part 2 Topographical Survey Site Wide; Drawing 2013-056-G803 Revision L - Proposed Finished Levels for Commercial Site; 2013-056-G200 Revision AA - Ground Floor GA Plan Commercial Site; 2013-056-G201 Revision T - First Floor GA Plan Commercial Site; 2013-056-G202 Revision S - Second Floor GA Plan Commercial Site of application 66819/APP/2015/150 dated 16/3/15 and drawing 2013-056-G809 Rev E of application 66819/APP/2015/350 unless otherwise agreed in writing with the local planning authority.

No part of the residential development shall commence until plans of the development, showing the existing and proposed ground levels, as well as floor levels of all proposed buildings, together with the location of any earthworks and excavations to be carried out near to the railway boundary (if relevant), have been submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the relevant phase of 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 policies AM7, AM11 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 2.6, 6.2, 6.3 and 6.4 of the London Plan (March 2015) and paragraph 32 of the National Planning Policy Framework.

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

The residential phase of the development shall not commence until a landscape scheme

for the has been submitted to and approved in writing by the Local Planning Authority. The scheme for each phase shall include:

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:250),
- 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, including replacement semi-mature tree planting for trees removed at site entrances.

2. Details of Hard Landscaping

- 2.a Covered and Secure Cycle Parking (including 174 spaces for the residential component)
- 2.b Covered and secure cycle storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including 33 of the spaces for electric vehicles and an additional 33 passive provision)
- 2.e Hard Surfacing Materials, including paving materials (which shall be suitable for wheelchair users)
- 2.f External Lighting including lighting of all pedestrians links and accesses
- 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

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

The hard and soft landscaping for the site shall be carried out in strict accordance with the details approved within drawings 1061-106A - Irrigation Points and 10-4313-505F - Drainage layout of application 66819/APP/2015/351, and drawings 1061-201 Rev C; 1061-202 Rev C; 1061-203 Rev C; 1061-206 Rev C; 1061-207 Rev B; 1061-SP-08; 1061-SH-04-C; 2013-056/G835; 2013-056/G200 Rev GG; 2013-056/G836; 2013-056/R201 Rev S; 2013-056/G201 Rev Y; 1061-301-C; 1061-302-C; 1061-303-C; 1061-020-C ; 1061-008-C; 2013-056/G109 Rev W; 2013-056/G200 Rev GG; 1061-SH-06A; 1061-008-C; 7594-E(97)01; 7594-E(97)02; Schedule of Luminaire; 1061-437-A; 2013-056/R202 Rev P Landscape Management & Maintenance Plan 1061-SP07A January 201; 1061-403 Rev B Tree pit in hard landscape; 1061-401 Rev C Tree pit in soft landscape; 1061-402 Rev B Tree pit in soft landscape under 20cm girth; 1061-404 Rev A Tree Pit in hard landscape with bollards of application 66819/APP/2015/350, unless otherwise agreed in writing with the local planning authority.

REASON:

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and



AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 5.11 and 5.17 of the London Plan (2015).

**8 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved Tree Retention plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON:**

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

**9 COM30 Contaminated Land**

The residential phase of the development shall be carried out in strict accordance with the scheme for dealing with contamination contained within: SITE INVESTIGATION REPORT Ref:3766-GE001 dated April 2015, Remediation Extent plan and Remediation Strategy Report Ref: 3766-GE002 approved within application 66819/APP/2015/1234 dated 21/10/15

In relation to the commercial element of the scheme, the development shall be carried out in strict accordance with the scheme for dealing with contamination contained within Remediation Strategy (Ref: 70006464); Validation of Tank Removal Report; Geo-Environmental and Geotechnical Ground Investigation Report; Geo-Environmental and Geotechnical Ground Investigation Report October and Preliminary Risk Assessment May 2013 approved within application 66819/APP/2015/152 dated 24/4/15 unless otherwise agreed in writing with the local planning authority.

**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).

**10 NONSC Contaminated Land Remediation**

All works which form part of the remediation scheme detailed in the condition above for a

relevant phase shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the relevant phase is occupied or brought into use. Provided that unless the remediation scheme shall specifically require remediation works or unless contamination is discovered during the course of works in relation to the parking area located at 428 and 428a Victoria Road (the Aviva site) this condition shall not prevent occupation of that parking area.

**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).

**11 NONSC Imported Soils**

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination.

**REASON:**

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

**12 NONSC Carbon Reduction**

The commercial scheme shall be implemented in accordance with the energy assessment report reference 'Planning Condition 12 - Carbon Reduction' and 'Requirements for Modelling CHP Stack Emissions' approved within application 66819/APP/2015/594 unless otherwise agreed in writing with the local planning authority.

**REASON:**

To ensure appropriate carbon savings are delivered in accordance with policy 5.2 of the London Plan (2015).

**13 NONSC Air Quality - Energy Provision**

The scheme shall be implemented in accordance with the Air Quality Neutral Report 02 January 2015 approved as part of application 66819/APP/2015/594 dated 22/5/15 unless otherwise agreed in writing with the local planning authority.

**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).

**14 NONSC Sustainable Water Management**

The residential phase of the development shall be implemented in accordance with the following details and drawings approved as part of application 66819/APP/2015/1083 dated 6/11/15 unless otherwise agreed in writing with the local planning authority:

SUDS Maintenance and Management Plan  
3766-1000 P1 PROPOSED DRAINAGE STRATEGY

The commercial phase of the development shall be implemented in accordance with the following details and drawings approved as part of application 66819/APP/2015/351 dated 6/5/15, unless otherwise agreed in writing with the local planning authority:  
10-4313-505F - Drainage Layout

10-4313-506A - Drainage Detail Part 1  
10-4313-507A - Drainage Details Part 2  
10-4313-508A - Proposed Sewer Details  
10-4313-509 - Sewer Section  
APP L1-NE-2013 - Environment Agency  
APP2 - Thames Water Letter  
Drainage Strategy & Design  
Flood Risk Assessment April 2014 (to follow in the post)  
Surface Water Drainage  
Green Roof Plan R202 Rev P  
1061-106-A Irrigation Points

**REASON:**

To ensure the development does not increase the risk of flooding and ensure the development reduces the pressure on potable water in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 5.12 and 5.15 of the London Plan (2015).

**15 NONSC Bird Hazard Management Plan**

The commercial elements of the development shall be implemented in accordance with the details contained within the Bird Management Hazard Plan and drawing 2013-056 South Ruislip - G114\_Rev\_UNIT PLAN approved as part of application 66819/APP/2015/161 dated 23/2/15 unless otherwise agreed in writing with the local planning authority.

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

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

The approved Bird Hazard Management Plan for the relevant phase shall be implemented upon completion of the roofs and shall remain in force for the life of the building.

**REASON:**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport and RAF Northolt.

**16 NONSC Secured by Design**

The building(s) of any relevant phase 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 in any relevant phase shall be occupied until accreditation for the buildings has been achieved.

**REASON:**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on

Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (2015).

#### **17 NONSC Facilities for Disabled People**

The commercial development shall be carried out in strict accordance with the details contained within drawing 2013-056-G109 Revision W - Proposed Commercial Site plan marked up showing location of drop of points, disabled car parking spaces and facilities and headroom and 1061-011-D - Piazza Area Plan marked up to show levels, gradients to show how the piazza complied with BS 8300:2009+A1:2010 of application 66819/APP/2015/150 dated 16/03/15, showing how the commercial element would cater for high sided disabled vehicles and how the rise between the Piazza and restaurant will be accessible.

Before commencing development of any of the residential elements of the proposal, plans and details shall be submitted to and approved in writing by the Local Planning Authority which show:

- Details of amenity areas designed to allow disabled and non-disabled children to play together, along with accessible play equipment to be provided.

Thereafter the relevant phase shall be developed in strict accordance with the approved details.

#### **REASON:**

To ensure that sufficient measures are provided to meet the needs of disabled and elderly people in accordance with policies 3.1 and 7.2 of the London Plan (2015).

#### **18 NONSC Car Parking Allocation**

With the exception of the parking area located at 428 and 428a Victoria Road (the Aviva site), no phase of development shall be occupied until a Car Parking Allocation and Management Plan for the relevant phase has been submitted to, and approved in writing by, the Local Planning Authority.

The car parking allocation and management plan for the relevant phase shall clearly identify and delineate parking spaces which are allocated and dedicated for the non-residential and residential components of the relevant phase of development. The plan should include details of the following provision:

- 10% Disabled (16 spaces) (residential)
- 5% Disabled, 5% Brown Badge and 5% Parent & Child (commercial)
- 20% active + 20% passive electric vehicle charging points (33 active and 33 passive)(residential)
- 10% active + 10% passive electric vehicle charging points (commercial)
- provision of motorcycle parking at a ratio of 1 space per 20 car parking spaces

The provisions of the Car Parking Allocation and Management Plan shall be adhered to for the lifetime of the development.

#### **REASON:**

To ensure that an appropriate level of car parking provision is provided on site in accordance with policies AM14, AM15, and AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

#### **19 NONSC Retail Split**

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) or the Town and Country Planning (General Permitted Development) Order 1995), the split between convenience and comparison goods within the supermarket shall be at a ratio of 59% : 41% (2193sqm : 1524sqm) in favour of convenience goods, and shall be maintained for the life of the development. The net sales area of the supermarket shall not exceed 3,717sqm in area.

**REASON:**

To ensure unacceptable impacts on the town centre do not occur, as the retail impact resulting from a different split has not been tested, in accordance with accordance with policy E5 of the Hillingdon Local Plan Part 1, policy LE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (2015).

**20 NONSC Free Car Parking**

With the exception of the parking area located at 428 and 428a Victoria Road (the Aviva site), three (3) hours of free car parking shall be provided to the public on the site, for users of the commercial elements of the site, and this period of free parking shall be maintained on the site for the life of the commercial development.

**REASON:**

To enable linked trips between the development and South Ruislip Town Centre, in accordance with policy E5 of the Hillingdon Local Plan Part 1, policy LE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (2015).

**21 NONSC Shopping Trolley Storage**

The shopping trolley storage shall be implemented in accordance with the following details approved as part of application 66819/APP/2015/153 dated 24/02/15 unless otherwise agreed in writing by the local planning authority:

2013-056/G200 Rev GG

A\_13\_15

Cover Letter dated 15/01/2015

**REASON:**

To ensure that adequate storage capacity is provided and in the interests of the visual amenity of the area, in accordance with policies BE13 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**22 NONSC No Additional 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 policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**23 NONSC Customer Recycling Facilities**

Prior to the installation of any on site customer recycling facilities, details of such facilities shall be submitted to and approved in writing by the Local Planning Authority. Details shall include hours of operation and the location of any such facilities away from residential properties together with appropriate screening. Thereafter the facilities shall be maintained and retained for the life of the development.

REASON:

To provide a designated area where customers can dispose of recycled waste before it is removed from the site, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**24 NONSC Delivery Noise Management Plan**

The commercial phase of development shall be implemented in strict accordance with the Delivery Noise Management Plan, which specifies the provisions to be made for the control of noise from delivery and service yard operations that may be associated with proposals, approved within application 66819/APP/2015/529 dated 22/5/2015 unless otherwise agreed in writing by the Local Planning Authority.

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).

**25 NONSC Mechanical Plant**

The rating level of noise emitted from plant and/or machinery at the development 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 neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**26 NONSC Air Extraction Systems**

No flues, air conditioning or other air extraction system shall be used on any individual commercial premises hereby approved until a scheme for the control of noise and odour emanating from the flues, air conditioning or other air extraction system for that premises 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 neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**27 NONSC Lifetime Homes**

Ten per centum 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 policy 3.8 of the London Plan (2015) and Technical Housing Standards (2015).

**28 NONSC Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted in a relevant phase shall be occupied, until the outdoor amenity areas serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) have been made available for the use of residents of the relevant phase of the development. Thereafter, the amenity areas shall so be retained for the life of the development.

REASON:

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

**29 NONSC Childrens Play Space**

No residential phase of the development shall commence until details of secure play areas for children for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the secure play areas shall be provided prior to the occupation of any unit within the relevant block and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with policy R1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 3.16 of the London Plan (July 2015).

**30 NONSC Insulation and Ventilation**

No residential phase of the development shall commence until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, rail traffic, air traffic and other noise any air conditioning units has been submitted to and approved in writing by the Local Planning Authority. The sound insulation and ventilation scheme shall ensure that internal LAeq,Tand LMax noise levels meet appropriate noise criteria.

All works which form part of the sound insulation and ventilation scheme shall be fully implemented before the relevant residential phase of development is occupied and thereafter shall be retained and maintained in good working order for so long as the building/s remains in use.

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.15 of the London Plan (2015).

**31 NONSC HS21**

The following parts of the development, shall be carried out in accordance with the details approved in drawings 10/4313/505 Rev. D; 10/4313/EW001 Rev. D; 10\_4313/300 Rev. D; 10\_4313/416 Rev. A; 2013-056\_G200 Rev. GG; 2013-056/G803 Rev. L; Technical Note; 2013-056/G109 Rev. W; Covering Letter (Ref: PA/JLN0132); 2013-056/G802 Rev. E; 2013-056/G801 Rev. E; Safe working plan for piling and sub-structure works near HS2

and 2013-056/G103 Rev. Y of application 66819/APP/2015/456, unless otherwise agreed in writing with the local planning authority:

1. The Petrol Filling Station in the South West Corner of the site
2. Any of the Food Store and the Cinema building that lies within a distance of 20 metres of the 'land subject to consultation (safeguarding limits)' as shown drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'
3. Any of the Access Ramps to the service area or sub-station, as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'
4. Any other development within the 'commercial site boundary' as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan' that is also within 20 metres of the 'land subject to consultation (safeguarding limits)' as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'

The development shall be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements shall be completed, in their entirety, before any part of the buildings hereby permitted are occupied.

**REASON:**

To ensure the proposed development does not impede the delivery of High Speed 2, a project of national importance.

**32 NONSC HS23**

No works below ground level comprised within the development hereby permitted shall be carried out at any time. When a tunnel boring machine used for the purposes of boring tunnels for the HS2 Ltd railway is within 100 metres of the land on which the development hereby permitted is situated.

**REASON:**

To ensure the proposed development does not impede the delivery of High Speed 2, a project of national importance.

**INFORMATIVES**

**1**

The applicant is advised that the application site falls within land that may be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed 2. Powers to construct and operate HS2 are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk)

With regard to conditions 34, 35 and 36, the applicant is advised to liaise with HS2 Ltd.

**2 I52 Compulsory Informative**

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



### 3 I53 Compulsory Informative

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.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
H4	Mix of housing units

H5	Dwellings suitable for large families
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE6	Major officer and other business proposals in town centres
LPP 2.15	(2015) Town Centres
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.4	(2015) Managing Industrial Land & Premises
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 4.9	(2015) Small Shops
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2015) Aviation

LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF1	NPPF - Delivering sustainable development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R2	Provision of recreation, entertainment and leisure facilities in Town Centres

**4 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.

**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 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 (Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

#### **7 118 Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

#### **8 119 Sewerage Connections, Water Pollution etc.**

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

#### **9 13 Building Regulations - Demolition and Building Works**

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

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

Compliance with Building Regulations 'Access to and use of buildings' and Disability

Discrimination Act 1995 for commercial and residential development.

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

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

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

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

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

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

#### **11            I36                    Petrol Storage and Petrol Vapour Recovery - Filling Stations**

You should ensure that the arrangements for the delivery and storage of petrol at the service station comply fully with the relevant statutory requirements, in particular, the Environmental Protection Act 1990 and the Petrol Vapour Recovery (Stage 1) Local Enforcing Authorities Direction and Notice 1996 and the Petroleum (Consolidation) Act 1928. Advice on these requirements can be obtained from the London Fire Brigade, Petroleum Section, Room 810, Hampton House, 20 Albert Embankment, London, SE1 7SD (Tel. 020 7587 6378).

#### **12            I58                    Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough

of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership. Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk).

### **13 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'.

### **14**

Bird Hazard Management Plan:

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

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

### **15**

Network Rail - Asset Protection Measures:

We would draw the councils attention to the following Rail Accident Investigation Branch report into 'Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London 8 March 2013', which concluded: The intent of this recommendation is to ensure that the planning approval process reduces the risk to railway infrastructure due to adjacent developments. The Department for Communities and Local Government should introduce a process to ensure that Railway Infrastructure Managers are made aware of all planning applications in the vicinity of railway infrastructure. This process should at least meet the intent of the statutory consultation process (paragraphs 97f and 101).

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

### Encroachment

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

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

### Scaffolding

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

### Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing (building), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors.

This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service and that demolition works on site do not impact the safety and performance of the railway.

### Drainage

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

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

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the Developer to

prevent surface water flows or run-off onto Network Rail's property.

- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- Drainage works could also impact upon culverts on developers land.

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

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

#### 2m Gap

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

- To allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership and without encroachment onto Network Rail land and air-space. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949).
- To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains.
- To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.
- To ensure that Network Rail can maintain and renew its boundary treatment, fencing, walls etc
- To ensure that the applicant does not construct their proposal so that any foundations (for walls, buildings etc) do not end up encroaching onto Network Rail land. Any foundations that encroach onto Network Rail land could undermine, de-stabilise or other impact upon the operational railway land, including embankments, cuttings etc.

#### **16            115            Control of Environmental Nuisance from Construction Work**

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

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

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



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

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

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

### **3. CONSIDERATIONS**

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

The wider 'Former Arla Food Depot' covers 5.56 hectares and forms the majority of the Former Express Dairies depot which has been disused for a number of years. The site achieved planning permission in December 2014 for its redevelopment to provide a foodstore with ancillary cafe (total floor area of 7,131sqm) (Class A1) and ancillary petrol filling station, cinema (floor area of 5,634sqm) (Class D2), 5 x restaurant units (total floor area of 2,027sqm) (Class A3), and residential development consisting of 132 units (34 x 1-bed flats, 86 x 2-bed flats, 10 x 3-bed houses, 2 x 4-bed houses), together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

This application relates solely to the residential element of the approved scheme, which is sited in the northeast and southeastern part of the site.

In terms of the character of the surrounding area, to the south and west of the site is South Ruislip station on the Central Line of the Underground, and the Chiltern Line railway link from Marylebone to Birmingham. To the north of the site lies Victoria Road, a mature tree lined road which provides the main access into the site. The character of the road is residential, with of three storey housing with garages at ground level, slate pitched roofs and cream brickwork, located between the road and the site. The opposite side of Victoria Road is also predominantly residential with brick built 3-storey housing with pitched roofs. The residential areas are interrupted with a petrol filling station, a church and shops.

Beyond the southern boundary of the site lies Long Drive which links Victoria Road to South Ruislip Station. Between the road and the site at the corner of the junction are retail units, with apartments over dating from the 1960s. The Ramada Hotel and the Middlesex Arms Public house have frontage to Long Drive but back onto the site. A pedestrian link is proposed from Long Drive, between the public house and the terrace of retail units.

The north-west boundary is formed by the Aviva site comprising the former Focus and Land of Leather retail units with associated car parking, together with the access from Victoria Road. The application proposals include the remodelling of the access and car parking arrangement to these retail units.

The southwest boundary comprises the railway and industrial buildings. The proposed HS2 link out of London will run in a tunnel parallel in part with the site boundary and the existing railway line. The buildings proposed avoid the safeguarded area of the HS2 route. RAF Northolt lies further to the southwest.

### 3.2 Proposed Scheme

This application seeks to vary conditions 2 (approved drawings) and condition 3 (approved documents) of application 66819/APP/2014/1600, to allow for amendments to be made to the approved residential element of the scheme. The main change has been the increase in the number of residential units from 132 to 163 units. The alterations have meant that the layouts for all of the blocks have had to be adjusted, which has resulted in changes to the windows and door positions, overall elevation treatment and proportions of the openings. The overall scale, massing and design intent have been retained, as has the height of the building and location of the balconies.

The following alterations to the approved scheme are as follows:

1. The unit mix has altered.

- 25x1-bed units are proposed (decrease of 5 units from the approved scheme),
- 128x2-bed units are proposed (increase of 41 units from the approved scheme)
- 6x3-bed maisonettes/houses are proposed (decrease of 4 units from the approved scheme)
- 4x4bed houses are proposed (increase in 2 units from the approved scheme).

2. Block A East

- The wheelchair units on the ground floor have been omitted and replaced with 2 bed flats;
- The upper floor levels have been revised to ensure compliance with Building Regulations. As a result adjustments to the windows locations have occurred;

3. Block A West

- The wheelchair units have been omitted and replaced with 2 bed flats;
- The upper floor levels have been revised to ensure compliance with Building Regulations. As a result adjustments to the windows locations have occurred;
- Roof terrace has been omitted and solar photovoltaics located on the roof and access for maintenance only.

4. Blocks B, C, and D

- Wheelchair units have been located on the ground floor of these blocks as the regular shape facilitated improved layouts;
- Block D is designated as affordable tenure;
- The layouts have been revised to ensure compliance with Building Regulations. As a result adjustments to the windows locations have occurred;
- CHP plant has been omitted in block D to allow for an additional unit with roof terrace;
- Solar photovoltaics have been located on the roof with access for maintenance only.

5. Block E

- The wheelchair units have been omitted from the ground floor and replaced with standard flats;
- The internal layouts have been revised to ensure compliance with Building Regulations. As a result adjustments to the windows locations have occurred;
- The roof terrace has been omitted and solar photovoltaics located on the roof with access for maintenance only;

6. Blocks F/G

It is proposed to increase the density of this part of the development to reflect the scale and density of the surrounding blocks. The approved scheme was for 3 storey houses in the 'wings' of Blocks F and G. It is proposed to replace these 12 No. houses with three storey flats arranged around small cores.

- The layouts of the units facing the street have been re-planned to improve efficiency and the upper floors set back on the corners to ensure adequate daylighting to Block H;

#### 7. Block H

- Minor changes to the fenestration have occurred as a result of layout alterations;  
- One additional wheelchair unit has been provided at ground floor level;  
- The roof terrace has been omitted and solar photovoltaics located on the roof with access for maintenance only.

#### 8. Block J

- In lieu of the houses lost in Blocks F and G, Block J was approved as four flats over four floors, however this has been re-configured to provide 4 No. duplex apartments and 8 No. flats. These will all be designated as affordable units;  
- Balconies have been removed on the first floor as amenity space is proposed at ground floor level for the maisonettes;  
- The 4 balconies to the upper floors are projecting rather than recessed, but the locations remain the same as the approved scheme;  
- The set back of the building on the south east corner has been adjusted to improve the internal layouts of the units;  
- Solar photovoltaics are located on the roof with access for maintenance only.

#### 9. Car parking

The car parking layout has been revised and proposes to provide 163 car parking spaces for each of the units.

In relation to the retail and leisure element of the scheme, this remains exactly as approved within application 66819/APP/2014/1600. This application solely considers the amendments to the

### 3.3 Relevant Planning History

66819/APP/2014/1600 Former Arla Food Depot Victoria Road Ruislip

Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary pet filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

**Decision:** 24-12-2014 Approved

66819/APP/2015/4104 Former Arla Food Depot Victoria Road Ruislip

Application for a non-material amendments to the residential elements of planning permission reference: 66819/APP/2014/1600 (redevelopment of the site to provide a foodstore with ancillary cafe (class A1) and ancillary petrol filling station, cinema (class D2), 5 x restaurant units (class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works) comprising amendments to wheelchair adaptable apartments, building A, building B, building C, building E and building H

**Decision:** 07-12-2015 Approved

66819/APP/2015/4404 Former Arla Food Depot Victoria Road Ruislip

APPLICATION FOR A NON MATERIAL AMENDMENT TO PLANNING PERMISSION

REFERENCE 66819/APP/2014/1600 (REDEVELOPMENT OF THE SITE TO PROVIDE A FOODSTORE WITH ANCILLARY CAFE (CLASS A1) AND ANCILLARY PETROL FILLING STATION, CINEMA (CLASS D2), 5 X RESTAURANT UNITS (CLASS A3), AND RESIDENTIAL DEVELOPMENT CONSISTING OF 132 UNITS, TOGETHER WITH NEW VEHICLE AND PEDESTRIAN ACCESSES, CAR PARKING, SERVICING AREAS, LANDSCAPING ARRANGEMENTS, AND OTHER ASSOCIATED WORKS) PROPOSED AMENDMENTS TO INCLUDE: INTRODUCTION OF "CLICK AND COLLECT" PARKING SPACES; CHANGES TO SPRINKLER TANK, PLANT/PUMP ROOM, ESCAPE STAIR CASES AND INTRODUCTION OF LIFT; ADDITIONAL TROLLEY BAY AND RELOCATION OF DISPLACED CAR PARKING SPACES; DELETION OF THE HOME DELIVERY AREA TO THE REAR SERVICE YARD; AND DELETION OF ROOF LIGHTS

**Decision:** 18-12-2015    Approved

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

The most relevant planning history is referred to below.

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

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

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E5	(2012) Town and Local Centres
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
 (i) Dial-a-ride and mobility bus services  
 (ii) Shopmobility schemes  
 (iii) Convenient parking spaces  
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE28 Shop fronts - design and materials
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

EC2	Nature conservation considerations and ecological assessments
H4	Mix of housing units
H5	Dwellings suitable for large families
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE6	Major officer and other business proposals in town centres
LPP 2.15	(2015) Town Centres
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.4	(2015) Managing Industrial Land & Premises
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 4.9	(2015) Small Shops
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land

- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 6.1 (2015) Strategic Approach
- LPP 6.10 (2015) Walking
- LPP 6.11 (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.12 (2015) Road Network Capacity
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.6 (2015) Aviation
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.7 (2015) Location and design of tall and large buildings
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- NPPF1 NPPF - Delivering sustainable development
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- 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
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R2 Provision of recreation, entertainment and leisure facilities in Town Centres

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

**5.1 Advertisement Expiry Date:- 30th October 2015**

**5.2 Site Notice Expiry Date:- 11th November 2015**

## **6. Consultations**

### **External Consultees**

928 surrounding properties were notified of the application and site notices displayed around the site

13 responses were received in support, 16 responses were received objecting to the application and a petition with 59 signatories objecting to the application was also received.

The 13 responses in support are summarised as follows:

1. Scheme will bring jobs for local people and entertainment;
2. More residential units is a benefit for the area;
3. The plans are a positive change for the area;
4. The alterations do not increase the footprint of the development.

The 16 responses received objecting to the application are summarised as follows:

5. Construction noise from diggers on the site is already shaking surrounding properties;
6. The parking is already at 0.89 spaces per flat/house, more units will add to the parking problems;
7. There is severe congestion in South Ruislip, the addition units will worsen this;
8. No provision has been made for the additional traffic caused by the development;
9. More supermarkets and restaurants will not benefit anyone;
10. Unclear where extra units can be accommodated;
11. Not enough infrastructure to support an increase in residents;
12. Proposals will impact greatly on the residents of Angus Drive due to increased traffic;
13. Increased noise and pollution;
14. Provision of one car club should be a provision;
15. Too much weight is placed on the assumption that the 1 bed flat owners will have no car, they likely will, which will create problems;
16. Residential is close to distribution and banqueting suite which could cause noise/disturbance to residents;
17. Invasion of privacy to surrounding residents as a result of fourth floors.

A petition was received with 59 signatories and the main reasons for objection within this petition are as follows. It should also be noted that the following comments are also those of the South Ruislip Residents Association:

18. Original application was subject to significant scrutiny and delivered a completed package. Not acceptable for a company to achieve planning permission and then amend it;
19. There are a number of sites in the immediate area that will be developed, but must ensure a balance of property types. Could end up with too many flats when houses are needed;
20. Converting houses to flats will have a negative impact on the wellbeing of residents and environment;
21. Concern with impact that 30 extra units will have on traffic congestion in the area and increased pollution and parking problems.

OFFICER COMMENTS: Amended plans were received on the 20th January 2016 which amended the car parking layout and increased the number of spaces proposed to 163 (1:1 ratio). Residents were re-consulted on these alterations and any additional comments received will be reported in the addendum.



## EXTERNAL CONSULTEES

### GLA

The following comments from the GLA are summarised as follows:

- The amendments to the approved scheme do not raise any new strategic planning issues;
- The design changes to the buildings are supported;
- The revised scheme provides 27 affordable units which equates to 17% of the total number of units, which is an increase from 13 affordable units (10% affordable offer). This increase linked to the increase in larger family units is welcomed;
- TfL have specific issues and will contact the Council separately to address these
- The Council can proceed to determine the application without further reference to the GLA.

### TfL

- The ratio of 0.89 spaces per unit for 163 residential units compared to 1.09 in the consented scheme, with 12% designated disabled is considered acceptable;
- TfL welcomes the commitment to provide 20% car parking spaces with active electric and a further 20% should be provided with passive electric;
- Clarification on the exact cycle parking provision is required as well as the location and access to these facilities;
- Given the limited increase in units and parking, TfL considers that the net highway and traffic impact would be minimal compared with the previous proposal, similarly for the impact on the public transport network.

OFFICER COMMENTS: With regards to the provision of cycle parking, a condition was added to the previous consent to obtain the final details of this storage. It is therefore recommended that a similar condition is added to this application and TfL consulted on these details once received.

### MET POLICE

No objections.

### THAMES WATER

No comments to make as application does not affect Thames Water.

### ENVIRONMENT AGENCY

No comments to make on the application.

### NATS

No safeguarding objection to the application.

### HS2

No comments to make on the application.

### HEATHROW

No objections.

### **Internal Consultees**

#### TREES AND LANDSCAPING (summary)

No objection subject to the provision of landscaping condition requiring details of hard and soft landscaping, landscape maintenance, and implementation schedule to be submitted.

#### FLOOD WATER MANAGEMENT

No comments.

#### ACCESS (summary)

- Blocks A and J should be amended to provide step free access and lift access should facilitate

wheelchair access to all storeys above ground;

- Suggest that a condition be attached to ensure that 10% of the units are constructed to meet the standards for Category 3M4(3) dwellings and all remaining units to Category 2 M4(2) as set out in Approved Document M of the Building Regulations (2010) 2015.

#### HIGHWAYS

No objection to the revised car parking layout.

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

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

The principle of redeveloping this site for residential and retail and leisure purposes was established and approved within application 66819/APP/2014/1600.

This application seeks to amend solely the residential element of the scheme to increase the total number of residential units from 132 - 163.

The London Plan (March 2015) aims to provide more homes within a range of tenures across the capital meeting a range of needs, of high design quality and supported by essential social infrastructure. In terms of new housing supply, the Borough of Hillingdon has been allocated a minimum target of 5,593 in the period from 2015-2025.

The National Planning Policy Framework (NPPF) and Hillingdon's Local Plan support the provision of residential accommodation in appropriate locations. The surrounding area is consists of a mix of residential and commercial development, and therefore, there is no objection to further residential units on this site, provided they are of an appropriate design and scale, and meet the requirements of all the relevant criteria and policies of the Council's planning policies.

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

##### DENSITY

Policy 3.4 of the London Plan (2015) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The application site has an area of 1.41 hectares and the proposal seeks to provide 163 residential units. The local area is considered to represent a suburban context and has a Public Transport Accessibility Level (PTAL) of 3. Table 3.2 of the London Plan (2015) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u) (The Council's HDAS: 'Residential Layouts' further advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms).

The development would have a density of 116 units per hectare and 306 habitable rooms per hectare which would exceed the guidelines set out within Table 3.2 density matrix of the London Plan. Paragraphs 3.29 and 3.30 of the London Plan (2015), states that higher density development should be focussed on areas with good public transport accessibility. Where a site has either good existing or planned public transport connectivity and capacity, the density of scheme may be at the higher end of the appropriate density range. Whilst this site is a suburban location, it is considered sustainable in terms of its accessibility. The PTAL is 3 and there are good public transport links with South Ruislip tube station to the south, and overland rail links to Marylebone. The site will also be close to two supermarkets, local shops, and other services once the whole redevelopment of the site

has been completed.

Whilst the Council acknowledge that the density of the site will be high, it is considered that in the context of this site, given its location and the size and scale of the approved scheme, a density of the amount proposed would not be inappropriate. An assessment of the quality of the accommodation will follow in later paragraphs of the report.

## MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2015) encourages a full range of housing choice and saved Policies H4 and H5 of the Local Plan Part 2 seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within the residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 163 units with a housing mix of 25 x 1 bed flats, 128 x 2 bed flats, 6 x 3 bed flats and 4 x 4 bed maisonettes. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of small and family sized (3 bedroom plus) homes.

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

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

### **7.04 Airport safeguarding**

With regards to the height of the development proposed, BAA/Heathrow Safeguarding raises no concerns against the alterations to the proposed development.

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

The site is not located within or near to the Green Belt. As such, it is considered that the scheme would not impact on the Green Belt.

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

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

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

In general terms the overarching design and appearance of the approved residential element of the development remains as consented within application 66819/APP/2014/1600. The main change to the external appearance and scale of the

development is in relation to Blocks F and G, which have been enlarged with the addition of a further floor, and alterations to the upper corners setting these back. Previously, these blocks consisted of 12 No. 3 storey pitched roof houses, however the 'wings' of these blocks have been re-planned to provide three storey flats arranged around small cores.

The overall design and scale of these alterations to Blocks F and G are considered acceptable in the context of the site, given that they are of a similar design, scale and massing to the other buildings approved within the residential element of the scheme.

A number of alterations are proposed to the elevations of the other residential blocks. The revised internal layouts of the buildings have resulted in the location of many windows/doors being altered. These alterations have been reviewed in the context of the site and surrounding area and the revised elevation details are considered acceptable.

Overall, the revisions to the design and appearance of the residential buildings are considered acceptable and no objections are raised in this regard.

#### **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.

In terms of the layout, footprint and siting of each of the blocks, no alteration has been made to this and the buildings remain in the layout approved. The main alterations for consideration are whether the additional height of Blocks F and G, and alterations to the location of the windows/doors in the other blocks have any detrimental impact on the surrounding residential amenity.

The proposed residential buildings would be over 21m from the nearest residential properties in Victoria Road and would be separated by rear gardens. There is similarly a distance of over 21 metres between the residential units in Long Drive and the proposed buildings. These distances are sufficient to ensure no harm to the residential occupiers by loss of privacy. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

### **INTERNAL FLOOR SPACE**

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2015) set 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.

An accommodation schedule has been provided and indicates that all of the residential floor space provision would meet or exceed the minimum standards of policy 3.5 of the London Plan (2015) and Technical Housing Standards.

In terms of the quality of the accommodation provided, given the alterations to the layouts, location of windows and height of Blocks F and G, each of the units have been assessed to ensure that an adequate amount of daylight, outlook and privacy is maintained to each.

### **QUALITY OF ACCOMMODATION**

In terms of the increase in the height of Blocks F and G, the applicants have submitted a daylight study with the application to demonstrate that the increase in the height would not have a detrimental impact on the amount of daylight possible to the rooms within the blocks. The analysis demonstrates that only the ground floor bedroom window in Block H does not meet the minimum requirements. This is no worse than the situation presented by the approved planning scheme, and given that all other units exceed the minimum requirements, officers are satisfied with the amount of daylight possible to the units and it is not considered that a refusal on such grounds could be justified.

Whilst the scheme has been designed to ensure separation distances of at least 21m to existing neighbouring properties, it is acknowledged that some of the separation distances between units do not meet the 21m requirements. This is particularly evident between Blocks G and H, and F/G and B. The footprint and width of the buildings has not altered from the previous approval and therefore these distances were accepted and approved by the Council within the previous scheme. Notwithstanding such, the applicant has sought to improve the living conditions and privacy of the units. The removal of the rear gardens to Blocks F and G that were previously overlooked by the surrounding development, and conversion of all of these units to flats, has improved the privacy to these units. Further, the alterations and locations of the balconies/stairwells and habitable rooms in both Blocks B, F and G means that, whilst the 21m is still not achieved, the layouts are such that improvements have been made to the amount of direct overlooking between habitable room areas that could occur. On balance, given that the distances between the buildings has been established through the previous approval, it is not considered that officers could justify a reason for refusal on these grounds alone, and the alterations that have been made are supported in the context of the site.

It is noted that alterations to the window locations have been proposed within the other Blocks on the site. Further the balconies that were previously recessed on Block F, now protrude from the wall. Having reviewed the alterations to the layouts and elevations of each Block, the scheme overall, not considered to result in a detrimental loss of privacy or overlooking, and no objection is raised on these grounds.

On balance the quality of the accommodation is considered to present suitable and

adequate privacy, outlook and daylight to any future occupant that would reduce the potential for nuisance and disturbance to the future occupiers. As such the development is considered to be consistent with the relevant design guidance and policies BE20, BE21, BE22 and OE1 of the Hillingdon Local Plan: Part Two - Saved Policies.

#### EXTERNAL AMENITY SPACE

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

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for residential units is provided:

- 1 bedroom flat - 20sqm
- 2 bedroom flat - 25sqm
- 3+ bedroom flat - 30sqm
- 4+ bedroom house - 100sqm

Based on the current accommodation schedule the required amenity space provision for 163 dwellings would be as follows:

- 25 x 1-bed flat x 20 = 500sqm
- 128 x 2-bed flat x 25 = 3200sqm
- 6 x 3-bed flat x 60 = 360sqm
- 4 x 4-bed maisonette x 100 = 400sqm

The development provides 4236sqm of amenity space in the form of private gardens at ground floor level, shared amenity space at ground floor level, together with private balconies for flats on the upper floors.

The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

Each of the proposed maisonettes will have their own private rear garden whilst residents of the flats will have access to a private balcony, as well as an area of shared amenity. All gardens are in line with the requirements of the HDAS, therefore achieving an appropriate form of development.

The proposals seek to positively respond to the site characteristics by proposing amenity in a variety of forms, both shared and private space that will fulfil a number of functions. In addition, an area of doorstep play space and local play area would also be provided.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such the provision of amenity space is considered to accord with Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity). Conditions are recommended to ensure that appropriate treatment is proposed and maintained around each of the amenity areas.

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

### **PARKING**

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.

London Plan (2015) policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the maximum standards for car parking provision in relation to development.

Table 6.2 of the London Plan states that for residential development for 1 to 2 bed units, less than one space should be provided, for 3 bedroom units, up to 1.5 spaces could be provided and for 4 bed units, up to 2 spaces allowed.

Bearing this in mind, the development would provide 163 car parking spaces within the site. This would equate to 1 space per unit. Whilst the development doesn't specifically comply with the London Plan requirements, it should be noted that the majority (94%) of the units proposed within the site are 1/2 bed units, which therefore limits the number of occupants, meaning the potential for parking demand would reduce also.

The site is located within PTAL 3, which is described as a moderate level of accessibility and the site is within close proximity to South Ruislip Station and several bus links. The previous scheme consented a parking ratio of 1.09 spaces per unit, which was considered appropriate for a development of 132 units. The additional 31 units on the site would provide a ratio of 1 space per unit. Given the predominance of 1/2 bed units within the development, and provision allowing for 1 space per unit, no objection is raised to this level of parking.

The development would provide 33 spaces fitted with charging points, although it is unclear from the submitted plans, where the 20% passive provision would be accommodated.

The development would provide 176 cycle parking spaces which exceeds the London Plan (2015) requirements.

### **IMPACT ON EXISTING TRANSPORT INFRASTRUCTURE**

Policies AM2 and AM7 consider 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.

Concern has been raised by a number of residents in respect of the congestion resulting from the additional residential units. The applicants have provided the residential trip rates for the consented scheme and proposed scheme. The results show that there would be a negligible uplift in trips generated by the additional dwellings. At worst, it is estimated that there would be a maximum increase of four vehicles departing in the morning peak hour and four arriving in the evening peak hour. The maximum number of trips in any peak hour could be 30 trips, which equates to one vehicle every two minutes. This is an increase of four vehicle movements from the consented scheme, which is considered to have a negligible impact on traffic conditions.

The applicant has stated that the development will additionally operate a Travel Plan aimed at encouraging sustainable and active travel. This will include measures such as a car club, travel information pack and cycle voucher.

Overall, in terms of the parking demand and impact of the development on the surrounding highway network, on balance, the additional 31 units within the site and provision of 1 space per unit, is not considered to have a detrimental impact on the surrounding highway network.

Officers have approached the applicant to ask whether improvements could be made to the access junction from Victoria Road to provide a double lane exit and any improvements that could be made to improve congestion along Victoria Road.

The Transport Consultant has investigated both requests. In respect to the increase in the access from Victoria Road, the existing access serving the residential scheme is not sufficient to accommodate the suggested widening. To widen the access will involve utilising public highway land to the north which would result in the loss of two mature trees. There are also a number of services locations, which would add further difficulties.

Whilst it is regrettable that the access cannot be widened, the Council accept the conclusions of the Transport Consultant. Given that the increase in unit numbers would result in a minor increase in vehicle movements, it is not considered that a reason for refusal could be sustained on these grounds.

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

##### **SECURITY**

Policy 7.3 'Designing Out Crime' of the London Plan (2015) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

No alterations are proposed to the scheme in terms of the security measures proposed and conditions will ensure that the appropriate measures are achieved.

For details of Urban Design, please see Section 7.03 and 7.07 and for details of access please see Section 7.10 of this report

#### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2015); Approved Document M to the Building Regulations 2010 (2015 edition); and Accessible Hillingdon SPD adopted 2013.

The adopted Technical Housing Standards state that 10% of the proposed residential units should meet the standards for Category 3 M4(3) dwellings and all remaining units to the Category 2 M4(2), as set out in Approved Document M to the Building regulations (2010) 2015. This application has been accompanied by detailed drawings of all accessible/wheelchair units proposed and has been reviewed by the Councils Access Officer. No objection is raised to the submission provided a condition is attached to ensure compliance with the aforementioned standards.

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

Policy 3.3 of the London Plan states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.



The consented scheme provided only 10% affordable units on site (13 affordable homes). Within this application, a Financial Viability Assessment (FVA) was received from the applicants, which was revised during its assessment to increase the number of affordable units from 27 to 30. The FVA (and subsequent amendments) concludes the scheme can viably provide 18.4% of the total 163 units as affordable units. This would include 12 units, comprising 8 No. 2-bedroom apartments and 4 No. 4-bedroom duplex apartments as affordable rent, and 18 units, comprising 5 No. 1-bedroom apartments and 13 No. 2-bedroom apartments as shared ownership (total of 30 affordable homes).

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The FVA has been assessed by an independent assessor, who concluded that whilst the scheme still falls short of a policy compliant scheme, the provision represents an improvement to which no objection is raised. It is advised that given the scheme is non-compliant with the Council's policies, that a review mechanism introduced firstly before the construction starts if that does not occur within two years of consent. 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 on value is achieved, then additional financial contributions towards the shortfall in affordable housing should be required.

Subject to the above, which will be sought as part of the legal agreement, the scheme is considered to comply with the Council's policies.

#### **7.14 Trees, Landscaping and Ecology**

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 Council's Tree and Landscape Officer has reviewed the amended scheme and raises no objection to the proposed amendments. Conditions are recommended to ensure the submission of further details for the hard and soft landscaping within the site.

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

Policy 5.17 'Waste Capacity' of the London Plan (2015) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The plans indicate that refuse storage facilities will be provided for the residential properties at ground floor level.

Subject to condition to secure waste management arrangements, the proposal would be considered to be acceptable and compliant with policy 5.17 of the London Plan (2015).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2015) stated that development proposals should make the fullest contribution to minimising carbon dioxide emissions

An energy report has been received by the Council which demonstrates that the residential part of the development will reduce the predicted energy and CO2 requirements, supply energy efficiently and introduce renewable energy.

It is proposed to incorporate energy efficiency measures and efficient heating and ventilation strategy within the residential element of the site. These elements are expected to save 156,771kg Co2 which represents a site saving of 19.54%. Further, it is proposed to install solar photovoltaics on the residential units. Using the proposed renewable energy strategy, 65,000kg CO2 will be saved across the whole site which represents a site wide saving of 21.54%.

In total, the scheme will achieve an overall improvement of 41.09%, which exceeds the Building Regulations target and achieves the requirement for CO2 reduction from on site renewables. No objection is therefore raised to the proposed scheme in this regard.

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

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

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In addition, given the scale of the development, it is considered that additional water efficiency measures should be incorporated into the scheme, in accordance with London Plan policy. These would be required by way of a condition, should permission be granted.

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

Noise and air quality were assessed as part of the original application and no objection raised to either, subject to a contribution towards air quality monitoring as part of the S106 agreement. The addition of 31 units over and above that approved within the site is not considered to give rise to any additional impacts to noise or air quality, over and above those consented within the previous scheme. No objection is therefore raised in this regard.

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

The comments raised to the public consultation have been addressed within the main body of the report.

#### **7.20 Planning Obligations**

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

Application 66816/APP/2014/1600 was granted subject the completion of a S106 agreement to secure contributions towards transportation, air quality, construction logistics, affordable housing and review mechanism, training and employment, public transport, on street parking management and public realm improvements.

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

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

Not applicable to this application.

## **7.22 Other Issues**

There are no other issues for consideration within this report.

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

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

circumstances.

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

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

None.

#### **10. CONCLUSION**

The proposed increase in the number of units, alterations to the height of Blocks F and J, elevation alterations and the revised parking provision and layout have been considered in the context of the site and the surrounding area. The proposed increase in the number of units has allowed for a higher provision of affordable units to be provided within the site, and all of the existing and additional units proposed meet or exceed the required internal unit size standards. The parking layout and provision has been revised during the course of the application, and now provides a ratio of 1 space per unit, to which no objection is raised.

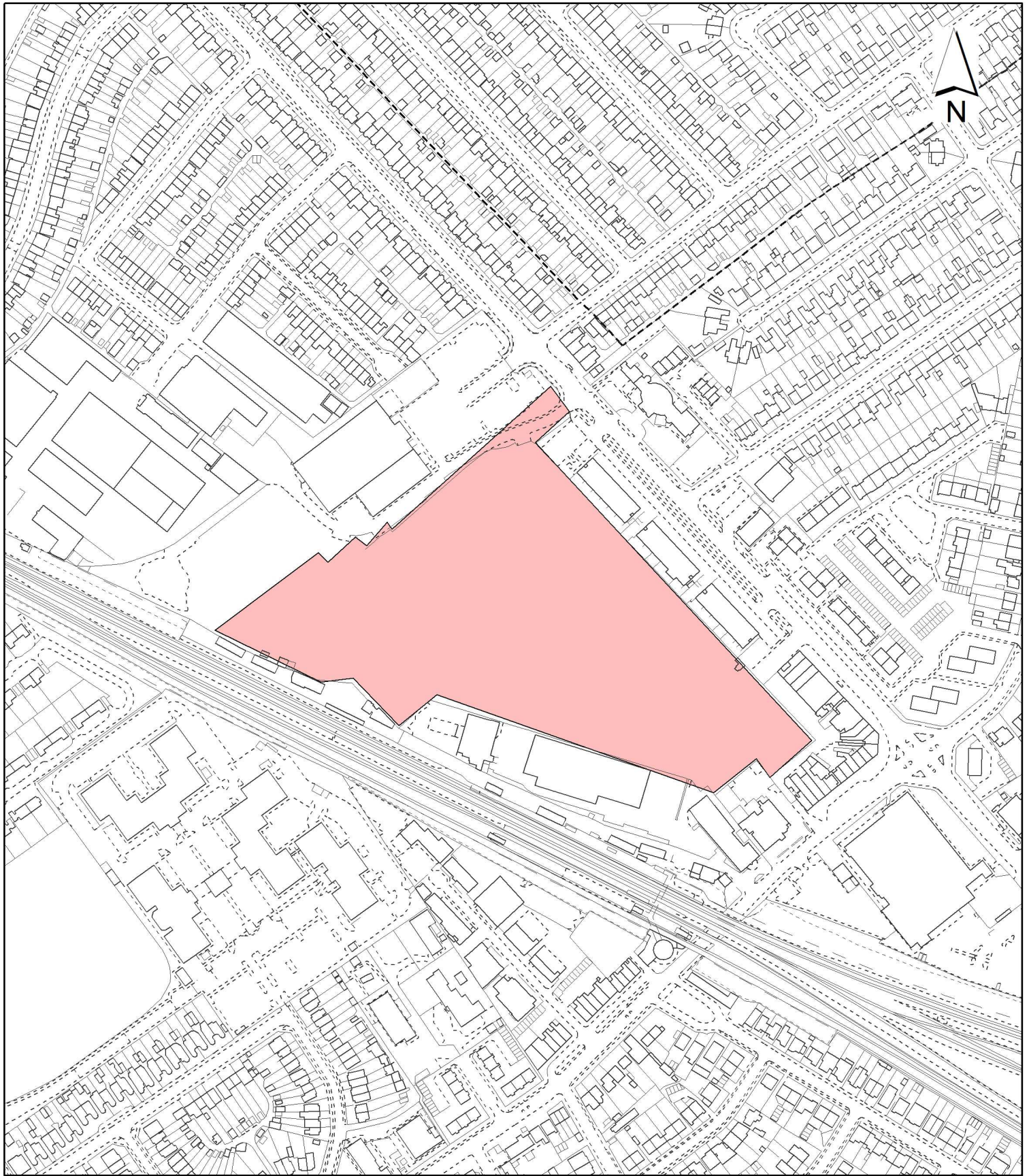
Overall, the proposed alterations to the approved scheme are considered acceptable in the context of the approved scheme and surrounding area. The scheme is not considered to have a detrimental impact on the amenities of the existing surrounding residential occupants or future occupiers of the buildings, and would not have an unduly detrimental impact on the surrounding highway network. The proposals are therefore considered to comply with the relevant policies contained within the NPPF, London Plan, Hillingdon Local Plan: Part 1 - Strategic Policies, Hillingdon Local Plan: Part 2 - Saved UDP Policies and the Councils adopted Guidance.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2015)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**FORMER ARLA FOOD DEPOT  
 VICTORIA ROAD  
 RUISLIP**

**LONDON BOROUGH  
 OF HILLINGDON**

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

Planning Application Ref:

**66819/APP/2015/3653**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 45

Date:

**February 2016**



**HILLINGDON**  
 LONDON

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# Agenda Item 6

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

**Address** BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

**Development:** Erection of a multi storey car park and removal of existing surface parking spaces

**LBH Ref Nos:** 532/APP/2015/3349

**Drawing Nos:** Travel Plan Performance Indicators  
Transport Assessment  
MSCP Ground Conditions Statement  
MSCP Landscape Design Statement  
MSCP Visual Appraisal  
MSCP External Lighting Report  
MSCP Flood Risk Assessment  
MSCP Ecology Assessment  
MSCP Design Access Statement  
MSCP Arboricultural Impact and Method Statement  
5360-P+W-A-PL 62 A  
5360-P+W-A-PL 61 A  
5360-P+W-A-PL 63 A  
5360-P+W-A-PL 64 A  
5360-P+W-A-PL 65 A  
5360-P+W-A-PL 67 A  
5360-P+W-A-PL 68 A  
13242-TLP-MSCP-002 Plants and Typical Materials  
5360-P+W-A-PL 66 A  
5360CP-PW-A-PL51 Location Plan  
5360CP-PW-A-PL52 Existing Site Plan  
5360CP-PW-A-PL53 Existing Site Elevations ES  
5360CP-PW-A-PL54 Existing Site Elevations WN  
5360CP-PW-A-PL55 Proposed Site Plan  
5360CP-PW-A-PL56 Proposed Ground Floor  
5360CP-PW-A-PL57 Proposed First Floor  
5360CP-PW-A-PL58 Proposed Second Floor  
5360CP-PW-A-PL59 Proposed Roof Plan  
5360CP-PW-A-PL69 Proposed Cross Section  
5360CP-PW-A-PL73 Proposed Fire Strategy.  
5360CP-PW-A-PL74 Removal of Parking Spaces  
13424-TLP-MSCP-01 Landscape Layout  
Lighting Plan 1011761-BS00(63)1001  
Lighting Plan 1011761-BS00(63)1002  
MSCP Design Access Statement

<b>Date Plans Received:</b>	04/09/2015	<b>Date(s) of Amendment(s):</b>	09/09/2015
<b>Date Application Valid:</b>	28/09/2015		06/01/2016
			25/09/2015
			04/09/2015

### 1. SUMMARY

Planning permission is sought for the erection of a new multi storey car park (MSCP) on 3

/ 4 levels at Brunel University's Uxbridge Campus, on the site of an existing large surface car park. The car park is required to re-provide a number of parking spaces that will be lost largely as a result of building a new Advanced Metal Casting Centre (AMCC 2) Research Laboratory, which has been approved by Committee, subject to a S106 Agreement and conditions.

The proposed MSCP will replace 124 existing surface level parking spaces on the application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus will be removed as part of this scheme, in order to ensure that the University's agreed Travel Plan parking target is maintained. The proposal will result in a net gain of 24 car parking spaces across the University campus. These 24 additional spaces will bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 masterplan outline permission.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location, having regard to the previously developed nature of this part of the campus. As such, the scheme would not amount to inappropriate development in the Green Belt. In addition, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt.

Views from the Greenway Conservation Area would be mostly unaffected, whilst the Hillingdon Village Conservation Area is located some distance from the application site and it is considered that neither of the conservation areas will be adversely affected by the proposed development.

The proposal will not have an unacceptable impact on the surrounding highway network or on the ecology of the area. Furthermore it will not result in a risk of flooding and it will not have any significant detrimental impacts on the amenity of occupants of the nearest residential properties.

The proposal is considered to comply with relevant Saved UDP and London Plan policies, in addition to objectives within the National Planning Policy Framework. Accordingly, approval is recommended, subject to conditions.

## **2. RECOMMENDATION**

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

#### **1 COM3 Time Limit**

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

#### **REASON**

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

#### **2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers  
5360CP-PW-A-PL51 Location Plan  
5360-P+W-A-PL 61 A  
5360-P+W-A-PL 62 A  
5360-P+W-A-PL 63 A



5360-P+W-A-PL 64 A  
5360-P+W-A-PL 65 A  
5360-P+W-A-PL 67 A  
5360-P+W-A-PL 68 A  
5360-P+W-A-PL 66 A  
5360CP-PW-A-PL55 Proposed Site Plan  
5360CP-PW-A-PL56 Proposed Ground Floor  
5360CP-PW-A-PL57 Proposed First Floor  
5360CP-PW-A-PL58 Proposed Second Floor  
5360CP-PW-A-PL59 Proposed Roof Plan  
5360CP-PW-A-PL69 Proposed Cross Section  
5360CP-PW-A-PL73 Proposed Fire Strategy.  
5360CP-PW-A-PL74 Removal of Parking Spaces  
Landscape Layout  
1011761-BS00(63)1001 - Lighting Plan  
1011761-BS00(63)1002 - Lighting 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 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

- i) information relating to make, product/type, colour and photographs/images
- ii) The parapet enclosure to the new car park deck

#### REASON

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

### **4 COM27 Traffic Arrangements - submission of details**

Notwithstanding the submitted plans, 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. 10 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. 57 (20%) of the parking spaces shall be served by active electric charging points and 28 (10%) of the parking spaces shall be served by passive electric charging points.

#### 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)

#### **5 SUS6 Green Travel Plan**

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall comply with the current University Travel Plan (as amended) secured by the existing section 106 agreement dated 16 April 2004.

#### **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.

#### **6 NONSC Parking Layout Strategy**

Prior to the proposed multi story car park hereby approved being brought into use, details of the Brunel University campus wide car parking layout strategy, showing the redistribution of the car parking spaces for site 1 of the University campus shall be submitted and approved by the Local Planning Authority. The strategy shall include details of each parking space, locations of the parking redistributions, time of the implemented change, affected spaces for disabled users (including access routes for disabled users from each car parking space proposed), levels, support columns (where appropriate) and Electric Vehicle Charging Points (active and passive), together with a strategy for the monitoring and conversion of the passive points to active, in accordance with the demand.

#### **REASON**

1. Car parking spaces at different locations will be affected as a result of parking redistribution, but full details have not been submitted.
2. Parking spaces that have to be relocated as a result of the proposals must comply with the latest London Plan Policy.
3. 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.

#### **7 NONSC Construction Phasing**

Construction of the proposed multi storey car park (MSCP) hereby approved shall not commence until the AMCC2 research building approved under planning application reference 532/APP/2015/3350 has commenced.

#### **REASON**

1. In order to comply with the terms of the application. The Campus will be able to accommodate current parking demand without the MSCP, while the AMCC2 is under construction and student numbers remain below 15,000. The MSCP is therefore not required before the proposed AMCC2 construction commences.
2. To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking target is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

#### **8 NONSC Parking Management Strategy**

A Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during the transition period whilst the multi storey car park is under construction and thereafter shall be submitted to and approved by the Local Planning Authority, prior to commencement of the development hereby approved. The strategy should include the programme of demolition and construction and timing for the removal of car parking

spaces and re-provision of spaces.

**REASON**

To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking cap is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

**9 NONSC Land Restoration - Redundant Spaces**

Prior to the proposed multi story car park hereby approved being brought into use, the proposed car parking spaces to be lost elsewhere on the campus, as identified on plan No. 5360-CP/74 shall be discontinued and the land restored in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority.

**REASON**

1. To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
2. To accord with sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2015) Policies 6.1 and 6.3.

**10 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.

**11 COM8 Tree Protection**

The measures to protect retained trees shall be completed in accordance with the details set out in the submitted Arboricultural Implications Assessment and Arboricultural Method Statement dated 3rd September 2015 by the Landscape Partnership Ltd. An arboriculturalist shall be retained to supervise excavation and any work which may affect

trees. A Construction Method Statement and 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 in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. No site clearance works or development shall be commenced until these drawings and Construction Method Statement 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 Construction Method Statement and 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)

#### **12 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 Cycle Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Hard Surfacing Materials
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
  - 5.a Existing and proposed functional services above and below ground

## 5.b Proposed finishing levels or contours

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

### REASON

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

### **13 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, the intensity of illumination and vertical and horizontal light spillage. Any lighting that is so installed shall not thereafter be altered.

### REASON

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

### **14 NONSC Low Energy Lighting Scheme**

No development shall commence until details of a low energy lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details.

### REASON

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (2015).

### **15 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.

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

#### REASON

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

#### **16 COM31 Secured by Design**

The car park shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The car park shall not be brought into use until accreditation has been achieved.

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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.

#### **17 COM5 General compliance with supporting documentation**

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

Arboricultural Impact Assessment and Arboricultural Method Statement.  
Air Quality Appraisal  
Ecological 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. xx Local Plan: Part Two Saved UDP Policies (November 2012).

## 18 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 follow the strategy set out in the 'Flood Risk Assessment', and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Calculations should be provided showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. Overland flooding should be mapped, for both designed and exceedance routes above the 100, plus climate change, including flow paths, depths and velocities identified, as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

- i. Capacity and functionality ( ie provision of survey) of the receiving surface water network conveying water to the River Pinn demonstrated
- ii. Identify vulnerable receptors, i.e. the Water Framework Directive status and prevent pollution of the receiving watercourse through appropriate methods;

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

Provide a management and maintenance plan of arrangements to secure the operation of the scheme throughout its lifetime, including appropriate details of inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

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

### REASON

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

(ii) To ensure that surface water is handled as close to its source as possible in compliance with Policy 5.13 (Sustainable Drainage) of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of the London Plan (July 2011).

### 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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2015) Parking
LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 8.2	(2015) Planning obligations
NPPF	
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



### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The proposed multi storey car park (MSCP) will be located within site 2 of the University campus, on an existing large surface car park 5,659 m<sup>2</sup> or 0.5659 Hectares in extent. The site is located south of the University's North Loop Road, to the north of the Heinz Wolff Building and to the east of the Biology Annexe.

The proposal also includes the relocation of three zones of existing surface parking elsewhere on the south west corner of the campus, (adjacent to the railway cutting parallel to Cleveland Road and along the southern Loop Road), amounting to some 518m<sup>2</sup> or 0.0518 hectares, accommodating 70 car parking spaces. These spaces are to be decommissioned, so that the University does not exceed its agreed parking bay provision target.

The MSCP site has line of mature trees to the northern boundary with Uxbridge High School playing fields, as well as some lower level vegetation under the tree-line and a boundary fence which runs along most of the length of the boundary. The perimeter trees, boundary fence and hedging are to be retained, and additional ecological landscaping is proposed, to enhance the vegetation boundary between the campus site boundary and the school to the north.

To the east of the MSCP, is the existing single storey Bragg Building, with a campus road separating the two. The separating roadway gives vehicular access to and from the Halsbury Building and Hamilton Centre to the south and south east of the site. To the immediate south of the site, lies the Heinz Wolff building, a part 3 to 4 storey structure. To the west of the new MSCP site lies the single storey Biology Annexe. On the north east corner of the site itself is a greenhouse of approximately 161m<sup>2</sup>, which is used by the university grounds-keeping staff. This will need to be relocated to another part of the campus in the gardener's compound. Across the North Loop Road outside the campus boundary, is the Uxbridge High School sports fields and a recently constructed school sports centre. The nearest residential property is approximately 90 metres away to the northeast in Cleveland Road, with the nearest to the northwest (Turnpike Lane) being approximately 130 metres away.

The site is currently a tarmac surface car park for university staff, students and visitors, with 6 no. existing trees within the site's curtilage. Access to the car park is un-controlled, other than vehicle barriers restricting access to the entire campus at the main entrance.

There is parking for 124 cars within bays, including 2 no disabled bays. The site is virtually level with a nominal fall of about 320mm from the north to south.

#### 3.2 Proposed Scheme

Planning permission is sought for the erection of a split level multi deck car park (MSCP), providing a total of 284 spaces, 258 spaces within the MSCP itself and 26 surface spaces.

The purpose of the new MSCP is to re-provide a number of parking spaces that will be lost

as a result of building the new Advanced Metal Casting Centre (AMCC 2) Research Laboratory, which has been approved in principle by committee, subject to a S106 Agreement and conditions. This research building is to be situated in the south east corner of the main campus site, in the Science Park.

The proposed MSCP will replace the 124 existing surface level parking spaces on the application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus will be removed as part of this scheme, in order to ensure that the university's agreed parking target is maintained. The proposal will therefore be a net gain of 24 car parking spaces across the University campus. These 24 additional spaces will bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 masterplan outline permission.

The proposed multi storey car park would be a part 3, part 4 level structure with the access ramps and stair cores being a maximum of 10.5m in height, but the majority of the structure being approximately 7 metres high.

### **3.3 Relevant Planning History**

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

Outline planning permission was granted on 19 April 2004 for the erection of 48,064 square metres of new academic floor space, 69,840 square metres of new student residential accommodation, ancillary floor space and infrastructure, provision of 645 additional parking spaces, improved access from Kingston Lane, new access from Cowley Road, highway improvements to Cleveland Road, improved pedestrian and cycle routes, landscaping and environmental improvements, involving demolition of 18,600 square metres of existing floor space. This outline planning permission included the provision of 645 additional parking spaces in addition to the existing 1,953 marked parking spaces on sites 1 and 2.

Planning permission was granted on 30/9/2003 for temporary car parking for a period of five years on the Southern Perimeter Road; new cycle and motorcycle storage, re-532/APP/2003/1790

These spaces were recently granted permanent permission.

109 car parking spaces were approved on the 27/11/2014, as part of three separate applications, with refs: 532/APP/2014/2160; 532/APP/2014/2163; 532/APP /2014/2161; The approved car parking spaces have not yet been implemented.

This Committee resolved to grant planning permission on 20/1/2016, for the construction of a research building, together with associated substation, car parking, access and landscaping (Ref:532/APP/2015/3349).

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

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC3 Potential effects of development on sites of nature conservation importance
- EC5 Retention of ecological features and creation of new habitats
- 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
- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL5 Development proposals adjacent to the Green Belt
- PR22 Brunel University
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.7 (2015) Renewable energy
- LPP 6.11 (2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2015) Parking

LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 8.2	(2015) Planning obligations
NPPF	
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

## 5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- **23rd October 2015**

## 6. Consultations

### External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 9 adjoining owner/occupiers have been consulted. Site and press notices were also posted. 3 responses have been received to the neighbour consultation, the contents of which are summarised below:.

1. The Brunel Travel Plan agreed that dependency on travel to the university by car should be reduced. Building a MSCP will increase the number of vehicles entering the university grounds.
2. Increased vehicle numbers will increase air pollution.
3. Removal of 70 temporary parking spaces will only be of benefit if the land is re-landscaped as it was prior to their construction.  
(Officer note: This is covered by condition)
4. The construction of the MSCP will create a large amount of dust and particulates in the air, which will have detrimental health effects on nearby residents, Uxbridge High School staff and students, Brunel students and employees.  
(Officer note: Construction impacts are controlled by separate legislation).
5. Increased air and light pollution
6. It will only be a matter of time before further increase in parking is requested by Brunel University
7. The construction of the proposed MSCP providing 284 spaces cannot be justified on the grounds of replacing the 66 lost by building the new research block.
8. The University should be seeking ways to reduce the number of cars visiting the site,
9. Brunel expansion still continues. A decade was more than adequate time for the Brunel expansion.
10. The open leafy nature of the campus should be retained.

GREATER LONDON AUTHORITY

No response.

(Officer Note: The GLA has taken the view in the past that free-standing car park applications are not referable under category 3F of the Mayor of London Order 2008).

## HISTORIC ENGLAND

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 site lies outside any borough designated archaeological priority area and a nearby archaeological investigation recorded 19th century and modern deposits of low significance.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations.

### **Internal Consultees**

#### HIGHWAY ENGINEER

A transport assessment has been submitted to support two planning applications on Brunel University (BU) site (the BCAST2 building and multi storey car park). It was noted that the new research building will be used by the current staff, already employed at this University. Therefore, in terms of new trip generation, the impact of this proposal is considered to be minimal.

The Masterplan for the Brunel University site was submitted under the planning proposal ref: 532/APP/2002/2237 and approved on the 19/04/2004. The Section 106 attached to this permission includes the Travel Plan (TP) attached on Schedule 1. Several other planning applications were approved on this site since then.

The Brunel University site is large and PTAL score varies from 1A to 3. Parts of the campus near Kingston Lane have PTAL score of 3. The proposed location for the research building has a PTAL 2. On the other hand, the multi storey car park location has a PTAL score of 1B.

#### Travel Plan

The Travel Plan (TP) contains targets on parking reductions with final target aimed to be achieved at year 2012, with a total of 2,088 car parking spaces. On the other hand, paragraph 4.7 of the TP highlights that 5,089 parking permits were issued and having a permit does not guarantee a car parking space. In addition, the TP contains mode split targets for students and staff. The review process of those targets and monitoring, was also included as part of the S106.

Upon request, the applicant submitted additional information, containing the Travel Planning Performance (TPP) report, on the implementation of the TP. The mode-split, travel survey comparison data for years (2008-2014), is included on this report.

The single-occupancy-car user data, during the 2008 was recorded at 22%, whereas during the 2015 this figure was 10%. This report is informative, although not considered comprehensive, since it does not distinguish the data from staff and students, nor it includes information about the data sample used in this report, in order to validate the trends.

As agreed on the S106-Travel Plan the mode split target for the single occupancy user, was 7% for students and 45% for staff. From the TTP report it is not possible to determine, if the agreed targets were achieved or not.

Also, it is not explained, how BU is managing the demand for parking spaces and what is the alternative, if for example the user with a permit is not able to find a space. It is recommended that parking surveys to be conducted before the commencement of the new development, to establish the base data, then followed by surveys at agreed stages through to completion. Parking demand of the BU site should be contained within site and mitigation measures are required, as part of the TP.

A condition is therefore recommended for travel plan measures to contribute towards managing parking reduction.

(Officer Note: The existing campus wide Travel Plan will bind the proposed development. This is secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible).

#### Car parking

The proposed MSCP with 284 spaces will involve the loss of 124 car parking spaces currently on the site. The applicant has included information on the redistribution of the car parking spaces and expresses its intention to comply with limitations on the car parking numbers, as approved on the 2008/09. The restriction on the car parking spaces was 2,088.

At present, the applicant indicated that there are 1,955 car parking spaces within the campus. Further, 109 car parking spaces were approved on the 27/11/2014, as part of three separate applications, with ref: 532/APP/2014/2160; 532/APP/2014/2163; 532/APP /2014/2161; The approved car parking spaces have not been implemented thus far. Therefore the total number of the car parking spaces, consisting of existing and approved is 2,064. The redistribution of the car parking spaces is will result in a net gain of 24.

It is suggested that research facility to be constructed first and if possible, the proposed surface spaces to be implemented before the construction commences, in order to manage the loss of car parking spaces, appropriately.

#### Car Parking for disabled users

The existing car park provision for the disabled users on the whole of the BU site must not be reduced. If spaces are affected, as a result of the latest planning applications, then those spaces must be relocated elsewhere. The proposed plan ground floor drawing ref: 56, shows 6 spaces for the disabled users. It is recommended that when surface level car parking spaces are to be redistributed, priority should be for the provision of the disabled users, located preferably as close as possible to the different building accesses. These parking spaces should have an additional 1.2 meters strip on two sides. And the reason is, to help users with mobility coming in/out of vehicles. To be included as an item on condition 3.

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. Include information on the installation of the EVCP, include statement of commitment to monitor of the EVCP usage and convert passive points to active in accordance with the demand. Please include this item on the condition to submit further details.

It is recommended that all relocated car parking spaces to have EVCP, (active or passive) so that those points are distributed around BU site.

A condition is therefore recommended requiring details of the BU car parking layout, showing the redistribution of the car parking spaces for the whole site, including details of each parking space, locations of the parking redistributions, time of the implemented change, indicate any affected

spaces for disabled users, levels, heights, support columns, access routes for disabled users from each car parking space proposed, including details on EVCP (active, passive), monitoring and conversion of the passive points to active, in accordance with the demand.

In addition, the TA indicates that during 2013/14 the number of student was decreased to 12,000, whereas during 2009/10 the number of students was 15,000. It concludes that because currently there are less students, not all car parking spaces are occupied. This conclusion is not considered correct, because parking occupancy and demand is not determined by student/ staff numbers but by permits issued.

On the approved S106 TA dated 2014, it was noted that 5,089 permits were issued for the existing 2,052 spaces. Therefore, regardless of the student and staff numbers, the demand for the car parking spaces is correlated by the permits issued. The BU must manage issuing of the car parking permits, prioritising the disabled users since issuing more/less car parking permits will increase/decrease the demand.

A condition requiring a Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during transition period and thereafter is recommended. The strategy should include the programme of demolition and construction for both sites and timing for the removal of car parking spaces and re-provision of spaces. Development shall not begin until the CPMS is approved by the LPA.

#### Cycle Parking

The cycle parking standards were recently revised on the London Plan. For the land use D1 university, recommendations are: a provision of long stay 1 space per 4 staff and 1 space per 20 full time students, whereas for the short stay this provision is 1 space per 7 full time students. The LBH standards are 1 space per two students.

Nevertheless, the submitted 'Travel Planning performance report' contains information about monitoring the occupancy of cycle parking spaces. From the graph, it can be seen that the number of spaces are far greater than the occupancy. It is not included how these surveys were conducted and if it was a typical day in order for me to conclude that the results presented are robust.

This proposal on itself is not going to attract new users therefore additional cycle parking spaces are not considered a requirement. Nevertheless, Travel Plan measures should provide additional facilities in order to encourage cycling as a mode of transport and possibly adjust the cycle parking provision when /if required, in accordance with the demand.

#### Refuse/ Recycling/ Servicing/ Deliveries

The siting of the MSCP is likely to affect the refuse/recycling routes. A drawing with ref: JN2118-LDN-SK-1003 was submitted showing tracking movements of the 7.9 m refuse vehicle. Refuse/recycling collection and service vehicles will continue to use the main campus circulation route of the North Loop Road to access the new one-way circulation route around the MSCP and thereby gain access to the neighbouring buildings to the South of the BU site. On the D&A statement, it was highlighted that the circulation route has been designed to accommodate the different vehicles that will require access. Therefore this part of the proposal is considered acceptable, but only if BU uses a private collector and with details, as submitted.

#### Highways recommendations

Subject to attaching conditions, this proposal is recommended for approval.

## ENVIRONMENTAL PROTECTION UNIT

### Land Contamination

A note has been submitted explaining the past use of the site as a nursery garden with glass houses. It mentions the potential presence of made ground and need for imported soils. Bolton Priestley carried out work on the other parts of the site so will be aware of the site conditions. The report confirms that a geo-environmental report is being written for the site. As the site is low risk this is not required prior to any permission being given. A condition is recommended requiring a report on the ground conditions, and requiring any imported soil testing for the landscaped areas.

### Lighting

The applicant has not provided a lighting plot showing the predicted light spill from this development or any details regarding how bright the lights will be. It is therefore suggested that a condition is attached, requiring details of external lighting/floodlighting including location, height, type and direction of light sources and intensity of illumination.

## FLOOD AND DRAINAGE OFFICER

Although a Flood Risk Assessment has been submitted to demonstrate that surface water will be controlled on the site through a tank, this does not meet current London Plan requirements to reduce run off to greenfield runoff rates where possible.

It should also be noted a requirement of a previous development within the Brunel site and a commitment of the University to develop and provide a Drainage Masterplan for the site. It is disappointing that the Brunel University chose not to take a holistic approach to the management of water across its entire campus. Although this particular development is in flood zone 1 there are a number of areas of the university which are in the floodplain which are affected by the River Pinn which responds very quickly due to the unattenuated discharge from developments like the University. All opportunities to reduce run off as much as possible should be secured to benefit the university and reduce the likelihood of flooding on the site.

A management and maintenance plan is key to the long term functioning of the drainage system to be implemented. There should also be considerations of managing the water quality of the surface water from the car park and implementing the treatment train approach.

A condition is therefore requested requiring a scheme for the provision of sustainable water management which shall clearly demonstrate how it controls the surface water on site by providing information on:

- a) sustainable urban drainage
- b) Receptors
  - i. Capacity and functionality of the receiving surface water network conveying water to the River Pinn demonstrated
  - ii. Identify vulnerable receptors,
- c) Long Term Management and Maintenance of the drainage system.

## REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).



## TREE AND LANDSCAPE OFFICER

### LANDSCAPE CHARACTER / CONTEXT:

The Brunel university campus is located on the outskirts of Uxbridge, immediately to the south of Uxbridge High School. Cleveland Road bisects the site on a north-south axis, with the hub of the campus situated between Cleveland Way and Kingston Lane to the east.

The existing (approximately 0.5ha) surface level car park is relatively level and accommodates 124 No. parked cars including 2 No. disabled spaces. It lies within the academic quarter of the university, immediately to the south of the North Loop perimeter road, and a broken line of mature trees along the northern perimeter which filter views from Uxbridge High School playing fields to the north.

A single storey building, the Bragg Building, lies to the east, a Biology Annexe to the west and a part 3 / part 4 storey Heinz Wolff building to the south. The existing car park is surrounded by grass verges and shrub beds with occasional young and relatively insignificant trees. Brunel University campus is briefly described in Hillingdon's Landscape Character Assessment, under Townscape Character Type: Institutional Development.

### Landscape Planning designations:

There are no Tree Preservation Orders affecting this part of the site. The Greenway Conservation Area lies a few hundred metres to the north - west of the campus, to the west of Cleveland Way. The site lies within designated metropolitan Green Belt.

### Landscape constraints / opportunities:

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. 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 restricts development on Green Belt land.

### PROPOSAL:

The proposal is to remove existing surface level parking spaces and erect a multi-storey car park.

### LANDSCAPE CONSIDERATIONS:

- The Design & Access Statement, by Pascall + Watson includes a description of the setting and the hard and soft landscape objectives in section 4.3.
- One of the key objectives (4.3.4) is to retain and safeguard existing trees, where possible. Reference is made to BS5837:2005 - which was superseded by a revised standard / recommendations in 2012.
- The D&AS includes an indicative palette of hard materials and plant species to be used to complement the building.
- A separate Landscape Design Statement, by The Landscape Partnership, provides further detailed objectives for the site.
- The Landscape Partnership's Tree Survey has been prepared in accordance with BS5837:2012, accompanied by survey drawing No. L13424-605.
- It assesses the quality and value of 43No. individual tree specimens and groups, provides an Arboricultural Impact Assessment and Arboricultural Method Statement.
- The report concludes that there are no 'A' grade trees, 7No. 'B' grade (whose quality and value justify retention on development sites) 30No. 'C' grade trees and 6No.'U' category (whose poor quality and value justify removal on grounds of sound arboricultural management).
- 6No. 'B' grade trees (T1, T2(not graded?), T4, T8, T14, and T15) are due to be retained as part of the development. Trees to be removed include 1No. 'B' grade tree (T24), the 6No. 'U' and a number of 'C' grade trees.
- At 6.4 the report notes that the mature line of trees along the north boundary may be affected by the development. This would be as a result of construction access / poor site management rather

than a direct impact of the siting of the building. A Construction Method Statement will be required, together with site monitoring /supervision by the Arboricultural Consultant.

- The Landscape Layout, drawing No. 01-09-2015, by The Landscape Partnership indicates that the northern boundary tree screen, planted within grass verge, will be retained / unaffected by the development, together with one tree immediately to the north-west of the Bragg Building.
- A number of the smaller / less significant trees and shrubs (T16-T38) will be removed from the existing car park area to accommodate the new building.
- A total of 11No. new / replacement specimen trees have been proposed around the new building, seven of which will be along the most visually sensitive north facade.
- In addition to tree planting, a 75-80cm long native hedgerow is proposed along the northern boundary and low ornamental shrubs will create groundcover beneath the new trees.
- The proposed hedgerow planting would be more effective if it could be extended along the boundary. As proposed, it will barely extend beyond the limits of the new building line and will appear to be a random length of hedge within an otherwise hedgeless boundary.
- A Preliminary Ecological Appraisal, by The Landscape Partnership, recommends habitat creation through appropriate planting mixes, the prevention of light spillage /pollution in accordance with guidelines from the Bat Conservation Trust and the installation of 3No. (Schwegler) bird boxes.
- A Visual Appraisal, by The Landscape Partnership, has been undertaken in accordance with Guidelines for Landscape and Visual Impact Assessment, 3rd edition, April 2013.
- Six representative view points (A-F) have been assessed.
- The photographs record conditions in the summer months when deciduous vegetation is at its most effective at screening views.
- The report concludes (12.7) that 'the proposed development would also bring positive benefits to the local landscape and views as the associated landscape proposals mature'.
- 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 (levels), COM7 (materials), COM8 ( tree protection to include the retention of the Arboricultural Consultant to monitor /supervise tree protection measures at key points in the development), COM9 (landscaping scheme - parts 1,2,4,5, and 6) and COM10 (trees retained).

## **7. MAIN PLANNING ISSUES**

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

Currently, there are no multi-storey car park facilities within the campus estate, and all car parking is provided by surface parking lots only. The current provision of 2,055 surface parking spaces at the university is divided between several surface lots spread around the campus. The applicant explains that the pressure to improve the University's research and teaching infrastructure is initiating the development of some of these existing surface parking lots, for example the recently completed AMCC 1 building and the current proposal. In order to facilitate the building of the proposed AMCC 2 facility, the new multi storey car park (MSCP) can be considered as an enabling works project to clear the parking off the proposed AMCC site and re-provide it elsewhere, such that the University retains its parking quota. The proposed parking will be in compliance with the Brunel University Travel Plan, which places a cap on the number of parking spaces across the main campus. There are therefore no objections in principle to the provision of car parking associated with the function of the University within the campus.

Notwithstanding the above, the whole of the application site is designated as Green Belt. The main policy issue in relation to this development is considered to be the principle of additional development within the Green Belt and its impact on the openness, character

and appearance of the Green Belt.

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

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

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

Para 88. states:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Policies in the Hillingdon Local Plan endorse national and London Plan guidance. Part 2 Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- Agriculture, horticulture, forestry and nature conservation;
- Open air recreational facilities;
- Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt. The proposal does not conform to the types of development allowed by Policy OL1.

It should also be noted that historically, Brunel University is identified in the Local Plan as a major developed site within the Green Belt. Policy PR22 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) reserves the campus for development associated with the functioning of the University as a centre of academic learning and research, while safeguarding the function and open nature of the Green Belt. This was highlighted in the 1991 Planning Brief and subsequent 1992 master plan approval. This designation was rolled forward to relevant policies in the Central Hillingdon Local Plan and subsequently to Policy PR 22 of the UDP and PR22 of the Local Plan 2012. The proposed car park use is considered to comply with this site specific policy and does not constitute a departure from the development plan in this regard.

In addition, it is noted that the proposed car park will be located in an area of the campus which has already been developed (site 2) and the works do not increase the developed portion of the campus.

Although the NPPF no longer refers to major developed sites, para 89 of the NPPF states that 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, would not constitute inappropriate development in the Green Belt. To the extent that this is a less restrictive approach than UDP Policy OL1, it is entitled to greater weight by virtue of NPPF para. 215.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location. Having regard to the previously developed nature of this part of the campus and the relationship of the proposal to the University's boundaries, the proposal would not further conflict with the purposes of including within the Green Belt. As such, the scheme would comply with the final bullet point in NPPF para. 89 and would not amount to inappropriate development in the Green Belt.

As the proposal does not amount to inappropriate development in the Green Belt, it follows that there is no need to establish whether very special circumstances arise, and there is no indication that the principle of the development is otherwise inconsistent with the development plan.

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

Not applicable to this application. The London Plan density guidance relates specifically to residential properties.

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

##### ARCHAEOLOGY

Details of a Written Scheme of Investigation for Archaeological Works for Site 2, in part compliance with condition 42 Of Outline Planning Permission Ref: 532/APP/2002/2237 dated 19/04/2004 ' Master Plan Proposals' have already been approved. (App. ref. No: 532/APP/2004/1347). This partial discharge of the archaeological condition allows development to proceed on the whole of site 2.

By way of background information, as part of the University's outline 2004 masterplan approval, a written scheme of investigation for archaeological works (method statement for an archaeological evaluation) was prepared by Gifford and Partners. English Heritage confirmed that this accords with their guidelines. The archaeological evaluation was limited to site 2, as the particulars of site 1 had not yet been progressed. These works were monitored by English Heritage (Archaeology).

Due to landscaping and terracing of the site (site 2), no pre historic evidence was recovered. Wide spread truncation had occurred across the site which has removed any archaeological remains that may have been present. English Heritage has been consulted on the current application and has recommended that no further work is necessary in the site 2 area.

##### CONSERVATION AREA AND LISTED BUILDING CONSIDERATIONS

The application site is not in a designated area. The nearest conservation areas are The Greenway to the north east and Hillingdon Village to the north west. Views from the Greenway Conservation Area would be mostly unaffected, apart from the very southern extent (including two or three residential properties), which would potentially experience a minor adverse change. However, it is considered that the overall character of the view from

this localised area would be largely unaffected. The Hillingdon Village Conservation Area is located some distance from the application site and it is considered that neither of the conservation areas will be adversely affected by the proposed development.

Within the University Campus, the nearest listed building is the Lecture Theatre building which is some distance from the application site. It is considered that the new development would have little impact on the setting of this structure. Outside the campus, the nearest listed buildings are the Gate House and Chapel at Hillingdon Cemetery, which are also set well away from the site and are screened University buildings and by the mature trees that fringe the cemetery. It is considered that there would be no adverse impact on their setting.

It is therefore considered that the proposal would not have a detrimental impact on the heritage assets, in accordance with Saved Policies BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **7.04 Airport safeguarding**

There is no requirement to consult the aerodrome safeguarding authorities on a development of this nature in this location.

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

Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features.

The Site is located on the shallow slopes of the River Pinn valley to the south of Uxbridge on the south eastern edge of the Brunel University campus. The University campus is situated within a relatively isolated area of designated Green Belt, however the campus itself is relatively built up and urbanised, with institutional buildings 10-15m in height. A proportion of the University campus, excluding the proposed Site, is located within the Green Chain network. The area surrounding the University campus is relatively enclosed with belts of dense vegetation, hedgerows and groups of mature trees. The landscape becomes more open and rural in character to the south and east of the University campus, which includes areas of allotment, a riding school and grass sports pitches. To the north of the campus the area is more built up and residential in character.

The proposed multi storey car park would be set against a back drop of existing University buildings within the more intensely developed part of the campus and would be relatively well screened from Cleveland Road and the adjoining Green Belt land to the north (Uxbridge High School playing fields). It is therefore considered that the building could be located in this

position without a significant impact on the appearance of this part of the site and its immediate context.

The landscape proposals seek to retain the existing trees on the northern Site boundary, and provide additional new trees and a new hedgerow to the north of the building, to ensure that visual effects from the most sensitive views are suitably mitigated. Where visual effects are likely to be greatest, i.e. from the school grounds, additional trees are proposed to mitigate visual effects. The development proposals also retain some existing mature trees on the site and incorporate large numbers of new trees and native hedgerow planting within the landscape scheme for the project, which would provide significant additional screening of views once established.

It is considered that the quality and character of views towards the site would not, in general terms, be significantly adversely affected. There are some close proximity views, particularly from the north, that would result in a long term visual effect, although this would reduce over time as new vegetation and trees become more established.

Overall, given that the proposal involve a building in an area of the campus that has been previously developed, the existing landscape character, and the proposed planting strategy, it is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **7.06 Environmental Impact**

A Ground Conditions Statement has been prepared for the proposed development. It mentions the potential presence of made ground and need for imported soils. The statement confirms that a geo-environmental report is being written for the site. The Council's Environmental Protection Unit considers that since the end use is low risk, the geo-environmental report is not required prior to any permission being given. However, a condition is recommended requiring the report on the ground conditions, and requiring imported soil testing for the landscaped areas.

On the basis of the above, 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**

Saved Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The proposed multi storey car park would be lower than the existing adjacent Heinz Wolff building and lower than many other existing buildings within the University campus. It would be located within an area of the campus with existing institutional medium to large scale buildings and it is considered that the proposed building would be appropriate to the character and scale of the surrounding campus.

Six representative viewpoints were identified in the Visual Impact Assessment submitted in support of the application, including a viewpoint from the adjacent school grounds. The main Zone of Visual Influence (ZVI) for the site is considered to extend into the grounds of the Uxbridge High School and within a localised area of the University campus. The ZVI stops short of the majority of the Greenway Conservation Area, with only the few southern-most properties with potential views. There are no listed buildings or other protected heritage features within the ZVI.

The view of the site from Cleveland Road would be largely obscured by large trees and pockets of dense vegetation. Large, modernist buildings, with an institutional character are visible through the trees and above the groups of vegetation. The road, as it passes

through the University campus, has a green and leafy character and the application site is not visible from this location.

The view along Cleveland Road from the southern-most extent of the Greenway Conservation Area, is dominated by a generous belt of well established trees and shrubs on the eastern edge of Cleveland Road, providing filtered views of the University buildings to the east, and offering glimpsed views of various large academic buildings. The site and existing car park within the site are not visible in the view.

The view along Cleveland Road from within the Greenway Conservation Area, is enclosed by a tall, managed evergreen hedge (c.2.5m in height) to the east of Cleveland Road, which dominates the view and is relatively intact along its length, providing screening to the University buildings and campus to the south. Residential properties line the western side of the road. The proposed MSCP would not be visible from this location.

Approaching the campus along the footpath from the north, the view opens up to reveal a cluster of contemporary four-storey student residential blocks which dominates the view from this location. Views of the northern loop road are available, with the proposed application site partially visible in the middle distance view. The view is of a young landscape characterised by newly planted trees and large residential blocks.

From the north, the site is slightly more visible and can be seen from the neighbouring school grounds. Proposed trees and native hedgerow at the northern boundary of the site would increasingly reduce visibility from the school grounds in future years.

Subject to details of external colours and finishes being secured by condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)-Built Environment, Hillingdon Local Plan Part 1.

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

Saved Policies BE20, BE21 and BE 24 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the amenity of neighbouring occupiers, requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to amenity in terms of loss of privacy, outlook and levels of sunlight and daylight.

There are no residential properties within the immediate vicinity of the proposed development. It is therefore not considered that the proposal would result in an over dominant form of development, or that there would be a material loss of privacy, daylight or sunlight to surrounding properties which would detract from the amenities of neighbouring occupiers, in compliance with the above mentioned policies and relevant design guidance.

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

Not applicable to this application.

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

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

ACCESS

In terms of access arrangements, vehicles will gain access via Kingston Lane and an existing University estate road. Given that access to the site is via extensive network of internal campus estate roads, it is not considered that there would be any impact on the surrounding highway network as a result of this development. In addition, the proposed multi storey car park will be sited in such a way that vehicular circulation around the site will be maintained, although in an amended form. Service access and deliveries to neighbouring buildings will be accommodated with a revision to the local traffic routes. No objections are raised to the access arrangements in this regard.

#### TRIP GENERATION

In relation to trip generation to the campus as a whole, it is considered that the proposals will have a minimal impact, given that there will be a reduction in vehicular movements as a result of the loss of some of the existing parking at the site and elsewhere on the campus, and there will be a net gain of only 24 parking spaces across the campus. No objections are raised in this regard.

#### PARKING / TRAVEL PLAN

In relation to the University's overall car parking requirements, provision is made on a campus wide basis. The current University Travel Plan provides for a reduction in car parking spaces at the University campus down to 2,088 spaces in total over the period of the plan. This is secured by the existing section 106 agreement dated 16 April 2004. The Planning Statement confirms that the existing campus wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible.

It should be noted that the Travel Plan definitions and Schedule in the original S106 agreement are drafted in a wide manner and therefore there is no need for the original section 106 agreement to be amended via a deed of variation for this purpose.

Currently there are 1,955 parking spaces on campus. In addition, permission was granted in February 2015 for a further 109 spaces to be provided in various locations across the campus, which have yet to be implemented. This results in a total of 2,064 spaces currently permitted on campus (Sites 1 and 2). The campus is therefore providing 24 spaces less than the permitted 2,088 allowed in the University Travel Plan.

The applicant submits that the purpose of the MSCP is to ensure the retention of the permitted number of parking spaces within the campus (2,088), providing a total of 284 spaces (258 spaces within the MSCP itself and 26 surface spaces). The proposed MSCP will replace an existing area of 124 surface level parking spaces, 66 parking spaces displaced as a result of the BCAST2 project (recently approved by this Committee) and 70 parking spaces decommissioned elsewhere on the campus. This will result in a net gain of 24 spaces within the campus, bring the campus wide parking provision for sites 1 and 2 up to the allowed figure of 2,088 spaces.

The latest available student population count is 12,000 for the 2013/14 academic year, which is less than the 2009/10 figure of 15,000. This means that not all parking spaces are occupied currently at peak times. However, because the University is actively marketing for increased student numbers, the applicant states that it is important to retain the allowed parking spaces on the campus.

The applicants state that there is spare parking capacity at present and the campus will be



able to accommodate current parking demand without the proposed multi storey car park in the short term, while the AMCC2 research building is under construction and student numbers remain below 15,000. The multi storey car park is therefore not required before the proposed AMCC2 construction commences, but will be required subsequently when student numbers increase to the 15,000 level.

Nevertheless, the Highway Engineer has recommended a series of conditions in order to manage the loss of car parking spaces, and their redistribution elsewhere on the campus appropriately. These conditions include

- . A requirement that the development accords with the campus wide travel plan
- . Details of the University car parking layout, showing the redistribution of the car parking spaces for the whole site, including details of each parking space, locations of the parking redistributions, time of the implemented change, levels, heights, support columns (if appropriate), disabled bays and access routes for disabled users from each car parking space proposed, details on electric vehicle charging points (active, passive), monitoring and conversion of the passive points to active, in accordance with the demand
- . A Car Parking Management Strategy, to include details on how car parking will be managed during transition period and thereafter

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development, subject to the recommended conditions. It is considered that the application has satisfactorily addressed traffic generation, on-site parking and access issues, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Urban design issues have been dealt with elsewhere in this report.

#### **7.12 Disabled access**

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.

Currently there is parking for 124 cars within bays, including 2 no disabled bays on the site. The proposed building has multiple levels of parking decks. Internal stairs provide vertical circulation routes between all floors with landings on each deck, which is at half-levels of 1.5 metres. There are 7 disabled parking bays incorporated on the ground floor of the building and 3 surface level disabled parking bays outside the building.

The Access Officer does not consider that a lift is required, as disabled parking bays have been allowed for both inside and outside the building's ground floor. However, the applicant has indicated that provision has been allowed for a lift to be able to be installed at a later date, should this be required, and this has been allowed for in the design of the facility.

The Highway Engineer has commented that the existing car park provision for disabled users on the whole of the University campus must not be reduced as a result of the development proposals. If spaces are affected as a result of the proposals, then those spaces must be relocated elsewhere, ideally as close as possible to the different building accesses. A condition is therefore recommended requiring details of the Brunel University campus wide car parking layout, prior to the occupation of the proposed multi storey car park, showing the redistribution of the car parking spaces for the whole campus, including details of any affected spaces for disabled users, and access routes for disabled users

from each car parking space proposed.

Subject to conditions, The scheme is considered to comply with Policies AM15 and R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

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

Not relevant to this application. There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

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

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies 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 submitted tree survey concludes that there are no 'A' grade trees, 7 No. 'B' grade 30 No. 'C' grade trees and 6 No.'U' category (whose poor quality and value justify removal on grounds of sound arboricultural management).

6 'B' grade trees are due to be retained as part of the development. Trees to be removed include 1 'B' grade tree, the 6 'U' and a number of 'C' grade trees. The report notes that the mature line of trees along the northern boundary may be affected by the development. This would be as a result of construction access / poor site management rather than a direct impact of the siting of the building. A Construction Method Statement will be required, together with site monitoring / supervision by the Arboricultural Consultant. This has been conditioned.

The northern boundary tree screen, planted within grass verge, will be retained by the development, together with one tree immediately to the north-west of the Bragg Building. A total of 11 new specimen trees are proposed around the new building, seven of which will be along the most visually sensitive north facade. In addition to tree planting, a 75-80cm long native hedgerow is proposed along the northern boundary and low ornamental shrubs will create ground cover beneath the new trees.

The Tree and Landscape Officer raises no objections. Subject to necessary conditions, the scheme is considered to comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies.

#### **ECOLOGY**

Saved Policy EC2 seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the school grounds may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The current use and management regime of the site as a car park, with extensive hard surfacing reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. The submitted Ecology Assessment confirms that the site is assessed as lower value at the Parish/Neighbourhood scale, due to the nesting and foraging opportunities for birds, likely foraging opportunities for bats and likely presence of hedgehog.

The impact of the development is considered to be neutral, providing any development includes the outline mitigation measures and suggested enhancement measures recommended in the Ecology Assessment can be implemented. The recommended mitigation and enhancement includes erection of 4 bird boxes, attention to detail of site clearance and the prevention of light pollution. In addition, new planting should include species of known value to wildlife, such as species which produce berries and / or nectar.

Subject to the above mentioned mitigation and enhancements, which can be secured by condition, it is considered that the scheme will safeguard the existing nature conservation interests on the site, while providing opportunities for promotion and enhancement, in compliance with Policies EC2 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan Policy 7.19[c].

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

Not applicable to this car park.

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

The only energy consumed by the car park would be electricity, primarily for lighting. The building has no roof and it is recommended that a planning condition ensuring an energy efficient lighting scheme would be adequate to limit energy use. Accordingly the development is considered to comply with relevant London Plan energy / sustainability policies in this regard.

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

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment is required. London Plan policies 5.12 and 5.13 require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Conditions are proposed requiring the provision of site drainage which should be SUDS appropriate.

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

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

NOISE:

It is not considered that the proposed development would result in the occupiers of the nearest surrounding properties suffering any significant additional noise and disturbance. The Council's Environmental Protection Unit has been consulted on the application and raises no objection. As such, it is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met.

AIR QUALITY:

The site falls within an Air Quality Management Area and an Air Quality Assessment has been submitted. The construction effects have been assessed being of low risk to dust soiling and human health effects at worst. With the implementation of mitigation measures, no significant effects would be anticipated during construction of the proposed development.

Operational effects have been assessed using dispersion modelling for the proposed car

park. The results of the assessment showed that only negligible impacts would be anticipated at nearby receptors for both NO<sub>2</sub> and PM<sub>10</sub> concentrations. Therefore, no significant effects are anticipated from the operation of the proposed development.

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

The main issues raised have been dealt with in the main body of this report.

#### **7.20 Planning obligations**

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate that there are no requirements for planning obligations to mitigate the impacts of the development.

CIL

The development will be liable for the Mayoral CIL but not Hillingdon's own CIL.

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

Not relevant 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**

The general principle of the development is considered acceptable, as the proposed car park is required in connection with the operational needs of the University.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location, having regard to the previously developed nature of this part of the campus and the relationship of the proposal to the University's boundaries. The proposal would therefore not amount to inappropriate development in the Green Belt.

In terms of the impact on the Green Belt, the proposed changes to the landform are minimal. While

some trees will be removed to accommodate the proposal, new tree planting is proposed and it is considered that the visual impacts of the proposal will not be of significant detriment to the character and openness of this part of the Green Belt.

The application has demonstrated that the proposed development could be completed without detriment to the recognised ecological value of this area, whilst ecological enhancements are proposed as mitigation. In addition there are no flood risk issues associated with this development subject to conditions.

The proposed multi storey car park will not give rise to the campus wide car parking exceeding the 2,088 cap secured under the 2004 masterplan approval for the Brunel University campus. In addition, the proposal would be unlikely to lead to conditions detrimental to highway and pedestrian safety or to traffic congestion on the local road network.

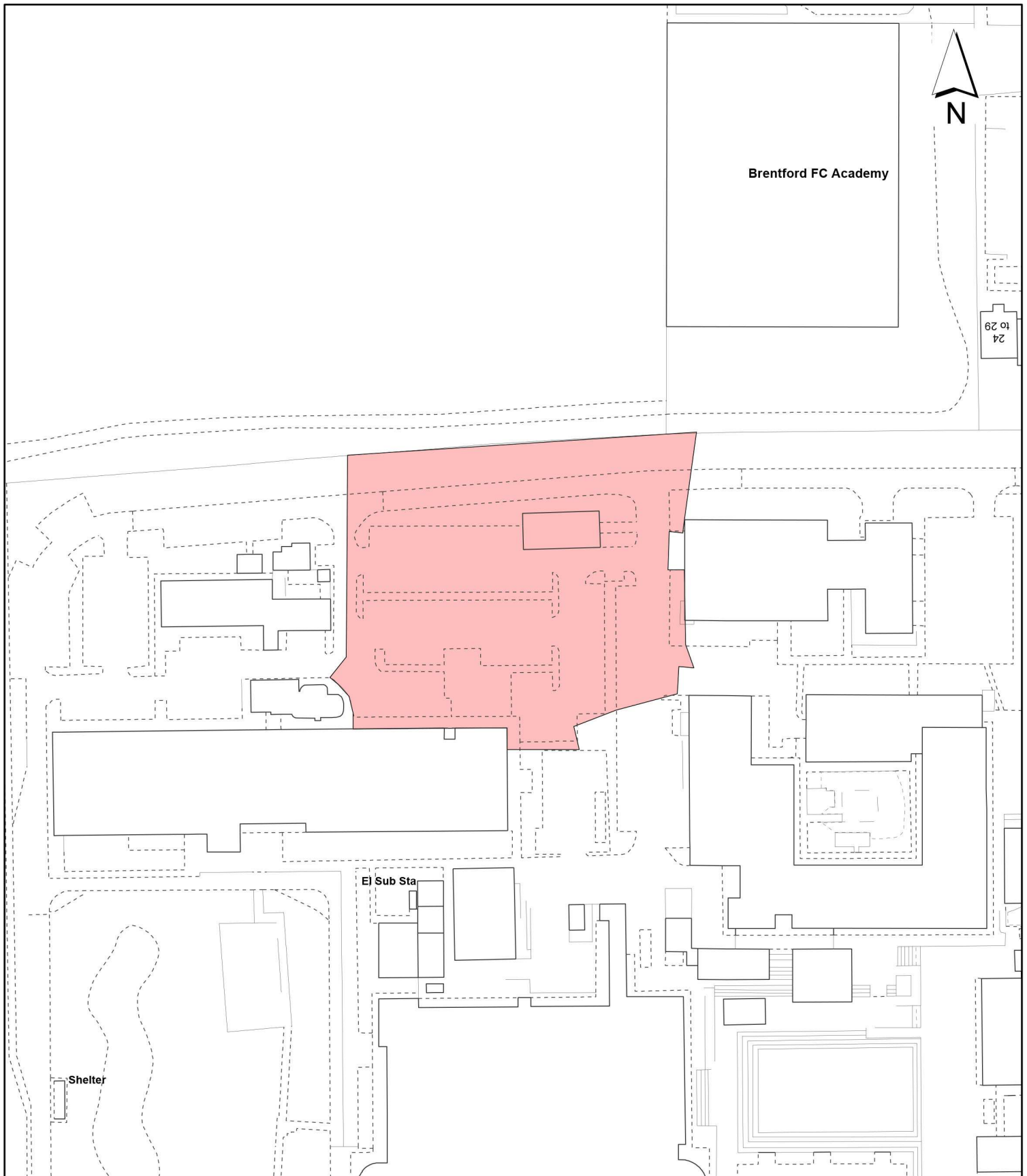
Approval is therefore recommended subject to conditions.

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

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2015  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Brunel University  
 Kingston Lane  
 (Multi Storey Car Park)**

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

Planning Application Ref:

**532/APP/2015/3349**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 79

Date:

**February 2016**



**HILLINGDON**  
 LONDON

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

**Address** HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON

**Development:** Formation of 48 additional parking spaces on land adjoining the main car park at Hillingdon Hospital and associated highway, access and landscaping works

**LBH Ref Nos:** 4058/APP/2015/4041

**Drawing Nos:** 11 Rev. P2  
130 Rev. P1  
02 Rev. P2  
22 Rev. P1  
Planning and Design Statement  
1404 L.10 Rev. A  
Agent's letter dated 13.1.16  
50 Rev. P  
1404 A.2 Rev. A  
Report on increases in patient numbers and reduction in car parking provision, 2007 - 2014  
100 Rev. P

**Date Plans Received:** 01/11/2015                      **Date(s) of Amendment(s):** 01/11/2015  
**Date Application Valid:** 01/11/2015                      13/01/2016

### 1. SUMMARY

A previous scheme at the hospital for a temporary decked car park, together with associated enabling works, car parking management and landscaping, which was presented to the Major Applications Planning Committee meeting on 9/12/14 (4058/APP/2014/2373 refers). This scheme would have resulted in a net increase of 89 spaces (from 390 to 379) on this part of the hospital grounds in order to assist with meeting parking demand and thus reduce queuing to access the car park on the surrounding roads. The Hospital Trust advise that this scheme is economically unviable so have submitted this alternative scheme which attempts to increase car parking capacity on site by providing a net increase of 48 surface spaces within two locations, 16 spaces within the grass verge along Pield Heath Road to the north as previously approved and 41 spaces within the green space surrounding the Greenacres Centre to the south. As part of the works, the car park would be segregated into visitor/ patient and staff parking, which was included as part of the previously approved decked scheme and involves a similar alteration to the exit on Royal Lane to allow staff to access this part of the car park. Unlike the previous scheme which proposed a barrier free access to the visitor parking area on the Pield Heath Road entrance, controlled by an Automatic Number Plate Recognition system (ANPR) with parking tariffs being paid on exit, this scheme would retain the barrier.

The extension of the surface car park into the grassed verge would not be harmful to the visual amenities of the street scene. The loss of part of the grass verge would be mitigated by additional planting which has been conditioned. The parking spaces would also be sufficiently remote from surrounding residents so that their amenities would not be adversely affected. The proposal does involve tree loss, but since the scheme has been revised to include more mature replacement tree planting, the Council's Tree and

Landscaping Officer raises no further objection, subject to an appropriate landscaping condition.

This application, as did the previous decked scheme application, does demonstrate that there is a genuine need for additional parking provision on site, as a result of increased activity and staff numbers at the hospital, coupled with a reduction in parking spaces elsewhere within the hospital grounds.

The Council's Highway Engineer, whilst not raising any objections to the new car parking layout and its access, subject to the scheme securing the non-implementation of the decked scheme, a car parking management system, which should assess options for maximizing the efficient operation of the entrance on Pield Heath Road and a revised/ updated Travel Plan to manage parking demand to maximize the alleviation of the problems of traffic queuing and congestion outside the hospital.

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

## **2. RECOMMENDATION**

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

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

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

**2. A revised Green Travel Plan for the Hospital Trust, based upon the Trust's suggested Heads of Terms dated 28/01/16**

**3. Non- implementation of the temporary decked car parking scheme granted permission on 4/6/15 (App No. 4058/APP/2014/2373 refers).**

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

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

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 28th February 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 ensure that the necessary highway works and revised Travel Plan would be undertaken/prepared in a timely manner and to an appropriate standard and ensure that further additional car parking is not provided on site with the implementation of planning permission granted on 4/6/15 (App No. 4058/APP/2014/2373 refers). The scheme therefore conflicts with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies**

**(November 2012).'**

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 11 Rev. P2, 130 Rev. P1, 02 Rev. P2, 22 Rev. P1, 1404 L.10 Rev. A, 50 Rev. P, 1404 A.2 Rev. A and 100 Rev. P 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 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)

**4 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)

#### **5 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.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 10 parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as barrier equipment and tariff machines)
- 3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and

AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 6.9 and 6.13 of the London Plan (March 2015).

**6 COM10 Tree to be retained**

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

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

**REASON**

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

**7 NONSC Car Parking Management Scheme**

Prior to the parking spaces being brought into use, details of a car parking management scheme, which shall include details of a feasibility study and the preferred option for improving the efficiency of the operation of the Field Heath Road entrance, shall be submitted to and approved in writing by the Local Planning Authority. The management scheme, including the preferred option shall be implemented and maintained as approved for so long as the development remains in existence.

**REASON**

To ensure that the operation of the enlarged car park is not prejudicial to highway safety, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**8 NONSC Sustainable Water Management**

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

**A) Manages Water:**

The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

**a) Suds features:**

incorporating sustainable urban drainage in accordance with the hierarchy set out in

Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Receptors

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

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

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

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

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

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

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

d) During Construction

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

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

Water to be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015).

To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

To ensure developments have suitable infrastructure in place to support them and improve water quality in accordance with Policy 5.14 Water quality and wastewater

infrastructure, (March 2015).

**9 NONSC Disabled Parking**

Prior to the commencement of works on site, details shall be submitted to and approved by the Local Planning Authority to show 5 additional blue badge spaces and 3 brown badge spaces within the application site.

**REASON**

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

**10 NONSC Lighting Scheme**

Prior to the commencement of works on site, details of any lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details which shall thereafter be permanently retained.

**REASON**

To safeguard the visual amenity of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policy (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.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF8	NPPF - Promoting healthy communities
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 3.17	(2015) Health and social care facilities
LPP 5.13	(2015) Sustainable drainage
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
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.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

### **3 115 Control of Environmental Nuisance from Construction Work**

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

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

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further



information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

### **3. CONSIDERATIONS**

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

The 1.3 hectare irregularly shaped site comprises the north western corner of Hillingdon Hospital which predominantly comprises the main hospital surface car park, adjacent to the roundabout junction of Pield Heath Road and Royal Lane. The site includes the wide grassed verge adjacent to Pield Heath Road which extends to the back edge of the adjoining highway footpath and a bus stop shelter with the hospital's boundary within the verge marked by 0.5m high wooden post and rail fencing. There are a number of trees/shrubs within the verge, including two large Oaks. The site also includes the grassed areas with tree planting surrounding the Greenacres Centre at the southern end of the site. The main access to the car park is from the traffic lighted junction on Pield Heath Road, with a secondary access from Royal Lane.

Selected trees within the hospital grounds are protected by TPO 411 and TPO 623, but there are no protected trees within the application site. The site does form part of an Air Quality Management Area.

#### **3.2 Proposed Scheme**

The proposal is for a net addition of 48 car parking spaces within two locations, 16 spaces would be provided within the grass verge adjacent to Pield Heath Road at the northern end of the existing main surface car park and 41 spaces within the grassed areas adjacent to the Greenacres Centre to the south, including the area to the west of the Greenacres Centre building and a triangle of green amenity space concealed behind the building. A number of spaces within the existing car park would be removed to facilitate the new parking layout.

As part of the proposals, visitor/ patient and staff parking would be segregated, with the northern part of the car park, comprising 244 spaces (56% of the total) being for visitors/ patients, served by the existing entrance/ exit on Pield Heath Road and the southern area, consisting of 194 spaces (44%) would be for staff, to be served by the existing exit onto Royal Lane which would be enlarged to also provide the staff entrance. The two areas would be separated by a bollard barrier.

Planning and Design Statement:

This provides an introduction to the proposals, advising that despite implementing the measures within the approved Travel plan, there is insufficient car parking at the hospital which is causing ongoing difficulties for its operation. It goes on to advise that the temporary decked car park previously granted permission is financially unviable as opposed to the current scheme which is more cost effective to implement and manage.

The statement goes on to describe the proposals. It notes that the 16 spaces adjacent to Pield Heath Road are in the same location as the 16 spaces approved as part of the decked car parking scheme (APP. No. 4058/APP/2014/2373 refers) and the spaces around the Greenacres building would be discretely located behind existing buildings and although access to the spaces would be restricted, they would be used solely for staff who

will become familiar with the geometry of the access through regular use.

Relevant planning history is then briefly described. Relevant national planning policy is described, together with a brief assessment of how the proposals comply with specific national policy. Relevant regional and local policy is then listed. The statement then goes on to consider the key planning issues, with a brief discussion on design, scale and appearance, impact on adjoining land uses, car parking/ transport, landscaping and flooding / drainage. It concludes by stating that the Hillingdon Hospitals NHS Foundation Trust wish to continue to deliver high quality healthcare services to residents of the Borough but the lack of sufficient on site car parking continues to cause difficulties for patients, staff and visitors and this scheme would assist in providing some alleviation to this problem. As the assessment demonstrates that the scheme is compliant with relevant planning policies, permission should be granted.

Report on increases in patient numbers and reduction in car parking provision, 2007 - 2014:

This report comments on the success of the Travel Plan by describing the growth in patient numbers attending the hospital from 2007 to 2013, with admissions up 1,341 from 45,890 to 47,231 (2.9%) and appointments up 49,686 from 187,314 to 237,000 (26.5%). To serve the increase, there has been an 18% increase in staff numbers, from 2476 in 2007 to 2916 in 2014 (excluding volunteer staff, contractors on maintenance and other building work, catering employees, visiting staff etc). In contrast, the report states that parking spaces on site have reduced from 1040 in 2004 to 909 in 2015. It goes on to advise that the lack of available staff car parking spaces and the initiatives of the Travel Plan has resulted in a reduction in the number of staff who travel to work alone by car. In order for staff to park on site without incurring the £5.20 daily tariff, they need a permit and due to tightening of the qualification criteria, the number issued has reduced from 1804 in Dec. 2006 to 1299 in June 2014 so that in 2007, although almost 88% of staff were issued with a permit, this had fallen to 44% in 2014.

### **3.3 Relevant Planning History**

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

The larger Hillingdon Hospital site has an extensive, somewhat ad hoc development history. In April 2005, outline planning permission for a comprehensive redevelopment of the site was granted, in which a phased redevelopment of the site was envisaged, funded by PFI. However, due to the changing economic climate, a redevelopment of that scale will not now come forward in the foreseeable future. Since then, a number of more minor developments have come forward, the most recent being the two storey Acute Medical Unit (AMU) granted in August 2013 (App. No. 4058/APP/2013/99 refers). The S106 entered into by the Hospital Trust effectively restrict schemes for additional floor space over 250sqm unless progress on a Masterplan for the re-development of the hospital site can be demonstrated through a review mechanism. The Trust advise that work has commenced on the preparation of the site wide masterplan that will guide future development proposals

Of particular relevance to this application is the planning permission granted on 4/6/15 for the erection of a temporary decked car park for a period of 5 years, which together with 16 additional surface spaces and associated landscaping and enabling works would have increased the overall car park capacity from 390 to 479 spaces (App No. 4058/APP/2014/2373). The hospital advise that this scheme is financially unviable and therefore the current application represents an alternative proposal to increase parking on this part of the site.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

#### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations

#### Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF8 NPPF - Promoting healthy communities
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 3.2 (2015) Improving health and addressing health inequalities
- LPP 3.17 (2015) Health and social care facilities
- LPP 5.13 (2015) Sustainable drainage
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and 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.
- BE19 New development must improve or complement the character of the area.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and

	community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR21	Hillingdon Hospital
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

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

- 5.1** Advertisement Expiry Date:- Not applicable
- 5.2** Site Notice Expiry Date:- **30th December 2015**

## **6. Consultations**

### **External Consultees**

92 neighbouring properties have been consulted on this application and a site notice with a closing date of 30/12/15 was displayed on site from 9/12/15. 1 response has been received raising the following concern (summary):-

(i) As proposal will increase vehicle activity affecting Royal Lane residents, the dilapidated wooden beam fence should be replaced as part of this proposal and the addition of more quality shielding foliage.

### **Internal Consultees**

HIGHWAY ENGINEER (Summary):

The previous approval (ref: 4058/APP/2014/2373) was for a temporary car park with 89 additional spaces. It was also proposed to remove the barrier at the entry to the car park and replace with a pay on exit system which would also assist in removing the regular backing up of queuing traffic on to Pield heath Road. It was also stated that whilst the proposals for additional parking spaces are intended to remove queuing and congestion at the main entrance, the current trends in clinical procedures, the increase in parking provision may be taken up by anticipated growth in visitation to the hospital. With this in mind, the Trust had proposed to continue to develop its travel plan.

In lieu of the previous approval of 89 car parking spaces, no objections are raised on highway grounds for the current proposal of 48 spaces subject to the following S106 Heads of Term/Conditions:

1. Non implementation of the previous consent for 94 spaces.
2. Submission of a Travel Plan or addendum to the existing with inbuilt financial penalties for not meeting set targets. The aim of the targets is to seek an eventual reduction in staff parking.

3. That removes the barrier at the entrance to the car park and provides a pay on exit system that would offer 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge, to be operational prior to the commencement of the development so as to remove the congestion on the approach to the car park as well as on the public highway.

#### TRANSPORTATION AND AVIATION TEAM MANAGER (Summary):

In view of the ongoing traffic congestion problems along Pield Heath Road arising from cars queuing to enter the hospital car park, I consider a Travel Plan is required to be submitted alongside application 4058/APP/2015/4041 - planning application for a further 48 car parking spaces.

The Heads of Terms for S106 Agreement for planning application 4058/APP/2014/2373 - planning application for a temporary decked car park appears to be a good starting point for negotiation

As already mentioned I consider the following essential:-

3. That removes the barrier at the entrance to the car park and provides a pay on exit system that would offer 10 minutes free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge, to be operational prior to the commencement of the development so as to remove the congestion on the approach to the car park as well as on the public highway.

#### LANDSCAPING/ TREE OFFICER (Summary):

Selected trees on the hospital campus are protected by TPO 411 and TPO 623. However, there are no Tree Preservation Orders and no Conservation Area designations affecting trees connected with this proposal.

No tree survey has been submitted in spite of the presence of trees and pre-application advice which confirmed that a survey and impact assessment is required.

The Planning and Design Statement confirms that the 16 spaces alongside Pield Heath Road are the same as those approved as part of the 2014/2373 approval. In this case one young oak will be removed to facilitate the development. The two large oaks will be retained (and protected) and three replacement trees are proposed. The replacement tree planting is very mean in terms of size (at the time of planting) and quantity. - There is space and opportunity for additional tree planting along this boundary. Trees should be planted as larger specimens, say 16-18cm girth.

An additional 40No. is to be provided around, and behind the Greenacres Centre according to the report, (the annotation on plan shows 41No.), of which 37No. will constitute a net increase (40No. according to the plan).

No tree or landscape assessment has been submitted. However, this space will result in the loss of an increasingly rare piece of green amenity space and at least 10No. trees.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment, namely levels (COM6), tree protection (COM8), Landscaping Scheme (COM9, Parts 1, 2, 4, 5 and 6) and tree retention (COM10).

#### FLOOD AND WATER MANAGEMENT OFFICER (Summary):

In principle there are no objections to the extended car parking as they propose to ensure that the

car parking is porous. However more detail is required to ensure the drainage has been designed appropriately particularly as there is a loss of existing landscaping. It is also noted that Hillingdon Hospital have promised to undertake a masterplan for the site including planning for drainage to ensure that it is managed appropriately and an update on this work would be appreciated.

Therefore a condition requiring that details of a sustainable drainage scheme is submitted is requested.

EPU (NOISE):

No objections subject to an informative advising of requirements for construction works to comply with environmental health and related legislation/ guidance.

EPU (AIR QUALITY):

No objections from air quality but we would require provision of 10 fast charging electric points being provided. The best way is to have a electric charging bay.

## **7. MAIN PLANNING ISSUES**

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

The NPPF (March 2012) generally seeks to safeguard existing community facilities and services and seeks to ensure that they are able to develop and modernise in a sustainable way. The NPPF also encourages transport solutions which support a reduction in greenhouse gas emissions and reduce congestion.

The London Plan seeks to promote the continued role of London as a national and international centre of medical excellence and specialised facilities, promoting expansion where appropriate. It goes on to advise that the networks, research and associated facilities that support London's role as a centre of medical excellence should be supported.

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

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

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

As previously advised on the former application for the decked car park, the hospital is currently generating levels of traffic that is resulting in queuing and congestion on Pield Heath Road and surrounding roads that is detrimental to transport sustainability objectives and highway safety. Whilst the proposed additional parking spaces and new parking management system would assist in relieving these problems, the potential exists that the additional parking provision could encourage more staff and visitors to arrive by car. However, this has to be balanced against the improved energy efficiencies associated with improved traffic flow, including more reliable bus services on adjoining roads which might

encourage their greater use. Furthermore, this application would provide 41 fewer spaces than the consented, albeit temporary scheme and the current proposal, as did the previous application presents the opportunity for a more robust travel plan that would now include a £20,000 bond to be put in place that will encourage and support alternative means of travel to the site. This, and given that it is likely that greater patient turnaround and use of this hospital site will be made in the future suggests that there are grounds to justify additional parking provision (albeit stringent efforts need to be made through the travel plan process to seek to reduce parking demand) which weighs in favour of the proposal. The Trust also advise that the masterplan for the whole site is in the process of being prepared.

It is therefore considered that on balance, the additional car parking spaces and associated works can be supported.

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

Not applicable to this proposal for additional car parking spaces.

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

The proposal would not impact upon a conservation or area of special character nor would it effect the setting of any heritage asset, nor is the site considered to be of archaeological interest.

#### **7.04 Airport safeguarding**

The proposal does not conflict with aircraft safeguarding criteria.

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

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

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

The proposed additional parking spaces would be in two locations, one within the wide grassed verge adjacent to Pield Heath Road and the other around the Greenacres Centre which is sited well away from the hospital's road frontages.

As regards the 16 new spaces within the central section of a wide grass verge adjacent to Pield Heath Road, these have been previously approved, albeit for a five year period, as part of the temporary decked car parking scheme. In terms of the assessment for their suitability for permanent provision, obviously the inclusion of an approximately 1,980sqm decked car park, even for a 5 period temporary period would have had a far greater impact upon the visual amenity of the street scene which was previously considered to be acceptable. Specifically in terms of the impact of the 16 surface spaces, these would reduce the depth of the grassed verge in front of them, narrowing to 1m at its narrowest point over a very short distance behind the bus shelter, but overall, it is considered that a reasonable area and depth of grassed verge would be retained. The proposal would involve the loss of one young Oak, although the two large Oaks at each end of the verge will be retained and by way of mitigation, three replacement trees are proposed.

It is considered that this element of the proposal would not materially harm the visual amenities of the street scene.

As regards the 41 spaces that would surround the Greenacres Centre, these would be remote from the hospital site's road frontages and largely concealed behind existing buildings. As such they would not harm the character or appearance of the surrounding area. Tree issues are discussed in the Section 7.14 below.

The Council's Tree and Landscaping Officer does not raise any further objections to the scheme following the receipt of amended plans / details and the scheme is therefore considered to be compliant with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

The closest residential properties to the application site are those within the three and four storied flatted blocks located within Arklay Close and Morton Close on the opposite side of Pield Heath Road to the north and on the opposite side of Royal Lane to the west. Given the nature of the proposal and the separation distances involved, across busy roads, the proposal would not have a material impact upon their amenities.

Noise and disturbance impacts are considered in Section 7.18 below.

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

Not applicable to this application.

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

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

There are no specific car parking standards for hospitals, with development proposals being assessed on an individual basis using a transport assessment. On the previous application, the supporting documents advised that part of the justification for the proposal is to increase parking provision at the hospital to reduce on-street parking and help alleviate congestion on the surrounding roads. In particular, vehicles currently cause queuing at the barriered main entrance as they seek to gain access to the main car park. This queuing extends along Pield Heath Road in both directions, which disrupts traffic and delays bus services and results in un-safe traffic movement with straight on westbound traffic utilising the right-turn only lane at the signals to by-pass the queuing traffic.

The proposal, in addition to 48 extra car parking spaces also seeks to separate staff and visitor/ patient parking. Visitors will continue to use the main entrance /exit on Pield Heath Road whereas staff will use the Royal Lane exit which will be widened to also provide a staff entrance. A barrier would be constructed within the car park to ensure segregation of the staff and visitor parking.

The Council's Highway Engineer advises that the layout of the new car parking spaces is acceptable, no objections are raised to the separation of visitor/ patient and staff parking which with an estimated 191 staff that would no longer use the Pield Heath Road entrance, should relieve congestion on the Pield Heath Road entrance and as this current scheme would be in lieu of the previous approval for a temporary decked car park with a net increase of 89 car parking spaces, no objections are raised on highway grounds for the current proposal providing a net increase of 48 permanent spaces subject to conditions/ S106 Agreement to ensure that the extant permission for the decked car park is not implemented, submission of a Travel Plan or addendum to the existing with inbuilt financial



penalties for not meeting set targets and the removal of the barrier at the entrance to the car park to be replaced with a pay on exit system that would offer a 10 minute free access to the car park to wait inside for a vacant space or leave the car park within 10 minutes without incurring any charge, the need for which has also been re-iterated by the Transportation and Aviation Team Manager.

The hospital has agreed to the non-implementation of the previous permission and submission of a revised/ up-dated Travel Plan with £20,00 bond to be covered by a S106 Agreement, but advise that allowing unrestricted access into the car park has caused conflict and anti-social behaviour in the past as motorists fight over spaces. They advise that other options might be available such as increasing the length of time the barrier opens. A condition is therefore recommended to ensure that options are explored and an agreed car park management plan is put in place.

Additional cycle parking would be controlled by condition. There are 24 disabled spaces and no alterations are proposed to these.

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

##### **ACCESS**

This issue is addressed in Section 7.12 of the report.

#### **7.12 Disabled access**

The Planning and Design Statement states that of the 244 proposed visitor/ patient spaces, 24 will be allocated for blue badge holders and that provision will also be made for brown badge holders.

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

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

Not applicable to this development.

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

##### **Trees and Landscaping**

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

The Council's Tree/Landscaping Officer advises that there are no protected trees on this part of the hospital site, but there are two important Grade 'A' Oak trees and a couple of younger trees within the grass verge on Pield Heath Road and a number of lesser quality trees within the site. No tree survey or landscape assessment has been carried out. In terms of the Pield Heath Road frontage, the proposal would involve the loss of a young Oak tree but would provide adequate protection for the mature Oaks. Although three replacement trees being proposed, the officer advises that the replacement tree planting is very mean in terms of size (at the time of planting) and quantity, whereas there is space and opportunity for additional and larger specimen tree planting along this boundary (ideally 16-18cm girth).

As regards the Greenacres Centre, the proposal would remove much of its surrounding green space, including the loss of 10 trees. In particular, the Council's Tree/ Landscaping Officer notes that the triangular space adjacent to the centre contains a number of trees, which although not of high amenity value are visible from Royal Lane above the low-rise /

single-storey Greenacres Centre. The scheme would provide for replacement planting of some 40 trees, but the proposal will result in the loss of an increasingly rare piece of green amenity space at the hospital. On this basis, the Officer advises that the scheme can only be supported with conditions to ensure that details of existing and proposed ground levels are submitted, tree protection measures, a landscape scheme is provided and retained trees are safeguarded. These have been attached to the recommendation.

#### Ecology

With only grassed areas and young trees being lost, and suitable provision has been made for their replacement, the proposal would not result in any significant material impact on the ecological value of the site.

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

Not applicable to this application.

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

Not applicable to this application.

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

The proposal would replace green areas within the hospital with additional hardstanding. The Council's Water and Flood Management Officer raises no objection to the scheme as the hardstanding is intended to be porous. Subject to a recommended condition to control the details of the sustainable drainage, the officer raises no objection.

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

##### Noise

The overall potential for greater noise exposure associated with the provision of an additional 48 parking spaces at the hospital site is not considered to be significant, given that the nearest residential properties are sited on the opposite side of surrounding roads and are sufficiently separated from the proposed additional parking spaces, the existing levels of parking on the hospital site and the relatively busy nature of surrounding roads.

##### Air Quality

The Council's Environmental Health Officer advises that no objections are raised to the proposals on air quality grounds, subject to the provision that 10 parking spaces would be served by electric charging points.

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

The suggestion to replace the fencing is not considered to relate directly to this proposal for additional parking and therefore this would be onerous. Enhanced landscaping can only reasonably be secured adjacent to the new parking which would be controlled by condition.

#### **7.20 Planning obligations**

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

A S106 Agreement would be needed to secure the following:-

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

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

The proposal is not Mayoral or Council CIL liable.

**7.21 Expediency of enforcement action**

There are no enforcement issues raised by this application.

**7.22 Other Issues**

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

**8. Observations of the Borough Solicitor**

**General**

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

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

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

**Planning Conditions**

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

**Planning Obligations**

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

**Equalities and Human Rights**

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic.

Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

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

## **10. CONCLUSION**

The proposed extension of the surface car park would not have a significant impact of the visual amenity of the area and tree loss would be mitigated by additional tree planting so that the overall character and appearance of the area would not be adversely affected.

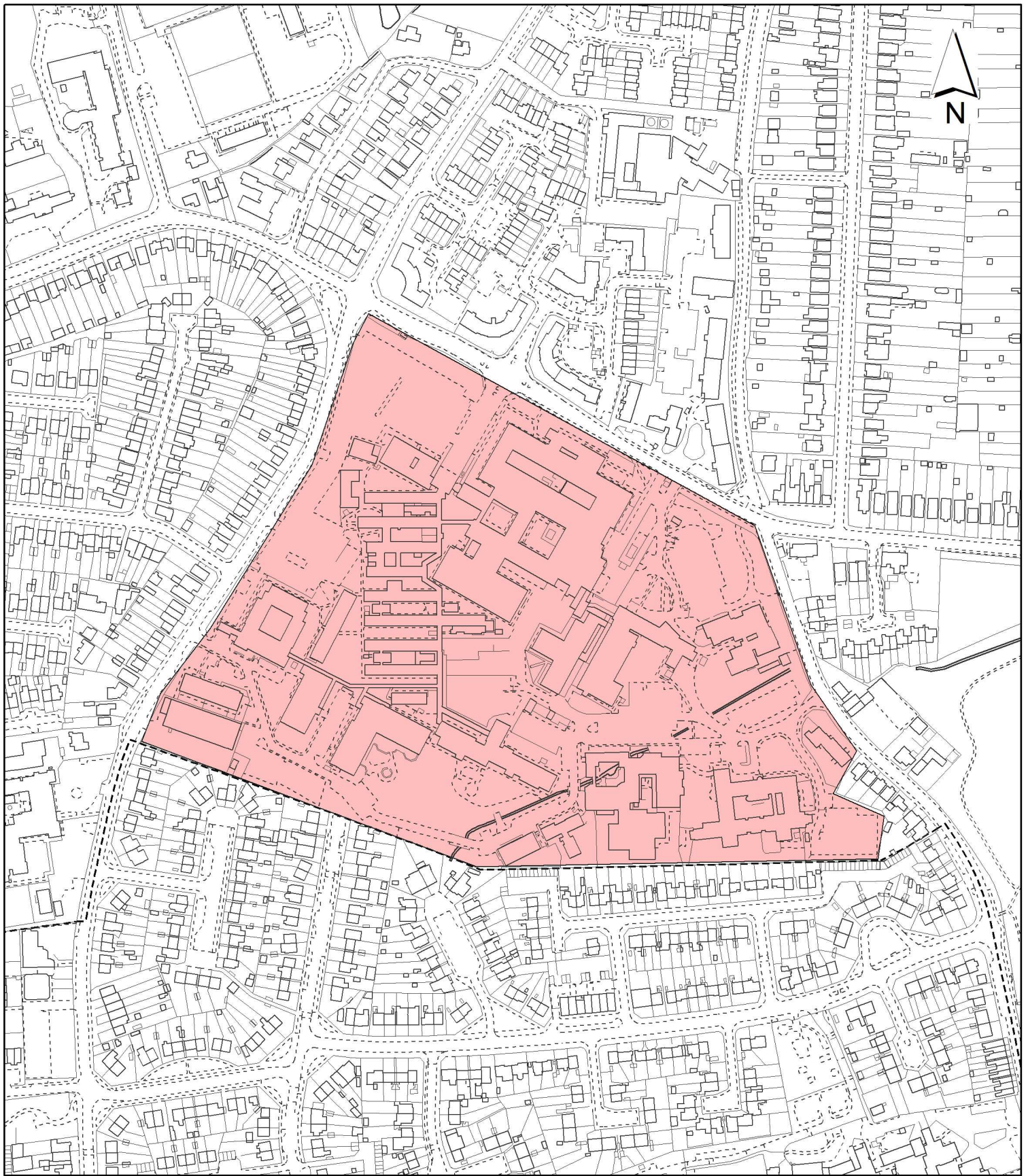
The Council's Highway Engineer, whilst not raising any objections to the new car parking layout and parking management systems which will help alleviate problems of traffic queuing and congestion outside the hospital does raise concern that more needs to be done to curtail parking demand. A more robust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

## **11. Reference Documents**

National Planning Policy Framework (March 2012)  
Planning Practice Guidance (March 2014)  
London Plan (March 2015)  
Hillingdon Local Plan (November 2012)  
HDAS: 'Accessible Hillingdon'  
Consultation responses

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Hillingdon Hospital  
Field Heath Road**

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

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

Planning Application Ref:

**4058/APP/2015/4041**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 101

Date:

**February 2016**



**HILLINGDON**  
LONDON

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

**Address** HERMITAGE SCHOOL NURSERY & LANCASTER CENTRE SITE  
LANCASTER ROAD UXBRIDGE

**Development:** Variation of condition 2 (approved plans) of planning permission ref: 68164/APP/2013/758 dated 30/08/13 (Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total)) to change the unit mix from 2 x studio flats, 7 x 1-bed flats and 10 x 2-bed flats to 2 studio flats, 2 x 1-bed, 14 x 2-bed & 1 x 3-bed flats (total 19 units); make associated alterations to internal layouts; increase height of lift shaft; and ancillary minor alterations.

**LBH Ref Nos:** 68164/APP/2015/4167

**Drawing Nos:** A010213/DP2 Rev.D (Proposed First Floor Layout)  
A010213/DP3 Rev.B (Proposed Attic Floor Layout)  
A010213/DP4 Rev.D (Proposed Elevations)  
A010213/DP8 Rev.A (Proposed Roof Plan)  
A010213/DP1 Rev.E (Proposed Site & Ground Floor Layout)

**Date Plans Received:** 12/11/2015

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

**Date Application Valid:** 12/11/2015

### 1. SUMMARY

Planning permission (ref: 68164/APP/2011/2711) was approved on 27/03/12 for the redevelopment of the Lancaster Centre & Hermitage Nursery site in Uxbridge for residential purposes. It was proposed to provide a new two storey building fronting the site and to convert and alter the Lancaster Centre to provide a total of 19 flats, comprising 18 x 1 bedroom units and 1 x 2 bedroom unit.

Planning permission (ref: 68164/APP/2013/758) was subsequently granted on 30/08/13 for the variation of that original consent to allow for amendments to the stair cores, fenestration and rear elevation to enable a change to the unit mix to provide 19 units comprising 2 x studio flats, 7 x 1 bedroom units and 10 x 2 bedroom units. This planning permission has been implemented.

This current application now seeks further variation to make internal and external alterations to accommodate a further revised unit mix to comprise 2 x studio flats; 2 X 1 bedroom units; 14 x 2 bedroom units; and 1 x 3 bedroom unit (total 19 units).

The changes now sought would not detrimentally impact on the residential amenity of neighbouring occupiers. Furthermore, an acceptable level of residential amenity to existing and future occupants would be achieved. Although a higher number of two-bedroom rather than one-bedroom units are now proposed, given the proximity of the site to Uxbridge Town Centre, underground and central bus stations, the parking provision of one space per unit is considered to be acceptable.

The development is considered to comply with current local, London Plan and national

planning policies relating to residential development and, accordingly, the application is recommended for approval, subject to conditions and the signing of a revised S106 Legal Agreement.

## **2. RECOMMENDATION**

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

**A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:**

- 1. Construction Training: Financial contribution in the sum of £3,062.41.**
- 2. Education Contribution: Financial contribution in the sum of £37,604.**
- 3. Health facilities: Financial contribution in the sum of £6,972.44.**
- 4. Library contribution: Financial contribution in the sum of £740.14.**
- 5. Restriction on Parking Permits: No permits shall be issued to future occupiers of the flats.**
- 6. Affordable Housing: Financial contribution in the sum of £378,000.**
- 7. Project Management and Monitoring Sum: to remain as per the s106 dated 22 March 2013 (5% of total cash contributions).**

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

**C. That the officers be authorised to negotiate the terms of the proposed Statement.**

**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 11th February 2016, or any other period deemed appropriate by the Head of Planning and Enforcement, then delegated authority be granted to the Head of Planning and Enforcement to refuse the application on the basis that the applicant has refused to address planning obligation requirements.**

**E. That if the application is approved, the following conditions be attached:**

**1 RES3 Time Limit**

The development hereby permitted shall be begun before the 30/08/16.

**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

A010213/DP1 Rev.E

A010213/DP2 Rev.D



A010213/DP3 Rev.B  
A010213/DP4 Rev.D  
A010213/DP8 Rev.A  
A010213/DP1 Rev.C  
A010213/DP2 Rev.B  
A010213/DP3 Rev.A  
A010213/DP4 Rev.A  
A010213/DP8  
2011/D88/P/01  
2011/D88/P/02A  
2011/D88/P/03  
2011/D88/P/04  
2011/D88/P/05  
2011/D88/P/14  
2011/D88/P/11 Rev E  
2011/D88/P/12 Rev E

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).

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

No development approved by this permission shall be carried out otherwise in accordance with those sustainable water management measures agreed via planning permission ref: 68164/APP/2013/3685 dated 28/02/14.

REASON

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

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

**5 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.

**6 RES6 Levels**

No development approved by this permission shall be carried out otherwise than in accordance with those details of levels approved via planning permission ref:68164/APP/2013/1417 dated 22/10/13.

**REASON**

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

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

No development approved by this permission shall be carried out otherwise than in accordance with the landscaping scheme approved via planning permission ref: 68164/APP/2013/3685 dated 28/02/14.

**REASON**

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

**8 RES5 General compliance with supporting documentation**

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

- i) Obscure Glazing as shown on the hereby approved plans, unless otherwise stipulated by a condition attached to this consent.
- ii) Materials as shown in the original planning permission (ref: 68164/APP/2011/2711). Where amendments to that consent have been made materials used shall be in keeping with those shown on drawing nos. 2011/D88/P/11 Rev.D and 2011/D88/P/12 Rev.E of that consent.
- iii) Car parking allocation (numbered spaces being allocated to the corresponding unit number) as shown on plan no. A010213/DP1 Rev.E.

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

**REASON**

To prevent overlooking to adjoining properties, to ensure adequate provision of car parking for future residents and to ensure the appearance of the scheme is adequate in accordance with policies AM14, AM16, BE13 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**9 RES13 Obscure Glazing 1**

The window in flat 19 (shown on plan A010213/DP2 Rev.D) in the lounge/dining room, facing northwest 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**10 RES8 Communal Amenity Space**

Tree protection shall be provided throughout any remaining external construction works on site in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority. That scheme shall contain:

1. A method statement outlining the sequence of the remaining 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 remaining 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).

**11 NONSC Contamination**

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

REASON

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

**12 OM19 Construction Management Plan**

Any remaining construction works on site shall be carried out in accordance with those details approved by planning permission ref: 68164/APP/2013/1417 dated 22/10/13.

REASON

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

### 13 NONSC **Obscure Glazing 2**

Notwithstanding the approved plans, all first and second storey windows in the north west elevation of the development, including that serving flat no.6 and dormer windows to the second storey, shall be obscure glazed. Furthermore, ground floor windows shall be obscure glazed in accordance with the glazing annotated on drawing no. A010213/DP1 Rev.E. Obscure glazing to these windows shall be provided within one month of the date of this consent or prior to occupation, whichever is latest, and retained and maintained for the lifetime of the development.

#### REASON

To prevent overlooking to adjoining properties and to safeguard the residential amenity of future occupants in accordance with policy BE24 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.

BE5	New development within areas of special local character
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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM3	Proposals for new roads or widening of existing roads
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.

### **3 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

### **4 121 Street Naming and Numbering**

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

### **5 13 Building Regulations - Demolition and Building Works**

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

### **6 114 Installation of Plant and Machinery**

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

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

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

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

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

#### **7            I17            Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

#### **8            I18            Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

#### **9            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).

#### **10          I32            Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

#### **11          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.

#### **12**

When visiting the site it was observed that some of the glazing installed fails to comply with that shown on the approved plans. You are advised that all fenestration and glazing, including window type and sizes and provision of obscure glazing, must be installed as per that shown on the approved plans and in accordance with the requirements of conditions 9 and 13. This is to ensure the amenity of both future occupants and

neighbouring properties can be maintained.

### **3. CONSIDERATIONS**

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

The application site comprises an approximately 0.2 hectare broadly rectangular shaped plot located on the south west side of Lancaster Road in Uxbridge.

Formerly occupied by the 'L' shaped, purpose-built, part two, part single storey Lancaster Centre building (historically used as a Child Guidance Centre), a play area and single-storey building used by Hermitage Nursery, the site has now been redeveloped for residential purposes, in accordance with more recent consents. It now comprises two two-storey residential blocks, one with third-storey roof accommodation, with associated car parking and amenity space. It is unclear how many of the units, if any, are currently occupied.

Although located in close proximity to Uxbridge Town Centre and bounded by commercial properties in Belmont Road to the south east, the site nevertheless falls within a predominantly residential area and is bounded by residential properties on all other sides.

The site is located within the North Uxbridge Area of Special Local Character and an Archaeological Priority Area, as designated in the Hillingdon Local Plan. Properties immediately to the south east fall within Uxbridge Town Centre and nearby Belmont Road is designated as a Local Distributor Road.

#### **3.2 Proposed Scheme**

This application seeks the variation of planning permission ref: 68164/APP/2013/758 to alter the approved unit mix from 2 x studio flats, 7 x 1 bedroom units and 10 x 2 bedroom units to 2 x studio flats, 2 x 1 bed units, 14 x 2-bedroom units and 1 x 3 bedroom unit. The total number of units would remain at 19.

The key additional alterations now proposed are as follows:

1. Change to the unit mix to provide 2 x studio flats, 2 x 1-bedroom units, 14 x 2-bedroom units, and 1 x 3-bedroom unit;
2. Increase in height and change to the design of the lift core. This has already been implemented;
3. Revision to the size of flat 7 so that the bathroom in the approved plan becomes the second bedroom for flat 6;
4. Provision of a first floor extension to the Lancaster Centre building to create an office for flat 17. This has been implemented.

No changes are proposed to the car parking layout or landscaping.

#### **3.3 Relevant Planning History**

- 68164/APP/2011/2711      Hermitage School Nursery & Lancaster Centre Site Lancaster Road U
- Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats.  
Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total)

**Decision:** 27-03-2012 Approved

68164/APP/2013/1417 Hermitage School Nursery & Lancaster Centre Site Lancaster Road L

Details pursuant to conditions 8 (levels) and 12 (demolition) of planning permission ref:68164/APP/2013/758 Approved variation of planning permission ref:68164/APP/2011/2711 dated 28/11/2012 for Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total).

**Decision:** 22-10-2013 Approved

68164/APP/2013/3685 Hermitage School Nursery & Lancaster Centre Site Lancaster Road L

Details pursuant to condition 3 (sustainable water management), 9 (landscaping), and 14 (demolition) of planning permission ref: 68164/APP/2013/758, dated 30-08-13, (variation to planning permission ref:68164/APP/2011/2711, dated 28-11-12 (Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats;

**Decision:** 27-02-2014 Approved

68164/APP/2013/3762 Hermitage School Nursery & Lancaster Centre Site Lancaster Road L

Details pursuant to condition 4 (Code for Sustainable Homes) of permission 68164/APP/2013/758 (Amendment to permission ref: 68164/APP/2011/2711 for Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total).

**Decision:** 10-02-2014 Approved

68164/APP/2013/692 Hermitage School Nursery & Lancaster Centre Site Lancaster Road L

Details pursuant to conditions 12 (demolition protocol) and 14 (Construction Management Plan) planning permission ref: 68164/APP/2011/2711 dated 28/11/2013 for Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total).

**Decision:** 15-05-2013 Refused

68164/APP/2013/758 Hermitage School Nursery & Lancaster Centre Site Lancaster Road L

Application to vary condition 2 (to allow for amendments to the stair cores on the rear elevation) planning permission ref:68164/APP/2011/2711 dated 28/11/2012 for Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total).



**Decision:** 27-06-2013    Approved

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

Planning permission ref: 68164/APP/2011/2711, which sought the redevelopment of the site to provide a residential development comprising 19 units (18 x 1 bedroom and 1 x 2 bedroom) with associated facilities, was approved on 28/11/2012.

Planning permission ref: 68164/APP/2013/758, which was approved on 30/08/13, sought to vary the above consent to make internal and external alterations associated with a revised unit mix of 2 x studio flats; 7 x 1 bedroom units and 10 x 2 bedroom units. The approved external changes have been implemented.

#### **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**

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

Part 1 Policies:

PT1.BE1        (2012) Built Environment

PT1.EM1        (2012) Climate Change Adaptation and Mitigation

PT1.EM11       (2012) Sustainable Waste Management

PT1.EM6        (2012) Flood Risk Management

PT1.H1         (2012) Housing Growth

PT1.H2         (2012) Affordable Housing

PT1.HE1        (2012) Heritage

Part 2 Policies:

BE5             New development within areas of special local character

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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM3	Proposals for new roads or widening of existing roads
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.

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th December 2015**

5.2 Site Notice Expiry Date:- **24th December 2015**

## 6. Consultations

### External Consultees

Consultation letters were sent to 70 local owner/occupiers and the North Uxbridge Residents' Association. Site and press notices were also posted. No responses have been received.

### Internal Consultees

S106 OFFICER

A Deed of Variation to the S106 will be required.

HIGHWAY ENGINEER

- Further details of arrangements for refuse collection should be provided.
- Electric vehicle charging points should be provided.
- Increased cycle parking provision should be provided.
- One motorcycle parking bay should be provided.
- A Construction Management Plan will be required.
- Vehicular swept paths for cars entering and leaving parking bays are required.
- Car parking should be allocated at 1 space per dwelling.

Officer comment:

All these matters were considered in the Council's assessment of the original application and found

to be acceptable. Notably, the Highway Engineer has confirmed that the proposed parking ratio remains acceptable despite the change to the unit mix.

## **7. MAIN PLANNING ISSUES**

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

The principle of development of the site for residential use was established in assessing the original planning permission ref: 68164/APP/2011/2711. The vast majority of external changes to the original consent were subsequently approved by planning permission ref: 68164/APP/2013/758 and have been implemented in accordance with that consent. Therefore, the key consideration in assessing this scheme is whether the proposed change to the unit mix is acceptable, in principle.

Policy 3.8 'Housing Choice' of the London Plan (2015) encourages a range of housing choice. This is reiterated by saved policies H4 and H5 of the Local Plan Part 2. However, notwithstanding this, policy H4 strongly encourages one and two bedroom units and goes so far as to state that predominantly one and two bedroom development will be preferable in town centre locations. Given the location of the development on the edge of Uxbridge Town Centre, the unit mix proposed is considered to fully comply with this policy objective and, accordingly, no objections are raised to the principle of the development in this instance, subject to the development meeting other site specific criteria.

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

The site has a Public Transport Accessibility Level (PTAL) of 5, where 1 is low and 6 is high. The London Plan 2015 range for residential sites with a PTAL of 4-6, which fall within an urban area, as defined in the London Plan, is 200-700 habitable rooms per hectare (hrph) and 55-225 units per hectare (based on an average number of habitable rooms per unit of 3.1-3.7). Where room sizes exceed 20m<sup>2</sup>, these have been counted 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 2000m<sup>2</sup> the site would have a density of 95 units per hectare and 290 hrph. This fully complies with London Plan density standards set out in policy 3.4 and Table 3.2 and is therefore considered to be acceptable.

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

The site does not fall within an Archaeological Priority Area or Conservation Area and there are no listed buildings within the vicinity. However it does fall within the North Uxbridge Area of Special Local Character.

The key external alterations proposed relate to alterations to the lift shaft and provision of a small first floor extension to the side elevation of the Lancaster Centre building (to provide additional space to flat 17). These have both been implemented.

Whilst the increase in the height of the lift shaft is undesirable it is not considered that it has such a significant impact on the visual amenities of the development or Area of Special Local Character that refusal could be justified. This is seen in context with the wider development and limited views of it are available in the Lancaster Road street scene. Therefore, on balance, it is not considered that this has a significant detrimental impact on the character or appearance of the North Uxbridge Area of Special Local Character.

The first floor extension to the Lancaster Centre building, which has also been implemented, is modest in size and subordinate to the main buildings. It has limited impact on the overall character and appearance of the building and surrounding area and is considered to be visually acceptable in this location.

Taking the above into consideration, the development is considered to comply with the objectives of Local Plan Part 2 policy BE5.

**7.04 Airport safeguarding**

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

**7.05 Impact on the green belt**

Not applicable. There is no Green Belt land within the vicinity of the application site.

**7.06 Environmental Impact**

Not applicable. The proposal would not give rise to any additional impacts on the environment over the originally approved scheme.

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

Limited external alterations are proposed. The alterations to the lift shaft are most visible from outside the application site. However, views of it from Lancaster Road are nevertheless still limited and it is not so significantly different to that previously approved that its visual appearance is considered to be unacceptable and refusal could be justified. On balance the development is considered to comply with Local Plan Part 2 policies BE13, BE15, BE19 and OE1 which all seek to safeguard visual amenity.

**7.08 Impact on neighbours**

As per previous consents windows in the rear elevation, which could cause overlooking to neighbouring occupants, would be obscure glazed. Furthermore, those additional windows proposed to the side of the lift core, which would all serve WCs/bathrooms, would also be obscure glazed.

The only anomaly to this relates to the windows in the side elevation adjacent to No.1 Lancaster Road. Previous consents show the ground floor window here to be high level and the first floor window to be obscure glazed. The elevation drawings provided for the current scheme similarly show the ground floor window to be high level but they no longer indicate that the first floor window will be obscure glazed. This is inconsistent with the floor plans where annotations suggest the window will be obscure glazed. Furthering the inconsistency, full size non-obscure glazed windows have been installed on site at both levels.

Whilst the harm caused by this at ground floor level is questionable due to views being obscured by fencing in any case, at first floor level the perceived level of overlooking is likely to be much greater. The first floor window serves a kitchette forming part of a larger living area within flat no.6 and is the secondary window serving that room. Although no direct overlooking would occur to windows of adjoining properties, the positioning of the window is such that it could directly overlook the area of garden immediately to the rear of the house, which it is believed is served by patio doors. The perception of overlooking to this area is likely to be high such that it is not considered that the requirement for obscure glazing here is unreasonable, particularly given that the room affected is served by an alternative large window. Accordingly, it is recommended that a condition is attached, should planning permission be granted, to ensure that the first floor window is obscure glazed.

These windows must be changed as per condition requirements and within a specified time limit.

Aside from the above mentioned issue concerning the fenestration to the side elevation, the proposed changes to the development are not considered to have any impact on adjoining

occupiers over and above that considered acceptable under previous consents. Previous conditions relating to residential amenity would continue to apply.

Subject to the above mentioned condition, the development is considered to comply with policies BE19, BE20, BE21, BE22, BE23, BE24 and OE1 of the Local Plan Part 2, which seek to safeguard residential amenity.

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

The Council's Supplementary Planning Document (SPD) on Residential Layouts, Policy 3.5 of the London Plan and the recently published Housing Standards Policy Transition Statement (October 2015), all set out minimum floorspace standards which should be met by residential developments. All three documents generally seek similar standards but there are small variations. Taking the most onerous requirements of the three documents, minimum floor spaces of 39m<sup>2</sup> should be provided for studio flats; 50m<sup>2</sup> for 1-bedroom units; 63m<sup>2</sup> for 2-bedroom units (assuming 3 person occupancy); and 86m<sup>2</sup> for 3-bedroom units (assuming 5 person occupancy). All the units proposed are considered to provide generous levels of floorspace in excess of these minimum standards.

Despite the high levels of obscure glazing to the rear elevation, with the exception of one small study, this does not impact on any habitable rooms and has notably been deemed acceptable by previous consents. Issues such as overlooking distances have also been accepted by previous consents. Accordingly, it is considered that all habitable rooms would receive an adequate outlook and levels of daylight.

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 studio and one-bedroom flats, 25m<sup>2</sup> for two-bedroom flats and 30m<sup>2</sup> for three-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 460m<sup>2</sup> of external amenity space should ideally be provided.

All of the ground floor units would be provided with private terraces or garden areas. The majority of upper floor units would also be provided with balconies. Additionally two areas of shared and usable amenity space would be provided. In total this equates to approximately 475m<sup>2</sup> of amenity space provision for the development, which complies with the Council's minimum standards and is considered to be acceptable.

The scheme exceeds current standards relating to internal floor space and meets 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**

No alterations are proposed to the site layout, access arrangements, parking or cycle storage provision over that approved under previous consents.

The site is located in very close proximity to Uxbridge Town Centre, Uxbridge Underground Station and Uxbridge Central bus station. Accordingly, despite the proposed increase in larger units, the proposed parking ratio on one space per unit is considered to be fully acceptable. Notably, the Council's Highway Engineer has raised no objections in this regard.

As per the original consent, planning obligations would be attached, should approval be granted, to ensure that no car parking permits can be issued to future occupiers of the flats. This would ensure there is no increase in parking demand along Lancaster Road and in the surrounding area, which is subject to controlled parking.

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

Issues relating to design have been discussed in parts 7.03 and 7.07 of the report.

The proposed variation of the original scheme does not give rise to any new security issues and such issues are addressed by way of condition in any case.

#### **7.12 Disabled access**

Access in and around the building would be as per that previously approved via planning permission ref: 68164/APP/2013/758, which also sought amendments to the original planning permission. The applicant has confirmed that 10% of the units are wheelchair accessible and that all units comply with Lifetime Homes standards, in accordance with previous condition requirements. Notwithstanding this, a previous condition requiring the development to achieve Lifetime Homes Standards has been removed as this is no longer a planning policy requirement.

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

Affordable housing provision remains as per the implemented consent (ref: 68164/APP/2013/758).

#### **7.14 Trees, Landscaping and Ecology**

No changes to the implemented consent are proposed in respect of landscaping.

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

No changes are proposed in this respect from the planning permission ref: 68164/APP/2013/758.

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

No changes are proposed in this respect from the planning permission ref: 68164/APP/2013/758. However, a previous condition requiring the development to achieve level 4 of the Code for Sustainable Homes has been removed as this is no longer a planning policy requirement. It is noted however that the developer had previously discharged the relevant condition relating to this.

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

No changes are proposed in this respect from the planning permission ref: 68164/APP/2013/758.

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

No changes are proposed in this respect from the planning permission ref: 68164/APP/2013/758.

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

None received.

#### **7.20 Planning Obligations**

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

In accordance with the previous consents, the following contributions are sought through a deed of variation to the S106 agreement:

1. Construction Training: Financial contribution in the sum of £3,062.41.
2. Education Contribution: Financial contribution in the sum of £37,604.
3. Health facilities: Financial contribution in the sum of £6,972.44.
4. Library contribution: Financial contribution in the sum of £740.14.
5. Restriction on Parking Permits: to remain as per the s106 dated 22 March 2013.
6. Affordable Housing: Financial contribution in the sum of £378,000.
7. Project Management and Monitoring Sum: to remain as per the s106 dated 22 March 2013 (5% of total cash contributions).

As the uplift in floorspace over the approved and implemented scheme is under 100m<sup>2</sup> the scheme is not liable to pay any further contributions towards the Mayoral CIL.

#### **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 principle of redeveloping the site for residential purposes has been well established via previous consents. Furthermore, amendments to the layout and design of the buildings were approved via previous variations to the original planning permission and those have, for the most part, already been implemented.

The proposed change to the unit mix would be achieved through very limited reconfiguration of internal spaces and the development would continue to provide a satisfactory living environment to future occupants. The now proposed alterations to the design of the lift shaft are, on balance, considered to be acceptable and the proposed amendments would not result in any additional impact on neighbouring properties.

The development is considered to comply with current local, London Plan and national planning policies relating to residential development and, accordingly, approved is recommended, subject to previously applied conditions and a variation to the original S106 agreement.

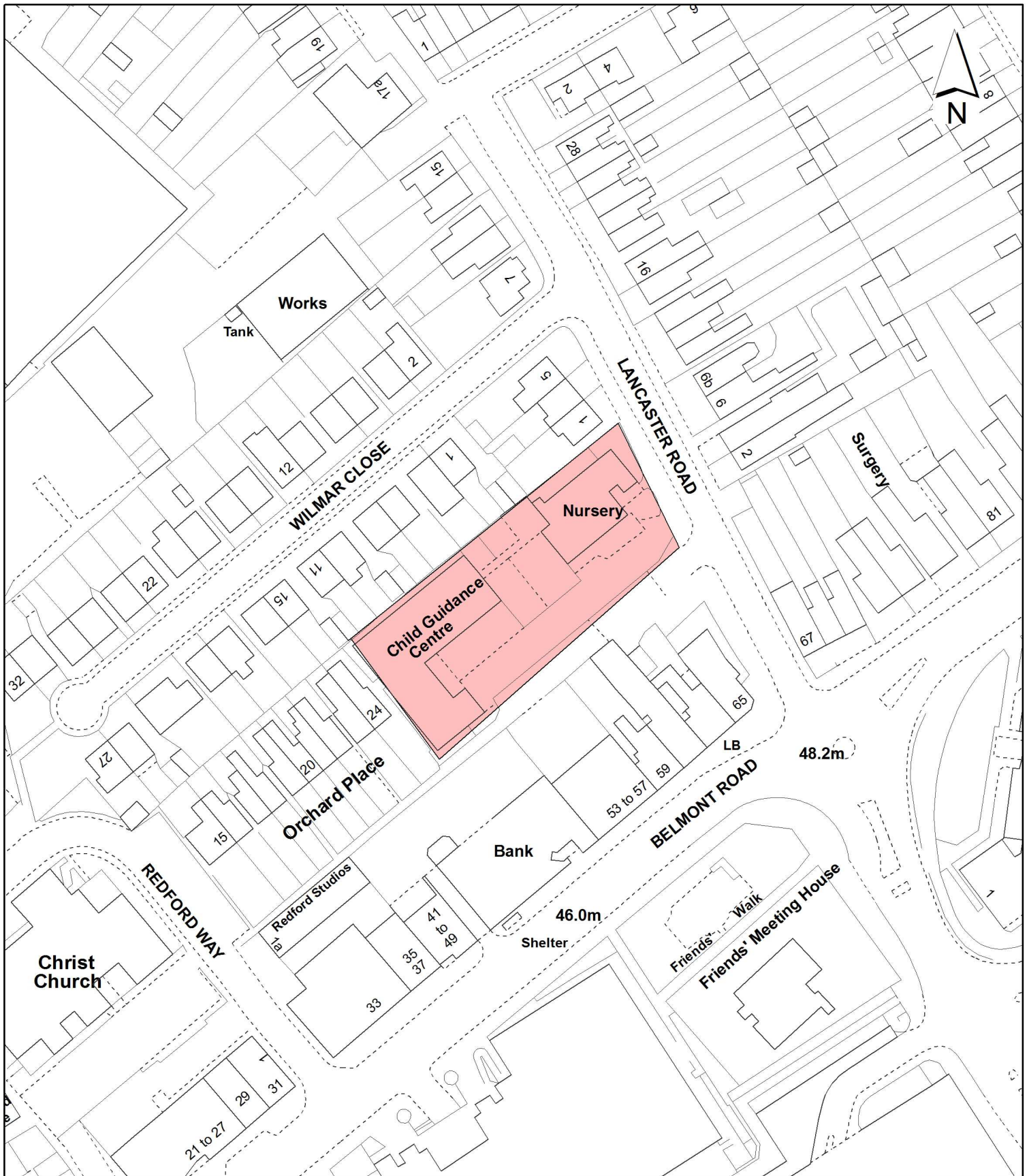
#### **11. Reference Documents**

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

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Site Address:

**HERMITAGE SCHOOL NURSERY &  
 LANCASTER CENTRE SITE  
 LANCASTER ROAD UXBRIDGE**

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

Planning Application Ref:

**68164/APP/2015/4167**

Scale:

**1:1,000**

Planning Committee:

**Major** Page 121

Date:

**February 2016**



**HILLINGDON**  
 LONDON

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

- Address** THE GRAND UNION OFFICE PARK PACKET BOAT LANE COWLEY
- Development:** Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.
- LBH Ref Nos:** 1197/APP/2015/4164
- Drawing Nos:** PBL-05-RevA  
PBL-04-RevA  
PBL-03-RevB  
PBL-02-RevA  
PBL-01-RevB  
PBL-DE1  
1 of 6  
2 of 6  
3 of 6  
4 of 6  
5 of 6  
6 of 6  
PBL-EX0  
PBL-EX1  
PBL-PB0-RevA  
PBL-PB1-RevA  
PBL-PB2-RevA  
PBL-PA4-RevA  
PBL-PB3-RevA  
PBL-PB4-RevA  
PBL-PC0-RevA  
PBL-PC1-RevB  
PBL-PC2-RevA  
PBL-PC3-RevA  
PBL-PC4-RevA  
PBL-E01-RevA  
PBL-E02-RevA  
PBL-E03-RevA  
PBL-E04-RevA  
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PBL-E06-RevB  
PBL-E07-RevB  
PBL-E08  
PBL-E10-RevA  
PBL-E11-RevA  
PBL-E12-RevA

PBL-E13-RevA  
 PBL-00  
 PBL-M4(3)-Unit 1-RevB  
 PBL-M4(3)-Unit 2-RevB  
 PBL-M4(3)-Unit 3-RevB  
 PBL-M4(3)-Unit 4-RevB  
 PBL-M4(3)-Unit 5-RevB  
 PBL-M4(3)-Unit 6-RevB  
 7 PBL-M4(3)-Unit 7-RevB  
 8 PBL-M4(3)-Unit 8-RevB  
 PBL-M4(3)-Unit 9-RevB  
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 PBL-M4(3)-Unit 14-RevB  
 PBL-M4(3)-Unit 15-RevA  
 206L01 Rev A  
 206SKD02  
 PBL-SK01  
 PBL-06-RevA  
 PBL-07-RevA  
 PBL-E01-RevA  
 PBL-E02-RevA  
 PBL-E03-RevA  
 PBL-E04-RevA  
 PBL-PA0-RevA  
 PBL-PA1-RevA  
 PBL-PA2-RevA  
 PBL-PA3-RevA

<b>Date Plans Received:</b>	12/11/2015	<b>Date(s) of Amendment(s):</b>	12/01/2016
<b>Date Application Valid:</b>	12/11/2015		11/11/2015
			15/01/2016
			12/11/2015
			21/01/2016
			19/11/2015

## 1. SUMMARY

Planning permission is sought for the demolition of Block C and end of Block B to facilitate the erection of four replacement five storey buildings with basement level in association with extensions to Blocks A and B to enlarge them to five storeys which would accommodate a total of 144 residential flats comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, and 28 x 3-bed units. The basement and ground floor level would provide 251 car parking spaces, 16 motorcycle spaces, 273 cycle parking spaces, plant service rooms, new landscaped areas to provide appropriate vehicular and pedestrian access for between and around the proposed buildings, as well as improved pedestrian access to the Grand Union Canal, and the provision of outdoor amenity space.

Until early 2015, the site was in use as an office (Use Class B1(a)) which is an employment use. However a number of prior approval applications have been granted or allowed at appeal for the change of use of buildings within the site from office to residential. There is currently consent for the provision of up to 190 residential units within the envelope of the existing buildings and work to convert buildings A and B has begun which will deliver 107 of these units. As such, the principle of a residential use on this former office site has been established and the loss of employment floorspace accepted. This full planning application will seek consent for 144 units through new build development which will provide a total of 251 units within the site, an increase of 61 units from which has been consented, under the prior approvals.

The development makes better and more efficient use of this previously developed site in comparison with the consented scheme as it would provide better quality internal and external living space (All dwellings hereby approved would comply with the unit size standards as prescribed by the London Plan (FALP 2015) and National Technical Housing Standards); incorporates enhancements of the canal environment and setting of the site; provides a range of affordable units; provides ecological and sustainability improvements; and redesigns and improves on the parking arrangements.

The proposed extensions and new buildings are well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes significant improvements to the canal side environment. Its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook.

The site is located adjacent to Cowley Lock Conservation Area, the Green Belt and the Grand Union Canal (part of the Blue Ribbon Network) with its towpath flanking the site. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms and that its impact on the conservation area and Green Belt would be limited.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

The development would reduce the level of car parking from 318 workplace car parking spaces to 251 car parking spaces and provide two car club parking bays. The parking provision would comply with parking standards at local and regional levels. It would retain the existing vehicular access and manoeuvrability within the site is considered to be acceptable.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing Affordable Housing, Highway Works, Off-site Landscaping Works, a Travel Plan, Car Club provision, Car Park Management Scheme, and contributions towards Construction Training and a Project Management & Monitoring Fee.

## **2. RECOMMENDATION**

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

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980**

(as amended) and/or other appropriate legislation to secure:

**Non-monetary contributions:**

i) **Affordable Housing:** To be confirmed (please see section 7.13 for further details).

ii) **Affordable Housing Review Mechanism:** The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).

iii) **Traffic performance modelling of the Packet Boat Lane / High Road junction** to demonstrate that it would continue to operate to an acceptable standard following completion of the development or mitigation measures (S178/S38 highway improvement works) with modelling to ensure that the junction continues to operate to an acceptable standard to the Local Planning Authority's satisfaction.

iv) **Car Club provision** in the form of two parking spaces within the site.

v) **S278/S38 agreement** to secure entry treatment at the vehicular access onto Packet Boat Lane.

vi) **A full and formal Travel Plan** with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

vii) **Enhancement/improvement works** to the canal towpath along the western boundary (to include provision of new access points) and to the public open space owned by the London Borough of Hillingdon, to the north of the site. These 'off-site' enhancements will be subject to agreement with the relevant landowners (LBH and the Canal and River Trust). A survey of condition and schedule of repairs identified for the water wall shall also be incorporated within these works to the satisfaction of the LPA, in consultation with the Canals and Rivers Trust.

**Monetary contributions:**

viii) **Construction Training:** either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

ix) **Project Management & Monitoring Fee:** a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278

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

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

D)If the Legal Agreements have not been finalised by 9th August 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (FALP 2015).'

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

PBL-EX0, PBL-DE1, PBL-EX1, PBL-00, PBL-02-RevA, PBL-04-RevA, PBL-05-RevA, PBL-PC3-RevA, PBL-PA2-RevA, PBL-PA1-RevA, PBL-PA0-RevA, PBL-E04-RevA, PBL-PB0-RevA, PBL-PB1-RevA, PBL-PB2-RevA, PBL-PA4-RevA, PBL-PB3-RevA, PBL-PB4-RevA, PBL-PC0-RevA, PBL-PC2-RevA, PBL-PA3-RevA, PBL-PC4-RevA, PBL-E01-RevA, PBL-E02-RevA, PBL-E03-RevA, PBL-E04-RevA, PBL-E05-RevA, PBL-E08, PBL-E10-RevA, PBL-E11-RevA, PBL-E12-RevA, PBL-E13-RevA, PBL-06-RevA, PBL-07-RevA, PBL-E01-RevA, PBL-E02-RevA, PBL-E03-RevA, PBL-01-RevB, PBL-03-RevB, PBL-E06-RevB, PBL-PC1-RevB, and PBL-E07-RevB.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan

(November 2012) and the London Plan (FALP 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:

- Air Quality Assessment (November 2015)
- Arboricultural Survey and Impact Assessment (June 2015)
- Archaeological DBA (November 2015); Archaeology Collective's response to GLAAS on Coring, Geoarchaeology and Paleo-environmental Assessment; and Geo-archaeological site works rapid resume by Allen Environmental Archaeology.
- CIL Form
- Design and Access Statement
- Ecological Assessment (November 2015)
- Sustainability Statement (10th November 2015)
- Energy Strategy (12th November 2015)
- Financial Viability Assessment
- Flood Risk Assessment
- Geo Environmental Report (August 2015)
- Geo-Environmental and Geotechnical Ground Investigation Report (June 2014)
- Landscape Strategy Parts 1-2
- Canal Section SK-01
- Landscape Lighting Strategy 206SKD01
- Landscape Boundary Strategy 206SKD02
- Landscape Masterplan 206L01 A
- Noise Impact Assessment (June 2015)
- Planning Statement
- Services Strategy (6th November 2015)
- Pumping Station Distance Plan
- Surface Water Management Plan Rev B (November 2015)
- Transport Assessment Rev 01 (November 2015)



- Ground Floor and Basement Layouts (13th January 2016)
- Transport Response Note (16th January 2016)
- Waste Management Strategy (1st December 2015)

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

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (FALP 2015).

**4 OM19 Construction Management Plan**

Prior to commencement of development, a Construction Management Plan (to include a Construction Logistics Plan (CLP)) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the construction process.

**REASON**

To safeguard the amenity of surrounding areas in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

**5 COM6 Risk assessment to users of the canal**

Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the waterway must be submitted to and approved in writing by the local planning authority in consultation with the Canal & River Trust. Thereafter, the works shall be carried out in accordance with the approved Method Statement.

**Reason**

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the waterway, in accordance with policy 7.24 of the London Plan (FALP 2015).

**6 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be

damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with 'saved' policy BE38 of the Unitary Development Plan (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **7 RES9 Landscaping (including for the refuse storage areas)**

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

##### 1. Details of Soft Landscaping

- 1.a All ornamental and ecological planting (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 area
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of flats as to ensure the privacy of these residents.
- 2.c Hard Surfacing Materials
- 2.d Other structures (such as the access ramp from Packet Boat Lane)

##### 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

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenity of the locality and contributes to a number of objectives in compliance with 'saved' policies BE13 and BE38 of the Unitary Development Plan (2012), and policy 5.17 (refuse storage) of the London Plan (FALP 2015).

### **8 NONSC Bird Hazard Management Plan**

Prior to occupation of the development, details of a Bird Hazard Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

-Management of any flat/shallow pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

#### REASON

In the interest of Aircraft safety. It is necessary to manage the flat/ green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

### **9 NONSC Contamination**

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

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

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

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

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

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

(iv) 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.

#### 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 'saved' policy OE11 of the Unitary Development Plan (2012).

#### **10 NONSC Scheme for Ecological Enhancement**

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

#### REASON

To ensure the development contributes to ecological enhancement in accordance with policy EM7 in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policy 7.19 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

#### **11 NONSC Energy Strategy Implementation**

Prior to commencement of development, the measures sets out the submitted Energy Strategy shall be implemented and completed. Details of the proposed heat network and CHP unit as well as the roof plans showing the inclusion of PV panels shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The plans shall be accompanied by a statement of how the CHP and PVs will be maintained and the mechanisms for reporting the energy and CO2 output of the development to the Local Planning Authority on annual basis. The development must be completed in accordance with the approved plans and operated in accordance with the approved statement.

#### REASON

To ensure the development is sustainable and meets its carbon reduction targets in

accordance with policy 5.2 of the London Plan (FALP 2015)

## **12 NONSC External Lighting and CCTV schemes**

Before any part of the development is occupied, details of proposed lighting and CCTV schemes shall be submitted to and approved in writing by the Local Planning Authority. Such lighting and CCTV details as agreed shall be provided prior to first occupation of the development and shall remain in perpetuity.

### **REASON**

In the interest of crime prevention, ecology and visual amenity of the waterway setting, in accordance with policies 7.3, 7.4, and 7.19, of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

## **13 COM15 Sustainable Water Management**

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

### **a) Manages Water:**

The scheme shall follow the strategy set out in the 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Nimbus Engineering dated November 2015, and demonstrate ways of controlling the surface water on site by providing information on:

### **b) Suds features:**

- i. incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

### **c) Receptors:**

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate (if initial investigations conclude that existing sewer network is unlikely to be able to support the demand anticipated from the development, it is necessary for the developer to fund an Impact Study).

- ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate). You are required to demonstrate what measures would be undertaken to minimise ground water discharges into the public sewer.

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

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

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

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;

- iii. provide details of how rain and grey water will be recycled and reused in the development.
- e) Long Term Management and Maintenance of the drainage system:
  - i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
  - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.
- f) Volume of water and potential pollution of the Grand Union Canal.
  - i. If surface water run-off and ground water is proposed to drain into the Grand Union Canal, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal and River Trust. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.
- g) During Construction:
  - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for the lifetime of the development.

#### REASON

To determine the potential for pollution of the Grand Union Canal and likely volume of water and to ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding, conserves water supplies, and suitable infrastructure is in place to support and improve water quality in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

#### **14 COM30 Noise insulation from road traffic**

Prior to commencement of development, details of a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

#### REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with 'saved' policy OE5 of the Unitary Development Plan (2012) and policy 7.15 of the London Plan (FALP 2015).

#### **15 NONSC Archaeological Stage 1 & 2**

Prior to commencement of the development hereby approved, a stage 1 written scheme of investigation (WSI) shall have been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no excavation works/development hereby approved shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination

of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no excavation works/development hereby approved shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

#### REASON

To safeguard the potential archaeological interest of the site in accordance with 'saved' policies BE1 and BE3 of the Unitary Development Plan (2012); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

#### **16 NONSC Archaeology Foundation Design**

Following the review of the results of the Stage 1 evaluation required under Condition 15, if heritage assets worthy of preservation in situ are identified then no development shall take place until details of the foundation design or altered basement design and construction method to protect archaeological remains have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

#### REASON

To safeguard the potential archaeological interest of the site in accordance with 'saved' policies BE1 and BE3 of the Unitary Development Plan (2012); policy 7.8 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

#### **17 NONSC Cycle Parking**

The development shall not be occupied until 271 cycle parking spaces with 5% for adapted cycles have been provided. Thereafter the cycle parking spaces shall be permanently retained and used for no other purpose than the parking of bicycles.

#### REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (FALP 2015).

#### **18 RES16 Car Parking**

The development shall not be occupied until 251 car parking spaces (as shown on drawing No. PBL-00) inclusive of 10% disabled bays, 20% electric charging bays with a further 20% bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles.

#### REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of 'saved' policy AM14 of the Unitary Development Plan (2012) and Chapter 6 of the London Plan (FALP 2015).

**19 NONSC Ramp Signal**

Prior to occupation of the development, details of a ramp control signal shall be submitted to and agreed in writing with the Local Planning Authority. The signal shall only permit segregated vehicle entry and exit movements into the basement and shall be installed and is operational prior to first occupation in accordance with the approved details. Thereafter the ramp control signal shall be permanently retained and kept operational.

**REASON**

To ensure appropriate vehicular access to the basement and to ensure the safety of users, in accordance with 6.3 of the London Plan (FALP 2015)

**20 RES18 Accessible Homes/Wheelchair Units**

10% of the dwellings hereby approved shall be constructed to meet Category 3 M4(3) 'wheelchair user dwellings', with all remaining units designed to the standards for Category 2 M4(2) 'accessible and adaptable' as set out in Building Regulations (ADM 2015). All such provisions shall remain in place in perpetuity.

**REASON**

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (FALP 2015) and the National Planning Policy Framework (2012).

**21 NONSC Minimising Water Usage**

No part of the residential development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4 targets. Evidence requirements are detailed in the "Schedule of evidence required for Post Construction Stage from WAT1 of the Code for Sustainable Homes Technical Guide. Evidence must demonstrate an internal water usage rates of 105l/p/day which must be submitted to and approved by the Local Planning Authority, unless otherwise agreed in writing.

**REASON**

In the interests of sustainability in accordance with policy 5.3 (Sustainable Design & Construction) of the London Plan (FALP 2015).

**22 NONSC Overlooking**

Notwithstanding the details submitted, full details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter in perpetuity.

**REASON**

To safeguard the amenity of future occupiers in accordance with 'saved' policy BE24 of the Unitary Development Plan (2012).

**23 NONSC Outdoor Amenity Areas**

Prior to occupation of the relevant dwelling, each dwelling shall be provided with outdoor amenity areas for future use of their residents as hereby approved. Thereafter, the amenity areas shall so be retained in perpetuity.



REASON:

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with 'saved' policy BE23 of the Unitary Development Plan (2012) and policy 7.1 of the London Plan (FALP 2015).

**24 NONSC Samples of Materials**

Prior to where construction works are at damp proof course level, details of all materials and external surfaces, including details of balconies shall 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 'saved' policy BE13 of the Unitary Development Plan (2012).

**25 NONSC Piling Method Statement**

No 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 and mitigation may be required to ensure that there is no detrimental impact on water supply or quality in accordance with the 'Water supply, Waste water, and Water quality' section of the National Planning Policy Guidance.

**26 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 (2015).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Unitary Development Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (FALP 2015) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE4	New development within or on the fringes of conservation areas
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains

EM6	(2012) Flood Risk Management
H1	Sites safeguarded for residential development
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 2.18	(2011) Green Infrastructure: the multi functional network of open and green spaces
LPP 3.1	(2015) Ensuring equal life chances for all
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LPP 3.13	(2015) Affordable housing thresholds
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LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
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LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
LPP 6.10	(2015) Walking
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic

LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
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 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
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.
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LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.25	(2015) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2015) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2015) Restoration of the Blue Ribbon Network
LPP 7.3	(2015) Designing out crime
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LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional

OE9 surface water run-off - requirement for attenuation measures  
Limitation of development in areas with a potential for sewerage  
flooding

**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 the Unitary Development Plan (2012)), 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.

**4 11 Building to Approved Drawing**

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

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

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

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

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

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

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

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

**6**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership. Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk).

**7 12 Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either

its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**8**            I21                    **Street Naming and Numbering**

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

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

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

**10**          I45                    **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**11**          I48                    **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

**12**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**13**

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

**14**

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable

device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Regarding the Piling Method Statement, it is recommended that the developer contact 'Developer Services' on 0800 009 3921 to discuss its details.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 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)."

#### 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.

#### 15

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

#### 16

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).

#### 17

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

#### 18 IT05 **Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to

consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

### **19            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))

## **3.            CONSIDERATIONS**

### **3.1           Site and Locality**

The application site measures approximately 1.45 hectares and is located on the northern side of Packet Boat Lane, off West Drayton High Road. The site currently comprises three good quality office buildings built in the 1980s which are two and three storeys in height with pitched roofs.

It is understood that the office use ceased over a period covering the first half of 2015 with tenancies ending and businesses leaving the site. Since that time, work has commenced on two of the three buildings to have them converted to residential use.

The site is bound to the north and east by mainly two storey residential properties. To the south across Packet Boat Lane lies Tomo Industrial Estate which accommodates a range of commercial/light industrial type uses, with residential further east along Packet Boat Lane in the form of the recently converted and extended Packet Boat House. To the west, the Grand Union Canal (part of the Blue Ribbon Network) and its tow path flanks the site, and beyond that there are a number of small lakes and the River Colne. This area to the west is designated Green Belt and within the Cowley Conservation Area.

The application site is located within an Air Quality Management Area, Flood Zone 1, and has a PTAL rating of 1b, which is very poor. The site is also located within proposed Site Allocation 30 (SA 30) and Colne Valley Archaeological Priority Zone as set out within the Council's emerging Local Plan: Part 2.

In reference to SA 30, the the Council's emerging Local Plan: Part 2 'Site allocations and designations' document has proposed to allocate this site for housing in view of the approved change of use from office to residential through the Prior Approval process.

### **3.2           Proposed Scheme**

The proposed development is for the demolition of Block C and end of Block B and involves excavation works to facilitate the erection of four replacement five storey buildings with basement level in association with extensions to Blocks A and B to enlarge them to five storeys which would accommodate a total of 144 residential flats comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, and 28 x 3-bed units. The basement and ground floor levels would provide 251 car parking spaces, 16 motorcycle spaces, 273 cycle parking spaces, plant



service rooms, new landscaped areas to provide appropriate vehicular and pedestrian access for between and around the proposed buildings, as well as improved pedestrian access to the Grand Union Canal, and the provision of outdoor amenity space.

The site would deliver 251 residential units. 107 units are already being created under prior approval ref. 1197/APP/2014/3122 which allows up to 190 units. This full application seeks planning permission for 144 units, through new build development. In total, there would be an increase of 61 units from what has been consented for the site. Four new residential blocks are sought referred to as blocks C, D, E, and F, which would contain 47, 13, 13, and 18 units, respectively. Blocks A and B relate to the existing office buildings which are being retained, converted (under prior approval), and hereby extended to five storeys. The extensions to these buildings would provide an additional 4 units within block B and 17 within block A.

Significant external changes are sought to existing blocks A and B which include two additional storeys; provision of a copper roof; changes to fenestration; change to the external materials; and the provision of balconies. These works would help to blend the existing parts of the development site with the new.

The proposal includes extensive landscaping works to form amenity and play space for use by residents. The majority of the units would have integral private balconies and a large area of well-designed communal play space is to be provided towards the northern end of the site, along with significant new planting and landscaping along the tow-path's edge.

Car and cycle parking spaces would be provided at ground and basement levels. A total of 251 car parking spaces are proposed, including two car club spaces for members use; 10% accessible spaces for disabled users; 20% active electric spaces; and a further 20% passive electric spaces. The proposal would also provide 16 motorcycle spaces within the basement. There would be 273 cycle spaces with 179 of these within the basement and a further 94 at various locations within the buildings envelopes at ground floor level. The basement would be secure and accessible only to future residents. Refuse and recycling storage provision would be provided at ground floor level within the new buildings. The access to the site would remain as existing.

### 3.3 Relevant Planning History

1197/APP/2014/3725      Union Park Packet Boat Lane Cowley

Prior approval application for change of use from B1(a) to C3 use

**Decision:** 11-12-2014      Refused

1197/APP/2014/3988      Unit 6 Union Park Packet Boat Lane Cowley

Prior approval for change of use from B1(a) to C3 use (to create 27 self contained flats with a mix of 4x studios, 7x 1 bed and 16 x 2 bed)

**Decision:** 31-12-2014      Approved

1197/APP/2014/3989      Units 7-8 Union Park Packet Boat Lane Cowley

Prior Approval for change of use from B1(a) to C3 (to create 18 self contained flats with a mix of 1 x 1 bed and 10 x 2 bed)

**Decision:** 31-12-2014 Approved

1197/APP/2014/3990 Units 1-5 Union Park Packet Boat Lane Cowley

Prior approval for change of use from B1(a) to C3 use (to create 65 self contained flats with a mix of 34 x 1 bed and 31 x 2 bed)

**Decision:** 31-12-2014 Approved

1197/APP/2015/1874 Grand Union Office Park Packet Boat Lane Cowley

Non-material amendment to planning permission ref. 1197/APP/2015/386, dated 16/4/15 (External alterations to units 1-8 including amendments to external materials, amendments to fenestration insertion of rooflights/windows and addition of balconies and porticos) to allow external alteration to units 1-6, including changes to window siting, removal of render and insertion of doors (S96A Application).

**Decision:** 18-06-2015 Approved

1197/APP/2015/386 Grand Union Office Park Packet Boat Lane Cowley

External alterations to units 1-8 including amendments to external materials, amendments to fenestration, insertion of rooflights/windows and addition of balconies and porticos.

**Decision:** 16-04-2015 Approved

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

The existing office blocks on the site were constructed in the 1980s and were in use until early 2015. In terms of relevant planning history to the current application, it follows the approval of application ref: 1197/APP/2014/3990 for change of use for up to 190 residential (C3) units from office (B1(a)) under The Town and Country Planning (General Permitted Development)(Amendment)(England) Order 2013, allowed at appeal on 18th February 2015. This prior approval application relates to all buildings on the site and is the consent by which Blocks A and B are currently being converted.

Three further prior approval applications (references: 1197/APP/2014/3990, 1197/APP/2014/3989 and 1197/APP/2014/3988) for change of use from B1(a) office to C3 residential have been approved by the Council for the three separate buildings, totalling 110 units.

Regarding the prior approval application that was allowed at appeal, the Inspector imposed two conditions to this site-wide consent. The first of these conditions was to be discharged prior to commencement of the development and related to the presence of ground gas on the site. Further testing was carried out and a ventilated membrane designed which enabled the condition (reference: 1197/APP/2015/1744) to be discharged on 7th July 2015. The second condition relating to soils testing must be approved prior to occupation and is currently awaiting discharge by the Council with a target decision date of 7th December 2015.

To practically deliver the site-wide prior approval application mentioned above, further

associated development has been sought. The first of these (reference: 1197/APP/2015/386) sought full planning permission for external alterations to units 1-8 including amendments to external materials, amendments to fenestration, insertion of roof lights and windows and addition of balconies and porticos. This application was approved by the Council on 16th April 2015.

That planning permission was subsequently altered through a Non-Material Amendment application (reference: 1197/APP/2015/1874) approved on 18th June 2015 which changed a number of very minor details relating to altering window and balcony designs, removing the use of render, and changing door locations. A further Non-Material Amendment application (reference: 1197/APP/2015/3490) is currently awaiting determination by the Council, having expired on 15th October 2015. The primary change sought relates to enlarging window openings for the apartments currently being converted in Blocks A and B.

The original planning permission for the external alterations was also subject to a condition that sought further details of materials, external surfaces, and balconies. An Approval of Details application (reference: 1197/APP/2015/3489) to discharge those details was approved on 13th November 2015.

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

Please see list below.

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

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

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

	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE4	New development within or on the fringes of conservation areas
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
H1	Sites safeguarded for residential development
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LPP 2.18	(2011) Green Infrastructure: the multi functional network of open and green spaces
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NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area

- OE2 Assessment of environmental impact of proposed development
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE9 Limitation of development in areas with a potential for sewerage flooding

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

**5.1 Advertisement Expiry Date:- 16th December 2015**

**5.2 Site Notice Expiry Date:- 11th December 2015**

## **6. Consultations**

### **External Consultees**

Site Notice: Erected 20th November 2015

Press Advertisement: 25th November 2015

Neighbouring households, amenity groups, and local businesses were notified of the proposal on 23rd November 2015. The consultation period expired on 16th December 2015.

So far nine letters have been received objecting to the proposal. The objection responses raise the following concerns:

- (i) The scale of the development including its height is out of keeping with the character of the area.
- (ii) The proposal would result in light pollution.
- (iii) Loss of daylight/sunlight to neighbouring properties.
- (iv) Loss of privacy to neighbouring properties.
- (v) Excessive levels of parking which would cause traffic and increased air pollution.
- (vi) The proposal would impact detrimentally on existing public transport.
- (vii) Disruption during construction from noise and pollution.
- (viii) Impact on the flood risk of the area.
- (ix) Impact the value of neighbouring properties along Sefton Way.
- (x) Mains water and sewerage capacity.
- (xi) Access from Sefton Way to the towpath.
- (xii) Maintenance of the towpath.

Officer's response: Firstly, responsibility for maintenance of the towpath will remain with the Canal and River Trust. The development would secure significant improvements to it in terms of accessibility and usability, therefore the proposal is considered acceptable in this regard. Secondly, the impact of development on property values in the surrounding area is not a material planning consideration. All other issues raised have been considered in the main body of the report.

In addition, a number of responses mentioned that they welcomed the proposed improvements to the canal towpath.

CANALS AND RIVERS TRUST

Comments (summary):

Principle of development

We have no objection to the principle of development of this site, and hope that a residential scheme will bring more passive surveillance and activity to the towpath. The site has a towpath frontage of 167m.

#### Access and towpath works

We support the inclusion of the towpath within the redline boundary of the application site, although note that this does not incorporate the whole towpath, to the waterway wall. This may need to be amended in order to incorporate the towpath works within the application.

It is not clear what works will be undertaken to the existing pedestrian access from Packet Boat Lane to the towpath. We would like to see this widened and fully ramped rather than the existing shallow steps. Consideration should be given for cyclists joining the towpath to ensure there is no potential for collision with pedestrians.

We seek resurfacing works to the towpath as part of the development, to ensure that it is suitable for use by additional residents and visitors to the site. There is limited detail for this in the application, so we would request more information by condition or legal agreement. We would require a surfaced path up to 2m wide, plus retaining a grass margin on the water's edge, and a hedge to the rear of the towpath.

#### Landscaping

As part of the canalside landscaping works, we would also request that the applicant improve the width of the towpath by replanting the hedge or tree line further inland. The towpath feels confined and isolated by the existing trees and undergrowth, so opening up the towpath would be a great improvement. A reduction in the hedge height would also help improve this.

Any trees/shrubs that are proposed to be planted or retained near the canal wall should not negatively impact on the structural integrity of the canal wall. Any negative impact on the structural integrity of the canal wall caused by the developments trees will need to be rectified by the development. We note that trees numbered 29 and 30 are Alder, which can damage waterway walls as their roots grow towards the water.

We have no objection to the proposed widening of the towpath in two places, as sitting areas with benches, but we would like to ensure that this area be carefully managed as part of the wider site management, so that it does not become misused for anti-social behaviour and littering. In some areas the Trust has been asked by local residents to remove benches to try and address anti-social behaviour.

#### Lighting

Minimal lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations.

#### Ecology

The Ecological Report Recommendations/Environmental Enhancements includes the provision of bat boxes, and the Trust would be interested in any data that is collected as part of the monitoring of these.

#### Offsite works



A legal agreement should be secured to carry out improvement works to the towpath.

If the Council is minded to grant planning permission, it is requested that informatives and the following conditions be attached to the decision notice:

Conditions:

1. Risk assessment and Method Statement outlining all works to be carried out adjacent to the water
2. Landscaping scheme
3. Lighting and CCTV schemes
4. Survey of condition and schedule of the repairs identified for the waterway wall
5. Feasibility study to assess the potential for moving freight by water during the construction cycle

Officer's response: A substantial level of the works in reference to the consented prior approval scheme have been carried out whereby arrangements for moving freight have already been settled. It would not be reasonable to require a feasibility study to assess the potential for moving freight by water given the stage the works are at on site.

Improvement works to the canal towpath are to be agreed by legal agreement and this would include making good any damage caused to the waterway wall. Therefore a condition in relation to the waterway wall would be unnecessary. However, it is considered reasonable to impose a condition to require the submission of a risk assessment and method statement to ensure the safety of towpath users.

The Council's Tree and landscaping Officer has also requested a landscaping scheme and the Sustainability Officer has requested a lighting scheme. Should the application be approved, conditions requiring the submission of landscaping, lighting, and CCTV schemes to ensure the proposal has appropriate landscaping to meet the needs of future occupiers and to address ecology and security concerns would be imposed.

#### DESIGNING OUT CRIME OFFICER (DOCO)

Comments (summary): No objection.

Officer's response: The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, however has raised concern regarding security to flats that face directly onto the canal towpath. A condition would secure a CCTV scheme to improve security and Building Regulations: Approved Document Q ensures reasonable provision is made to resist unauthorised access to dwellings which would address the concerns raised regarding the units that face the canal. As the latter is mandatory, the development would have to meet an acceptable standard of security and as such, it is not considered necessary to add any further conditions.

#### ENVIRONMENT AGENCY

Comments (summary): No objection, there are no constraints which fall within our remit for this application.

Officer's response: Noted.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Comments (summary):

Appraisal of this planning application using the Greater London Historic Environment Record and

information submitted with the application indicates a need for further information to reach an informed judgement of its impact on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest.

The proposed development site lies within the Colne Valley Archaeological Priority Zone defined for the Hillingdon Local Plan and reflecting the archaeological potential of the river valley. Principally this archaeological interest relates to the discovery of well preserved late Upper Palaeolithic and Mesolithic sites and associated palaeo-environmental remains at numerous locations along the Lower Colne in Hillingdon, Buckinghamshire and Surrey. Such remains can be of national importance.

Later prehistoric occupation may also be present whilst the river was managed and used for mills from the medieval period on.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

- Geoarchaeology Coring
- Archaeological Field Evaluation

Ultimately if you are going to issue a favourable decision notice then a two-stage condition would be the most appropriate safeguard since there is clear archaeological potential for the site.

Officer's response: Please see section 7.03 of this report for full consideration of the issues raised. Should the application be approved, conditions as suggested would be imposed to safeguard any potential heritage assets.

#### HEATHROW SAFEGUARDING

Comments (summary): No objection.

Subject to condition to require the submission of a Bird Hazard Management Plan and the following informatives:

1. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.
2. Cranes: Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

Officer's response: Noted. Should the application be approved, a condition to require the submission of a Bird Management Plan for airport safeguarding would be imposed.

#### TRANSPORT FOR LONDON (TFL)

Comments (summary): No objection, subject to the following comments:

1. TfL request that the applicant complies with the latest London Plan cycle parking standards (Policy 6.9). TfL expects that 5% of cycle parking spaces will be modified for adapted cycles.
2. TfL expects a residential Travel Plan statement to be submitted in support of the application. The

Travel Plan should be secured through the section 106 agreement or by planning condition. The travel plan should be prepared in accordance with TfL guidance and updated on a regular basis.

3. To minimise the impact of this development on the highway network during the construction and operational phase TfL requests that a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) are submitted to the council for approval.

Officer's response: The development would provide 273 cycle spaces (inclusive of 5% adapted cycle spaces) with 179 of these within the basement and a further 94 at various locations within the building's envelopes at ground floor level, which is compliant with policy 6.9 of the London Plan (FALP 2015). A Construction Management Plan which would include a logistics plan would be secured by condition. Given the nature and scale of the development, a Delivery and Service Plan would be considered unnecessary. Particularly as refuse servicing details have been provided which are acceptable. A Travel Plan would be secured by legal agreement which would have a Modal Shift Target to seek a 8% reduction in single occupancy car trips over a 5 year period which is considered reasonable given that the site would benefit from being relatively close to a Crossrail station which will be operational from 2019 and as such would significantly improve the PTAL for the site.

## THAMES WATER

Comments (summary):

### Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following conditions and informatives:

1. Condition to be applied to ascertain a drainage strategy detailing any on and/or off site drainage works.
2. Condition for Piling Method Statement.
3. Informative re: Groundwater Risk Management Permit.

### Water Comments

You are advised that regarding water supply, this area is covered by the Affinity Water Company.

### Supplementary Comments

In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the proposed development, a drainage strategy must be submitted detailing the foul and surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy, along with details of the overall reduction in surface water flows. i.e. existing surface water discharges (pre-development) in to the public sewers for storm periods 1 in 10, 30, 100 etc... versus the new proposed volumes to be discharged for the whole development. If initial investigations conclude that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study.

Officer's response: The agent has clarified that the nearest residential unit to the pumping station would be in excess of 20m away. Therefore, the proximity of the pumping station is not considered to be an issue and would be compliant with best practice in Sewers for Adoption (6th edition).

Should the application be approved, conditions to implement the submitted drainage strategy and ascertain associated water management details and a Piling Method Statement would be imposed to reduce the risk of flooding and to minimise the potential for damage to subsurface sewerage infrastructure.

### **Internal Consultees**

#### **ACCESSIBILITY OFFICER**

Comments (summary): No objection.

10% of the proposed residential units should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable, as set out in ADM 2015. To this end, of the 144 units designated as new development, 15 should be designed and constructed to meet the standards prescribed in ADM 2015 M4(3), with the remaining 130 units designed to comply with M4(2).

The height difference between the proposal site and the adjacent canal towpath is understood to range from 1.3m to 1.5m. A ramped path connection is proposed at the northern end to provide accessibility to and from the residential area.

Drawing no: PBL-P01-Rev A indicates that lift access would be achieved within the new blocks to provide wheelchair access to the floors above and from the basement car parking.

Subject to condition to ascertain an accessible scheme and an appropriate level of wheelchair adaptable units, no objection is raised.

Officer's response: Noted. Should the application be approved, a condition to ensure the delivery of 10% wheelchair accessible units and all units to be accessible, in compliance with Part M, Categories 2 and 3 of the Building Regulations would be imposed to ensure the development proposal provides for the needs of a diverse and ageing population in London, in accordance with policy 3.8 'Housing Choice' of the London Plan (FALP 2015).

#### **CONSERVATION AND URBAN DESIGN**

Comments (summary): No objection

The site lies within the proposed Colne Valley APZ and adjacent to the Cowley Lock Conservation Area. At present it contains a number of 2-3 storey, fairly plain modern office blocks. Those along the canal frontage are to be retained and extended to the north, with the addition of two extra floors. The current scheme has been subject to extensive pre application discussions.

Whilst the buildings will be taller than those existing, it is considered that their impact on the character and appearance of the adjacent conservation area will be limited; as the canal side views from the tow path will be partially screened by trees and longer distance views will be screened by the existing areas of woodland planting. The development will also be set against a general town scape of varied building types, many of which are industrial in appearance. The architecture and proposed materials of the altered buildings take their cue from these buildings, with an interesting and well detailed roof line.

The scheme also includes proposed improvements to the canal side environment.

No in principle objections are raised to this development in conservation and design terms, however, it will be necessary to condition samples of the materials to be used for all of the elevations as their quality will be crucial in the success of this scheme.

Officer's response: Noted. Should the application be approved, a condition to obtain samples of external materials for the buildings would be imposed to ensure that the development is of an acceptable appearance.

#### EPU

##### Contaminated Land

Comments (summary): No objection.

Subject to condition to ascertain a scheme to deal with contamination.

Officer's response: Noted. The suggested condition will be imposed if planning permission is granted.

#### Noise

Comments (summary): No objection.

If planning permission is to be given, I would recommend an informative to provide information about who to contact regarding noise issues and a condition to secure a sound insulation and ventilation scheme for protecting the proposed development from road traffic noise.

Officer's response: This condition will be imposed if planning permission is granted to ensure future occupiers have an acceptable level of accommodation.

#### Air Quality

Comments (summary): No objection.

Subject to securing a Travel Plan and Construction Management Plan.

Officer's response: Noted. These conditions will be imposed if planning permission is granted to ensure air quality is not adversely impacted by the development.

#### HIGHWAYS

Comments (summary): No objection.

Highway comments following receipt of Transport Assessment Report:

a. Car park provision for disabled used should include 10% of all parking bays. Provision for Electric Vehicles should include 20% active and 20% passive.

b. The vehicular swept paths should include 300mm margins for error. The access ramp to the underground car parking would not allow safe two way traffic movements. This ramp should be widened particularly around the bend and have a central separation margin or alternatively incorporate signal controls to segregate entry and exit traffic movements.

c. The assessment of traffic performance of junction at Packet Boat Lane / High Road is required for the morning and evening peak periods. This is required because the pattern of traffic movement are significantly different between residential and office uses and changes the turning movements at the junction. The development scenarios required to be assessed should include existing, committed / consented and proposed. Should any mitigation be required, appropriate proposals should be

assessed to demonstrate satisfactory performance. Traffic Modelling for the existing junctions must demonstrate acceptable calibration and validation.

d A s106/s278 agreement will be required for the traffic performance modelling and if necessary, mitigation measures (which could include highway improvements) to ensure that the Packet Boat Lane / High Road junction would continue to operate to an acceptable standard. A legal agreement should also secure a Travel Plan, Car Club provision, and entry treatment at the vehicular access onto Packet Boat Lane.

Officer's response: The development would comply with parking standards at local and regional levels. The layout and approach to the basement ramp has been altered to improve access to that level. A condition would be imposed to secure the ramp signal and to prevent two way traffic movements at any one time. The traffic modelling/mitigation, Travel Plan, Car Club provision, and entry treatment at the vehicular access onto Packet Boat Lane would be secured by legal agreement as suggested.

#### SUSTAINABILITY OFFICER

Comments (summary): No objection.

Subject to the following:

##### Ecology

A condition is required to obtain an ecological enhancement scheme.

##### Energy

The development must proceed in accordance with the energy strategy and a condition detailing the proposed heat network and CHP unit as well as the roof plans showing the inclusion of PV panels. The condition should also ascertain a statement of how the equipment would be maintained and the mechanisms for reporting the energy and CO2 output of the development on an annual basis.

Officer's response: These conditions will be imposed if planning permission is granted to ensure that the development proposal enhances the ecology of the site and delivers a reduction in CO2 emissions.

#### TREE AND LANDSCAPING OFFICER

Comments (summary): No objection.

Subject to condition for a landscaping scheme.

A S.106 agreement will be required to formalise the off-site enhancements proposed for the canal towpath on the west boundary and the public open space / LBH housing land, to the north of the site. Any proposals for these 'off-site' enhancements will be subject to the agreement of the relevant landowners. Financial, or practical provision for their future security, management and maintenance will also be essential.

Officer's response: Noted. Should the application be approved, a condition to ascertain an appropriate landscaping scheme for the site and legal agreement to formalise the off-site enhancements proposed for the canal towpath on the west boundary and the public open space / LBH housing land to the north of the site would be imposed.

## WATER MANAGEMENT OFFICER

Comments (summary): No objection.

The site is in Flood zone 1 however the site is over 1 hectare and therefore a Flood Risk Assessment is required.

A FRA has been submitted that was undertaken by Nimbus Engineering and a separate Surface Water Management Plan by Nimbus Engineering.

There are no objections to the proposal, however the following conditions are requested to ensure detailed design complies with these outline requirements.

1. Compliance with the Flood Risk Assessment.
2. Provision of a scheme for the provision of sustainable water management.

Officer's response: These conditions will be imposed if planning permission is granted to safeguard against flooding.

## WASTE MANAGEMENT OFFICER

Comments (summary): No objection.

Officer's response: The Waste Management Strategy shows where refuse collection vehicles can park to collect waste from each of the storage areas and vehicular swept path diagrams have been provided that demonstrate that the refuse vehicles can manoeuvre within the site. A condition to secure these waste management arrangements will be imposed if planning permission is granted.

## **7. MAIN PLANNING ISSUES**

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

The Local Plan proposals map does not allocate the site for any specific land use, however a number of environmental designations surround the site, including Cowley Lock Conservation Area and Green Belt to the west, as well as a blanket Tree Preservation Order to the north of the site.

Until early 2015, the site was in use as an office (Use Class B1(a)) which is an employment use. However a number of prior approval applications have been granted or allowed at appeal for the change of use of buildings within the site from office to residential. There is currently consent for the provision of up to 190 residential units within the envelope of the existing buildings and work to convert buildings A and B have begun which will deliver 107 of these units. As such, the principle of a residential use on this former office site has been established and the loss of employment floorspace accepted.

In addition, the development site is designated for residential use within the Council's emerging Local Plan: Part 2 'Site allocations and designations'(Proposed Submission Version 2015)

Policy H1 'Housing Growth' of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The borough's target was increased as part of the London Plan (FALP 2015) and is now to provide an additional 5,593 dwellings, annualised as 559 dwellings per year, for the ten year period between 2015 and 2025. It is recognised that this site has the capacity to contribute significantly to

the Council meeting its housing targets in accordance with Local Plan Part 1 Policy H1, therefore optimising the residential use of the site would be supported provided there were no other material adverse impact from the proposal.

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

### DENSITY

Policy 3.4 of the London Plan (FALP 2015) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The application site has an area of 1.45 hectares and the proposal seeks to provide an additional 144 residential units, delivering a total for the site of 251 residential units. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 1b (Very Poor). Table 3.2 of the London Plan (FALP 2015) advises that an appropriate residential density for the site would range from 150-200 habitable rooms per hectare (hr/ha) and 50-75 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u).

The development would have a density of 173 units per hectare and 453 habitable rooms per hectare. Whilst these both exceed the guidance in the density matrix, the scheme, on balance, is considered to accord with all other council policies and as such is considered acceptable in this instance.

### MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (FALP 2015) encourages a full range of housing choice and 'saved' policies H4 and H5 of the Unitary Development Plan (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within the residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 144 units with a housing mix of 12 x studio, 51 x 1-bed, 53 x 2-bed, and 28 x 3-bed units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of family sized (3 bedroom plus) homes.

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

### ARCHAEOLOGY

Policy 7.8 'Heritage Assets' of the London Plan (FALP 2015) stipulates that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It also states that development affecting heritage assets and their settings should conserve their significance and new development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.



The Local Plan Part 1 identifies nine 'Archaeological Priority Areas' in the Borough, which are known to have, or have the potential for, deposits of Prehistoric or Saxon/Medieval date. An Archaeological Priority Area (APA) is an area, designated by the Council to protect buried archaeological remains from the adverse affects of development.

The Council is also planning on designating a number of Archaeological Priority Zones (APZs) through its emerging Local Plan. APZs are used as a tool for identifying the potential need for archaeological assessment and consultation with GLAAS at the pre-application stage rather than necessarily asserting that archaeology will take priority. This means that larger sites such as those APZs at Heathrow are highlighted so that archaeology can be considered in advance of an application.

The site is not located within a designated Archaeological Priority Area however it would be located within the emerging Colne Valley Archaeological Priory Zone.

Policy DMHB 7 of the emerging Local Plan Part 2: Development Management Policies (published 2015) recommends that satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

An Archaeological Desk Based Assessment has been undertaken to identify the archaeological potential of the application site and assess the level of impact the development would have on any archaeology present.

The assessment recognises that the application site has been shown to have moderate potential for early prehistoric remains in the form of unstratified artefacts and a low to moderate potential for in-situ features dating to the later prehistoric periods. In addition there is a moderate potential for medieval roadside remains and a high potential for post-medieval/ modern remains relating to the allotment garden and subsequent sawmill use of the application site.

Existing impacts on any surviving archaeological deposits and features will derive largely from the construction of the sawmill buildings and subsequent redevelopment to create Union Park. Associated hard-standing, services and other below ground structures (including possible saw-pits) will have locally removed or disturbed the underlying strata. In addition, the construction of the Grand Junction Canal is likely to have removed or disturbed any pre-19th century remains along the western edge of the application site. Perhaps less severe but more widespread will be the disturbance caused by the use of the land as allotment gardens which will have horizontally truncated below ground strata across much of the application site.

The assessment concludes that further archaeological investigation is required to better understand the survival of any archaeological remains and conversely, the extent of disturbance caused by events detailed above.

Following advice from GLAAS, a subsequent archaeological evaluation report has been submitted.

Having considered the submitted reports, it is clear that the applicant has made conscientious efforts to determine the value and significance of the potential buried

archaeology of this site in advance of the determination of the planning application. The reports accord with relevant standards and guidance and are in compliance with the advice from the Local Planning Authority. However, the reports do not decisively confirm whether archaeology of significant value is or is not present on this site. The preliminary findings from the works undertaken do not indicate any evidence of there being archaeology of significant value. However, over much of the site, the geological conditions appear conducive to the survival of such remains. The samples taken would need to be analysed and the report submitted makes a number of recommendations for the completion of the Stratigraphic Record. On this basis, it is considered reasonable to impose a compliance condition to ensure these measures are undertaken.

To conclude, the development would not cause sufficient harm to justify refusal of planning permission provided that robust arrangements are made to safeguard the archaeological interest and/or require an investigation to be undertaken to advance understanding.

If the Borough is minded to grant consent, two further planning conditions should be imposed as suggested by the Greater London Archaeological Advisory Service (GLAAS). The first Condition is for archaeological investigation and then - dependent upon a review of the results of the investigations - the Borough could recommend either full excavation of any discovered archaeological remains or preservation in situ (or a combination of the two). The preservation in situ requirement could be achieved via the second condition, which is for flexibility in the foundation/basement design to safeguard buried archaeological deposits. Subject to these conditions, the development would be considered to safeguard any potential heritage assets, in accordance with local, regional, and national policy.

#### CONSERVATION AREA

The site is located adjacent to Cowley Lock Conservation Area. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in terms of its impact on the setting of this Conservation Area. Please see 'Impact on the character & appearance of the area' for further details.

#### BLUE RIBBON NETWORK

Policies 7.24 'Blue Ribbon Network', 7.25 'Increasing the use of the Blue Ribbon Network for passengers and tourism', 7.26 'Increasing the use of the Blue Ribbon Network for freight transport', 7.27 'Blue Ribbon Network: Supporting infrastructure and recreational use', and 7.28 'Restoration of the Blue Ribbon Network' of the London Plan (FALP 2015) are concerned with improving and making better use of the Blue Ribbon Network.

The Grand Union Canal runs along the western side of the site and is part of the Blue Ribbon Network. The canal itself appears to be in reasonable condition however the towpath between the canal and development site is relatively narrow with encroaching overgrown vegetation along the length of the site which does not lend itself to giving users any sense of security.

The Design and Access Statement submitted recognises that the Grand Union Canal and towpath are tremendous assets. The proposal includes plans to open up some of the dense vegetation that currently exists along the boundary to benefit residents and increase natural surveillance of the towpath. This would be achieved by selectively thinning the shrub layer and raising the canopy in places. The development would open out onto the canal with appropriately positioned boundary treatment to prevent non residents of the site

from cutting through the heart of the development. Access to the canal from Packet Boat Lane is to be enhanced with the addition of a new ramped slipway, providing wheeled access for buggies, wheelchairs and cycles. There is also scope for a new access point from Sefton Way which would give its residents easier access to the towpath. Further details of these landscaping and access arrangements would be secured by condition/legal agreement whereas external lighting and CCTV schemes secured by condition would improve security of the canal towpath and development, as well as ensuring there is no adverse impact on the ecological value of the area.

On this basis, the proposal would be considered to bring significant benefits in relation to the Blue Ribbon Network by enhancing its setting and improving its usability thereby increasing its likely use for recreation and tourism purposes, in accordance with policies 7.24, 5.25, 7.27, and 7.28 of the London Plan (FALP 2015).

#### **7.04 Airport safeguarding**

The proposed development has been examined from an aerodrome safeguarding perspective and Heathrow Safeguarding has recommended a condition requiring the submission of a Bird Hazard Management Plan. Subject to this condition, the development would not raise any airport safeguarding issues.

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

The site is located adjacent to the Green Belt to the west. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in terms of its impact on the setting and openness of the Green Belt. Please see 'Impact on the character & appearance of the area' for further details.

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

Adopted policy BE1 of the Local Plan Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

'Saved' policies BE13 and BE19 of the Unitary Development Plan (2012) seek to ensure that the new development complements or improves the character and amenity of the area, whilst 'saved' policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (FALP 2015) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

Policy 7.8 'Heritage Assets and archaeology' of the London Plan (FALP 2015) recommends that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate and development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy 7.9 'Heritage Led Regeneration' of the London Plan (FALP 2015) explains that the significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.

Policy EM2 'Green Belt, Metropolitan Open Land and Green Chains' of Hillingdon's Local Plan: Part 1 - Strategic Policies (Adopted November 2012) and 'saved' policies OL1, OL2, and OL4 of the Unitary Development Plan (2012) explains that the Council will seek to safeguard the setting of the Green Belt.

Policy 7.16 'Green Belt' of the London Plan (FALP 2015) gives the strongest protection to the Green Belt, in accordance with national guidance. That guidance is contained in chapter 9 of the National Planning Policy Framework (NPPF) which notes that the essential characteristics of Green Belts are their openness and permanence.

It is considered that the redevelopment of this site offers a positive opportunity to achieve a high quality scheme which would enhance the appearance of this site which currently comprises a number of 2-3 storey, fairly plain modern office blocks. It is important to bear in mind that the consented prior approval scheme does not incorporate any improvements to the canal; it has poorer quality internal and external amenity areas; and overall compares less favourably with the current scheme in terms of design and appearance.

This scheme retains the buildings along the canal frontage, however, they would be extended to the north, have two extra floors added, and their facades improved. A new five storey block of four buildings would be erected east of centre of the site which would be staggered backwards when viewed from the northern elevation, ensuring sufficient separation distances are provided between the proposal and Sefton Way. The new buildings would be blended in with the renovated, converted, and extended block by having similar fenestration and the use of a selected palette of materials that would run throughout the development in its entirety. Nevertheless, it is considered reasonable to impose a condition to ascertain samples and the exact details of the materials to be used for all of the elevations which would ensure that the proposal is finished to a high standard.

Whilst the buildings would be higher than those existing, it is considered that their impact on the character and appearance of the streetscene and setting of the Grand Union Canal, Cowley Park Conservation Area and Green Belt would be limited. Particularly from the towpath along the canal side of the development which would be partially screened by trees and longer distance views would be screened by the existing areas of woodland planting.

The development would also be set against a general town scape of varied building types, many of which are industrial in appearance. The architecture and proposed materials of the altered buildings take their cue from these buildings, with a well detailed roof line. South east of the site, on the opposite side of Packet Boat Lane there is a recently completed five storey building known as Packet Boat House. This building is in a more prominent position being located much closer to Packet Boat Lane and the High Road than the subject development which as mentioned benefits from a greater level of screening from trees. In addition, when viewed from the High Road, the development sought would also be screened by existing residential buildings. The development would be more visible from Sefton Way as part of it extends to the north however it would be set back significantly from the nearest neighbouring properties and it would not appear excessive in scale or out of character for this location.

Furthermore, the scheme includes proposed improvements to the canal side environment and to the setting of the existing housing development to the north. The towpath would be widened, seating would be provided for the public and it would benefit from a greater level of natural surveillance from the development itself. The proposed landscaping works

(details to be secured by condition and legal agreement) would potentially open up the canal towpath with Sefton Way and would replace the existing stepped access from Packet Boat Lane with an accessible ramp, allowing potentially greater use of the blue ribbon network.

The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in conservation and design terms. The proposed extensions and new buildings are well designed and will make a positive contribution to the location and surrounding area and would not affect views from the adjoining Conservation Area and Green Belt, in accordance with local, regional, and national policy.

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

The Hillingdon Local Plan: Part Two - Saved UDP Policies (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.

'Saved' policy OE1 of the Unitary Development Plan (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest properties would be to the east on Fernes Close. There is a terrace of five dwellings which back onto the site. The nearest building within the development to these neighbours would be block C which would be located approximately 32m from the main rear wall of these properties.

The daylight and sunlight tests normally used by local authorities when considering planning applications are set out in the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice (2011)'. The BRE guide gives two helpful rule of thumb tests which determine whether or not further detailed daylight and sunlight tests are required.

The 25° test is used where the development is opposite the window, such as the case in relation to the neighbouring residential properties on Fernes Close. The development would measure 15.7m high at its nearest point and would comply with the 25° test, therefore the proposal would not be considered to have an adverse impact on the rear openings of these neighbours in terms of daylighting/sunlight. In addition, given the separation distance between buildings, the proposal is not considered to harm the outlook or privacy of these neighbours.

To the north of the site, there are also residential properties located within Sefton Way which are located approximately 26m at their nearest point. These neighbours are however positioned with their flank walls facing the development, which have no openings. As such, the proposal would not harm the amenity of occupiers therein. Nos. 11 and 12 Packet Boat Lane, which are located near to the access to the site would not be impacted due their flank wall also facing towards the development site.

Overall, given the nature, scale, and proximity of these works/buildings to neighbours, it is not considered that the proposal would adversely impact the residential amenity of occupiers within neighbouring properties in terms of outlook, daylight/sunlight, and privacy. The proposal therefore complies with adopted local and regional planning policies.

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

## INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (FALP 2015) set 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.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (FALP 2015) and Technical Housing Standards. The majority of the residential units are not dual aspect, however all are considered to benefit from adequate outlook and natural daylight.

There would be a good ratio of units served from each core and external corridors are appropriately positioned and accessible.

## EXTERNAL AMENITY SPACE

'Saved' policy BE23 of the Unitary Development Plan (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The scheme provides 3,800sqm of amenity space across the scheme against a policy requirement of 3,425sqm, which is in excess of the planning requirement. The communal areas would be shared with the units under the consented prior approval and therefore does not form part of the private amenity space calculations mentioned earlier. Nevertheless, all of the units hereby proposed would have their own private external amenity areas in the form of balconies/terraces. The balconies/terraces are of an appropriate size and would provide an attractive usable space for the occupants of each flat. In addition, the site is set along the Grand Union Canal and within close proximity of Colne River Park. Both would provide future occupiers with significant open space for recreational use and combined with the private balconies/terraces and communal spaces, the development would be considered to offer residents reasonable external amenity provision.

Should the scheme be found acceptable in all other regards, a condition would be imposed requiring details of the treatment proposed around the balconies and terrace areas to ensure there is adequate screening to prevent overlooking into flats. In addition, the condition would ensure that the terrace/balconies would be acceptable in visual terms.

## CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (FALP 2015) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be approximately nine children (between 0-4 years old) within the development (based on the housing mix). The GLA benchmark for development with nine children is 90sqm. A large area of well-designed play space measuring in excess of 100sqm would be provided towards the northern end of the site. Therefore, the proposal would be considered to provide sufficient play space for 0-4 years old, in accordance with policy 3.6 of the London Plan (FALP 2015).

As mentioned above, there would be extensive areas of landscaping forming amenity and play space for use by residents. In addition, the site is set along the Grand Union Canal and within close proximity of Colne River Park which offers opportunity for play for older children of the development.

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

### **PARKING**

'Saved' policy AM14 of the Unitary Development Plan (2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

London Plan (FALP 2015) policy 6.1 seeks to ensure that the need for car use is reduced and Table 6.2 sets out the maximum standards for car parking provision in relation to development.

Table 6.2 of the London Plan states that for residential development with 2.7 - 3.0 habitable rooms per unit within Suburban settings with a PTAL rating of between 0-1 that up to 2 spaces per unit would be the maximum standard.

The development would reduce the level of car parking from 321 spaces to 251 which would be provided at basement and ground level. This provision would be to serve the entire site which would contain 251 residential units. The 144 residential units under consideration in this application would share these spaces with the consented units. The level of parking provision would equate to 1 space per unit within the site, in accordance with policy 6.1 of the London Plan (FALP 2015).

Of the spaces allocated to the development hereby sought, 10% would be disabled bays, 20% fitted with charging points and an additional 20% passive provision for future, which is compliant with policy and acceptable. The development would also provide 16 motorcycle spaces.

The development would provide 273 cycle spaces (inclusive of 5% adapted cycle spaces) with 179 of these within the basement and a further 94 at various locations within the building's envelopes at ground floor level, which is compliant with policy 6.9 of the London Plan (FALP 2015).

### **ACCESS AND SERVICING**

The proposed vehicle access utilises the existing point off Packet Boat Lane retaining existing gates but with the introduction of a raised table to demarcate the site. As the access is existing and of an appropriate standard, it is not considered to raise any highway safety concerns. Nevertheless, a S106/S278 agreement will be required to deliver the raised table and associated highway works.

Pedestrians would be able to enter the site using the main access point. Two additional pedestrian access points would be provided to enhance connectivity; one from the north

connecting with other residential areas and providing a connection with the canal towpath. The other access point would be from the south/west linking with the public realm and the canal. Pedestrian access to the site is not considered to raise any highway safety concerns.

Within the development there would be a shared road surface with pedestrian routes delineated by a different coloured surface material which is considered to be acceptable to safeguard pedestrians.

The layout at ground and basement levels is considered acceptable for ease of use by both vehicles and pedestrians. The ramp would be signal controlled allowing segregated entry and exit movements.

Servicing including refuse collection would take place from within the development at ground level. Swept path diagrams have been provided which demonstrate that there is sufficient manoeuvrability space for refuse vehicles to collect refuse safely and enter/exit the site in forward gear.

The scheme has been reviewed by the Council's Waste Officer who raises no objection to the location of the refuse stores, their size and the arrangements for collection.

#### IMPACT ON EXISTING TRANSPORT INFRASTRUCTURE

'Saved' policies AM2 and AM7 of the Unitary Development Plan (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.

The development was previously in use as an office (B1 use class) providing approximately 6,320sqm of floorspace with 318 workplace car parking spaces which had the potential to generate very large volumes of employment car traffic.

Subsequently, prior approval has been consented on the site for 190 residential units with access to the existing 318 car parking spaces.

The proposed scheme would reduce the level of parking to 251 car parking spaces and provide two car club parking bays, however the pattern of traffic movement is significantly different between residential and office uses and it also changes the turning movements at the junction. On this basis, the Council's Transport Officer has recommended that an assessment be undertaken of traffic performance of the junction at Packet Boat Lane / High Road for the morning and evening peak periods. The modelling would be secured by legal agreement and it should demonstrate that the junction would continue to operate to an acceptable standard or alternatively secure improvements to ensure that it continues to operate at that standard.

Subject to this legal agreement and conditions to secure the parking and ramp control signal, the development is not considered to give rise to any highway safety concerns or adversely impact the existing transport infrastructure, in accordance with local, regional, and national policy.

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

##### SECURITY

Policy 7.3 'Designing Out Crime' of the London Plan (FALP 2015) states development



should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, however has raised concern regarding security to flats that face directly onto the canal towpath. A condition will be imposed to secure a CCTV scheme and Building Regulations: Approved Document Q ensures reasonable provision is made to resist unauthorised access to dwellings which would address the concerns raised regarding the units that face the canal. As the latter is mandatory, the development would have to meet an acceptable standard of security and as such, it is not considered necessary to add any further conditions.

For details of urban design please see section 7.07 and for details of access please see sections 7.10 and 7.12 of this report.

### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (FALP 2015); Approved Document M to the Building Regulations 2010(2015 edition); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Packet Boat Lane. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main front doors of each of the blocks. The five new blocks and extension to block B would benefit from front and rear entrances and have their own individual cores. The plans indicate that the development would provide step free access to and from the proposed buildings and that all of the units would comply with the Technical Housing Standards for internal floor space and category 2 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations 2010 (2015 edition). The proposal would also provide 10% category 3 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations 2010 (2015 edition). Compliance with these standards will be secured by condition.

The proposal includes a new step free access route from Packet Boat Lane to the canal towpath and surface improvements to the towpath which would be widened.

The site would contain 251 car parking spaces which would serve the newly proposed flats and the consented flats. The ratio of car parking to flats is approximately 1:1 and as this application relates to the provision of 144 residential units it would be reasonable that 10% of these were accessible spaces. The accessible spaces are spread across the site and would have fully accessible routes to the main cores of each building.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment, in accordance with regional and local planning requirements.

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

With regards to special needs housing please see above.

#### **AFFORDABLE HOUSING**

Policy 3.3 of the London Plan (FALP 2015) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable

housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1. Due to the implementation of the applicants prior approval permission, affordable housing provision can only be sought on the 144 units hereby sought.

A Financial Viability Assessment has been received from the applicants which concludes that on the basis of the costings for the project, were the Union Park new build scheme to include a policy compliant level of affordable housing contribution, the proposed scheme would not be viable for the developer and it could not be expected to progress on that basis.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Financial Viability Assessment submitted concludes that thirteen 'Affordable Rent' homes would provide the maximum reasonable affordable housing contribution that the Union Park scheme could support. On this basis, the applicant has offered thirteen 'Affordable Rent' homes (comprising three, one-bedroom; eight, two-bedroom; and two, three-bedroom flats) which represents 9% of the proposed 144 units hereby sought or 21% of the uplift in units above what has been consented for the entire site.

At the time of writing this report, the Council has requested a third party to independently review the Financial Viability Assessment. We are awaiting the outcome of this review which will be reported to members within the Committee Addendum Sheet, including if applicable, any change in the affordable housing offer to ensure the maximum affordable housing contribution is secured.

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

##### TREE AND LANDSCAPING

'Saved' policy BE38 of the Unitary Development Plan (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

'Saved' policy BE39 of the Unitary Development Plan (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

'Saved' policy OL26 of the Unitary Development Plan (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (FALP 2015) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

The site is occupied by an office development with surface level parking. There are no Tree Preservation Orders or conservation area designations directly affecting the site. The site is square shaped and is well screened by the tree-lined landscape buffers around the site boundaries. The proposal would include the retention of these existing trees and hedgerows, supplemented by new planting. The Arboricultural Survey and Impact Assessment concludes that there are no 'A' grade trees, but 17 'B' grade trees with the remainder being 'C' grade trees. The proposal would seek the removal of 11 'C' grade trees which the Council's Tree and Landscaping Officer finds acceptable as they are of lesser quality. As construction work in relation to the conversion has already commenced, it was noted that tree protection measures are already in place so a condition for tree protection measures would be unnecessary.

The Design & Access Statement submitted contains a thorough landscape analysis of the site and sets out clearly illustrated landscape design concepts for the site. Objectives for fourteen key features of the site, including the desire to improve the access along, and to, the towpath, and the retention and enhancement of all boundaries.

The roofs of the new blocks would contain extensive green roofs which will further support the landscape and ecological diversity of the site.

A S.106 agreement will be required to formalise the off-site enhancements proposed for the canal towpath on the west boundary and the public open space / LBH housing land to the north of the site.

Subject to this legal agreement and conditions to ensure the delivery of appropriate boundary treatment and landscaping, the proposal is considered to preserve and enhance the character and local distinctiveness of the surrounding natural and built environment including the setting of the canal, in accordance with local, regional and national planning policy.

## ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) and policy 7.19 of the London Plan states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The Council's Ecology Officer has reviewed the information submitted and has commented that the proposal adequately considers the presence and impacts to protected species and the wider ecological value of the site. The report submitted concludes that enhancement opportunities will be included within the final development but there are no firm commitments to the specific details. Therefore a condition will be required should the application be granted to obtain an ecological enhancement scheme. Subject to this condition, the development is considered to be acceptable with regards to ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) and policy 7.19 of the London Plan (FALP 2015).

### **7.15 Sustainable waste management**

Policy 5.17 'Waste Capacity' of the London Plan (FALP 2015) sets out the Mayor's spatial

policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The refuse management for the site works by providing refuse/recycling storage areas in a range of locations for each block positioned conveniently for future residents and of a sufficient size and capacity for a development of this scale. The Waste Management Strategy shows where refuse collection vehicles can park to collect waste from each of these storage locations and vehicular swept path diagrams have been provided that demonstrate that the refuse vehicles can manoeuvre within the site.

Subject to condition to secure these waste management arrangements, the proposal would be considered to be acceptable and compliant with policy 5.17 of the London Plan (FALP 2015).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (FALP 2015) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Strategy submitted shows that the development will comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. In fact, the development would exceed a 50% reduction and therefore surpasses the London Plan target. Subject to conditions to ensure compliance with the Energy Strategy; to require the submission of further details of the proposed heat network and CHP unit as well as the roof plans showing the inclusion of PV panels; and a statement to manage maintenance and report on the energy and CO2 output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions.

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

The site is in Flood Zone 1. The key flood risk to the site is from the Canal which is elevated in relation to the buildings. The Flood Risk Assessment submitted with the application includes plans to manage this risk and warn future residents of the unlikely event of water spilling over the top or a breach occurring.

The Surface Water Management Plan sets out an outline vision for the management of surface water on the site, which is informed by site investigations and a suitable sustainable drainage plan including green roof, rain gardens, and permeable paving.

Subject to conditions to ensure compliance with the measures outlined in the Flood Risk Assessment and provision of further details of sustainable water management measures explained in the Surface Water Management Plan, the proposed development would not be considered to raise any adverse flooding or drainage issues, in accordance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (FALP 2015); and National Planning Policy Framework (2012).

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

NOISE

'Saved' policy OE5 of the Unitary Development Plan (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to

establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (FALP 2015) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would be a more noise sensitive development than the previous office use, however besides road traffic noise, the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Nevertheless, the Council's Environmental Health Officer has raised concern regarding potential noise from road traffic on Packet Boat Lane on the nearest residential units. A condition has been recommended to safeguard the amenity of future occupiers with regards to noise.

With regards to the impact on neighbouring properties, the proposal has the potential to cause less noise disturbance to neighbouring properties in comparison with the existing commercial use.

Overall, the development would be considered to comply with 'saved' policy OE5 of the Unitary Development Plan (2012) and policy 7.15 of the London Plan (FALP 2015).

#### AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (FALP 2015) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site has been assessed in terms of the suitability of introducing residential accommodation and the conclusion is that the area has an acceptable level of air quality to do so.

The CHP complies with the GLA Emission Standards and together with the boilers has been assessed as below the benchmarked building emissions. Therefore it is considered to be air quality neutral in terms of building emissions.

In terms of road traffic, the development with the predicted trip generation, based upon one space per residential unit, is not air quality neutral as defined in the GLA guidelines. This is based on an assumption of 598 car trips per day from the total 251 dwellings within the site. If actual trip generation is lower than this then there is the potential for the transport emissions benchmark to be achieved.

It is considered that reductions in emissions could be secured through the adoption and implementation of a Green Travel plan that requires the development to implement measures to reduce private vehicular movements and increase sustainable forms of transportation. Subject to this Green Travel Plan obtained by legal agreement, the development would be considered acceptable with regards to air quality, in compliance with policy 7.14 of the London Plan (FALP 2015).

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

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (FALP 2015) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or

planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- Affordable Housing: To be confirmed.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).
- A full and formal Travel Plan with associated bond is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.
- Traffic performance modelling of the Packet Boat Lane / High Road junction to demonstrate that it would continue to operate to an acceptable standard following completion of the development or mitigation measures (highway improvements) with modelling to ensure that the junction continues to operate to an acceptable standard to the Local Planning Authority's satisfaction.
- Car Club provision in the form of two parking spaces within the site.
- Car Parking Allocation & Management Scheme.
- S278/S38 highway works to secure entry treatment at the vehicular access onto Packet Boat Lane.
- Accessibility/Landscaping Improvement Scheme for works to the canal towpath along the western boundary (to include provision of new access points) and to the public open space owned by the London Borough of Hillingdon, to the north of the site. These 'off-site' enhancements will be subject to agreement with the relevant landowners (LBH and the Canal and River Trust). A survey of condition and schedule of repairs identified for the water wall shall also be incorporated within these works.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 144 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

There are no enforcement issues related to this site.

#### **7.22 Other Issues**

There are no other issues related to this site.

### **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 principle of using the site for residential use has been established by prior approval consents and its development allocation within the emerging Local Plan: Part 2 'Site allocations and designations' document. The site already has consent for up to 190 residential units. This scheme would redesign a proportion of these and increase the total for the site to 251 units, an increase of 61 flats. The development makes better and more efficient use of this previously developed site in comparison with the consented scheme as it would provide better quality internal and external living space (All dwellings hereby approved would comply with the unit size standards as prescribed by the London Plan (FALP 2015) and National Technical Housing Standards); incorporates enhancements of the canal environment and setting of the site; would provide a range of affordable housing; provides ecological and sustainability improvements; and redesigns and improves on the parking arrangements.

The proposed extensions and new buildings are well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes significant improvements to the canal side environment. Its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook.

The site is located adjacent to Cowley Lock Conservation Area, the Green Belt and the Grand Union Canal (part of the Blue Ribbon Network) with its towpath flanking the site. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms and that its impact on the conservation area and Green Belt would be limited.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

The development would reduce the level of car parking from 318 workplace car parking spaces to 251 car parking spaces and provide two car club parking bays. The parking provision would comply with parking standards at local and regional levels. It would retain the existing vehicular access and manoeuvrability within the site is considered to be acceptable.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

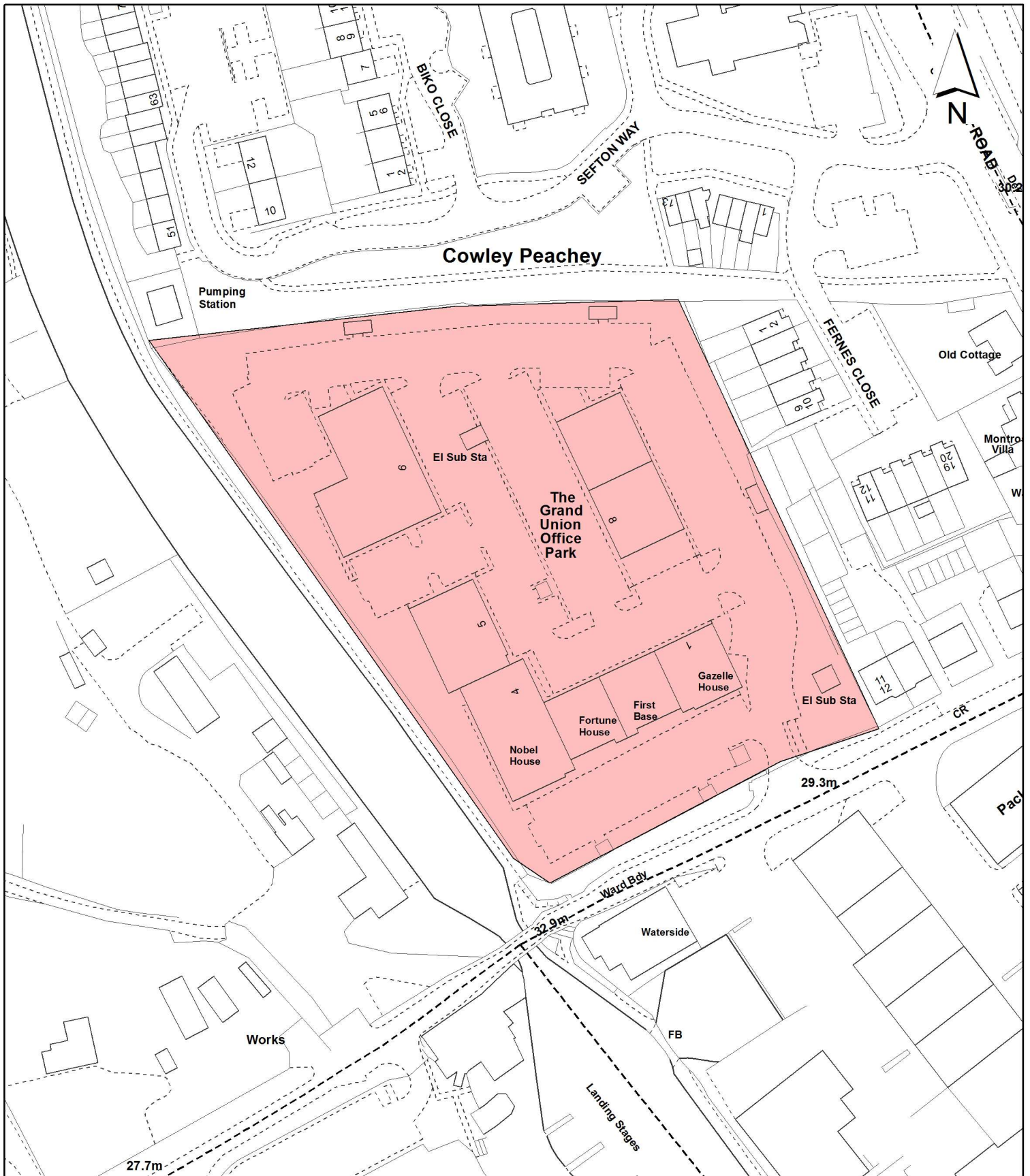
## 11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (FALP 2015)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Richard Conroy

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**THE GRAND UNION OFFICE  
 PARK PACKET  
 BOAT LANE, COWLEY**

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

Planning Application Ref:  
**1197/APP/2015/4164**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 179**

Date:  
**February 2016**



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

**Address** 21 HIGH STREET YIEWSLEY

**Development:** Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works) to allow for a change of use from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use.

**LBH Ref Nos:** 26628/APP/2015/4622

**Drawing Nos:** 5377HH01 Level 1 Plan Proposec

**Date Plans Received:** 17/12/2015

**Date(s) of Amendment(s):** 17/12/2015

**Date Application Valid:** 18/12/2015

### 1. SUMMARY

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for a change of use of the ground floor units from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use.

The proposed change of use from A1 to a flexible A1/A2 use is considered to be acceptable and would not harm the viability or vitality of the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre. The proposal would not cause harm to the character and appearance of the street scene or impact on the residential amenity of neighbours and future occupiers of the development.

The proposal complies with Policies BE13 and S12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

### 2. RECOMMENDATION

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the relevant conditions set out below:**

**A)(1) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:**

**a) A Deed of Variation to the previously secured legal agreement under planning**

ref: 26628/APP/2014/675. This legal agreement previously secured:

i. Affordable Housing: that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.

ii. Education: a contribution in the sum of £123,825.00 is sought.

iii. Health: a contribution in the sum of £16,622.00 (£216.67 x 76.72) is sought.

iv. Libraries: a contribution in the sum of £1,762.00 is sought.

v. Public Realm/Town Centre: a contribution in the sum of £10,000 is sought.

vi. Canalside improvements: a contribution in the sum of £20,000.00 is sought.

vii. Air Quality: a contribution in the sum of £25,000 is sought.

viii. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost number of units/160 x £71,675 = 22,821.00 Total Contribution) or an in kind training scheme equal to the financial contribution delivered during the construction period of the development. As discussed our preference is for an in kind scheme to be delivered.

ix. The provision of a travel plan including £20,000.00 Bond

x. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D) 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 18/03/16, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

**Planning Act 1990 and other appropriate powers with the applicant.**

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

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from 31st July 2014.

**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, 010-00; Location Plan; 270-01; amenity areas; 5377/P/402 rev P2; Proposed Plans(4, 5, and roof); 5377/P/410 rev P2; Proposed elevations; 5377/P/401 rev P1; Proposed Plan (1,2,3) 5377/HH/01

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 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:

The recommendations in the Planning Noise Assessment by Noise Solution Ltd February 2014, Ground levels indicated in the Topographical Survey by Site Visions Surveys Ltd, recommendations in the Air Quality Assessment Bureau Veritas January 2014, recommendations in the Flood Risk Assessment and Drainage Strategy EAS February 2014, recommendations in the Transport Statement January 2014 EAS Transport Planning, Geo-Environmental Report Wde Consulting April 2014 & measures recommended in the Energy And Sustainability Statement OG Energy Ltd 23 March 2014, Fire Strategy Report, revision 3 (August 2015).

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

**REASON**

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

**4 COM6 Levels**

No development approved by this permission shall be carried out otherwise than in accordance with those details of levels approved via planning permission ref: 26628/APP/2015/1303 dated 21/10/2015.

REASON

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

**5 NONSC Non Standard Condition**

The development shall not be occupied until the eastern most existing access from the site to Bentinck Road has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

**6 NONSC Non Standard Condition**

The development shall not be occupied until full details of the proposed vehicular access have been provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the vehicular access shall include details of the pedestrian/vehicle visibility splays of 2.4 metres by 2.4 metres on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access and thereafter permanently retained; no fence, wall or other obstruction to visibility exceeding 0.6 metres in height above the surface of the adjoining highway shall be erected within the area of the pedestrian visibility splays. The visibility splays shall thereafter be permanently maintained.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway in accordance with policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**7 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.13 of the London Plan (July 2015).

**8 NONSC Non Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with those details of car parking stackers approved via planning permission ref: 26628/APP/2015/1193 dated 20/11/2015.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Policy 6.13 of the London Plan (July 2015).



**9 NONSC Non Standard Condition**

Notwithstanding the details submitted, full details of the physical measures to prevent overlooking between the inner corner flats, including the height, colour and material of balcony privacy screens shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

**Reason**

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**10 COM7 Materials (Submission)**

No development approved by this permission shall be carried out otherwise than in accordance with those details of materials approved via planning permission ref: 26628/APP/2015/1385 dated 06/05/2015.

**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)

**11 COM31 Secured by Design**

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

**REASON**

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

**12 RES16 Code for Sustainable Homes**

The dwelling(s) shall achieve Level 4 of the Code for Sustainable Homes in compliance with the signed design stage certificates confirming this level previously submitted to, and approved by, the Local Planning Authority via planning permission ref: 26628/APP/2015/1192 dated 23/11/2015. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

**REASON**

To ensure that the objectives of sustainable development identified in London Plan (July 2015) Policies 5.1 and 5.3.

**13 NONSC Non Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with those details of BREEAM rating approved via planning permission ref:

26628/APP/2015/1611 dated 15/06/2015.

**REASON**

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.3 of the London Plan (July 2015).

**14 COM10 Tree to be retained**

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

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

**REASON**

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

**15 COM8 Tree Protection**

No development approved by this permission shall be carried out otherwise than in accordance with those details of tree protection approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

**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).

**16 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 for the commercial and residential elements of the scheme

2.b Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

2.d External Lighting

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

3. Living Walls and Roofs

3.a Details of the 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 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 (July 2015)

**17 NONSC Non Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the Risk Assessment and Method Statement approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation in accordance with policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**18 NONSC Non Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the feasibility study approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with Policy 2.17 of the the London Plan (July 2015).

**19 NONSC Non Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the details of surface water run-off and ground water drainage approved via planning permission ref: 26628/APP/2015/1513 dated 15/06/2015.

**REASON**

To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure in accordance with policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**20 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 Flood Risk Assessment produced by EAS dated the 3/02/2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

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

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

**REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2015), and conserve water supplies in accordance with Policy 5.15

Water use and supplies of the London Plan (July 2015).

**21 NONSC Non Standard Condition**

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 for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

**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).

**22 NONSC Non Standard Condition**

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

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

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

(d) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

(c)(i) No development approved by this permission shall be carried out otherwise than in accordance with the written method statement, providing details of the remediation scheme and how the completion of the remedial works will be verified along with details of a watching brief to address undiscovered contamination, approved via planning permission ref: 26628/APP/2015/1054 dated 06/05/2015.

(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).

**23 NONSC Non Standard Condition**

Development shall not begin until a scheme for protecting the proposed development from road and rail traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2015) Policy 7.15.

**24 NONSC Non Standard Condition**

The development shall not begin until detailed drawings for the proposed wall fronting Bentinck Road has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed wall shall not exceed 3 metres in height and shall include regular and even gaps to allow visual permeability and interest. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

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

**25 NONSC Non Standard Condition**

The rating level of noise emitted from plant equipment, car stackers 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).

**26 NONSC Non Standard Condition**

No cooking shall take place in the commercial part of the development until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;

(iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy S6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**27 COM21 Sound insulation /mitigation**

The development shall not begin until a scheme for the control of noise transmission from the commercial premises to the residential units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

**28 COM25 Loading/unloading/deliveries**

There shall be no loading or unloading of vehicles in connection with the commercial units, except between:-

[0800 and 1800] Mondays - Fridays

[0800 and 1300] Saturdays

Not at all on Sundays, Public or Bank Holidays.

**REASON**

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

**29 COM22 Operating Hours**

The restaurant/ cafe premises located on the north eastern corner of the building shall not be used except between 0800 hours and 2300 hours.

**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)

**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.

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
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
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
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.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.15	(2011) Town Centres
LPP 2.7	(2011) Outer London: economy
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
LPP 7.30	(2011) London's canals and other rivers and waterspaces
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
	(2011) Community infrastructure levy

LPP 8.3

HDAS-LAY

Residential Layouts, Hillingdon Design & Access Statement,  
Supplementary Planning Document, adopted July 2006

**3 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**4 158 Opportunities for Work Experience**

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

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

**5 159 Councils Local Plan : Part 1 - Strategic Policies**

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

**6 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**            I2                    **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**8**            I21                    **Street Naming and Numbering**

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

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

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

**10**            I48                    **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

**11**            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))

**12**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

**13**

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and / or nectar. This may include selected native species but should not be restricted to them.

#### **14**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)."

"The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

#### **15**

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement

#### **16**

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

### **3. CONSIDERATIONS**

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

The application site is bounded by the Grand Union Canal to the north east and the High Street to the east and south. Bentinck Road is to its west and a 5 storey residential building was recently built to its north. The site is located within a five minute walk of the West Drayton Station, which provides regular overland rail services to London Paddington, with an average journey time of 20 minutes. The site is also within a 3 PTAL area indicating reasonable levels of public transport accessibility.

The site's immediate context is largely characterised by a mix of development ranging between 3 and 5-storeys in height and incorporating a mixture of retail, office, community and residential uses. Adjacent to the west is Union Wharf, a four storey residential block containing 38 residential flats. Art Wood Apartments, 30 St Stephens Road (former Bentley's Public House/Club) are located directly opposite the application site and beyond the Grand Union Canal; further beyond to the north, is the Morrisons Supermarket.

To the south east by the High Street, the townscape is largely characterised by a mix of retail, office and residential uses; and to the south west beyond Bentinck Road are service areas serving the rear of shops and residential properties along the High Street, and opposite Bentinck Road is the Global House with the Padcroft Works which are substantial office and factory buildings with outline planning permission for comprehensive residential re-development with buildings up to 7 storey high.

The site falls within the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre, and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

### 3.2 Proposed Scheme

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for a change of use from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use. A flexible partition between the two units would be provided so that the units can be used as either two separate units or a single A1/A2 unit.

The approved scheme is currently under construction and the retail units have not come into use.

### 3.3 Relevant Planning History

26628/79/0730 Harrier House, 21 High Street Yiewsley  
Extension/Alterations to Industrial premises (P) of 6 sq.m.

**Decision:** 19-08-1979 Approved

26628/APP/2008/1922 21 High Street Yiewsley  
Redevelopment of site to provide 1,472m<sup>2</sup> of office floorspace and a 46 apart hotel unit scheme (Outline application).

**Decision:** 14-10-2008 Withdrawn

26628/APP/2009/2284 21 High Street Yiewsley  
Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m<sup>2</sup> of office space and 135 m<sup>2</sup> restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)

**Decision:** 05-01-2010 Refused **Appeal:** 03-12-2010 Allowed

26628/APP/2009/557 Harrier House, 21 High Street Yiewsley  
Redevelopment of site for mixed use development comprising a 46 unit apartment hotel, 1,344sq metres of office space, with associated access, car parking and landscaping (Outline application)

**Decision:** 06-07-2009 Refused

26628/APP/2010/1382 21 High Street Yiewsley  
Use of site as a 65 space car park for a temporary period of 2 years.

**Decision:** 08-09-2010 Approved

26628/APP/2013/2604 21 High Street Yiewsley

Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m<sup>2</sup> of office space and 135 m<sup>2</sup> restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

**Decision:** 10-12-2013 Approved

26628/APP/2014/675 21 High Street Yiewsley

Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.

**Decision:** 31-07-2014 Approved

26628/APP/2015/1054 21 High Street Yiewsley

Details pursuant to condition 22(c)(i) (Contamination) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 06-05-2015 Approved

26628/APP/2015/1192 21 High Street Yiewsley

Details pursuant to condition 12 (Code for Sustainable Homes) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 23-11-2015 Approved

26628/APP/2015/1193 21 High Street Yiewsley

Details pursuant to condition 8 (Car Parking Stackers) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 20-11-2015 Approved

26628/APP/2015/1303 21 High Street Yiewsley

Details pursuant to condition 4 (Site levels) of planning permission ref: 26628/APP/2014/675, dated 31st July 2014, for 'Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and on restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.'

**Decision:** 21-10-2015 Approved

26628/APP/2015/1385 21 High Street Yiewsley

Details pursuant to discharge conditions No. 10 (Materials) of planning permission Ref:26628/APP/2014/675 dated 31/07/2014 (Erection of part 4, part 5 storey building to provide self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 06-05-2015 Approved

26628/APP/2015/1513 21 High Street Yiewsley

Details pursuant to Condition 19 (Surface Water) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 15-06-2015 Approved

26628/APP/2015/1611 21 High Street Yiewsley

Details pursuant to Condition 13 (BREEAM Rating) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

**Decision:** 15-06-2015 Approved

26628/APP/2015/1888 21 High Street Yiewsley

Details pursuant to conditions 15 (tree protection), 17 (Risk Assessment/Method Statement) and 18 (feasibility study) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

**Decision:** 12-10-2015 Approved

26628/APP/2015/2048 21 High Street Yiewsley

Non-material amendment to planning permission ref: 26628/APP/2014/675, dated 31/07/14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) comprising:

- 1) Removal of two stair cores
- 2) Provision of plant room at Level 0
- 3) Rotation of columns
- 4) Rearrangement of car parking spaces and reduction of Car Stackers at Level 0
- 5) Rearrangement of cycle and motorcycle parking spaces at Level 0
- 6) Level access to cafe unit and residential entrance at Level 1
- 7) Rearrangement of central core
- 8) Building alignment
- 9) Removal of a 'step back' element
- 10) Change of material for balcony insets from Brick to Render

**Decision:** 11-09-2015 Approved

26628/APP/2015/213 Harrier House, 21 High Street Yiewsley

Details pursuant to condition 22 parts (a) and (b) (Contamination) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:** 24-02-2015 Approved

26628/APP/2015/2387 21 High Street Yiewsley

Details pursuant to condition 20 (sustainable water management) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

**Decision:**

26628/APP/2015/2742 21 High Street Yiewsley

Application for a non-material amendments to planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained resident units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works) comprising: (1) Inclusion risers within the building; (2) Re-planning of flats and ground floor retail unit; (3) Alteration to the saw-tooth roof (raised by 0.9m) and 4) Increase in parapet height

**Decision:** 21-10-2015 Approved



26628/APP/2015/4284 21 High Street Yiewsley

Details pursuant to conditions 23 (Rail Noise) and 27 (Sound Insulation) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:**

26628/APP/2015/4299 21 High Street Yiewsley

Details pursuant to condition 21 (energy provision) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

**Decision:**

26628/APP/2015/4612 21 High Street Yiewsley

Details pursuant to Schedule 6 (Travel Plan) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

**Decision:**

26628/B/79/1215 Harrier House, 21 High Street Yiewsley

Alterations to elevation (P)

**Decision:** 18-08-1979 Approved

26628/C/81/1306 Harrier House, 21 High Street Yiewsley

Mixed dev. on 0.1954 hectares (full)(P)

**Decision:** 28-01-1982 Approved

26628/F/82/0987 Harrier House, 21 High Street Yiewsley

Details in compliance with 26628/811306(P)

**Decision:** 06-10-1982 Approved

26628/G/82/1401 Harrier House, 21 High Street Yiewsley

Details in compliance with 26628/811306(P)

**Decision:** 26-11-1982 Approved

26628/H/82/1631 Harrier House, 21 High Street Yiewsley

Details in compliance with 26628/811306(P)

**Decision:** 07-02-1983 Approved

26628/PRE/2005/63 Harrier House, 21 High Street Yiewsley

T P PRE - CORRES: REDEVELOPMENT OF SITE

**Decision:**

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

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

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

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

Part 1 Policies:

- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- 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
- 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
- AM18 Developments adjoining the Grand Union Canal - securing facilities for canal borne

	freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
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.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 2.15	(2011) Town Centres
LPP 2.7	(2011) Outer London: economy
LPP 3.10	(2011) Definition of affordable housing
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LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
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LPP 3.8	(2011) Housing Choice
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LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
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LPP 5.10	(2011) Urban Greening
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LPP 6.9	(2011) Cycling
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LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
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LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd February 2016**

5.2 Site Notice Expiry Date:- **3rd February 2016**

## 6. Consultations

### External Consultees

Consultation letters were sent to 131 local owners/occupiers and a site notice was displayed. No responses were received at the time of this report.

## Internal Consultees

Highways:

The application should be assessed on the Council's Car Parking Standards which states that a minimum of 1 parking space per 50sq.m should be provided for A2 Use.

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

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

The use of the site as a mixed residential and commercial development was considered acceptable in principle at the time of the original planning application (ref: 26628/APP/2014/675). The proposal seeks to provide a flexible use of the two retail units to allow for use as A1 (Retail) and A2 (Financial & Professional Services) along with the provision of a flexible partition so that the units can be used as either two separate units or a single A1/A2 unit.

A2 uses at ground floor level within the shopping frontages of secondary shopping areas are considered to be acceptable under Policy S12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). It is considered a flexible use of the two ground floor units would result in an increased interest in the units by prospective occupiers, thereby increasing the saleability of the units. The change of use of the A1 retail units to a flexible A1/A2 use would not cause harm to viability or vitality of the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre.

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

The density of the proposed development was considered to be acceptable at the time of the original planning application (ref: 26628/APP/2014/675). No changes to the density are proposed as part of this application.

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

The application site is not located within a Conservation Area or an Area of Special Local Character, and does not contain any Listed Buildings.

#### **7.04 Airport safeguarding**

All relevant authorities were consulted on the original planning application (ref: 26628/APP/2014/675) and no objections were raised in relation to airport safeguarding. The change of use of the ground floor retail units would not impact on airport safeguarding.

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

Not applicable to this application.

#### **7.06 Environmental Impact**

Not applicable to this application.

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

The proposed change of use of the ground floor A1 retail units to a flexible A1/A2 use would not result in any external changes to the previously approved development and so the proposal would not have a detrimental impact on the character and appearance of the street scene. The proposed change of use would therefore comply with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area. The impact of the mixed use development on neighbours was considered to be acceptable at the time of the original planning application (ref: 26628/APP/2014/675). The proposed change of use of the previously approved A1 retail units on the ground floor to a flexible A1/A2 use would not detrimentally impact on residential amenity of neighbouring properties and would comply with Policy BE19 of the

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

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

The proposed change of use of the ground floor A1 retail units to a flexible A1/A2 use would not impact on living conditions for future occupiers of the approved residential units. Details of sound insulation between the commercial and residential use of the development were required by way of condition on the original application (ref: 26628/APP/2014/675) and have been submitted to the Council as part of details application ref: 26628/APP/2015/4284.

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

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards. The Car Parking Standards states that a minimum of 1 parking space per 50sq.m should be provided for A2 Use.

The current application does not propose any changes to the approved vehicular access and car parking layout. The original scheme (ref: 26628/APP/2014/675) provided one parking space for the A3 unit and two parking spaces for the two A1 retail units. Based on the car parking standards the change of use to A1/A2 would require 3 car parking spaces for the two units.

On balance, whilst an additional parking space for the ground floor units is required to meet policy requirements, due to the site's shopfront location within the Yiewsley/West Drayton Town Centre and the existing parking arrangements it is considered that the proposed flexible A1/A2 use would not significantly increase the parking demand on the site. A condition requiring details of a parking allocation scheme has been included on the planning permission to ensure 1 space is available to serve each A1/A2 unit.

The proposed change of use of the A1 retail units to a flexible A1/A2 use is not considered to result in a significant increase in the amount of traffic to and from the site.

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

Urban Design:  
See Section 7.07 of this report.

Access and Security:  
Issues relating to access and security were addressed as part of the original planning application (ref: 26628/APP/2014/675) and a Secure by Design condition was included on the planning permission.

#### **7.12 Disabled access**

The proposed change of use of the ground floor A1 retail units would not impact on accessibility measures previously approved under the original application (ref: 26628/APP/2014/675).

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

The approved scheme required the provision of five affordable housing units as part of the S106 Legal Agreement. The current application would not impact on the residential component of the approved scheme.

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

Issues relating to landscaping were addressed as part of the original application (ref: 26628/APP/2014/675) and a landscaping condition was included on the planning permission.

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

There are no changes to the refuse and recycling storage facilities of the approved

scheme.

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

Issues relating to energy and sustainability were addressed as part of the original application (ref: 26628/APP/2014/675) and a number of conditions relating to energy and sustainability were included on the planning permission.

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

Issues relating to flooding and drainage were addressed as part of the original application (ref: 26628/APP/2014/675) and conditions relating to surface water and sustainable water management were included on the planning permission.

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

Issues relating to noise and air quality were addressed as part of the original application (ref: 26628/APP/2014/675); conditions relating to noise were included on the planning permission whilst air quality was included as part of the S106 Legal Agreement.

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

No responses were received during the public consultation at the time of this report.

#### **7.20 Planning obligations**

The original planning application (ref: 26628/APP/2014/675) was subject to a legal agreement and the Mayor's Community Infrastructure Levy (CIL). The proposed change of use of the ground floor A1 retail units would not result in an increase in floor space.

A new Deed of Variation/S106 Agreement would be required for this application to re-secure all planning obligations agreed under the original planning permission which included the following:

- i. Affordable Housing
- ii. Education
- iii. Health
- iv. Libraries
- v. Public Realm/Town Centre
- vi. Canalside improvements
- vii. Air Quality
- viii. Construction Training
- ix. Travel Plan

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

Not applicable to this application.

#### **7.22 Other Issues**

None

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

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to this application.

#### **10. CONCLUSION**

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private



amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for a change of use of the ground floor units from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use.

The proposed change of use from A1 to a flexible A1/A2 use is considered to be acceptable and would not harm the viability or vitality of the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre. The proposal would not cause harm to the character and appearance of the street scene or impact on the residential amenity of neighbours and future occupiers of the development.

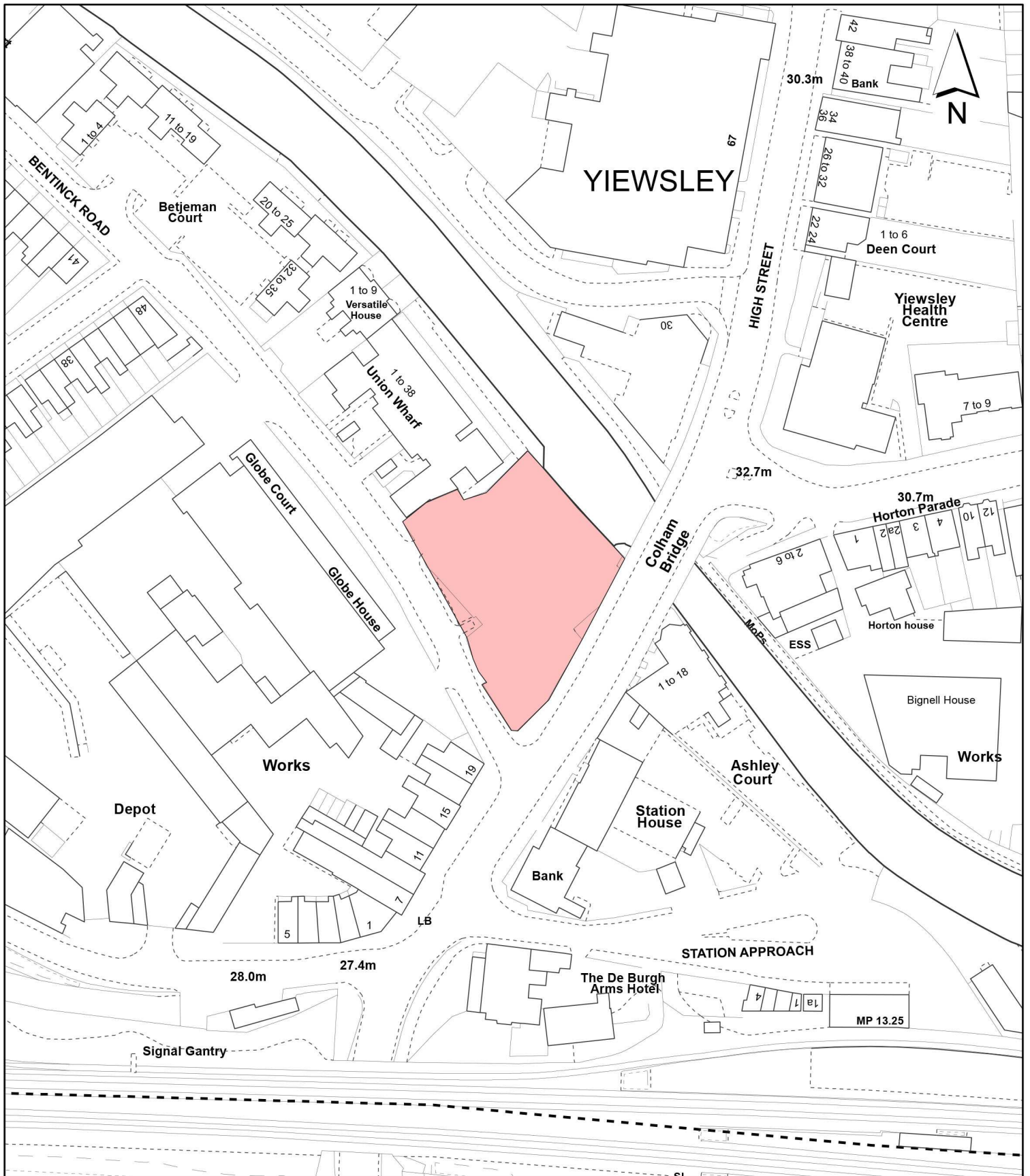
The proposal complies with Policies BE13 and S12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

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

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
London Plan  
National Planning Policy Framework

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**21 HIGH STREET  
 YIEWSLEY**

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

Planning Application Ref:

**26628/APP/2015/4622**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 210

Date:

**February 2016**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Tuesday 9th February  
2016



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Page 211

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

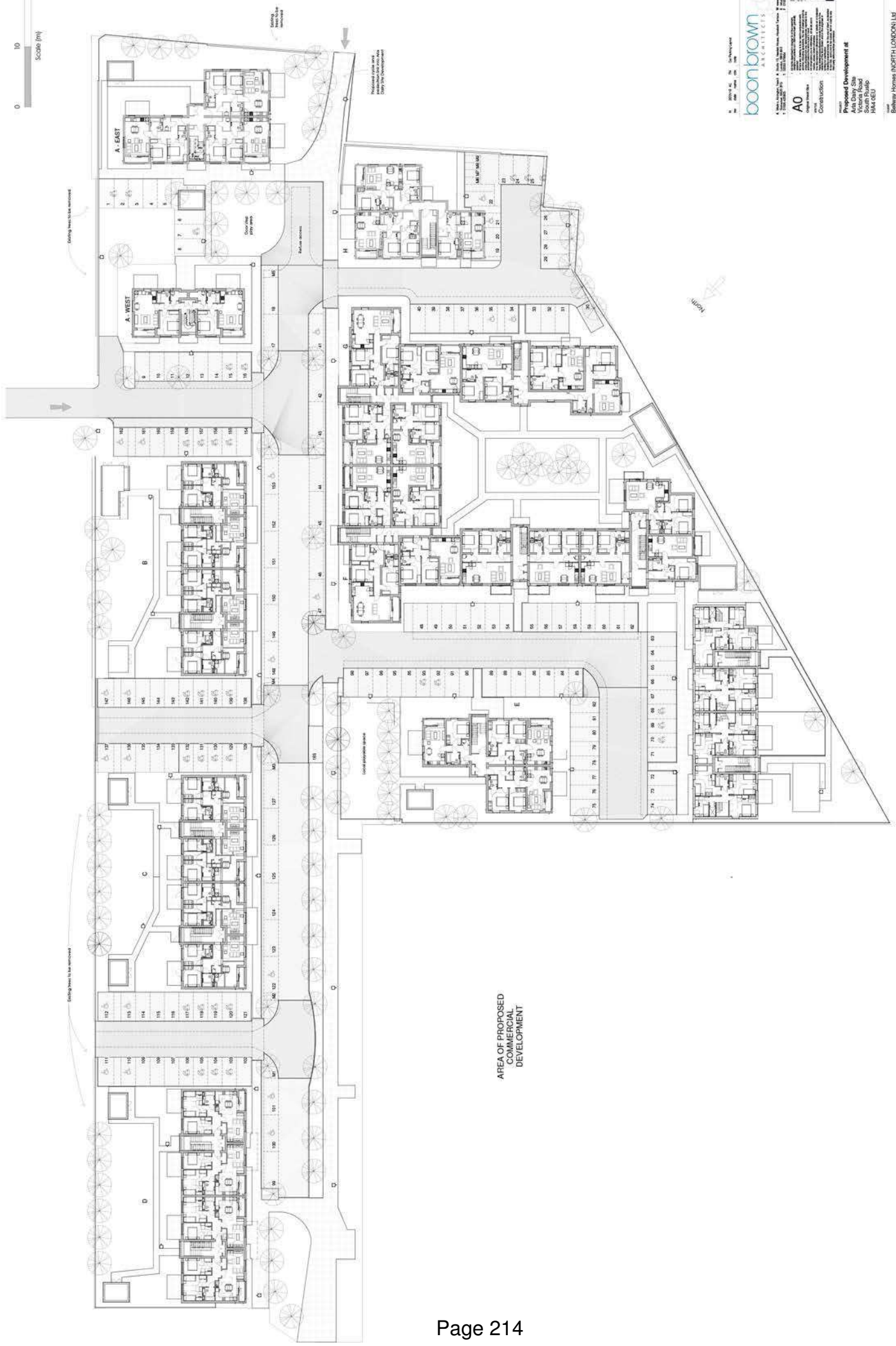
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**Development:** S73 application seeking variation of condition 2 (approved plans) and 3 (approved documents) of planning permission ref 66819/APP/2014/1600 dated 24th December 2014 for:  
Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

changes sought: 1) Increase of total units on the site from 132 to 163 and associated design/elevation changes.  
2) Changes to the approved Energy Strategy  
AMENDED PLANS RECEIVED 21/1/16 INCREASING THE AMOUNT OF PARKING SPACES TO 163 AND AMENDING THE PARKING LAYOUT.

**LBH Ref Nos:** 66819/APP/2015/3653





AREA OF PROPOSED  
COMMERCIAL  
DEVELOPMENT

**A0**
  
 Construction

Proposed Development at  
 Arts Dairy Site  
 Victoria Road  
 Haverhill  
 HX4 0EU

Railway House (NORTH LONDON) LTD

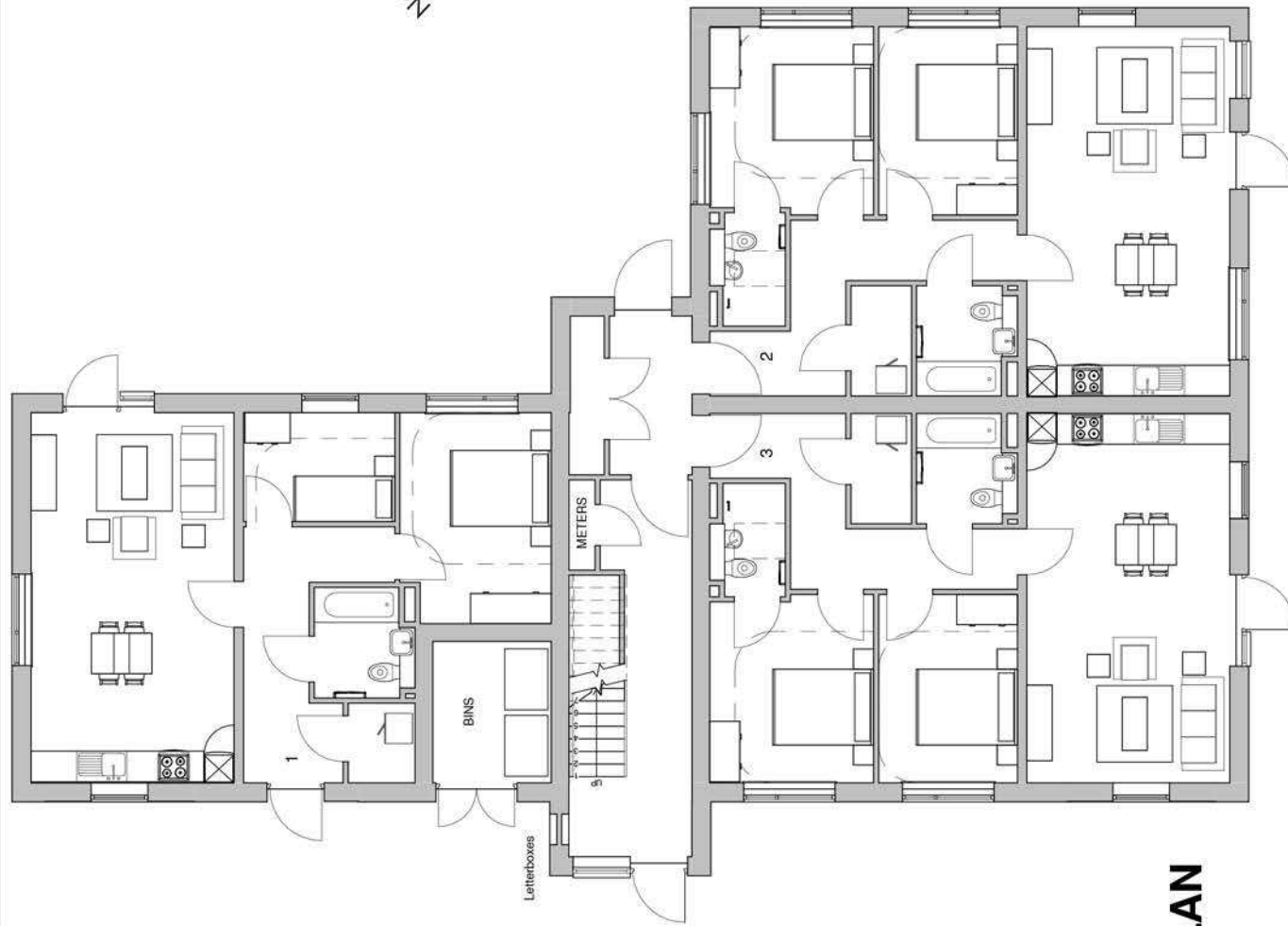
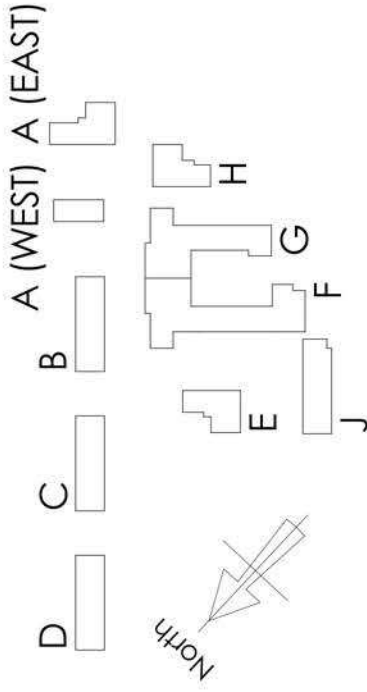
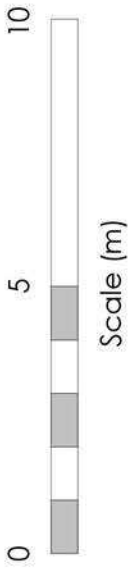
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 Date: JANUARY 16  
 Project: PRC  
 Drawing No: 3510/02-0007











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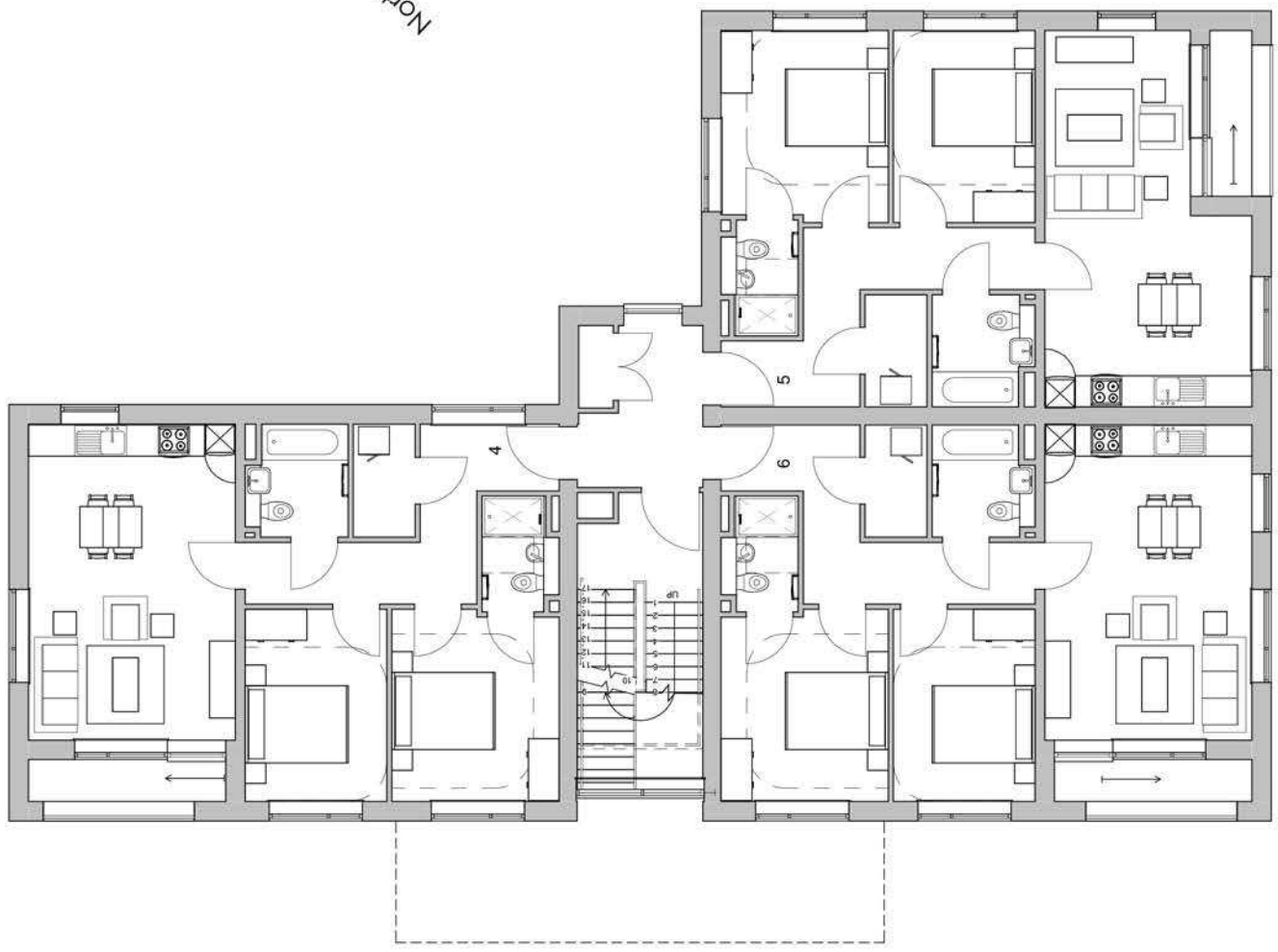
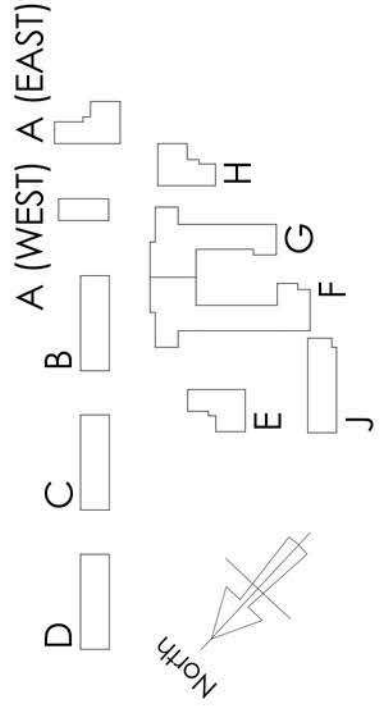
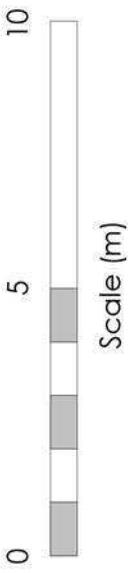
A Studio 2F, Hewlett House, Harelick, Torridge Somerset, SW8 4AS  
T 02033 979654

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**A3**  
Original Sheet Size

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Planning	08-04-15	PKC	CJ	Planning Submission	
M	rev	date	name	chk	note

CLIENT: Parkway Homes (NORTH LONDON) Ltd  
PROJECT: Proposed Development at Arla Dairy Site, Victoria Road, South Rustip, HA4 0EU  
DRAWING TITLE: Block A East Ground Floor Plan  
SCALE: As indicated  
DATE: MARCH 2015  
DRWN: PKC  
CHK: CJ  
DRAWING NUMBER: 3510 / 02 / 1003  
REVISION: M



# FIRST FLOOR GA PLAN

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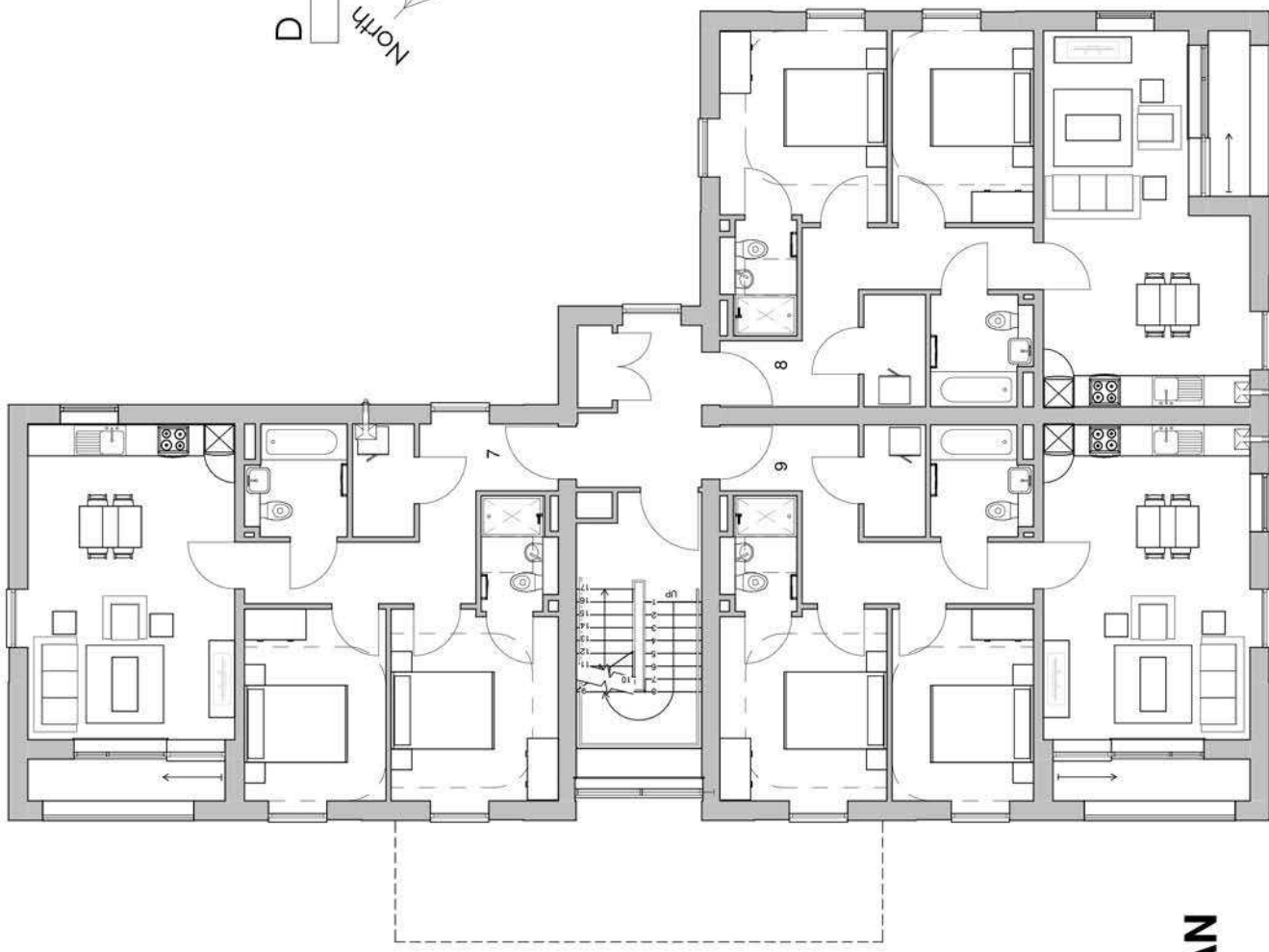
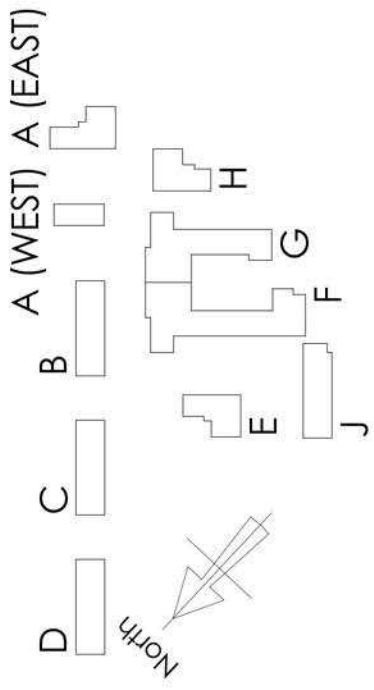
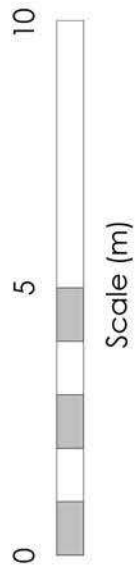
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Planning	08-04-15	PKC	CJ	Planning Submission
rev				

PROJECT: Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

CLIENT: Balkway Homes (NORTH LONDON) Ltd

DRAWING TITLE: Block A East First Floor Plan

SCALE	DATE	DRWN	CHK	DRAWING NUMBER	REVISION
As Indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1004	M



# SECOND FLOOR GA PLAN

1 : 100

**PROJECT**  
Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

**CLIENT**  
Balkway Homes (NORTH  
LONDON) Ltd

**DRAWING TITLE**  
Block A East Second Floor Plan

**SCALE**  
As Indicated

**DATE**  
MARCH 2015

**PKC**  
CJ

**DRWNR**  
CJ

**CHK**  
CJ

**DRAWING NUMBER**  
3510 / 02 / 1005

**REVISION**  
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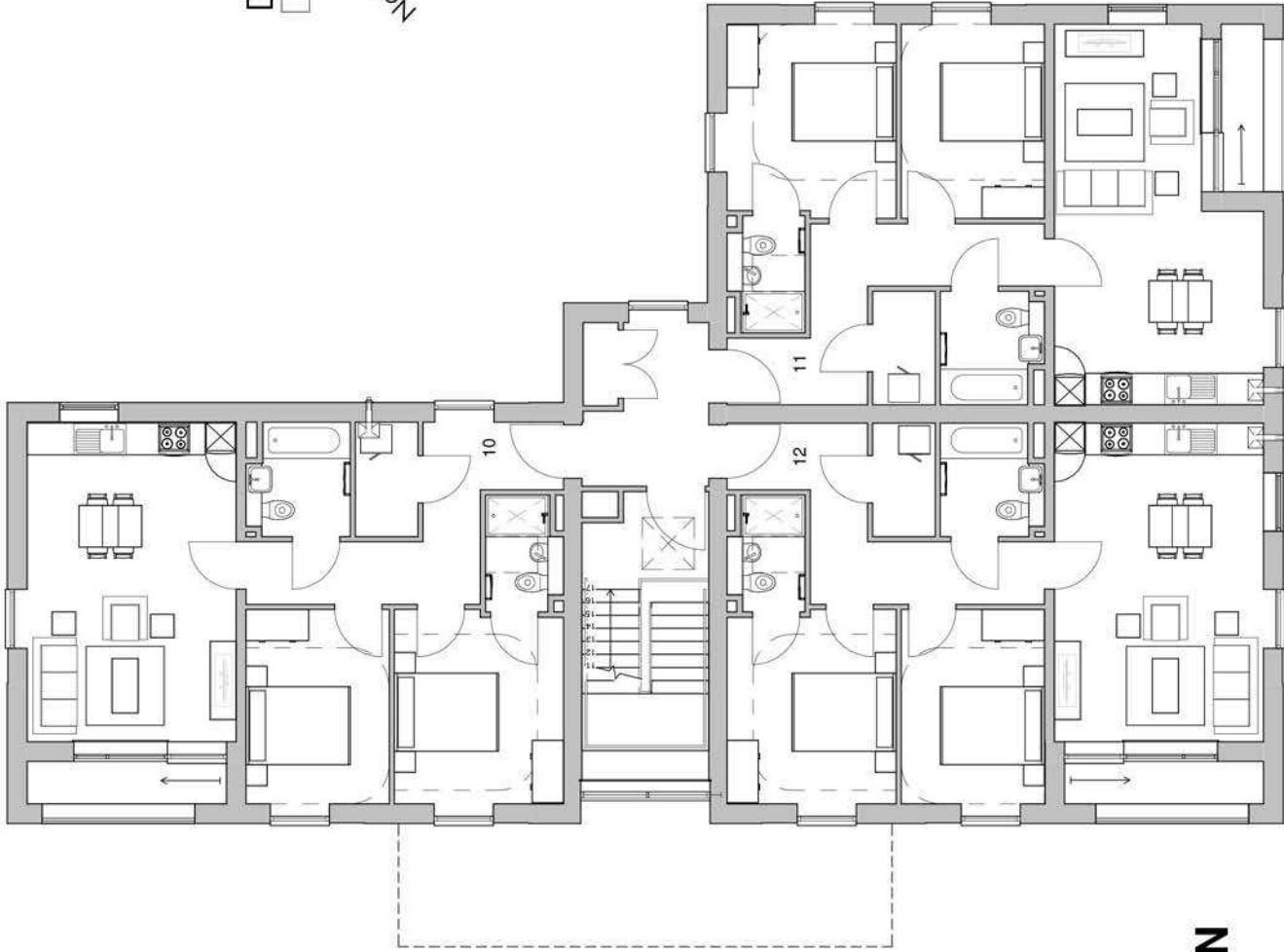
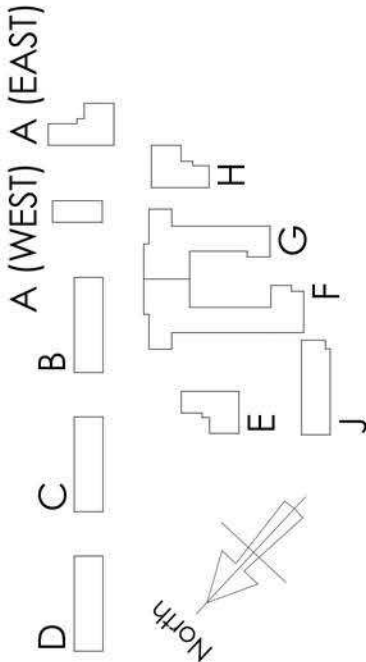
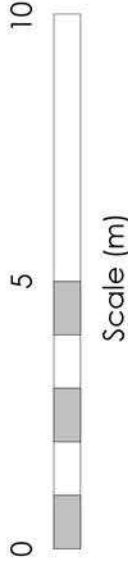
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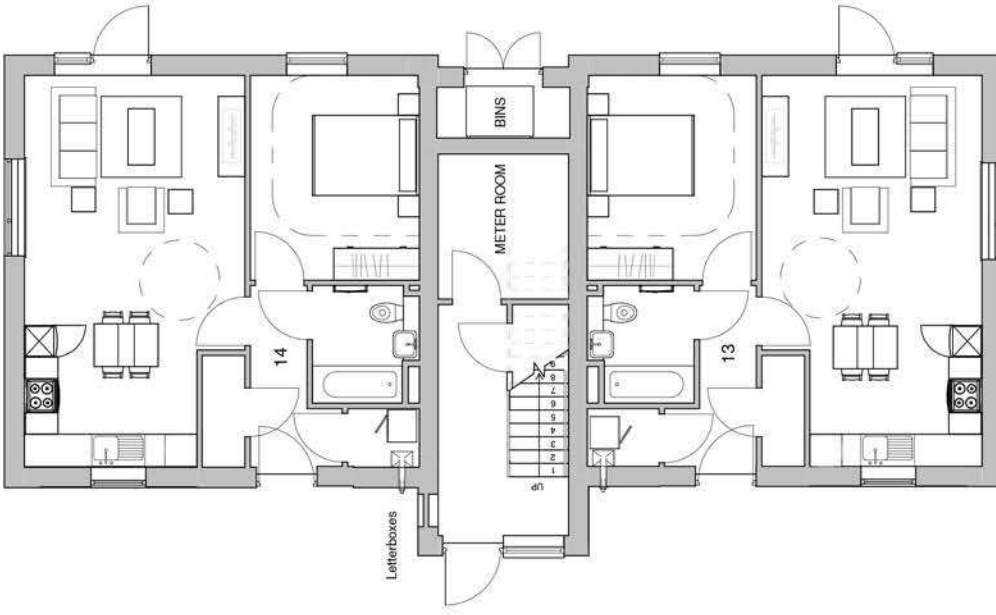
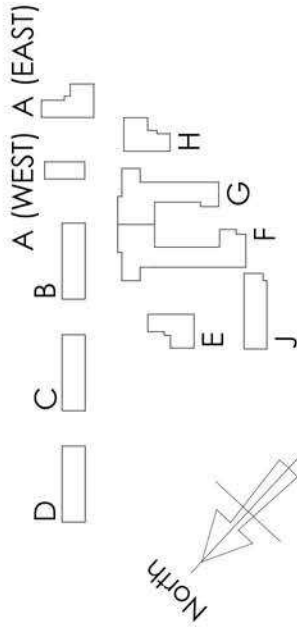
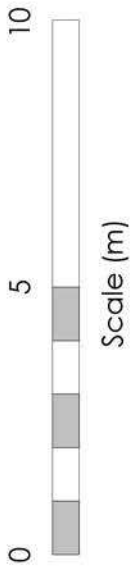
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As indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1006
M	rev	date	name	chk

**PROJECT**  
Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

**CLIENT**  
Railway Homes (NORTH  
LONDON) Ltd

**DRAWING TITLE**  
Block A East Third floor Plan





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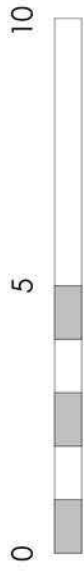
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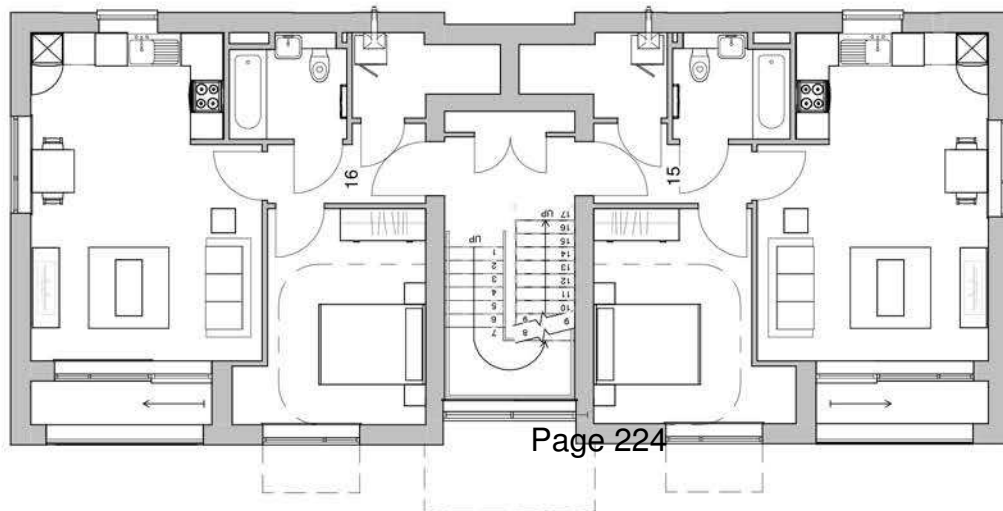
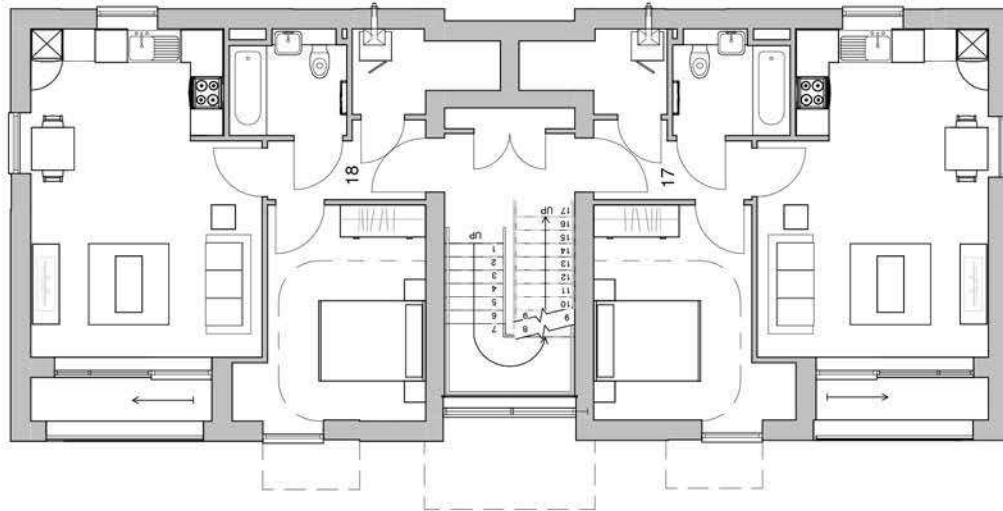
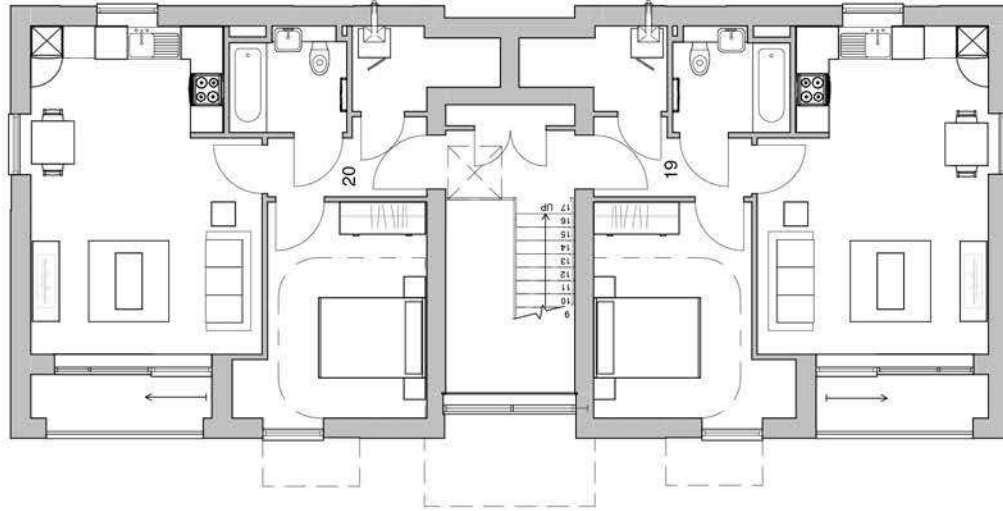
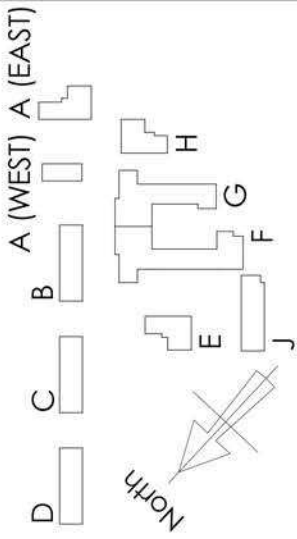
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Block A West Ground Floor Plan

SCALE	DATE	DRWN	CHK	DRAWING NUMBER	REVISION
As Indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1001	M

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Scale (m)



**FIRST FLOOR GA PLAN** **SECOND FLOOR GA PLAN** **THIRD FLOOR GA PLAN**

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		08-04-15	PKC	CJ	Planning Submission

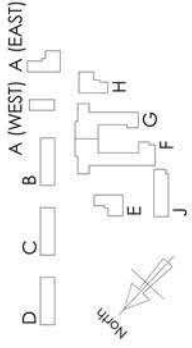
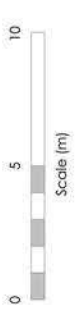
PROJECT  
Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

CLIENT  
Balkway Homes (NORTH  
LONDON) Ltd

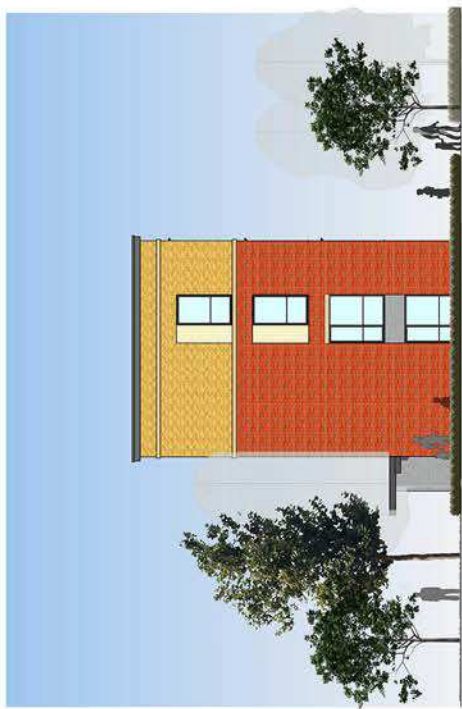
DRAWING TITLE  
Block A West Upper Floor Plans

SCALE	DATE	DRWEN	CHK	DRAWING NUMBER	REVISION
As Indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1002	M





**NORTH EAST ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100



**SOUTH EAST ELEVATION**  
1 : 100



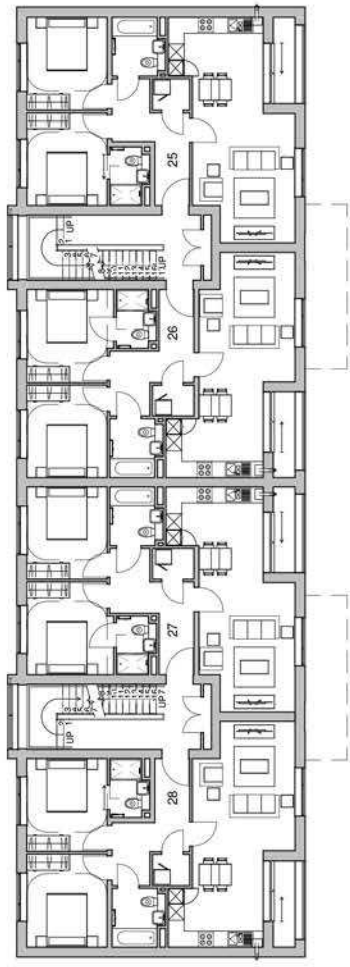
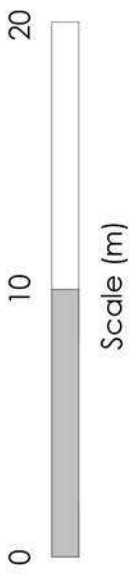
**NORTH WEST ELEVATION**  
1 : 100

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**PROJECT**  
 Proposed Development at  
 Aria Dairy Site  
 Victoria Road  
 South Ruislip  
 H44 0EU

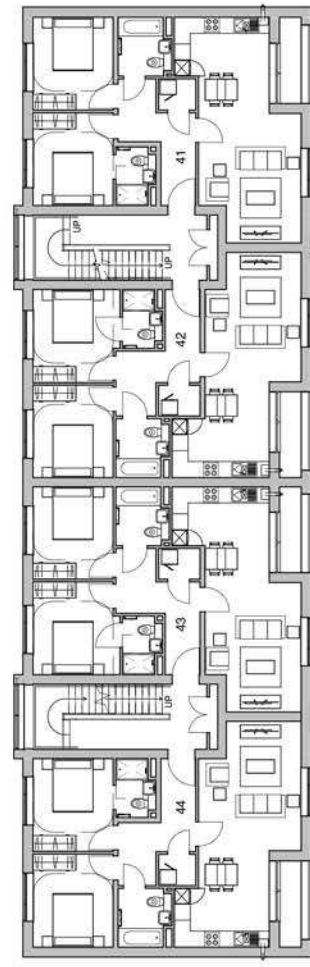
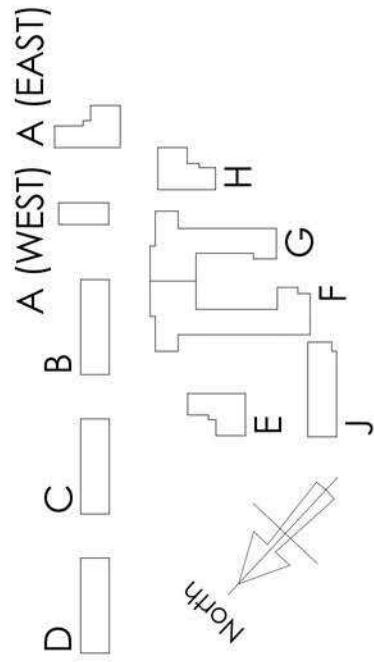
**CLIENT**  
 Bellway Homes (NORTH LONDON) Ltd

DRAWING TITLE			
<b>Block A West Elevations</b>			
DATE	DATE	DRAWN	CHECK
As indicated	MARCH 2015	PKC	CJ
DRAWING NUMBER	REVISION		
3510 / 02 / 2001	M		



**FIRST FLOOR GA PLAN BLOCK B**

1 : 200



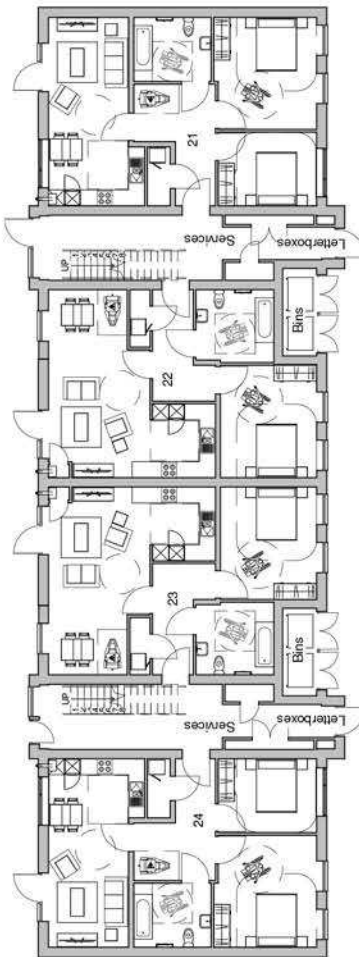
**FIRST FLOOR GA PLAN BLOCK C**

1 : 200

0 10 20

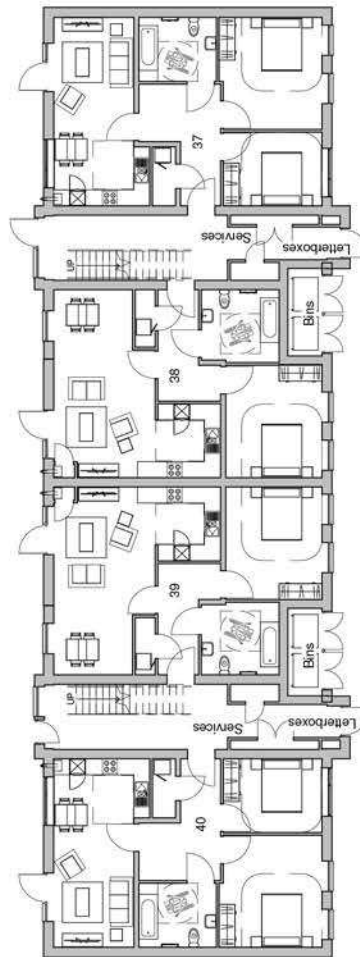


Scale (m)



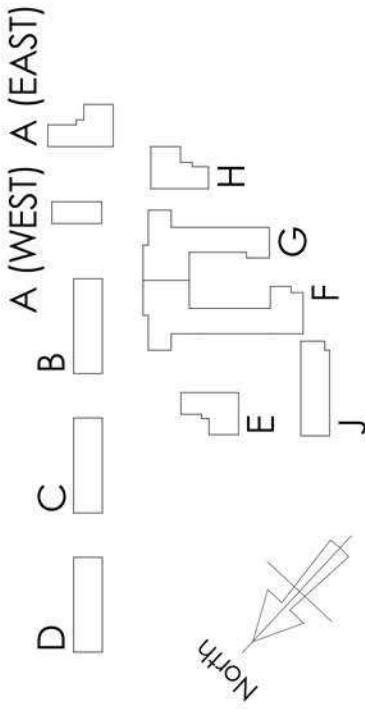
### GROUND FLOOR GA PLAN BLOCK B

1 : 200



### GROUND FLOOR GA PLAN BLOCK C

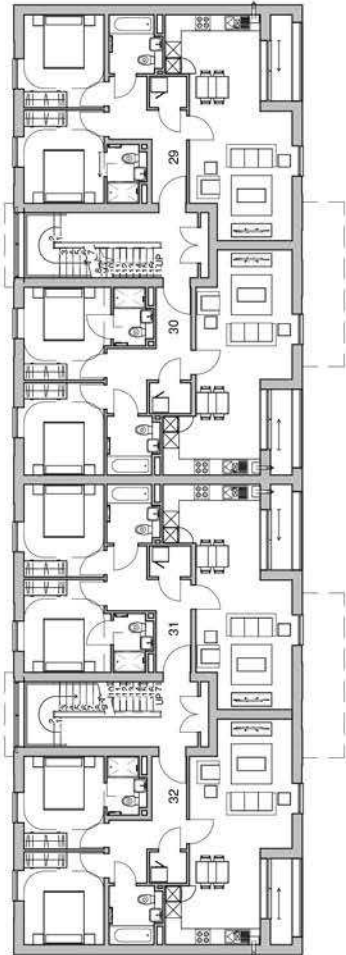
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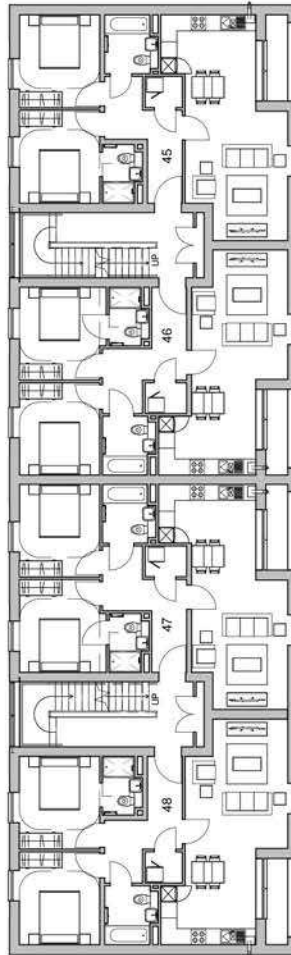


Scale (m)



## SECOND FLOOR GA PLAN

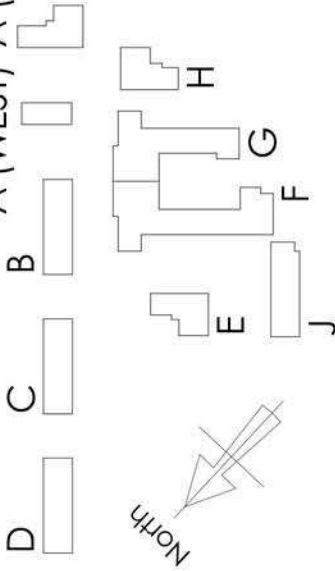
1 : 200



## SECOND FLOOR GA PLAN

1 : 200

A (WEST) A (EAST)



**A3**

Original Sheet Size

STATUS	DATE	PKC	CJ	CHK	note
Planning	08.04.15	PKC	CJ	CHK	note
rev	date	name	chk	rev	
M	08.04.15	PKC	CJ	CHK	note

PROJECT  
Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

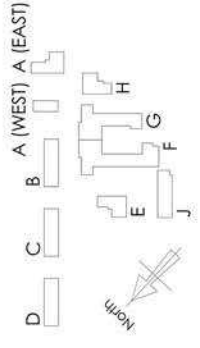
CLIENT  
Balkway Homes (NORTH  
LONDON) Ltd

DRAWING TITLE  
Block B & C Second Floor Plan

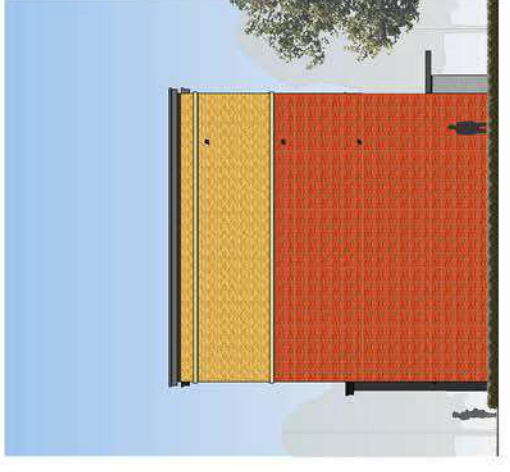
SCALE	DATE	DRWN	CHK	DRAWING NUMBER	REVISION
As Indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1009	M

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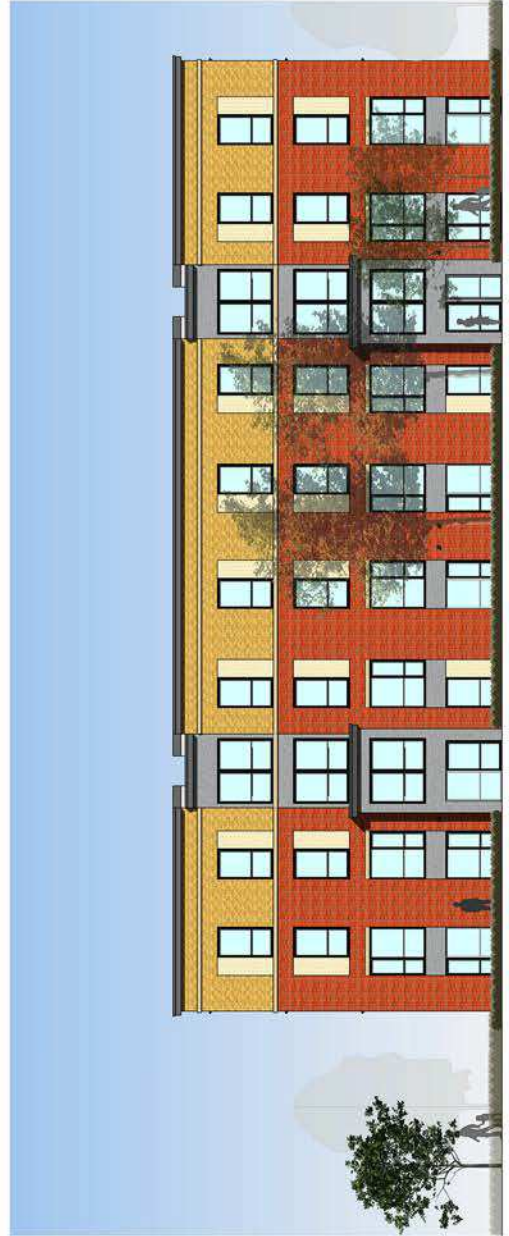




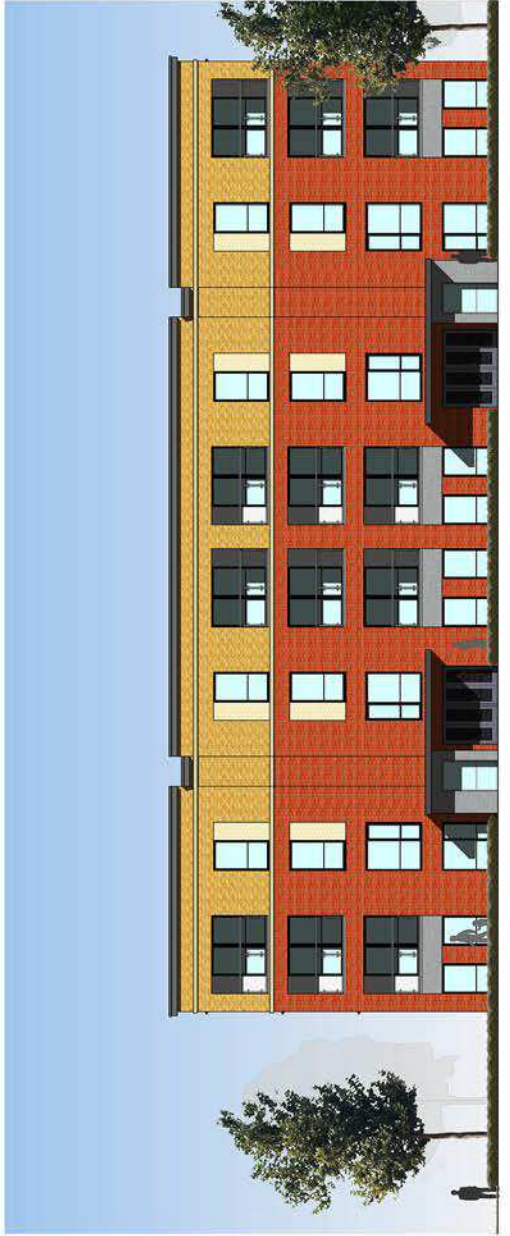
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1 : 100



**NORTH WEST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100

M 084115 PKG CJ Planning Submission  
 NW 1000 1000m 01/16/2015

**boonbrown**  
 ARCHITECTS

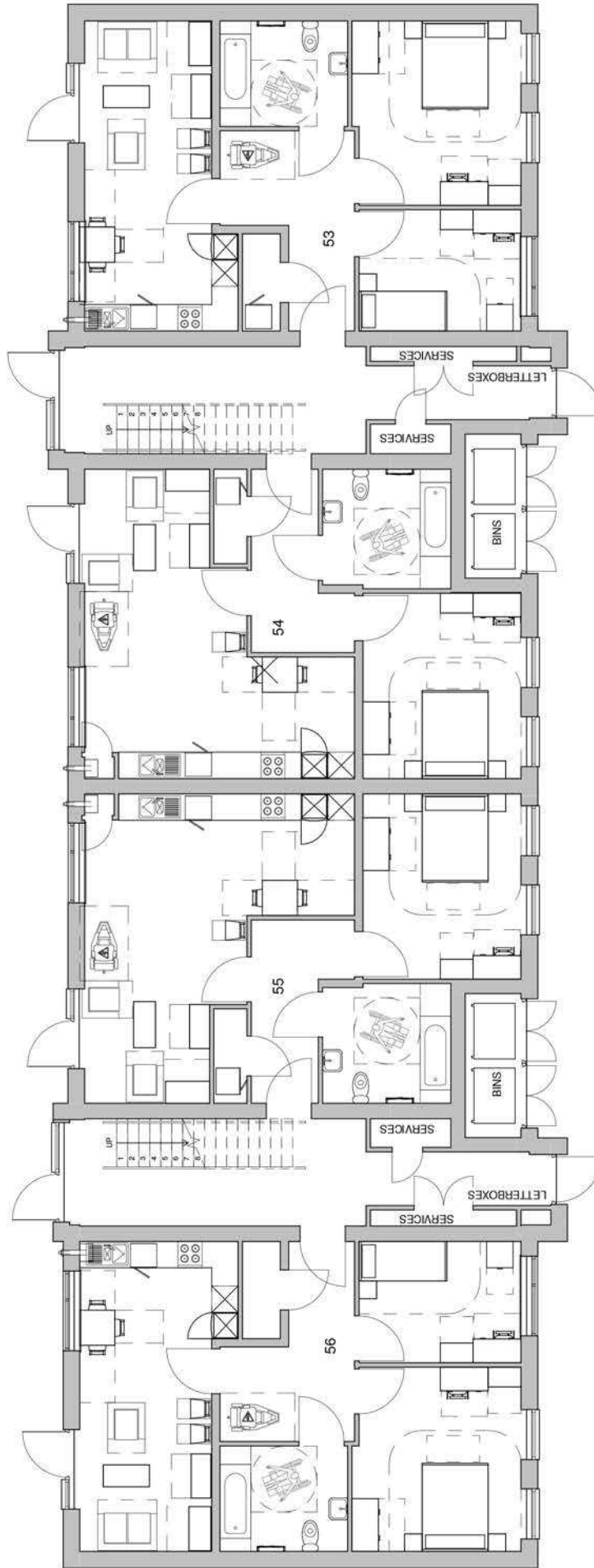
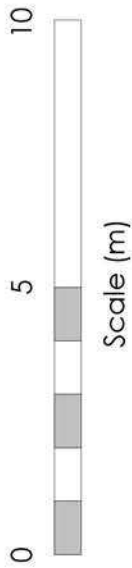
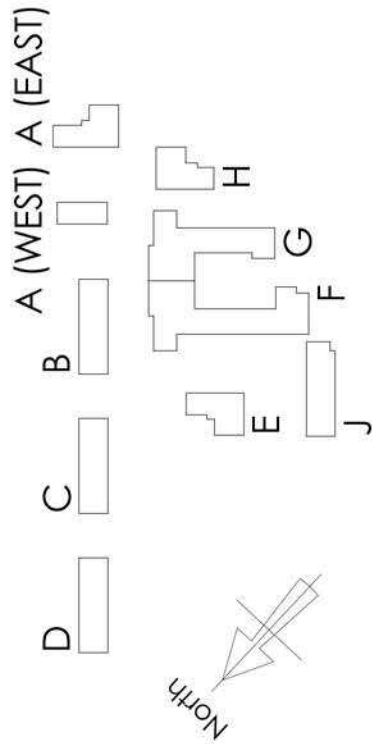
A 10000, Victoria Road, A 10000, Victoria Road, Network House, W 10000, Victoria Road  
 T 01753 450000 PKG A 10000, Victoria Road, Network House, W 10000, Victoria Road  
 F 01753 450000

**A1**  
 Original Street View  
 Planning

PROJECT  
**Proposed Development at**  
 Arla Dairy Site  
 Victoria Road  
 South Ruislip  
 HA4 0EU

CLIENT  
 Bellway Homes (NORTH LONDON) Ltd

DRAWN BY: Block B and C Elevations  
 SCALE: As Indicated  
 DATE: MARCH 2015  
 CHECKED: PKC  
 DATE: CJ  
 APPROVED: M  
 DATE: 3510 / 02 / 2003



# GROUND FLOOR GA PLAN

1 : 100

**boonbrown**  
ARCHITECTS

A Melko, Avignon, Yeovil A Studio 2F, Hewlett House, Harelock Terrace  
Somerset, BA20 2FG W www.boonbrown.com  
T 01935 420803 T 02033 979664 E info@boonbrown.com F 01935 975466

RIBA #1  
Royal Institute of  
British Architects

ISO 9001  
Registered  
Quality  
Management

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**A3**

Original Sheet Size

STATUS	DATE	NAME	CHK	NOTE
Planning	08.04.15	PKC	CJ	Planning Submission
M	rev	date	name	chk

PROJECT  
Proposed Development at  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

CLIENT  
Balkway Homes (NORTH  
LONDON) Ltd

DRAWING TITLE  
Block D Ground Floor Plan

SCALE  
As Indicated

DATE  
MARCH 2015

PKC

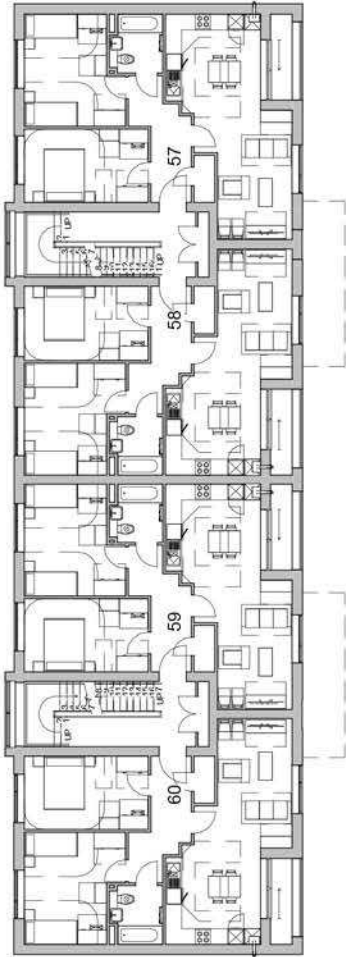
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CJ

CHK  
CJ

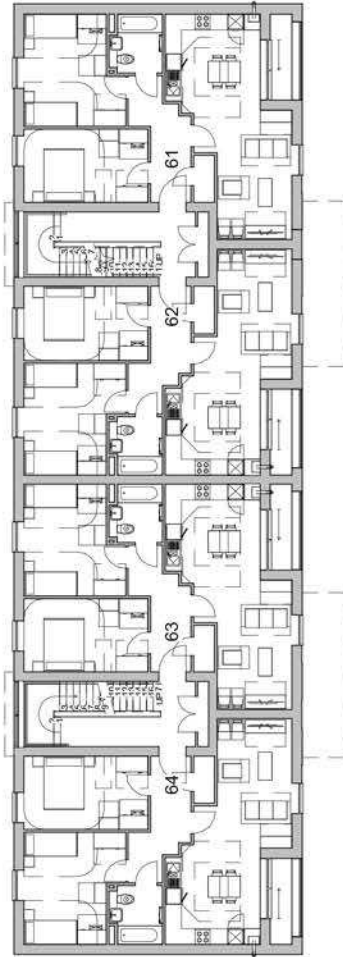
DRAWING NUMBER  
3510 / 02 / 1011

REVISION  
M

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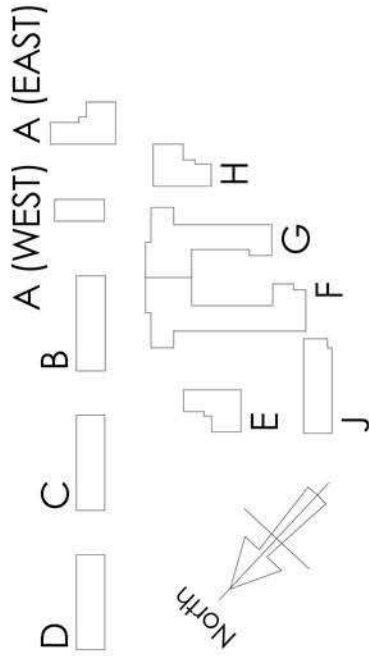
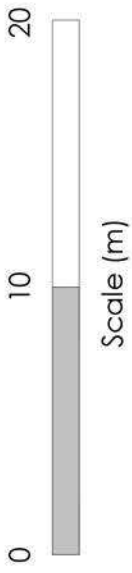
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1 : 200



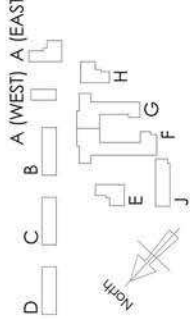
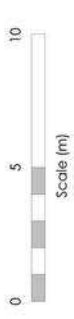
**SECOND FLOOR GA PLAN**  
1 : 200



**THIRD FLOOR GA PLAN**  
1 : 200







**SOUTH EAST ELEVATION**  
1 : 100



**NORTH WEST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100

M 061415 REG: EU Planning Permission  
 No. 061415 Reg. No. 061415  
 Date 15/03/2015

**boonbrown**  
 ARCHITECTS

RIBA #  
 674287

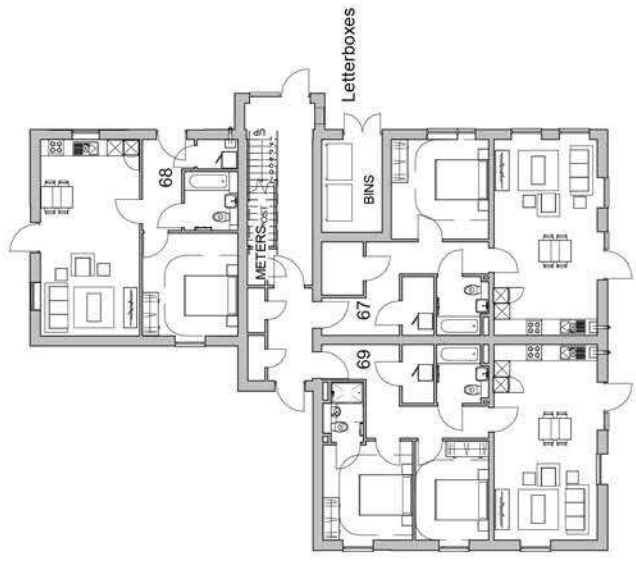
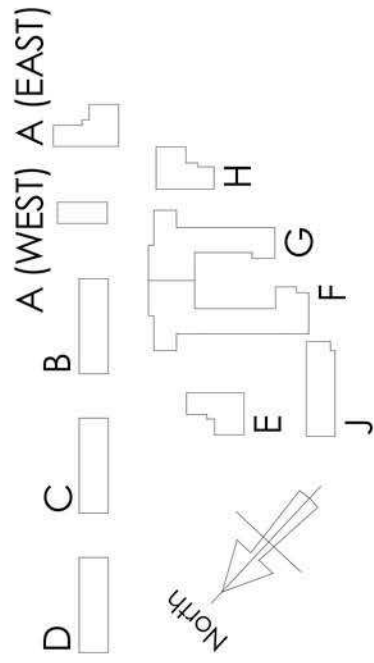
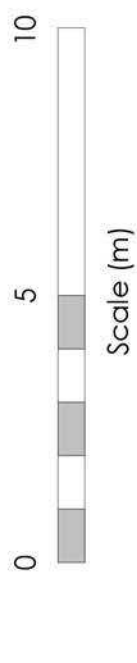
PROJECT: EU Development at  
 Aria Dairy Site  
 Victoria Road  
 South Ruislip  
 HA4 0EU

**A1**  
 Original Sheet Size  
 Planning

A. Moller, Architect, 100, A. Studio 15, South House, Harmondsworth, Bucks, MK35 9EF  
 T: 01295 233300 F: 01295 233300  
 W: www.boonbrown.com

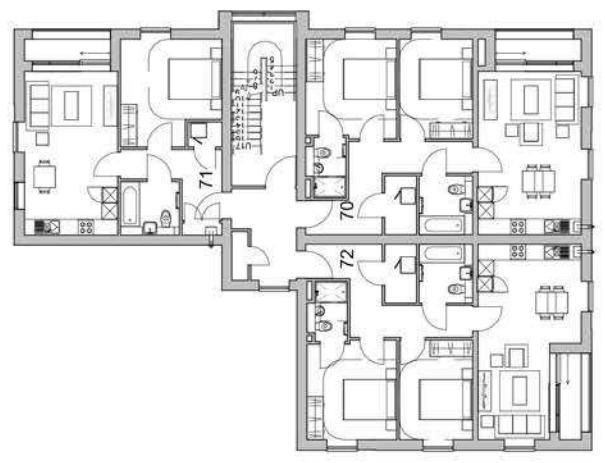
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DRAWN: Bellway Homes (NORTH LONDON) Ltd  
 PROJECT: Block D Elevations  
 SCALE: As indicated  
 DATE: MARCH 2015  
 CHECKED: PKC  
 DRAWN: CJ  
 REVISION: M  
 DATE: 3510 / 02 / 2004



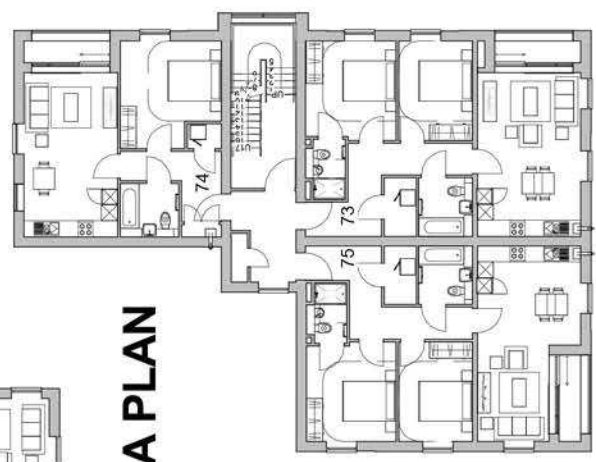
**GROUND FLOOR GA PLAN**

1 : 200



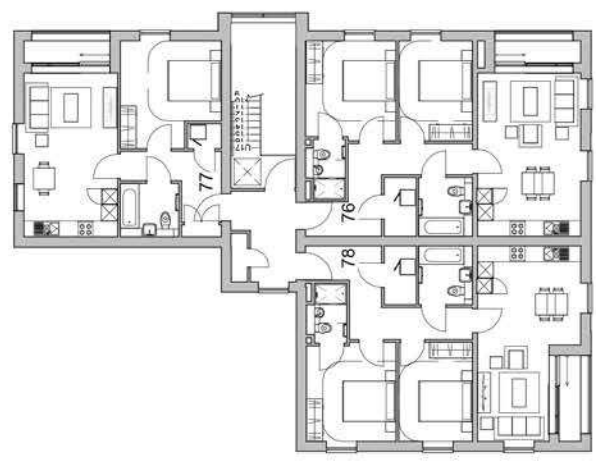
**FIRST FLOOR GA PLAN**

1 : 200



**SECOND FLOOR GA PLAN**

1 : 200



**THIRD FLOOR GA PLAN**

1 : 200

**A3**  
Original Sheet Size

STATUS: Planning

PROJECT: Proposed Development at Avia Dairy Site, Victoria Road, South Rustip, HA4 0EU

CLIENT: Bellway Homes (NORTH LONDON) Ltd

PROJECT TITLE: Block E Floor Plans

SCALE: As indicated

DATE: MARCH 2015

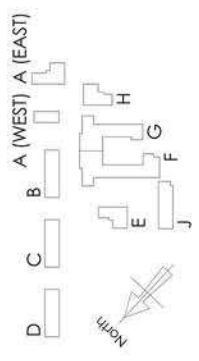
DRAWING NUMBER: 3510 / 02 / 1013

CHK: CJ

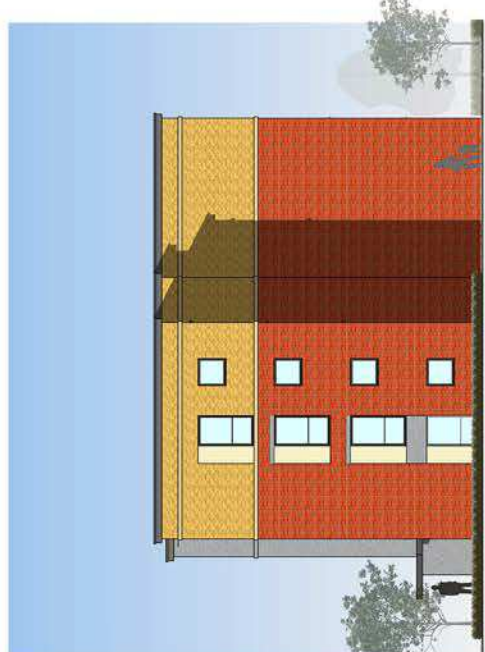
DRAWN: PKC

REVISION: M

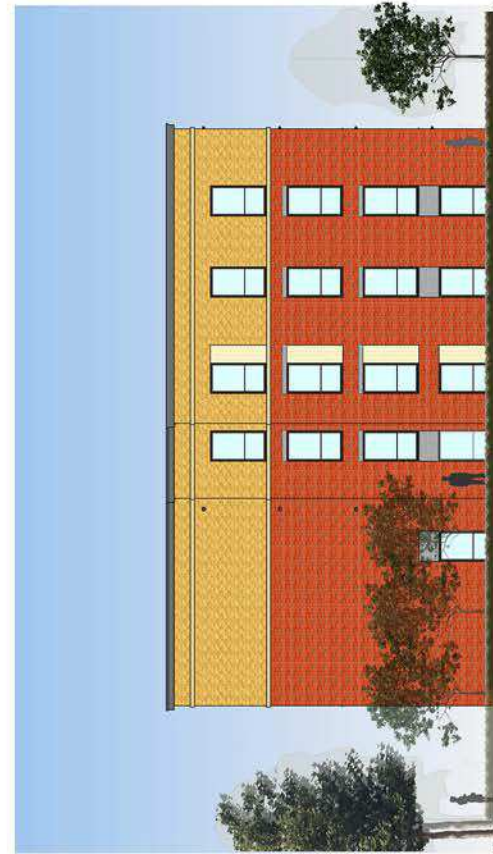
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M	08-04-15	PKC	CJ	Planning Submission		
		rev	date	name	chk	note



**SOUTH EAST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100



**NORTH WEST ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100

M: 08 44 15 7862 CJ: Planning Submission  
 REV: 0006 09/06 09/15 04/16 04/16

**boonbrown**  
 ARCHITECTS

A: 100, Avenue Road, A: Bldg 15, Hargis House, Hargis House, W: www.boonbrown.com  
 T: 01303 402020 F: 01303 402021 T: 01303 719988 F: 01303 233468

**A1**  
 Original Draw Size  
 Planning

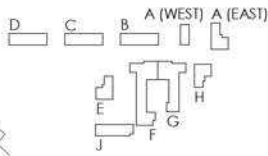
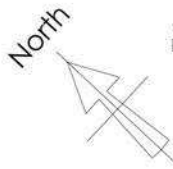
RIBA 118  
 RIBA 118  
 RIBA 118

PROPOSED  
**Proposed Development at**  
 Aria Dairy Site  
 Victoria Road  
 South Ruislip  
 HA4 0EU

CLIENT: Bellway Homes (NORTH LONDON) Ltd

DATE	SCALE	DATE	DRAWN	CHK
As indicated	As indicated	MARCH 2015	PKC	CJ
3510 / 02 / 2005				M

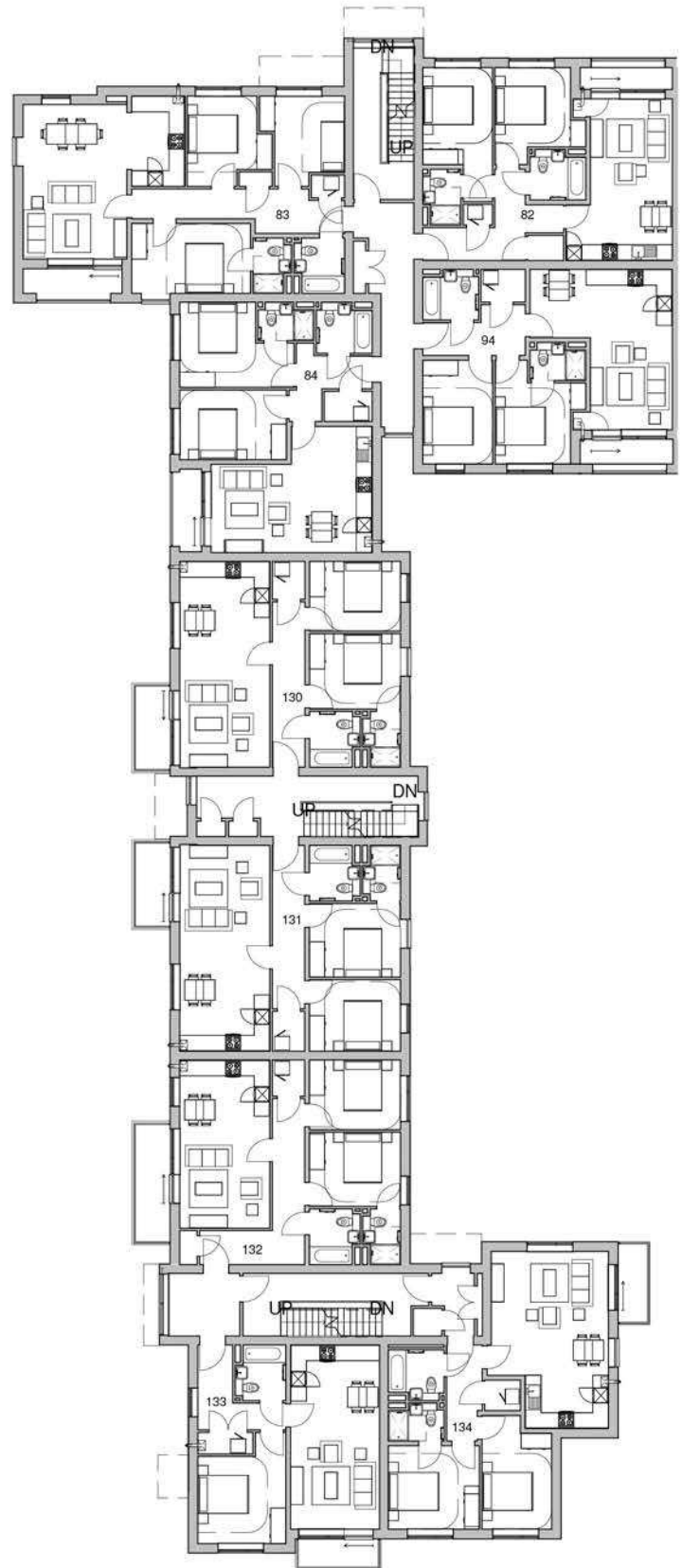
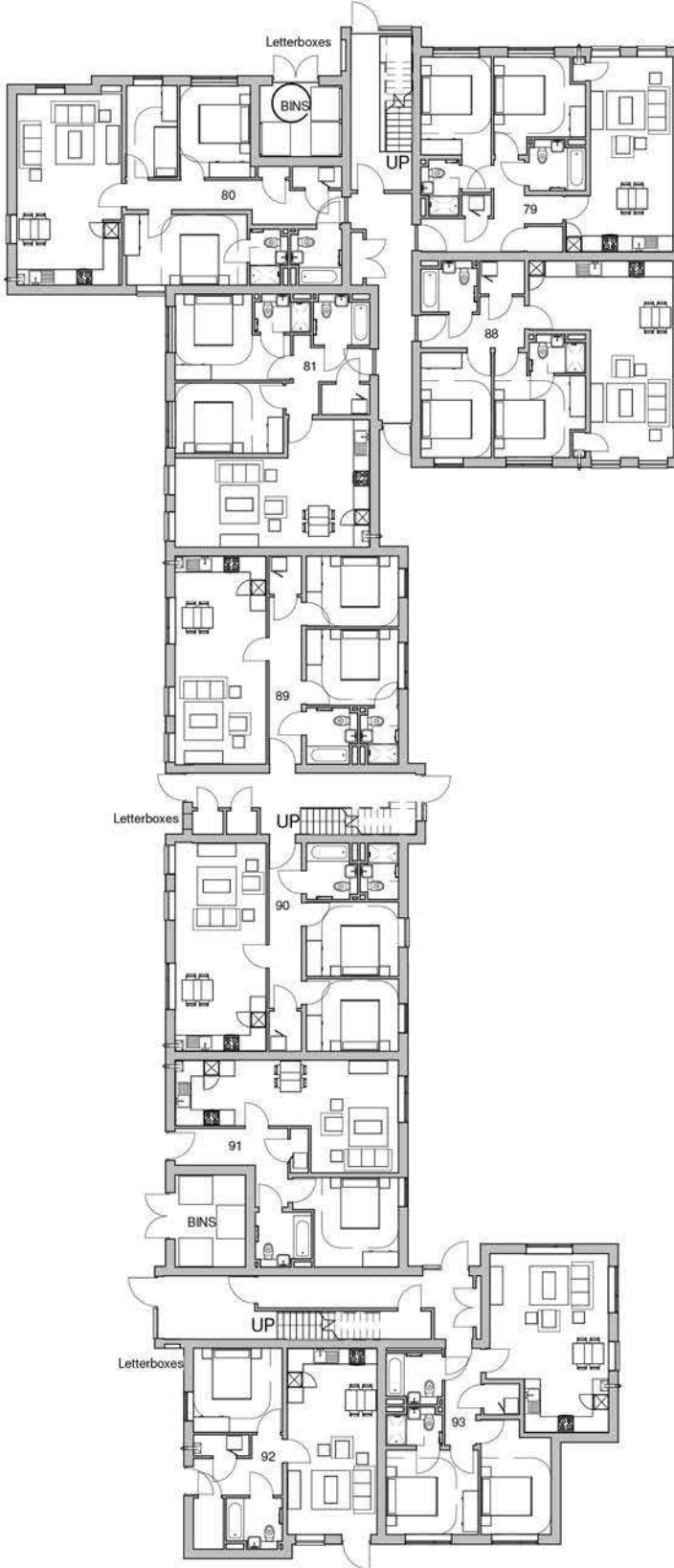
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 DRAWING NUMBER: 3510 / 02 / 2005



0 10 20



Scale (m)



# BLOCK F GROUND FLOOR GA PLAN

1 : 200

# BLOCK F FIRST FLOOR GA PLAN

1 : 200



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A3  
Page 236

STATUS: Planning  
M 08-04-1 PKC CJ Planning Submission

PROJECT  
Proposed Development at  
Atta Dairy Site  
Victoria Road  
South Ruslip  
HA4 0EU

CLIENT  
Bellway Homes  
(NORTH LONDON) Ltd

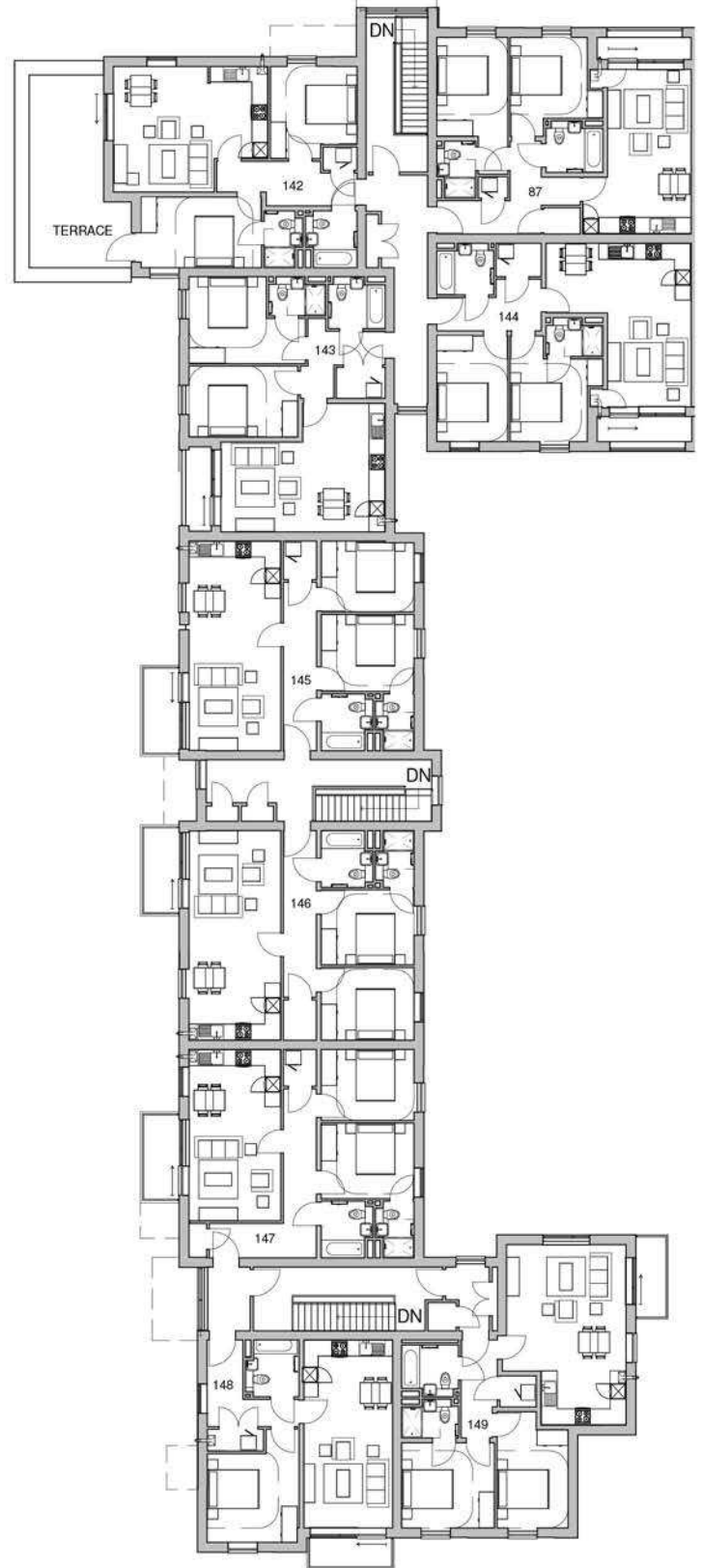
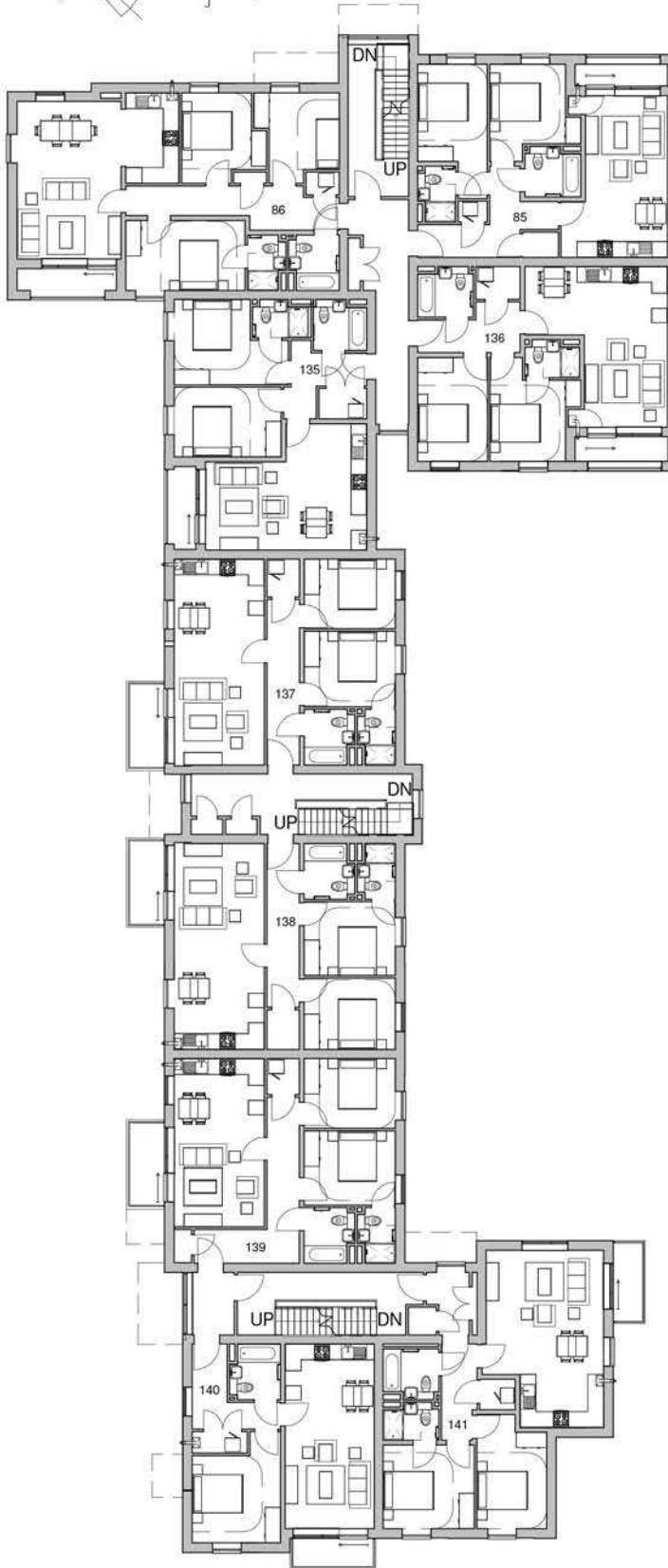
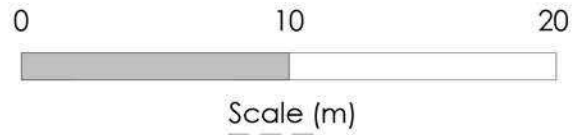
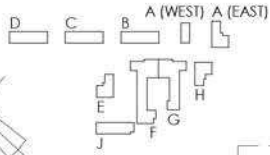
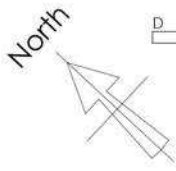
DRAWING TITLE  
Block F Ground and First Floor Plan

SCALE  
As indicated

DATE DRAWN CHK DRAWING NUMBER REVISION  
MARCH 15 PKC CJ 3510 / 02 / 1014 M

A Motke, Abington, Yeovil Somerset, BA20 2FG T 01935 420803  
A Studio 2F, Hawkett House, Harelock Terrace London, SW14 6AS T 02033 976654  
W www.boonbrown.com E info@boonbrown.com F 01935 475466

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# BLOCK F SECOND FLOOR GA PLAN

1 : 200

# BLOCK F THIRD FLOOR GA PLAN

1 : 200



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- Where any drawing is to be read in conjunction with another, including specialists, the two drawings shall be cross-checked and any discrepancies reported to the architect before the work is put in hand
- All dimensions are in millimeters, all levels are in metres, unless shown otherwise
- Any discrepancies in dimensions or details on any drawing between these drawing specifications should be drawn to the attention of the floor finisher and/or the engineer
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A3  
Page 237

STATUS	rev	date	name	chk	note
Planning					

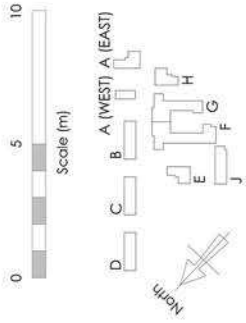
PROJECT	CLIENT
Proposed Development at Atta Dairy Site Victoria Road South Ruislip HA4 0EU	Bellway Homes (NORTH LONDON) Ltd

DRAWING TITLE	SCALE
Block F Second and Third Floor Plan	As indicated

DATE	DRAWN	CHK	DRAWING NUMBER	REVISION
MARCH 15 PKC	CJ		3510 / 02 / 1015	M

A Motke, Abington, Yeovil Somerset, BA20 2FG T 01935 420803  
 A Studio 2F, Hawkett House, Harelock Terrace London, SW14 6AS T 02033 07664  
 W www.boonbrown.com E info@boonbrown.com F 01935 475466

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**NORTH WEST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100

M 014615 PNC CJ Planning Submission  
WY 1000 JUNE 07K 00K

**boonbrown**  
ARCHITECTS

A House, Northgate, York A Block 27, Northgate, Harrogate W www.boonbrown.com  
T 01907 420021 P 01907 420022 F 01907 420023

**A1**

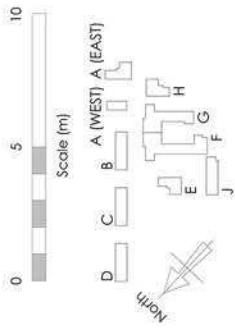
Original Street Scene  
Planning

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PROJECT  
**Proposed Development at**  
Aria Dairy Site  
Victoria Road  
South Rustip  
HA4 0EU

CLIENT  
Bellway Homes (NORTH LONDON) Ltd

<b>Block's F Elevations</b>			
DATE	OWNER	CHK	
As Indicated	MARCH 2015	J.B	C.J
DATE OF ISSUE	REVISION		
3510 / 02 / 2007	M		



**NORTH WEST COURT ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100



**NORTH EAST COURT ELEVATION**  
1 : 100

M 08/04/15 PKG CJ Planning Submission  
NW 1000 10000 0106 0106

**boonbrown**  
ARCHITECTS

A House, Arlington, Dorset A, South of Hants Road, Hants Road, Hants Road  
T 01252 33000 0000 F 01252 33000 0000

**A1**

Original Street Code  
Planning

RIBA #

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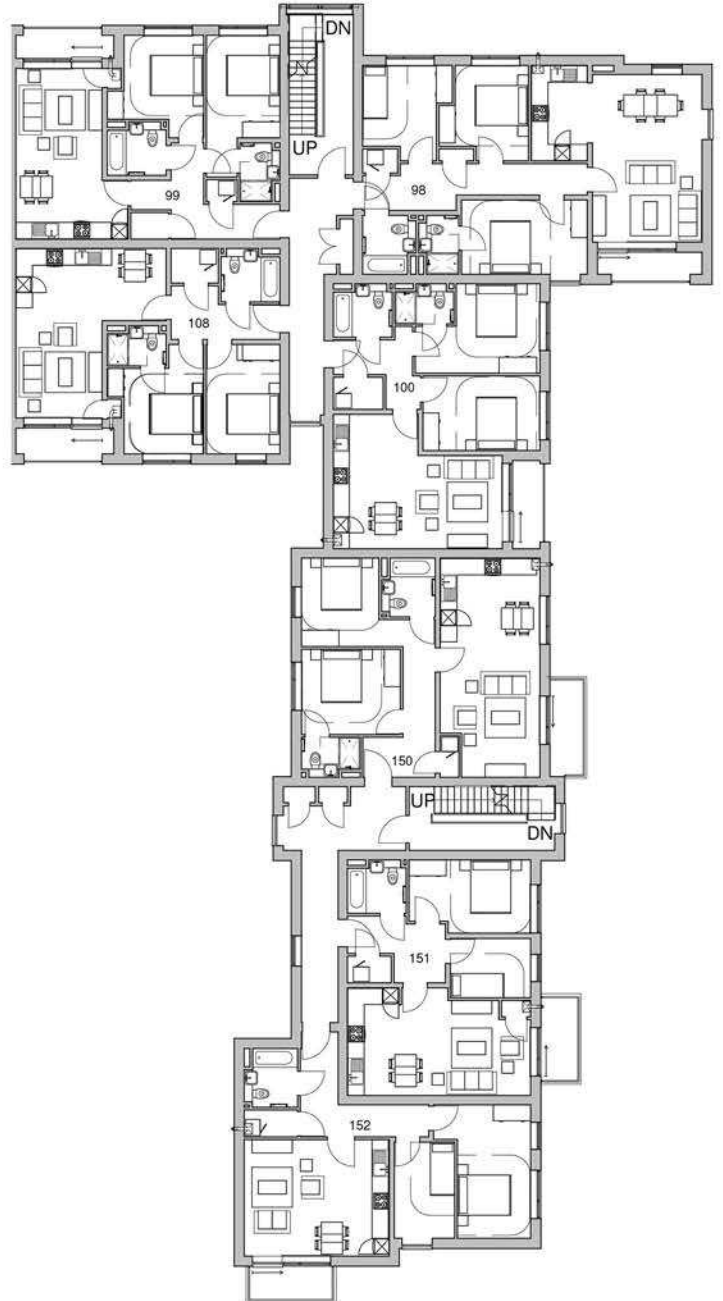
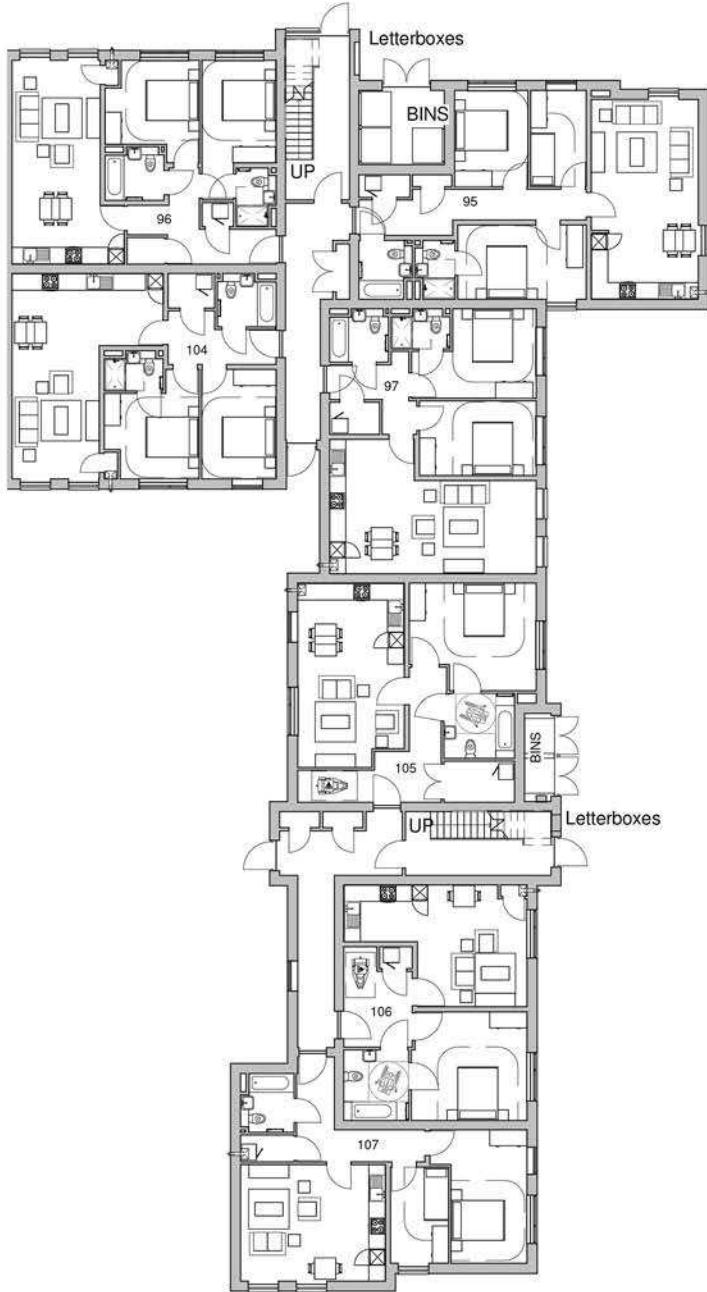
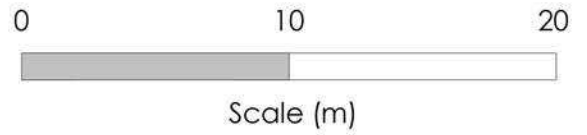
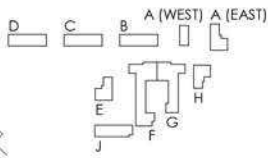
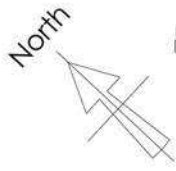
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**Proposed Development at**  
Aria Dairy Site  
Victoria Road  
South Ruslip  
HA4 0EU

CLIENT  
Bellway Homes (NORTH LONDON) Ltd

ISSUED FOR:	<b>Blocks F Elevations</b>
SCALE:	As Indicated
DATE:	MARCH 2015
DESIGNED BY:	PKC
CHECKED BY:	CJ
DATE OF ISSUE:	3510 / 02 / 2006
PROJECT NO.:	M

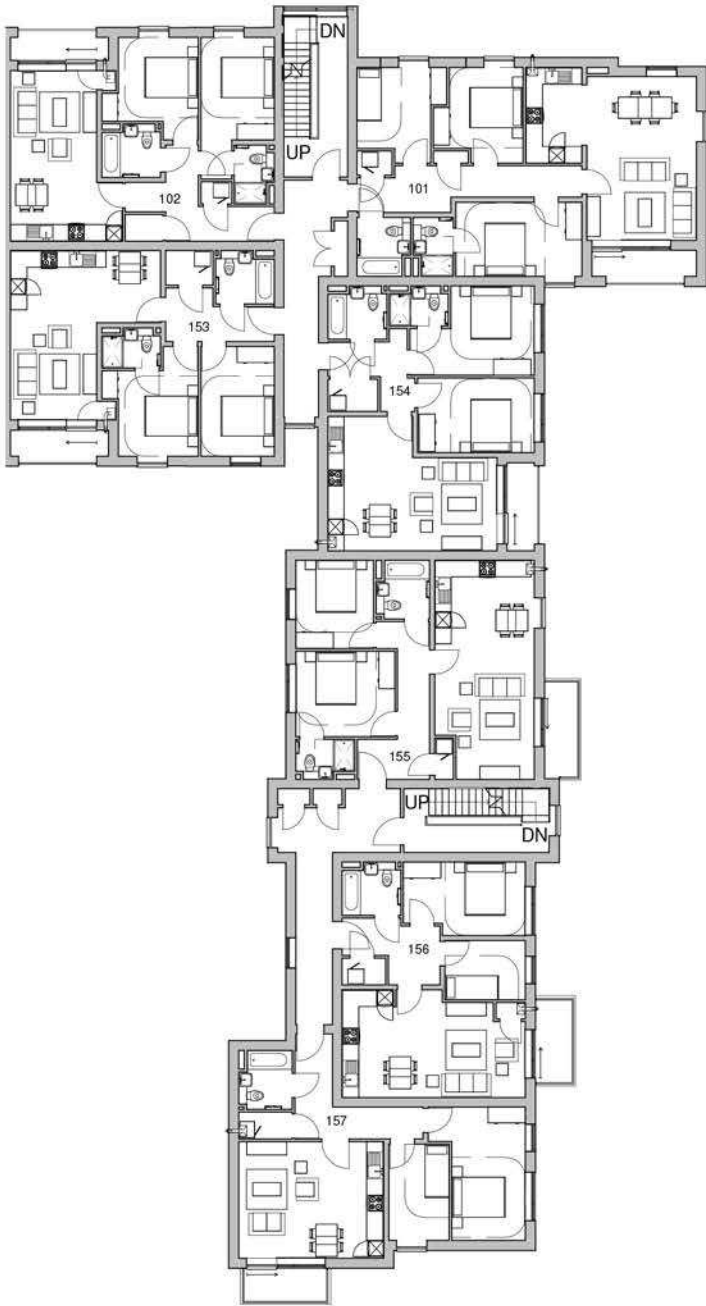
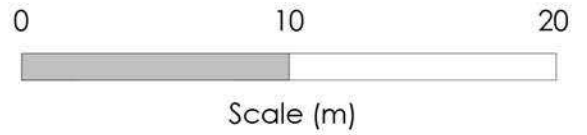
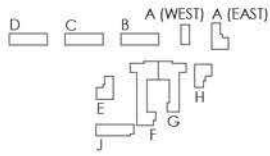
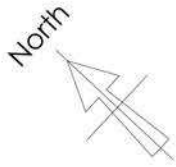


# BLOCK G GROUND FLOOR GA PLAN      BLOCK G FIRST FLOOR GA PLAN

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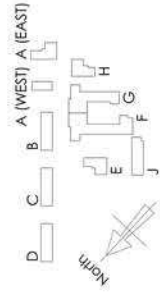
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**BLOCK G SECOND FLOOR GA PLAN**  
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**BLOCK G THIRD FLOOR GA PLAN**  
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M 014615 PKC CJ Planning Submission  
 NW 1000 1000 014 014  
 boonbrown ARCHITECTS  
 A House, Norfolk, Norfolk A 1000 1000 014 014  
 Y 014615 PKC CJ  
 RIBA #  
 A1  
 Original Street Scene  
 Planning  
 Proposed Development at  
 Arla Dairy Site  
 Victoria Road  
 South Ruslip  
 HA4 0EU



**SOUTH EAST COURT ELEVATION**  
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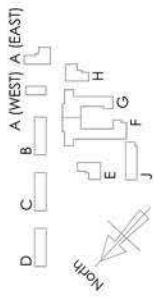
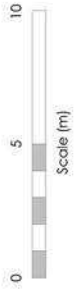
**NORTH EAST COURT ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100

<b>Blocks G Elevations</b>			
SCALE	DATE	OWNER	CHK
As Indicated	MARCH 2015	PKC	CJ
DATE OF ISSUE	REVISION		
3510 / 02 / 2009	M		

PROJECT: Bellway Homes (NORTH LONDON) Ltd



**SOUTH EAST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100

M 2014/15 PRC CJ Planning Submission  
NY 2009 2008 2008 2008 2008

**boonbrown**  
ARCHITECTS

A House, Norwich, Norfolk A 2014/15 PRC CJ Planning Submission M www.boonbrown.com  
T 01603 420201-214 F 01603 230044 E info@boonbrown.com

**A1**

**RIBA #**  
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**Original Street Code**

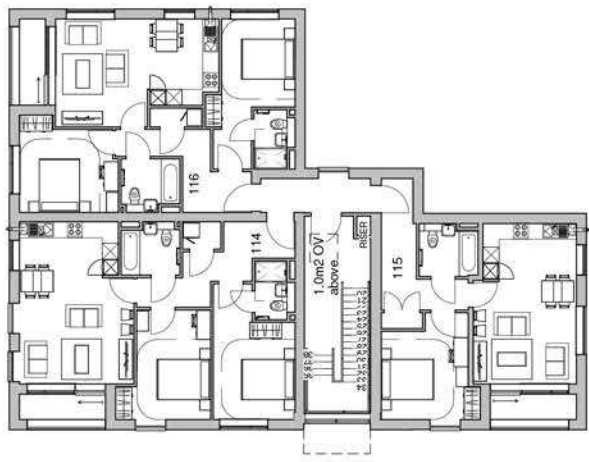
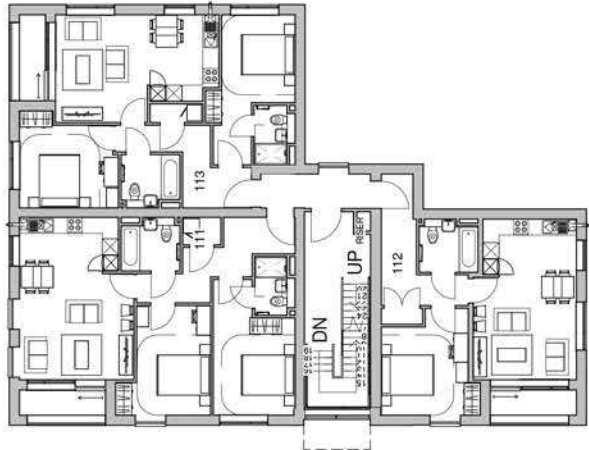
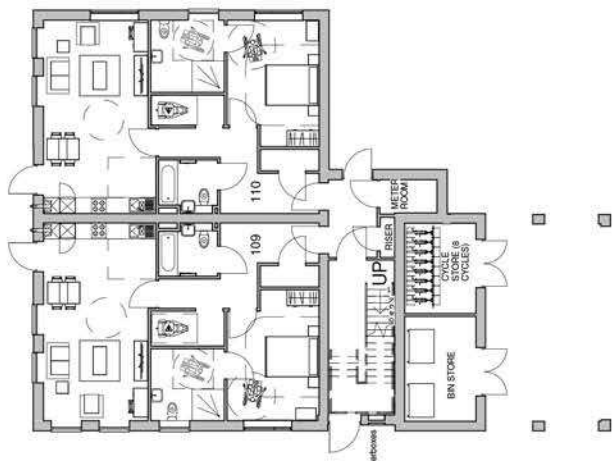
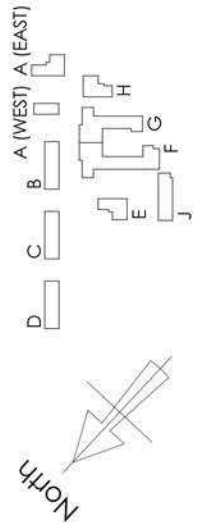
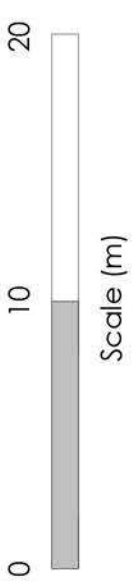
**Planning**

**Proposed Development at**  
Aria Dairy Site  
Victoria Road  
South Ruislip  
H44 0EU

**Client**  
Bellway Homes (NORTH LONDON) Ltd

<b>Block G Elevations</b>			
DATE	OWNER	CHK	
As Indicated	MARCH 2015	J.B	C.J
DATE	OWNER	CHK	
3510 / 02 / 2008		M	

JHRBA000



# GROUND FLOOR GA PLAN

1 : 200

# FIRST FLOOR GA PLAN

1 : 200

# SECOND FLOOR GA PLAN

1 : 200

**boonbrown** ARCHITECTS

A Melkio, Avington, Yeovil  
Somerset, BA20 2FG  
T 01905 420803

A Studio 2F, Hewlett House, Harelock Terrace  
London, SW8 4AS  
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W [www.boonbrown.com](http://www.boonbrown.com)  
E [info@boonbrown.com](mailto:info@boonbrown.com)  
F 01905 075466

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Royal Institute of  
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Registered  
Quality  
Management

STATUS: **A3**  
Original Sheet Size: **A3**  
Planning

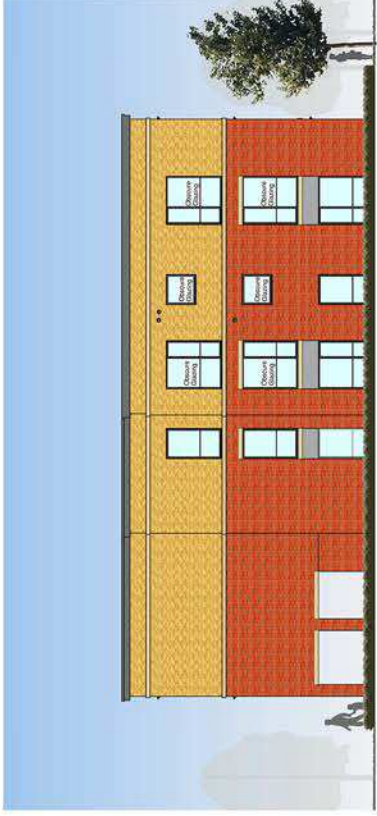
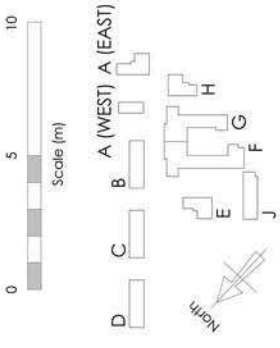
rev	date	name	chk	note
M	08-04-15	PKC	CJ	Planning submission

PROJECT: **Proposed Development at**  
Aria Dairy Site  
Victoria Road  
South Rustip  
HAM 0EU

CLIENT: **Balkway Homes (NORTH LONDON) Ltd**

DRAWING TITLE: **Block H Plans**

SCALE	DATE	DRWN	CHK	DRAWING NUMBER	REVISION
As indicated	MARCH 2015	PKC	CJ	3510 / 02 / 1018	M



**SOUTH EAST ELEVATION**  
1 : 100



**NORTH EAST ELEVATION**  
1 : 100



**NORTH WEST ELEVATION**  
1 : 100



**SOUTH WEST ELEVATION**  
1 : 100

M: 01643 11 1162 CJ: Planning Administration  
 NR: 0281 10000 0106 0106 0106  
**boonbrown**  
 ARCHITECTS  
 A: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100  
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 T: 01203 178000  
 W: www.boonbrown.com  
 F: 01203 178148

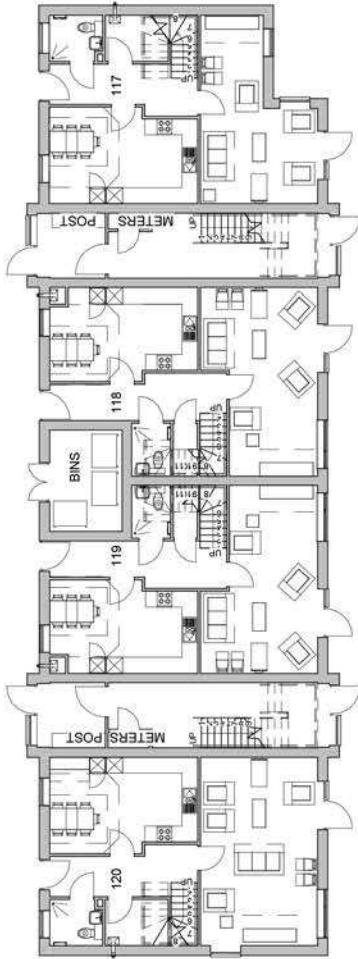
**A1**  
 Original Street Site  
 Planning

**PROJECT:**  
**Proposed Development at**  
 Aria Dairy Site  
 Victoria Road  
 South Fuship  
 H44 0EU

DRAWING TITLE:  
**Block H Elevations**

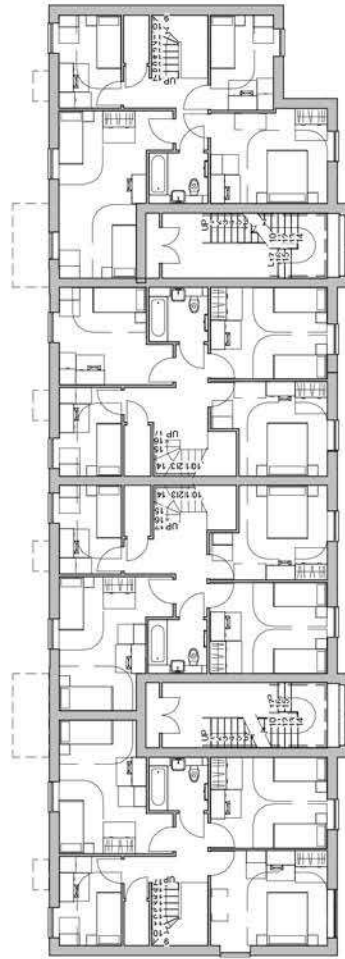
DATE:	DATE:	DRAWN:	CHK:
As Indicated	MARCH 2015	PKC	CJ
DRAWING NUMBER:	3510 / 02 / 2010	REVISION:	M

PROJECT:  
 Bellway Homes (NORTH LONDON) Ltd



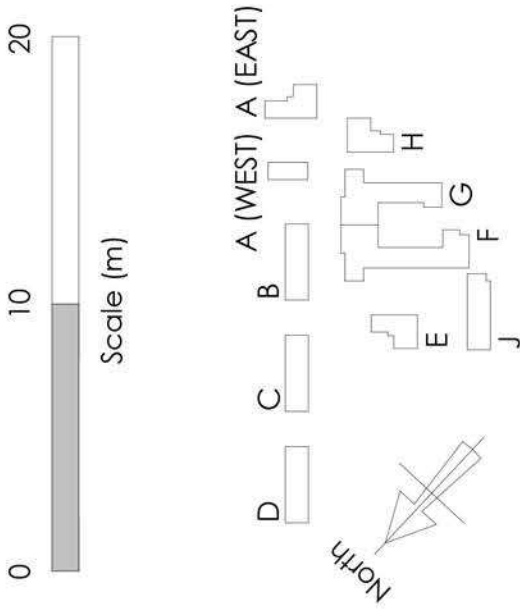
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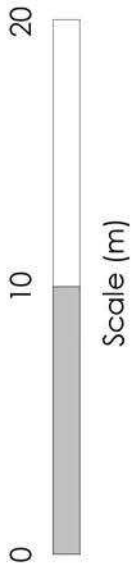
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1 : 200





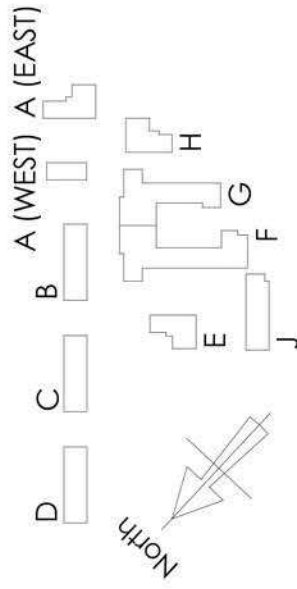
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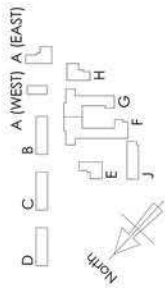
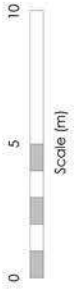
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## THIRD FLOOR GA PLAN

1 : 200





M 08-04-15 PKC CJ Planning Submission  
 NW 1000' 00" 1000' 00" 1000' 00" 1000' 00"

**boonbrown**  
 ARCHITECTS

A House, Arlington, Texas ■ Suite 100, Harvest House, Harvest House ■ www.boonbrown.com  
 T 817-333-0200 F 817-333-0200 E info@boonbrown.com

**A1**

Original Street Site  
 Planning

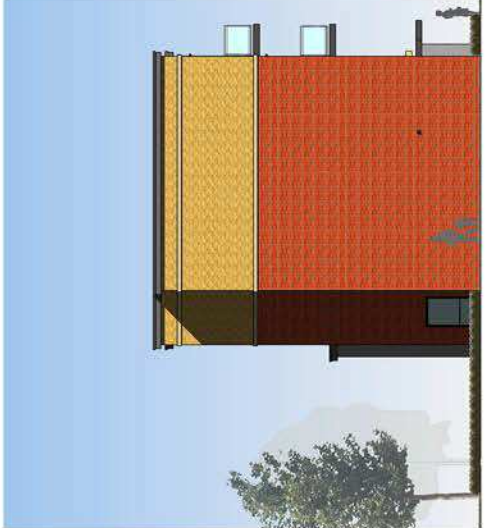
RIBA #  
 035

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PROJECT  
**Proposed Development at**  
 Arla Dairy Site  
 Victoria Road  
 South Ruislip  
 HA4 0EU

CLIENT  
 Bellway Homes (NORTH LONDON) Ltd

ISSUED BY	Block J Elevations		
SCALE	DATE	OWNER	CHK
As Indicated	MARCH 2015	PKC	CJ
DATE OF ISSUE	3510 / 02 / 2011		
ISSUED BY	M		



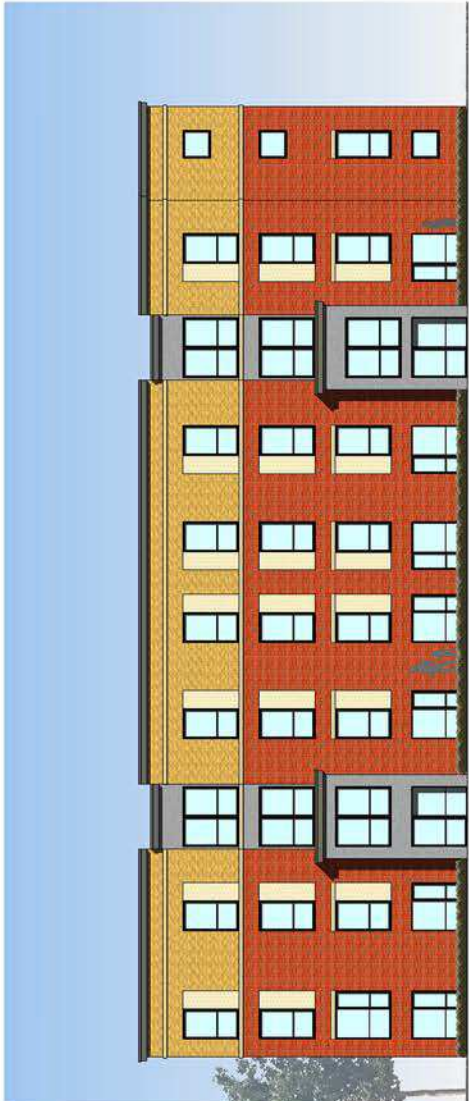
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 1 : 100



**NORTH WEST ELEVATION**  
 1 : 100

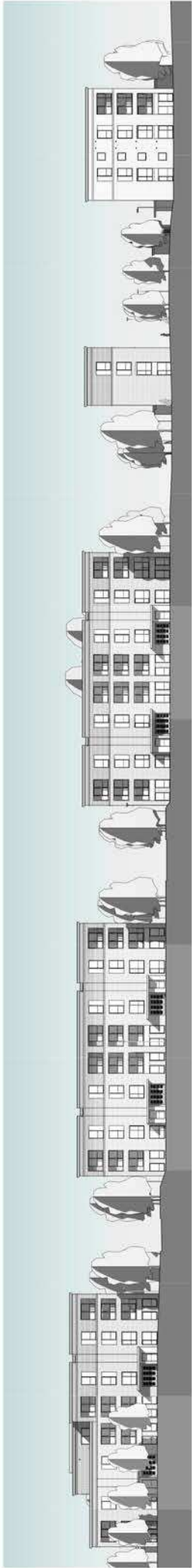


**NORTH EAST ELEVATION**  
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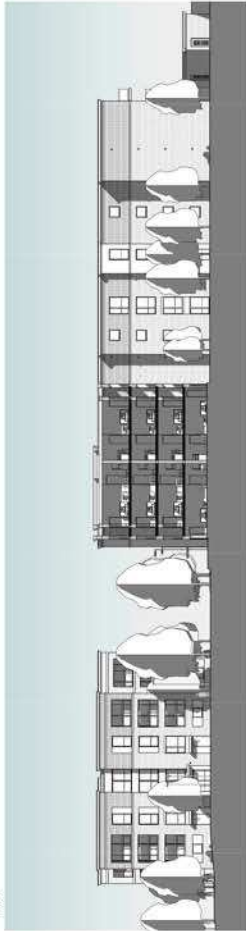


**SOUTH WEST ELEVATION**  
 1 : 100

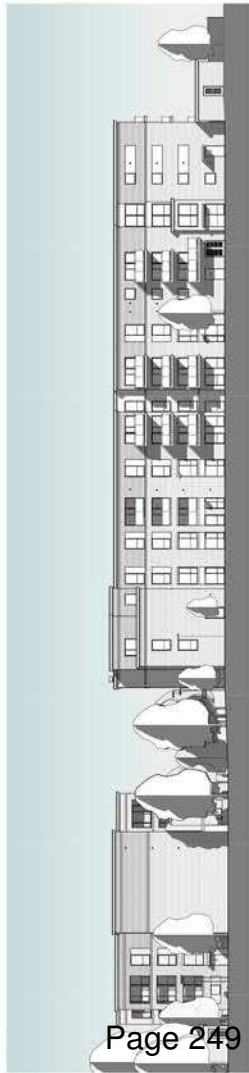




Street Elevation 1  
1:200



Street Elevation 2  
1:200



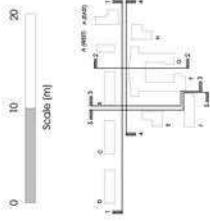
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1:200



Street Elevation 4  
1:200



Street Elevation 5  
1:200



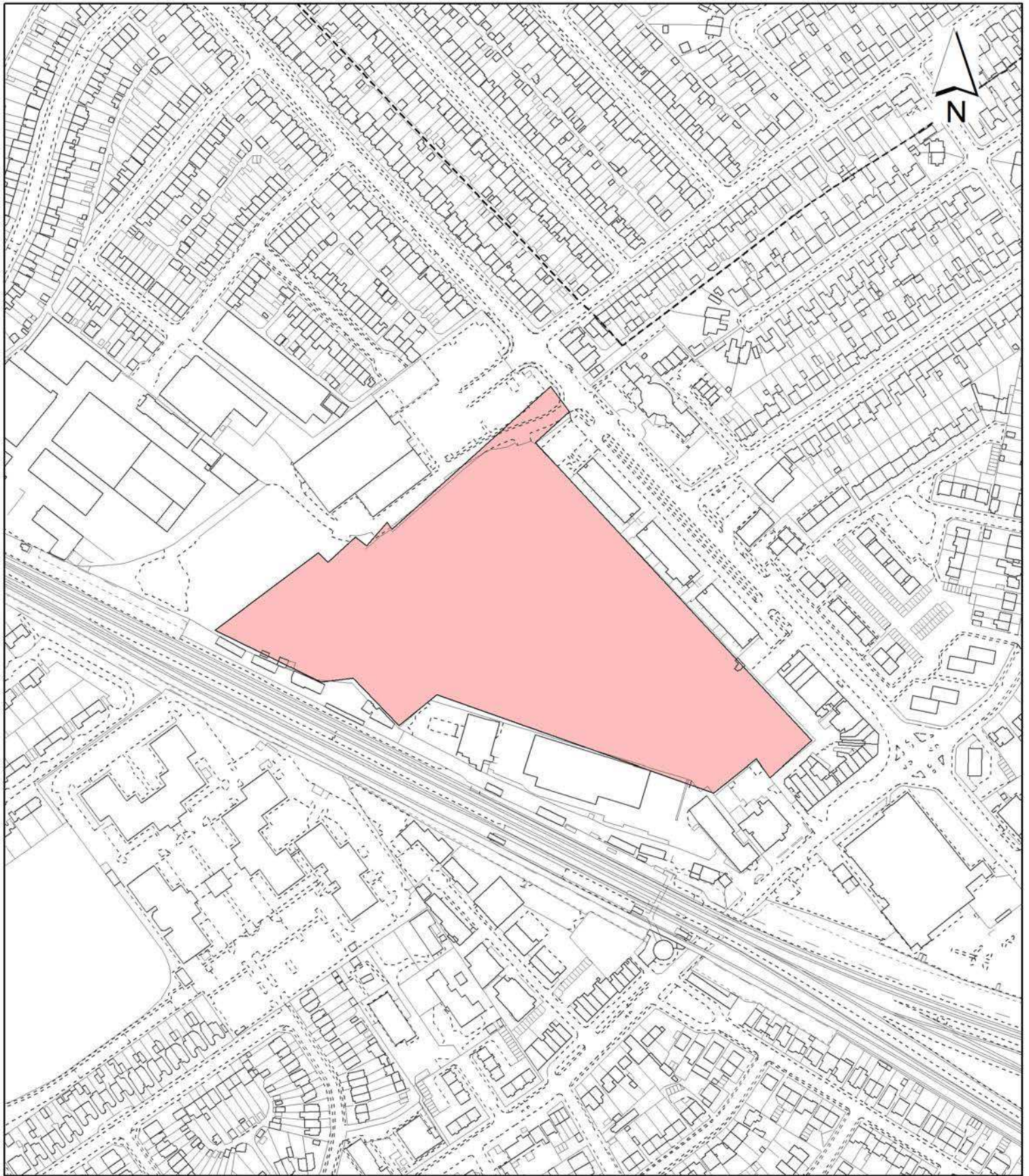
**boonbrown** ARCHITECTS

**A0**

Project: Proposed Development at  
 4th Floor, 306  
 Victoria Road  
 Victoria Park  
 M4L 0H7  
 (Bosway Terrace NORTH LONDON) U.K.

Scale: 1:200  
 Date: 2015  
 Author: [Name]  
 Project: [Name]

Proposed street elevations  
 Approved: APRIL 2015  
 Project: [Name]  
 Drawing: 3510/02-0030  
 Scale: M



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**FORMER ARLA FOOD DEPOT  
 VICTORIA ROAD  
 RUISLIP**

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

Planning Application Ref:

**66819/APP/2015/3653**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 250

Date:

**February 2016**

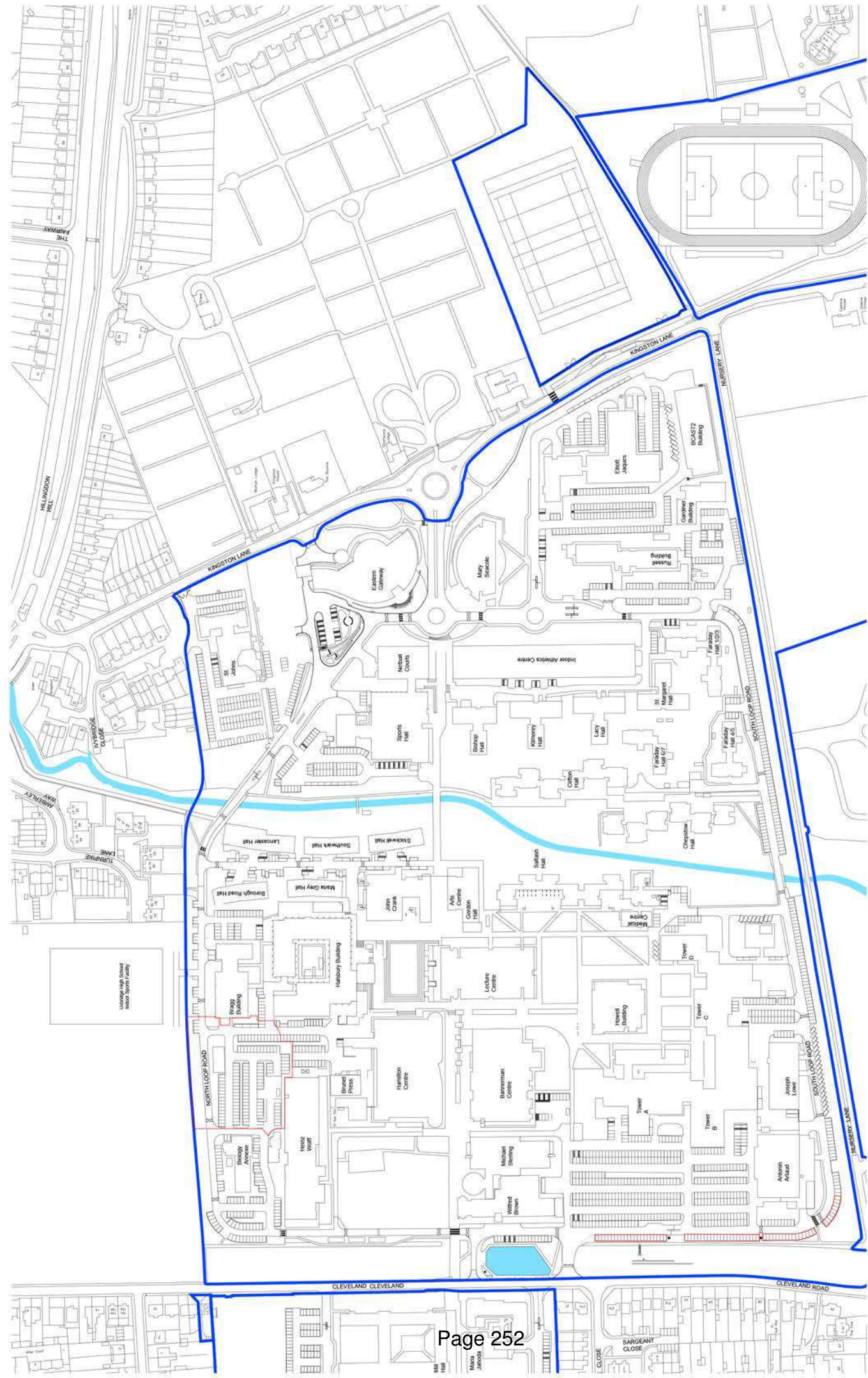


**HILLINGDON**  
 LONDON

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

**Address** BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON  
**Development:** Erection of a multi storey car park and removal of existing surface parking spaces  
**LBH Ref Nos:** 532/APP/2015/3349

<b>Date Plans Received:</b>	04/09/2015	<b>Date(s) of Amendment(s):</b>	09/09/2015
<b>Date Application Valid:</b>	28/09/2015		06/01/2016
			25/09/2015
			04/09/2015

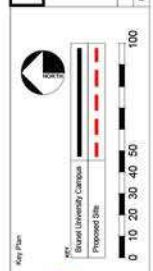


Project Name	BRUNEL UNIVERSITY MULTI-STOREY CAR-PARK PROJECT
Client	BRUNEL UNIVERSITY PLANNING
Drawn By	PASCALL+WATSON
Checked By	
Scale	1:1250 @ A1
Drawn Date	
Drawn No.	
Project Number	5360-CP
Client's Project No.	P-W
Client's Drawing No.	A
Client's Sheet No.	PL
Client's Total No. of Sheets	51

**MULTI-STOREY CAR-PARK  
PLANNING  
LOCATION PLAN**

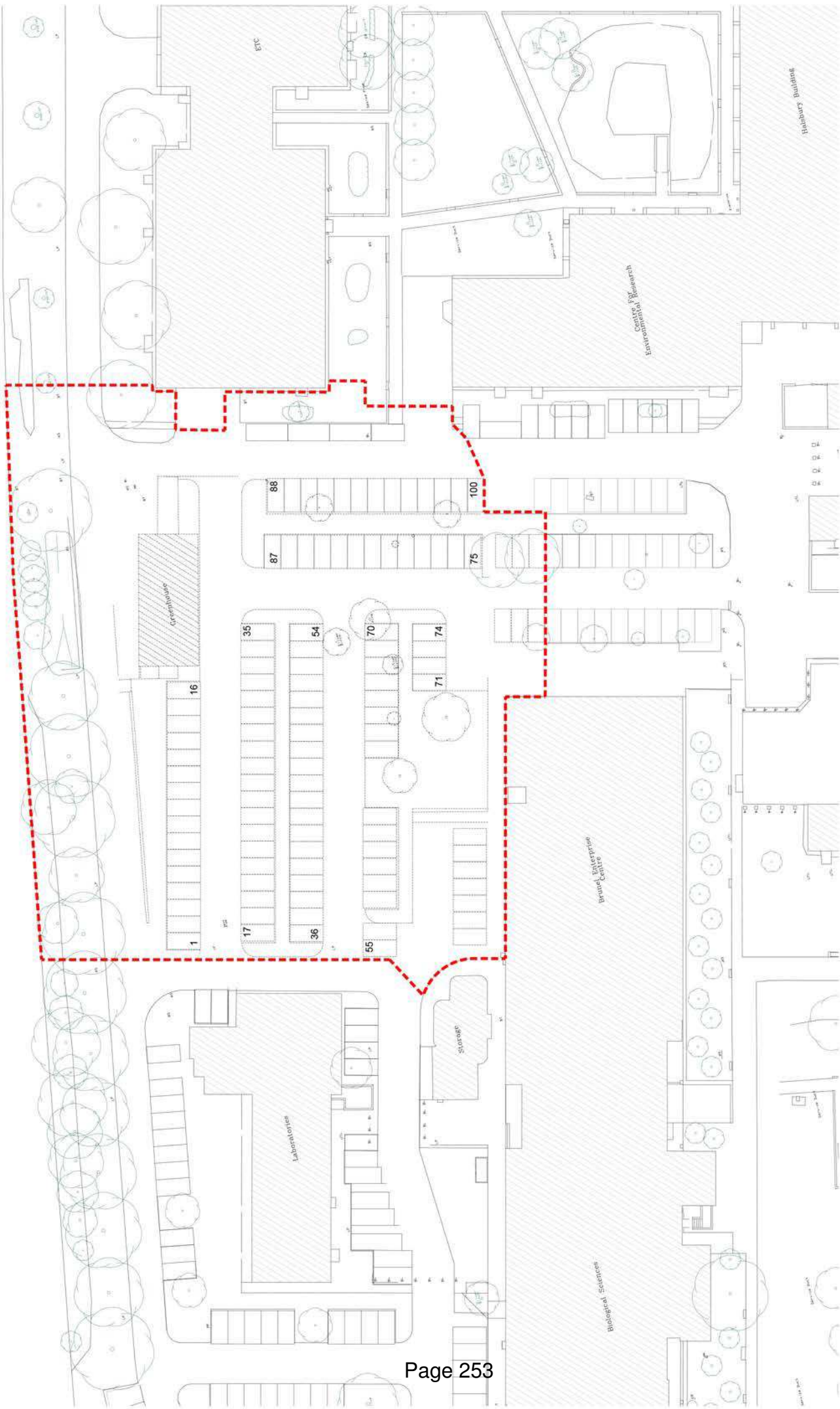
**PASCALL  
+WATSON**  
The Workshops, 10 Black Friars Lane, London EC4Y 6ER  
T +44 (0)20 3637 2500 www.pascall-watson.co.uk

PLANNING			
Rev	AC	10/09/15	PLANNING ISSUE
Author	DM	DM	DM
Checked	DM	DM	DM
Drawn	DM	DM	DM
Scale	DM	DM	DM



Model File References: L1: 0101 Model Name: Version 8: 06/04  
 Model File References: L1: 0101 Model Name: Version 8: 06/04

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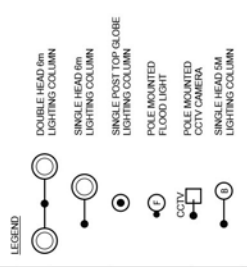


<p><b>PLANNING</b></p> <p>AC   10/09/13   PLANNING ISSUE</p> <p>Rev   1   Date   Description</p>		<p><b>PASCALL + WATSON</b></p> <p>The Workshops, 10 Black Friars Lane, London, EC4Y 6ER T: +44 (0)20 3637 2500   www.pascall-watson.com</p>		<p><b>BRUNEL UNIVERSITY LONDON</b></p> <p>Brand Centre for Advanced Solidification Technology</p>		<p>Model File Reference: LUT_01041_R001_Names_Version &amp; Status</p>		<p>Notes: Contractor is responsible for verification of all dimensions on site and the architect is to be notified if any discrepancies are identified. The drawing may contain Ordnance Survey Mapping and Vector Data. © Crown Copyright and Database Right 2013. Ordnance Survey Licence number: 100008115</p>	
<p><b>PLANNING</b></p> <p>MULTI-STORY CAR-PARK EXISTING SITE PLAN</p>		<p><b>BRUNEL UNIVERSITY</b></p> <p>Project Name: BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT Client: BRUNEL UNIVERSITY Discipline: PLANNING Project Number: 5360 Drawing No: 52</p>		<p><b>BCAST</b></p> <p>Brand Centre for Advanced Solidification Technology</p>		<p>Model File Reference: LUT_01041_R001_Names_Version &amp; Status</p>		<p>Notes: Contractor is responsible for verification of all dimensions on site and the architect is to be notified if any discrepancies are identified. The drawing may contain Ordnance Survey Mapping and Vector Data. © Crown Copyright and Database Right 2013. Ordnance Survey Licence number: 100008115</p>	

Drawn by:	Rev
Checked by:	Rev
Approved by:	Rev
Issue No.:	Rev
Issue Date:	Rev

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- NOTES**
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL DRAWINGS, SPECIFICATIONS, SCHEDULES AND PROJECT SPECIFIC DOCUMENTS. BE INSTALLED TO MANUFACTURERS RECOMMENDATIONS, ALLOWING FULL ACCESS FOR COMMISSIONING, MAINTENANCE AND REPAIR.
  - ALL DIMENSIONS IN mm UNLESS OTHERWISE STATED.
  - DO NOT SCALE FROM THIS DRAWING. DIMENSIONS SHALL BE MADE TO THE SPECIFICATION FOR THE WORKS AND ALL RELEVANT ARCHITECTS AND SPECIALIST DRAWINGS.



Issue No.	Date	Description	By	Check	Issue
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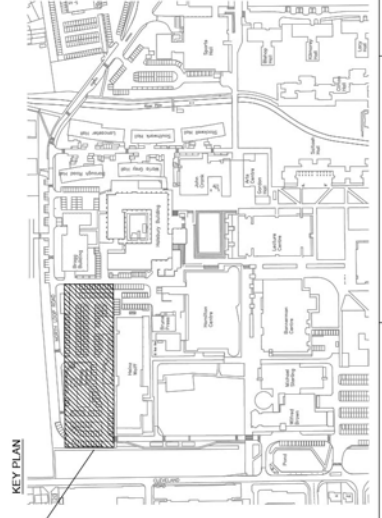
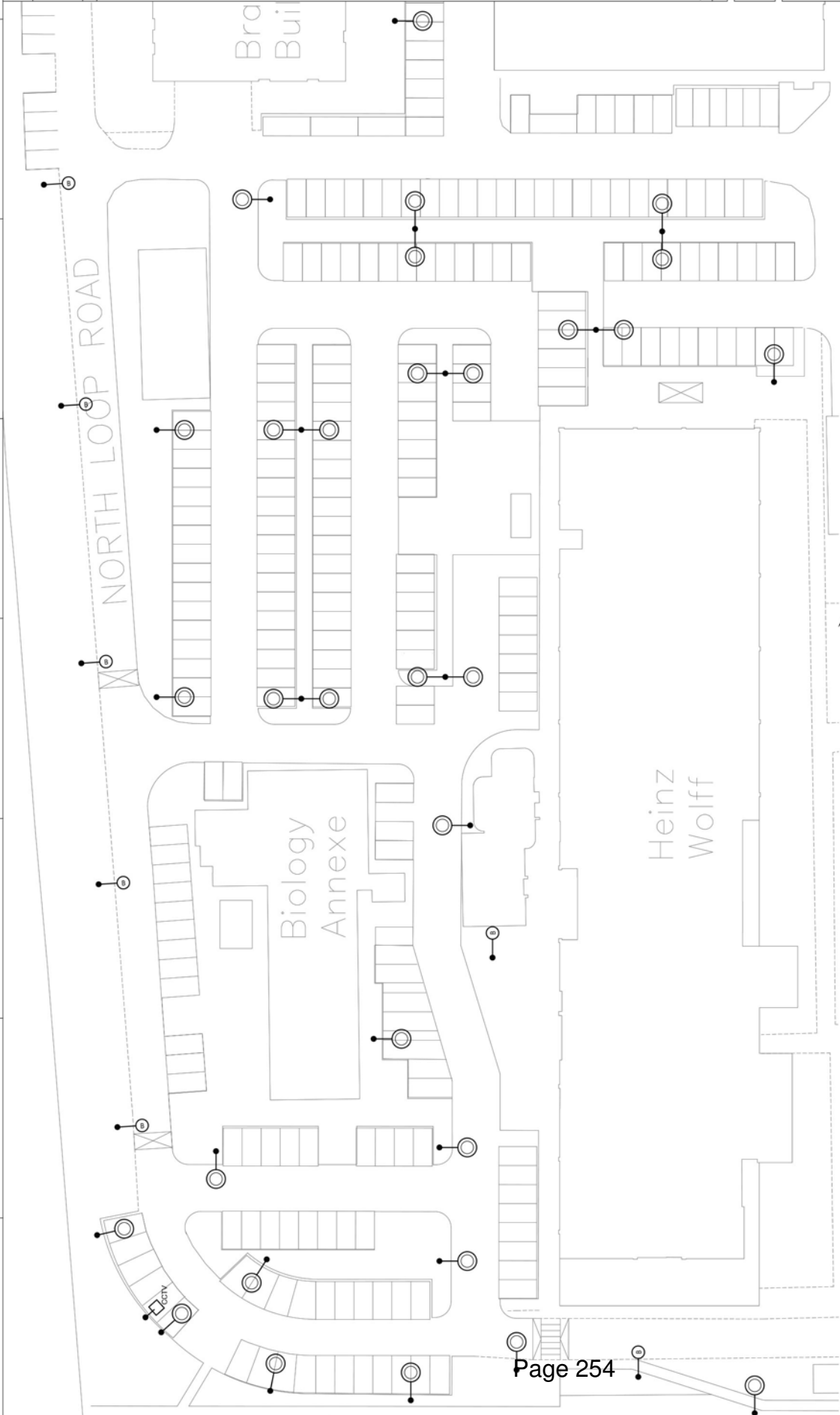
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**BRUNEL UNIVERSITY MSCP**  
 OPTIONS 1, 2 & 3

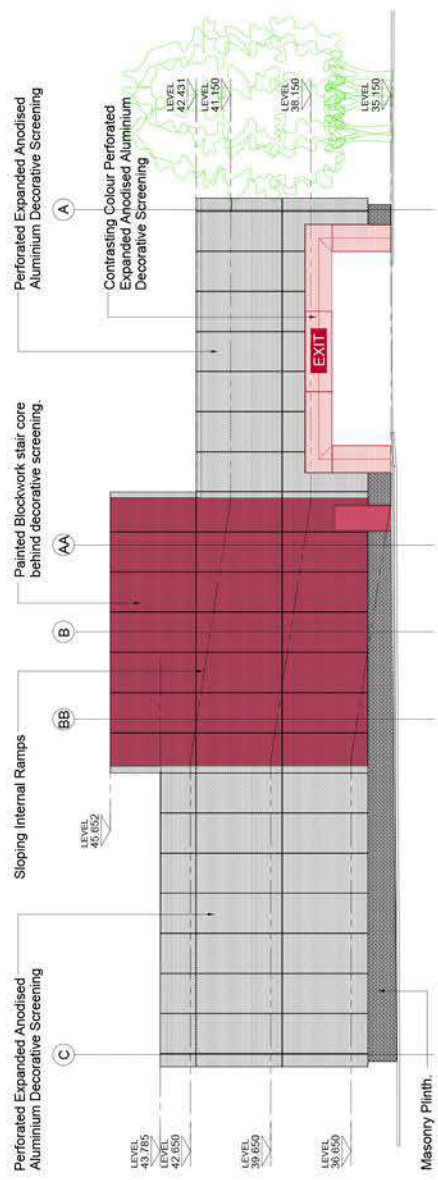
Client  
**BRUNEL UNIVERSITY**  
 Architect  
**PASCALL + WATSON**

Title <b>SITE PLAN EXTERNAL LIGHTING EXISTING LAYOUT</b>	
Drawing No. BS000(63)1001	Information
Job No. 1011761	Scale 1:250
Originator PWS	Checked BMV
Author AR	Issue -

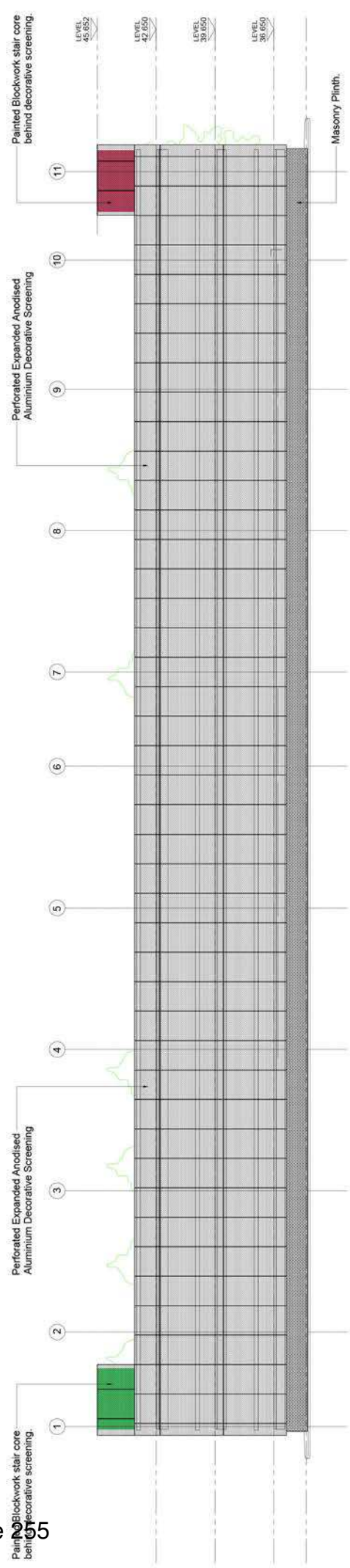
**CUNDALL**

Salmon House  
 100 Abchurch Lane  
 London EC4N 3BS  
 Telephone: +44 (0)20 7438 1600  
 Website: www.cundall.com





1 PROPOSED CARPARK EAST ELEVATION



2 PROPOSED CARPARK SOUTH ELEVATION

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Model File Reference: Lot 1041 Model Name: Vector 6 - 01.dwg

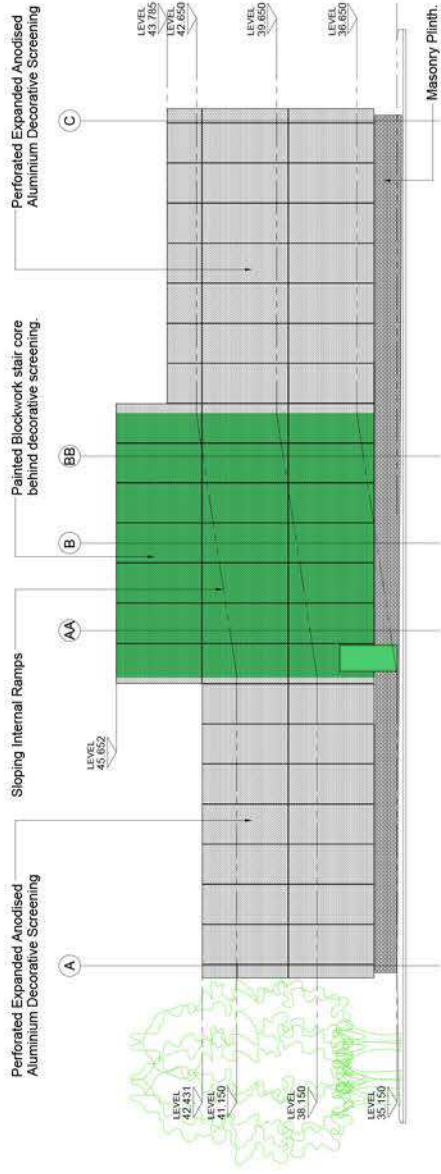
Key Plan

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Tel: +44 (0)20 3637 2500 www.pascall-watson.com

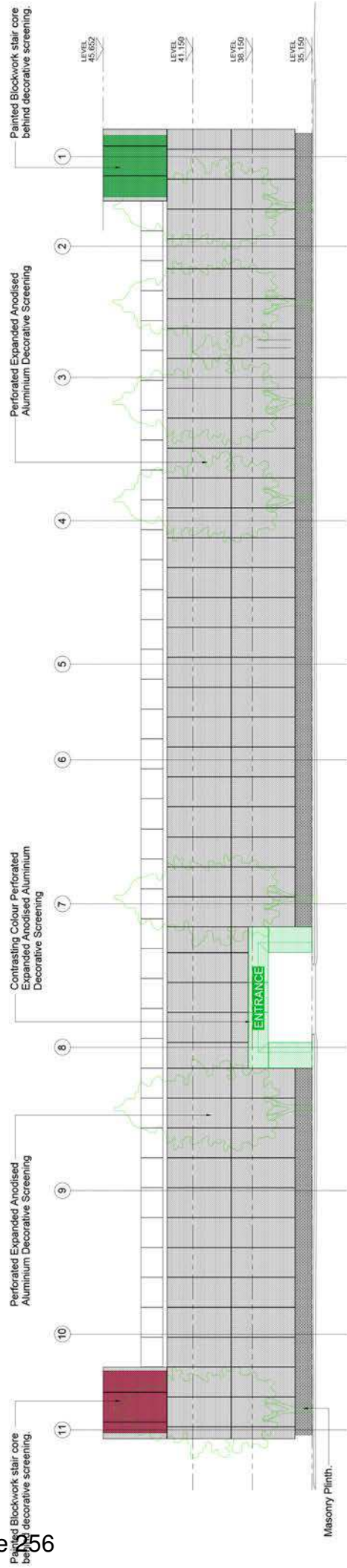
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Rev	Desc	Date	Description
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J	AC	03/09/15	PLANNING ISSUE

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Client: BRUNEL UNIVERSITY  
Drawing Originator: PASCALL+WATSON  
Scale: 1:100 @ A1  
Drawing Date: 15/09/15  
Drawing No: 5360  
Project Number: P+W A PL 85



1 PROPOSED CARPARK WEST ELEVATION



2 PROPOSED CARPARK NORTH ELEVATION

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Model File Reference List: Other Model Name, Version & Status

Key Plan

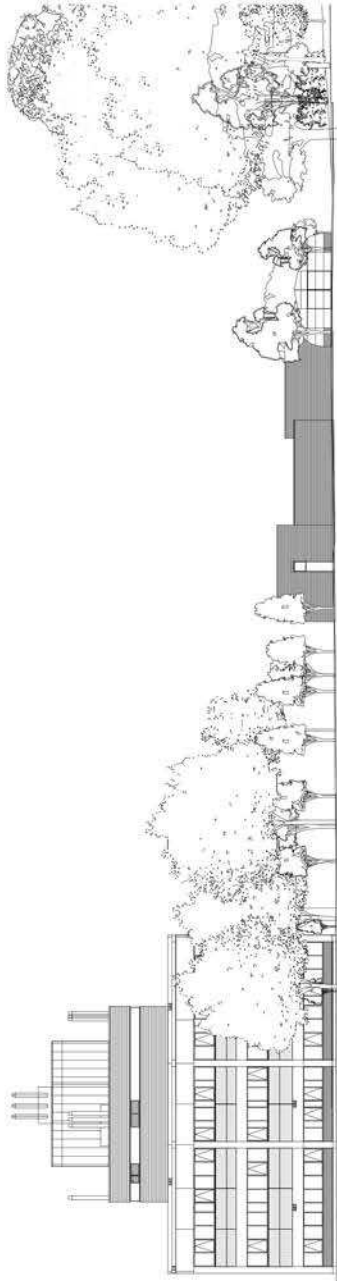
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T: +44 (0)20 3637 2500 W: www.pascall-watson.com

**PLANNING**

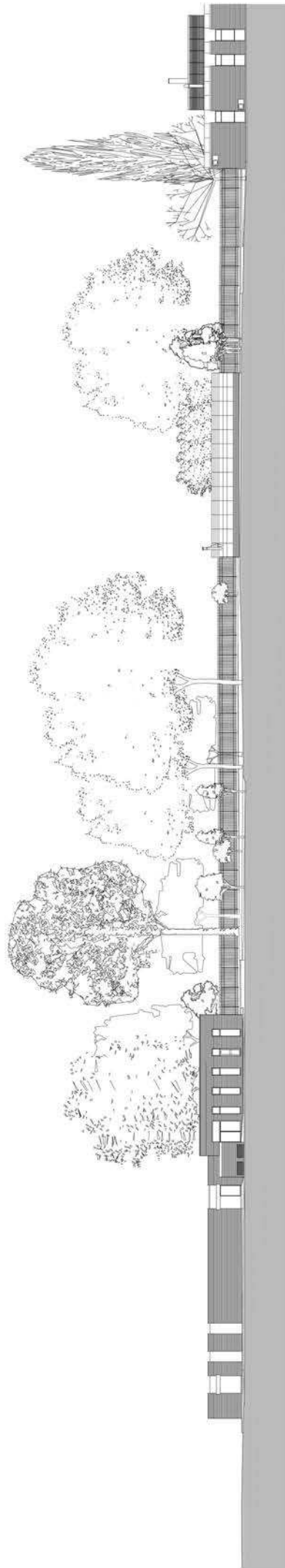
Rev	Dim	Date	Description
A	AC	15/09/15	FACADE ARCHITECTURALISED
J	AC	03/09/15	PLANNING ISSUE

Project Name	BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT	Client	BRUNEL UNIVERSITY
Project Number	5360	Project Manager	P+W
Drawing No.	66	Project Designer	A
Scale	1:100 @ A1	Project Engineer	PL
Author	Pascal Watson	Project Architect	A
Check Date		Project Engineer	A





1 EXISTING CARPARK EAST ELEVATION



2 EXISTING CARPARK SOUTH ELEVATION

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Material File References List: Other Media Name, Version & Status



Key Plan

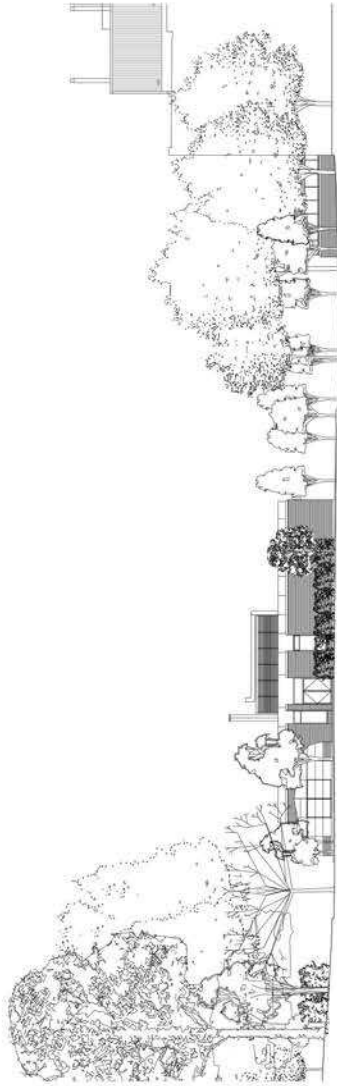
PLANNING

Rev	Desc	Date	Discipline
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2	AW		DISCIPLINE

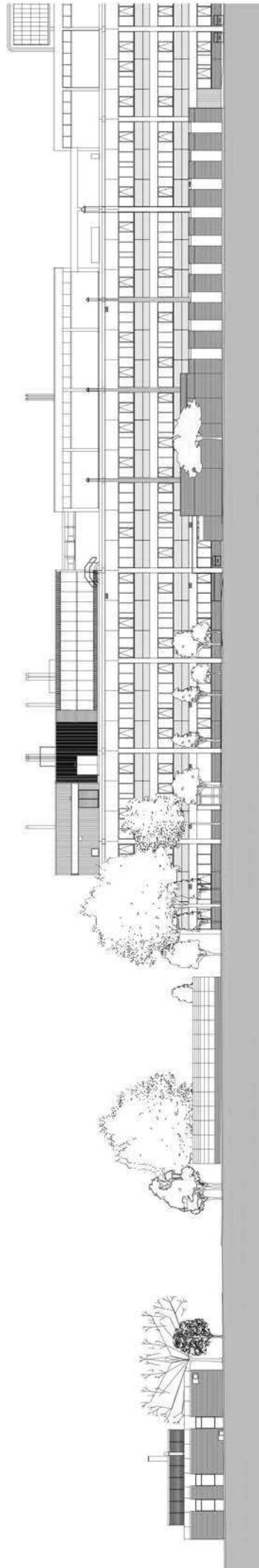
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 T +44 (0)20 3637 2500 www.pascall-watson.com

Project Name  
**BRUNEL UNIVERSITY  
 MULTI-STORY CAR-PARK PROJECT**  
 Client  
**BRUNEL UNIVERSITY**  
 Planning  
 University  
 Project Number  
**5360**  
 Drawing No.  
**P-W A 53**

Drawing Discipline  
**PLANNING**  
 Drawing Discipline Level  
**PL**  
 Drawing No.  
**53**  
 Revision  
**/**



1 EXISTING CARPARK WEST ELEVATION



2 EXISTING CARPARK NORTH ELEVATION

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Material File References List: Other Material Name: Version & Date:



Key Plan

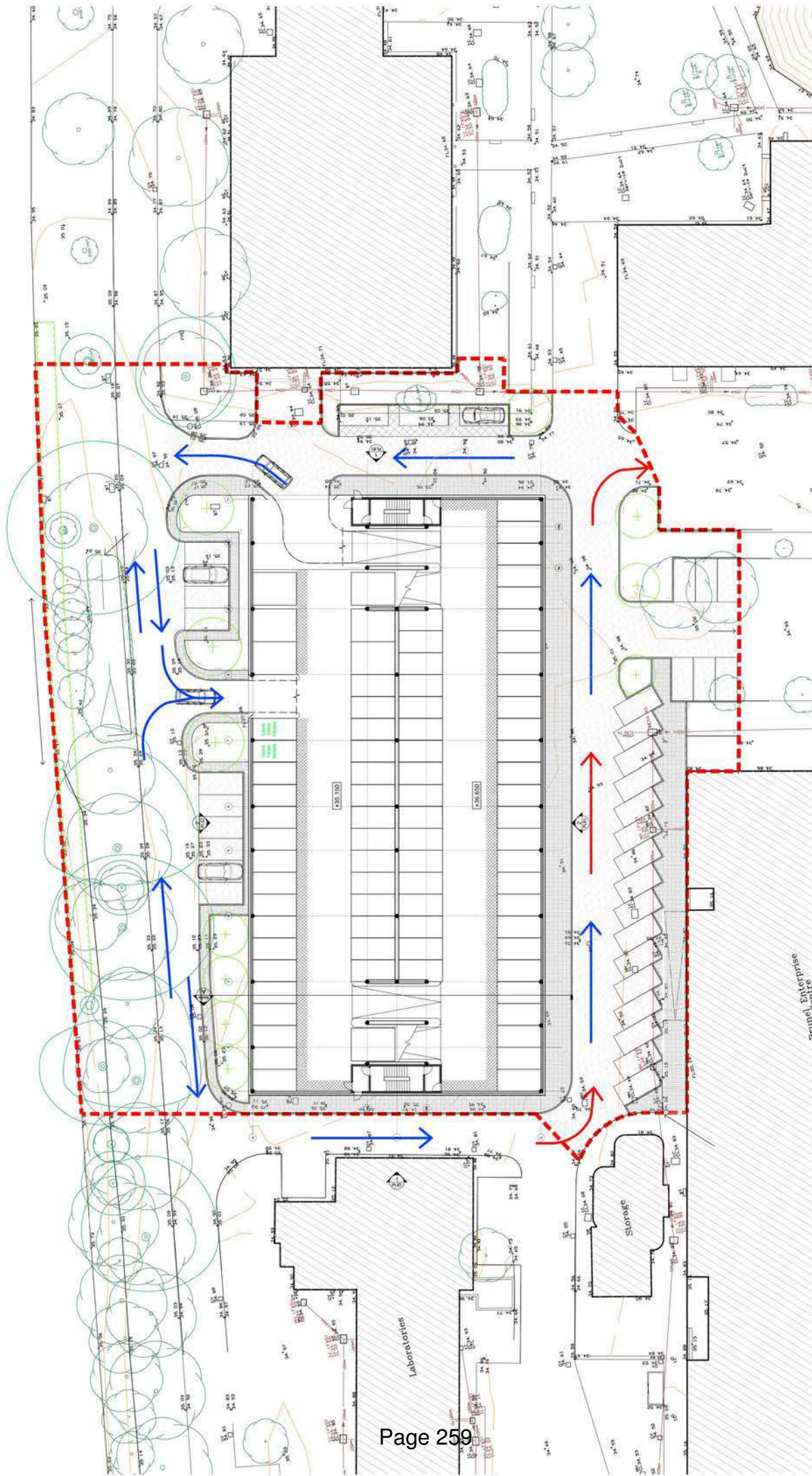
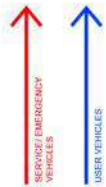
PLANNING

Rev	Dim	Date	Description
1	AC	20/09/13	PLANNING ISSUE

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Project Name: BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT  
 Client: BRUNEL UNIVERSITY  
 Project Location: PLANNING  
 Project Number: 5360  
 Drawing No.: P-W A PL 54

Drawn By	Checked By	Scale	Drawn Date	Drawn No.	Revision
Pascall + Watson	Pascall + Watson	1:200 @ A1			/



BRUNEL UNIVERSITY  
 MULTI-STOREY CAR-PARK PROJECT  
 PLANNING  
 PROPOSED SITE PLAN

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 T: +44 (0)20 3687 2500 www.pascall-watson.com

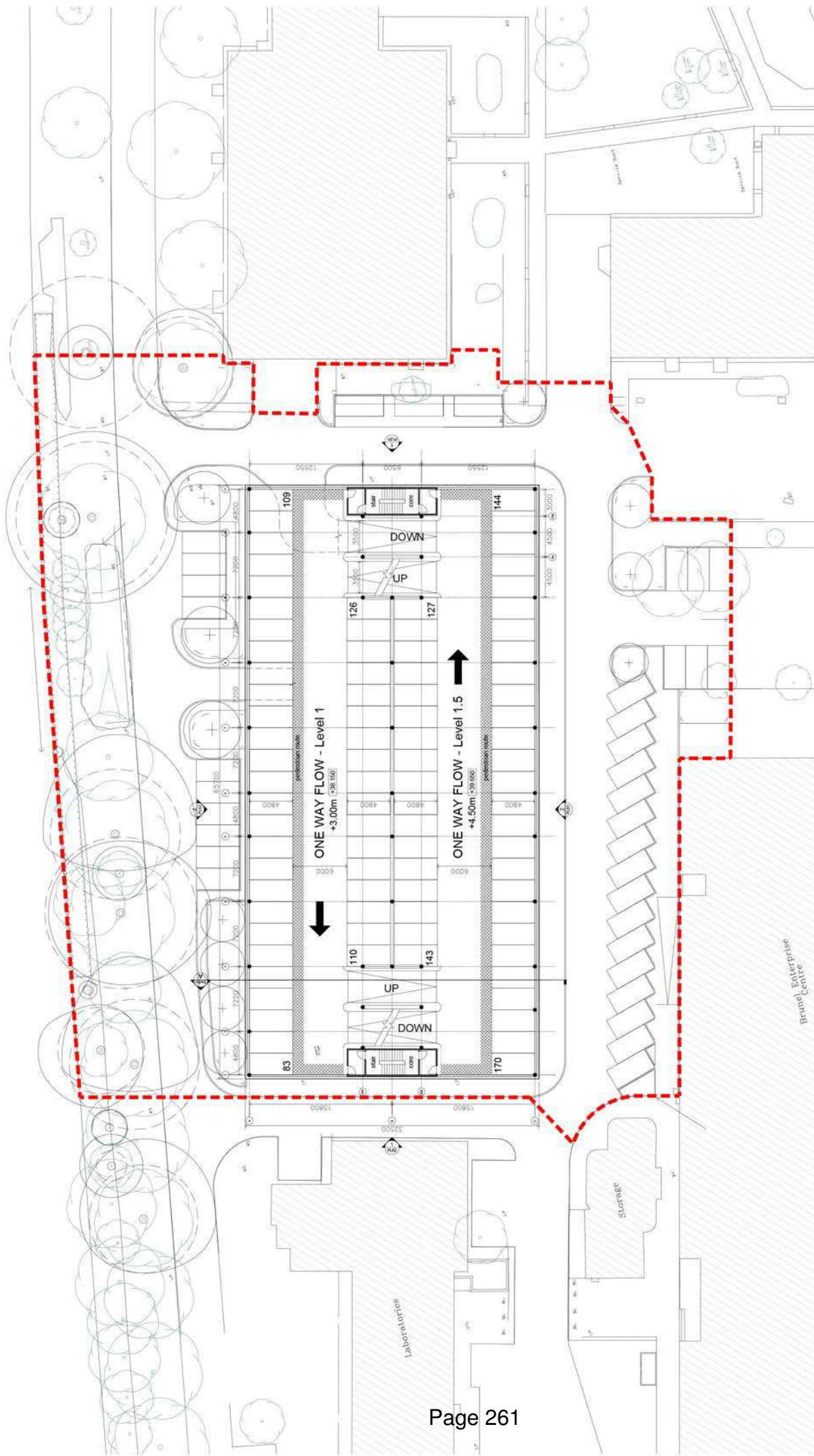
**PLANNING**

Project No: 5360  
 Client: BRUNEL UNIVERSITY  
 Date: 1/2008 AT  
 Scale: 1:200 @ A1  
 Drawn By: [Name]  
 Checked By: [Name]  
 Project Manager: P-W A PL 55 /

Key Plan  
 Proposed Site: [Symbol]

Made for the Releasees Ltd. Other Releasees Name: Version 8.0 Date:  
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 2/12/08 p.w. 25.11.9





Project Name: BRUNEL UNIVERSITY MULTI-STOREY CAR-PARK PROJECT  
 Client: BRUNEL UNIVERSITY  
 Planning: BRUNEL UNIVERSITY  
 Project Number: 5360  
 Drawing No: 57  
 Drawing Date: 1/20 @ A1  
 Drawing Scale: 1:200  
 Drawing Level: PL  
 Drawing Author: P-W  
 Drawing Checker: A  
 Drawing Approver: PL

MULTI-STOREY CAR-PARK  
 PLANNING  
 PROPOSED PLAN  
 FIRST FLOOR

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**PLANNING**

No.	AC	AD	AP	AS	AW	DA	DR	DP	DR	DR	DR	DR	DR	DR	DR	DR	DR	DR	DR
1																			

Key Plan

**Brunel University LONDON**  
 Brunel Centre for Advanced Solidification Technology  
**BCAST**  
 Brunel Centre for Advanced Solidification Technology

Model File References List: 0001 Model Name: Version & Status

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Project Name: BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT  
 Client: BRUNEL UNIVERSITY  
 Planning: PLANNING  
 Project Number: 5360  
 Drawing No.: 59  
 Drawing Date: 1/20 @ A1  
 Drawing Scale: 1:200  
 Drawing Level: PL  
 Drawing Author: P-W  
 Drawing Checker: A  
 Drawing Approver: /

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**PLANNING**

No.	Rev.	Dim.	Date	Description
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				Description:

Key Plan  
 Brunel University LONDON  
 Brunel Centre for Advanced Solidification Technology  
 BCAST  
 Brunel Enterprise Ltd. 100000115  
 Version 8.0000115  
 21/12/15, Rev. 02-11-15

Scale: 1:100  
Date: 10/11/16  
Sheet: 1 of 1

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- NOTES**
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  2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST REVISIONS OF THE PROJECT SPECIFICATIONS AND DRAWINGS.
  3. ALL MATERIALS SHALL BE OF THE HIGHEST QUALITY AVAILABLE AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
  4. DO NOT SCALE FROM THIS DRAWING.

- LEGEND**
- A SQUARE LIGHTED  
SIGNAL LIGHT
  - EX SQUARE LIGHTED  
LIGHTING COLUMN
  - EXB SQUARE LIGHTED  
COLUMN
  - EXT SQUARE LIGHTED  
COLUMN
  - EXT SQUARE LIGHTED  
COLUMN
  - EXT SQUARE LIGHTED  
COLUMN

REV	DATE	DESCRIPTION	BY	CHKD
1	10/11/16	ISSUED FOR INFORMATION		
2	10/11/16	ISSUED FOR INFORMATION		
3	10/11/16	ISSUED FOR INFORMATION		
4	10/11/16	ISSUED FOR INFORMATION		

**BRUNEL UNIVERSITY MSCP**

Client:  
BRUNEL UNIVERSITY  
PASCALL + WATSON

**INDICATING PROPOSED EXTERNAL LIGHTING LAYOUT**

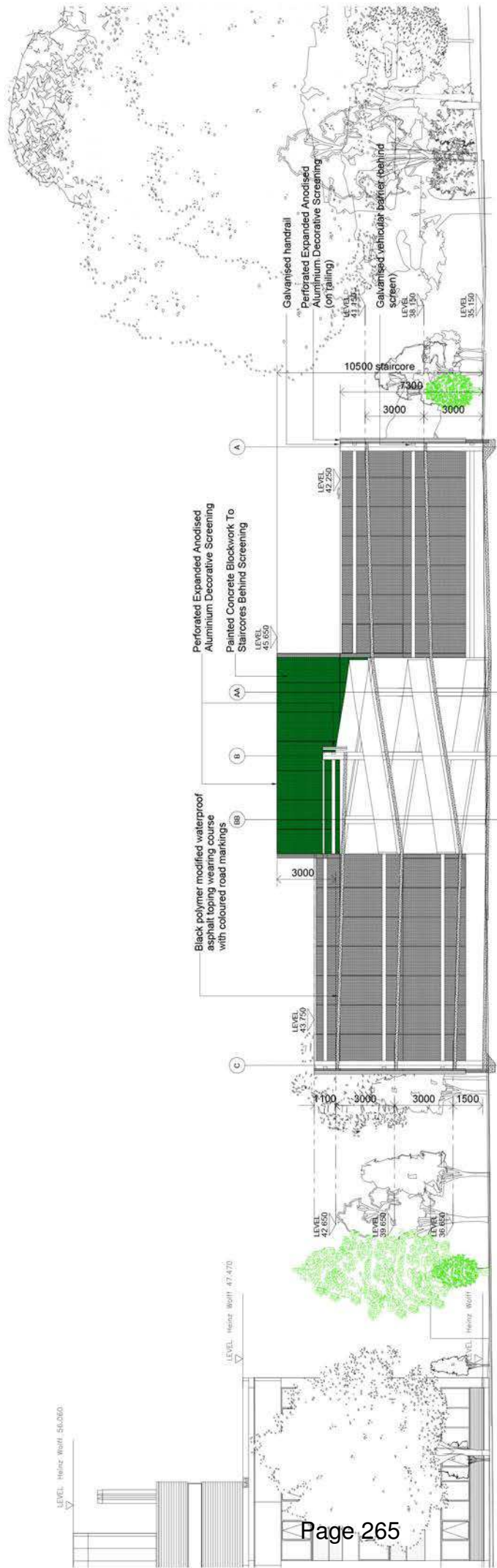
Project No: 1011761  
Scale: 1:200  
Drawing No: 1011761-002

Project Name: BRUNEL UNIVERSITY MSCP  
Location: Uxbridge, London, UK  
Telephone: +44 (0)1895 750000  
Website: www.cuntdall.com



Page 264 of 121





1 PROPOSED CARPARK CROSS SECTION

<p>Client: BRUNEL UNIVERSITY          MULTI-STOREY CAR-PARK PROJECT</p>		<p>Drawn By: Pascal + Watson          Checked By: Pascal + Watson</p>		<p>Scale: 1:100 @ A1          Date: / /</p>	
<p>Project Name: BRUNEL UNIVERSITY          MULTI-STOREY CAR-PARK PROJECT</p>		<p>Project No: 5360</p>		<p>Drawn No: 69</p>	
<p>Client: BRUNEL UNIVERSITY          MULTI-STOREY CAR-PARK PROJECT</p>		<p>Project No: 5360</p>		<p>Drawn No: 69</p>	
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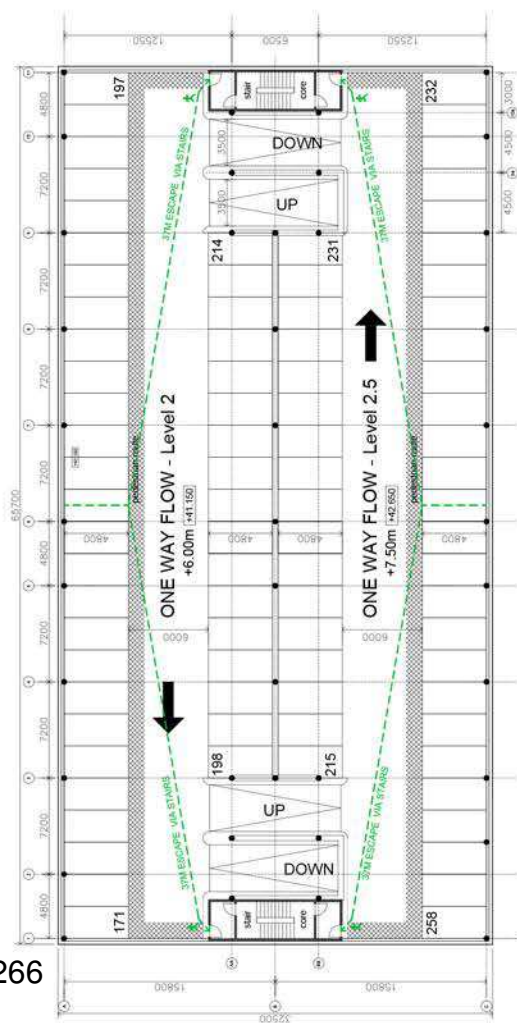
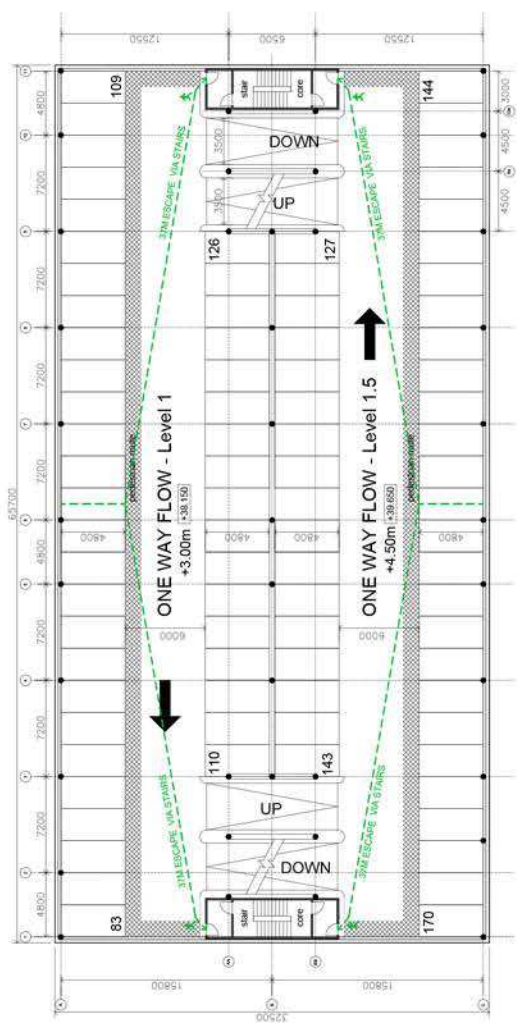
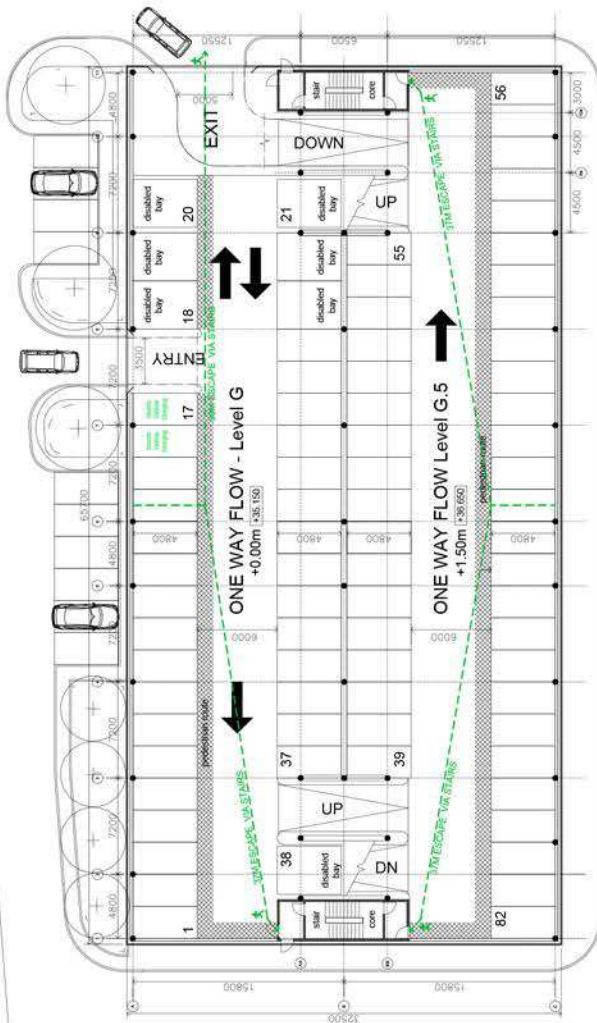
<p><b>PASCALL + WATSON</b></p> <p>The Watsons 10 Black Friars Lane London EC4Y 6ER          T: +44 (0)20 3637 2500 www.pascall-watson.com</p>	
<p><b>PLANNING</b></p>	
<p>J. AC   18/09/15   PLANNING ISSUE</p>	<p>New   Dim   Date   Description</p>

<p>Model File References Ltd. 10th March 2015, Version 8.0004</p>	<p>Key Plan</p>
<p>Brunel University LONDON</p>	<p>BCAST          Brunel Centre for Advanced Solidification Technology</p>

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Key Plan

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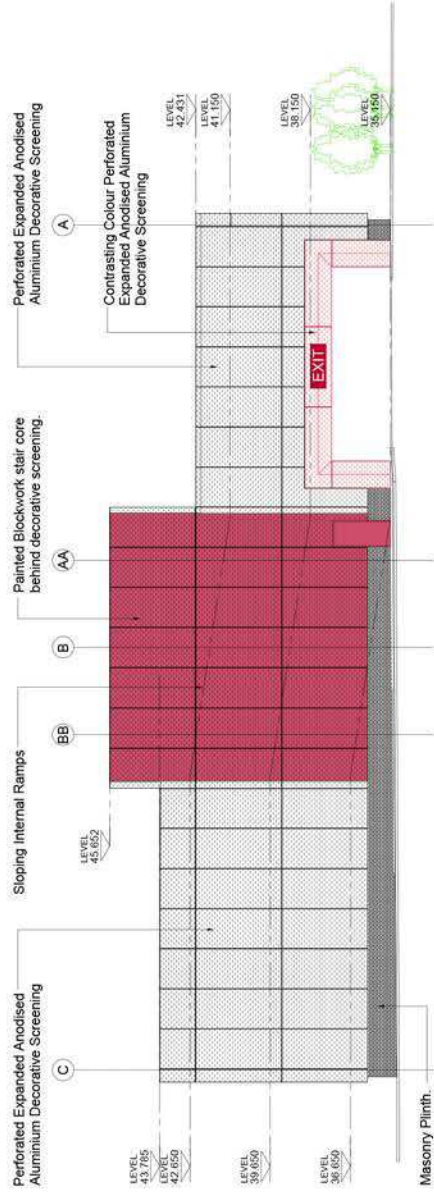
**PLANNING**

No.	AC	800913	PLANNING ISSUE	Rev	Dim	Date	Description
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**Client:** BRUNEL UNIVERSITY  
**Project Location:** Parsloes, Watlington

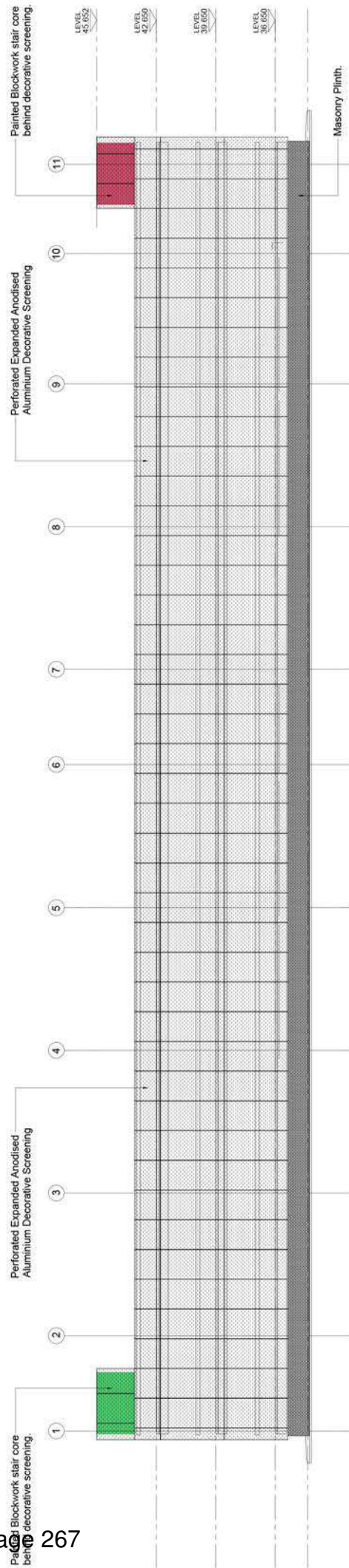
**Project No.:** 5360  
**Level:** PL  
**Drawn By:** P-W  
**Checked By:** A  
**Scale:** 1:200 @ A1  
**Drawn Date:** / /  
**Checked Date:** / /

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2112-03-pw\_53-01-15



1 PROPOSED CARPARK EAST ELEVATION

Page 267



2 PROPOSED CARPARK SOUTH ELEVATION

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Model File Reference List: Other Model Name, Version & Status:



Key Plan

PLANNING

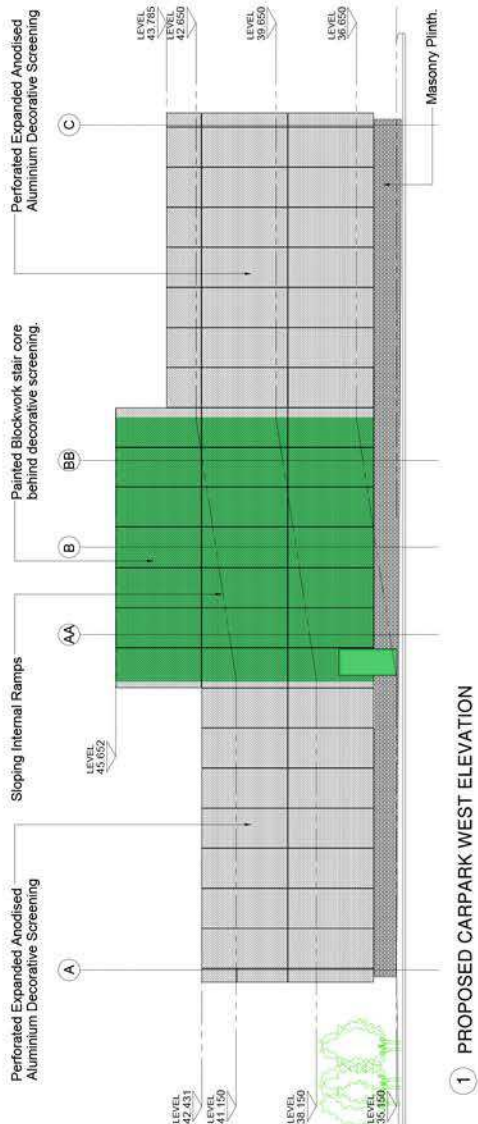
**PASCALL + WATSON**  
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 T: +44 (0)20 3637 2500 W: www.pascall-watson.com

Project Name: **MULTI-STORY CAR-PARK PROJECT**  
 Client: **BRUNEL UNIVERSITY**  
 Planning: **PLANNING**  
 Scale: **1:100 @ A1**  
 Date: **08/08/15**  
 Project Number: **5360**  
 Drawing No: **61**

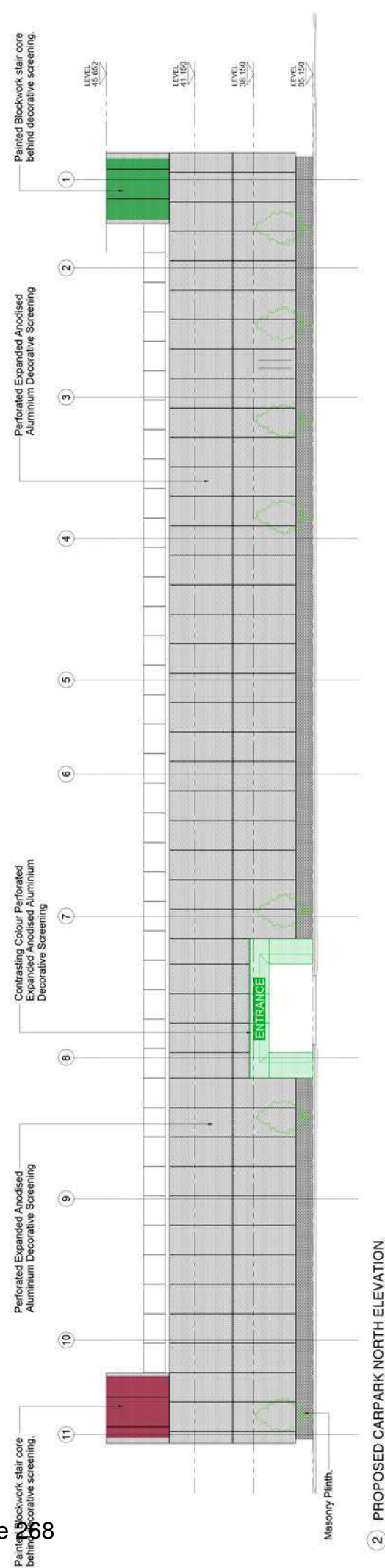
Rev	Dim	Date	Description
A	AC	15/09/15	PACKAGE ARCHITECTURALISED
J	AC	03/09/15	PLANNING ISSUE

Project Name	Client	Scale	Date	Project Number	Drawing No.
BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT	BRUNEL UNIVERSITY	1:100 @ A1	08/08/15	5360	61

Author	Checked	Approved	Level	Revision
P-W	A	PL		A



1 PROPOSED CARPARK WEST ELEVATION



2 PROPOSED CARPARK NORTH ELEVATION

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Model File Reference List: Other Model Name, Version # Status

Key Plan

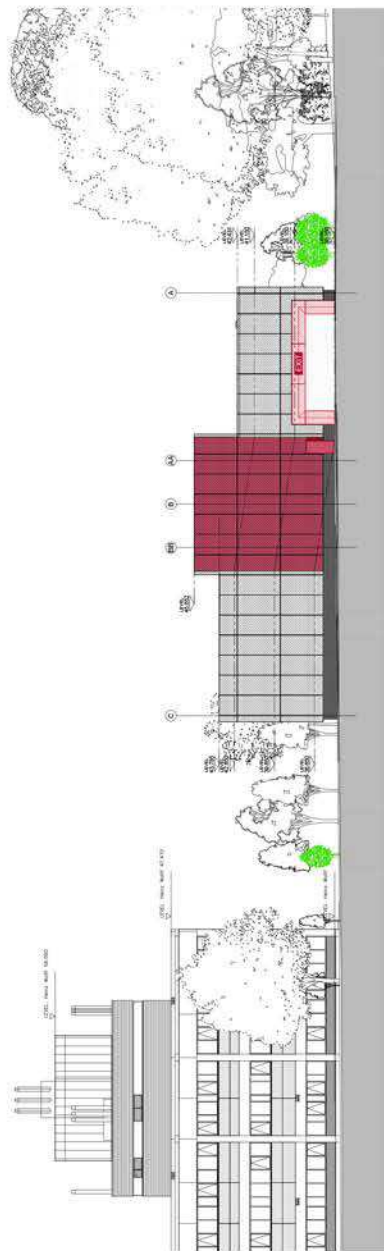
**BRUNEL UNIVERSITY LONDON**  
 Brunel Centre for Advanced Solidification Technology

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 The Workshops, 10 Bloor Street, London EC4A 3DF  
 Tel: +44 (0)20 3637 2500 | www.pascall-watson.com

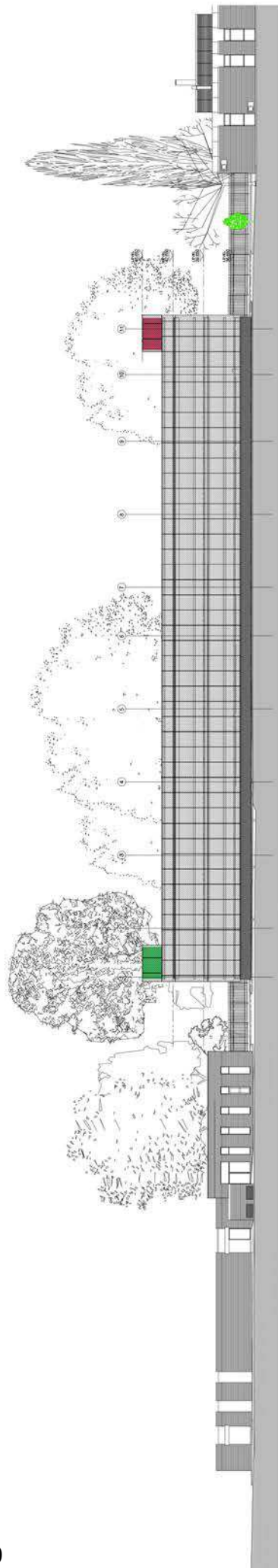
**PLANNING**

Rev	Dim	Date	Description
A	AC	15/09/15	PACKAGE ARCHITECTURALISED
J	AC	03/09/15	PLANNING ISSUE

Client: BRUNEL UNIVERSITY  
 Project Name: MULTI-STOREY CAR-PARK PROJECT  
 Drawing Title: PLANNING PROPOSED ELEVATIONS WEST AND NORTH  
 Drawing Scale: 1:100 @ A1  
 Drawing No: 5360  
 Project Number: P-W A PL  
 Drawing Date: 6/2/15



1 PROPOSED CARPARK EAST SITE ELEVATION



2 PROPOSED CARPARK SOUTH SITE ELEVATION

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Model File Reference List: (Not Model Name, Vector & Status)



Key Plan

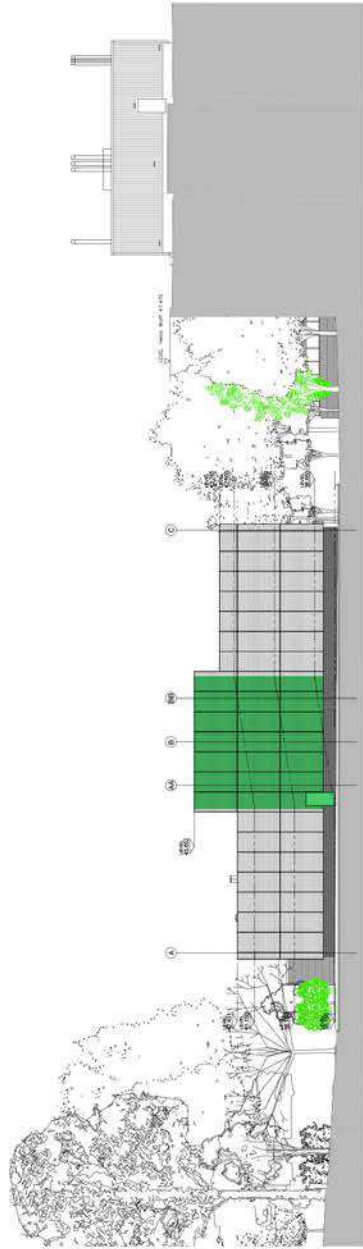
PLANNING

Rev	Dim	Date	Description
A	AC	15/09/15	FACADE PART 1 AMENDED
J	AC	03/09/15	PLANNING ISSUE

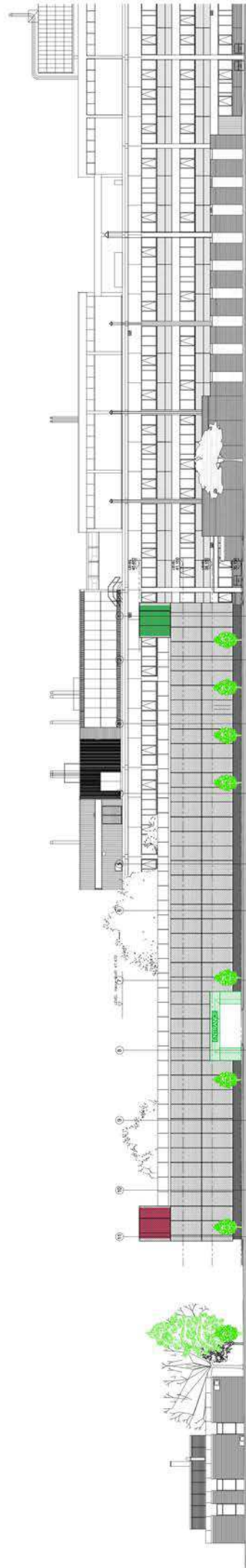
**PASCALL + WATSON**  
 The Workshops, 10 Black Friars Lane, London EC4A 3DF  
 Tel: +44 (0)20 3637 2500 [www.pascall-watson.com](http://www.pascall-watson.com)

The  
**MULTI-STORY CAR-PARK  
 PLANNING  
 PROP. SITE ELEVATIONS  
 EAST AND SOUTH**

Project Name	BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT	Client	BRUNEL UNIVERSITY	Drawing Originator	Pascall+Watson	Scale	1:200 @ A1	Drawing Date	03/09/15	Project Number	5360	Project Name	MULTI-STORY CAR-PARK PROJECT
Author	PLANNING	Checked By	PLANNING	Approved By	PLANNING	Level	PL	Drawing No.	63	Revision	A	Revision	A



1 PROPOSED CARPARK WEST SITE ELEVATION



2 PROPOSED CARPARK NORTH SITE ELEVATION

Note:  
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Model File Reference List: Other Model Name, Version & Status:



Key Plan

## PLANNING

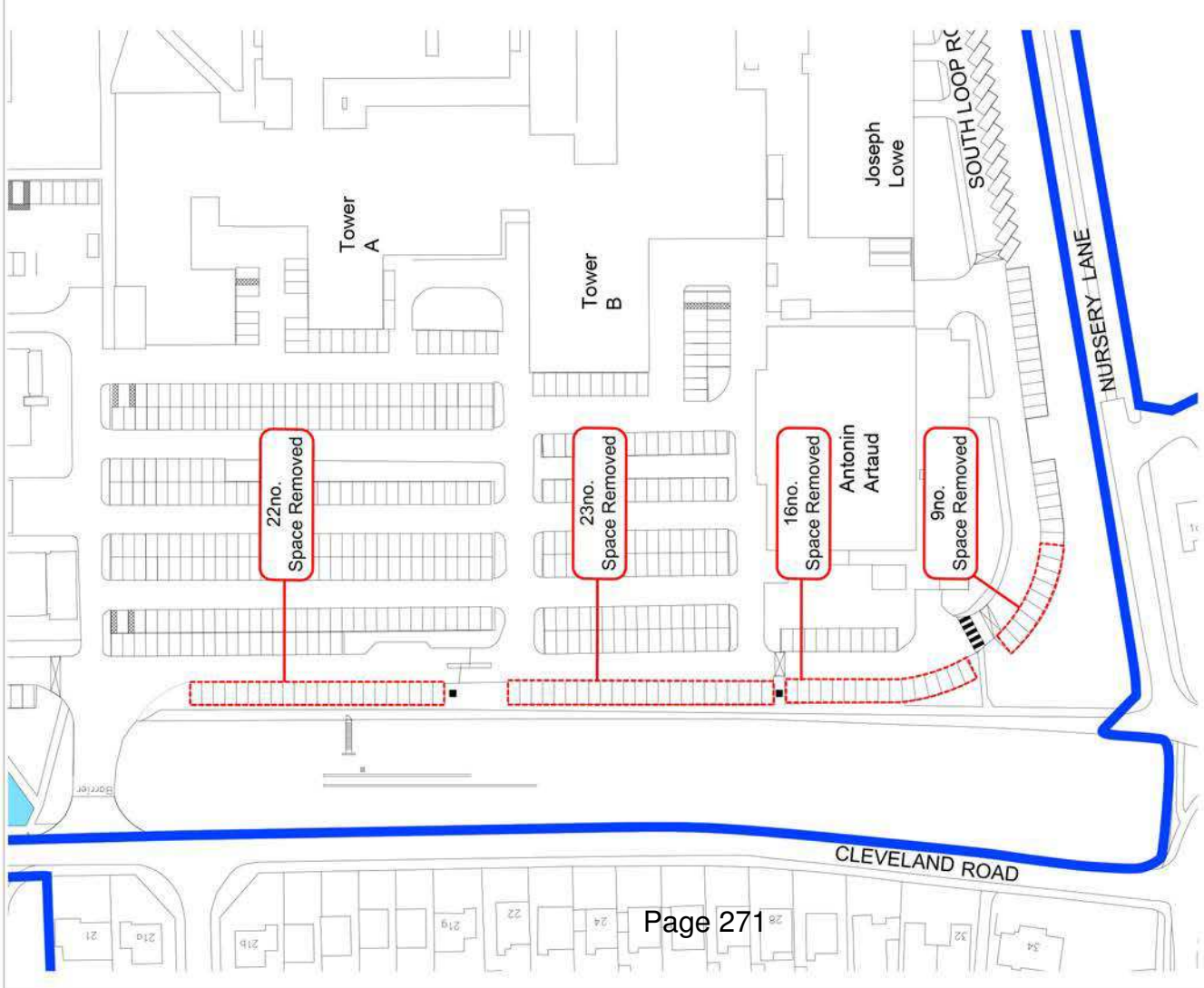
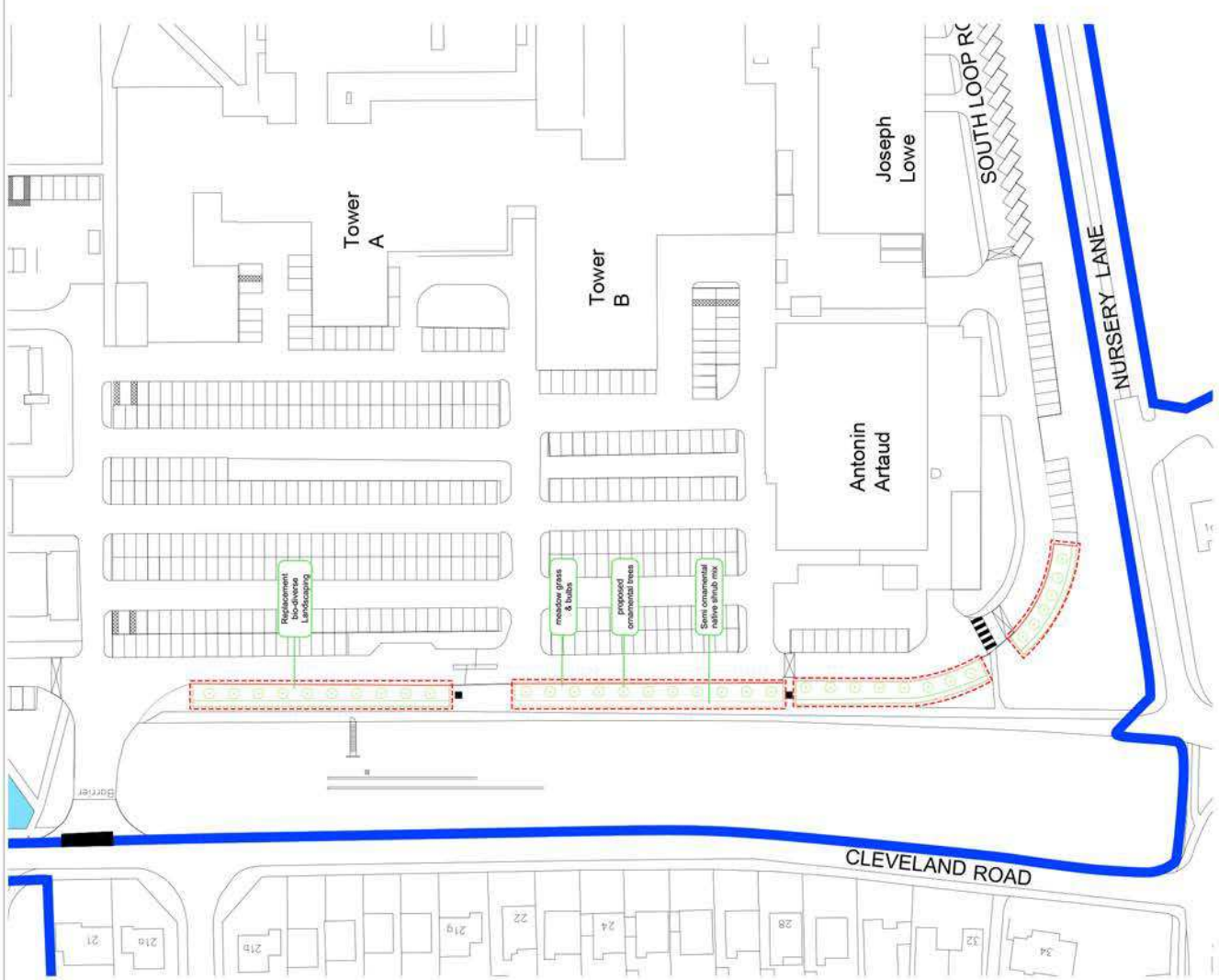
Rev	Dim	Date	Description
A	AC	15/09/15	FACADE PARTIAL MANAGED
J	AC	03/09/15	PLANNING ISSUE

**PASCALL  
 +WATSON**

The Workshops, 10 Black Friars Lane, London EC4A 3DF, UK  
 Tel: +44 (0)20 3637 2500 [www.pascall-watson.com](http://www.pascall-watson.com)

Project Name: **MULTI-STORY CAR-PARK PROJECT**  
 Client: **BRUNEL UNIVERSITY**  
 Drawing Originator: **PLANNING**  
 Scale: **1:200 @ A1**  
 Drawing Date: **15/09/15**  
 Drawing No: **5360**

Project Name	Client	Drawing Originator	Scale	Drawing Date	Drawing No.
BRUNEL UNIVERSITY	BRUNEL UNIVERSITY	PLANNING	1:200 @ A1	15/09/15	5360



**1** EXISTING SURFACE CAR PARKING SPACES - TO BE REMOVED

**PASCALL + WATSON**  
 The Workshops, 10 Black Friars Lane, London, EC4A 3DF  
 T: +44 (0)20 3607 2500 | www.pascall-watson.com

**PLANNING**

Client	BRUNEL UNIVERSITY	Project Name	MULTI-STORY CAR-PARK PROJECT
Project No.	5360-CP	Drawn By	P-W
Scale	1:500 @ A1	Checked By	A
Drawn Date		Discipline	PL
Drawn No.	74	Project No.	5360-CP

Model File References: LUT - Other Model Items, Version 8 Status

Map Scale: 0 10 20 30 40 50 100

Key Plan:  
 - Brunel University Campus  
 - Proposed Site

BRUNEL UNIVERSITY LONDON  
 Brunel Centre for Advanced Solidification Technology

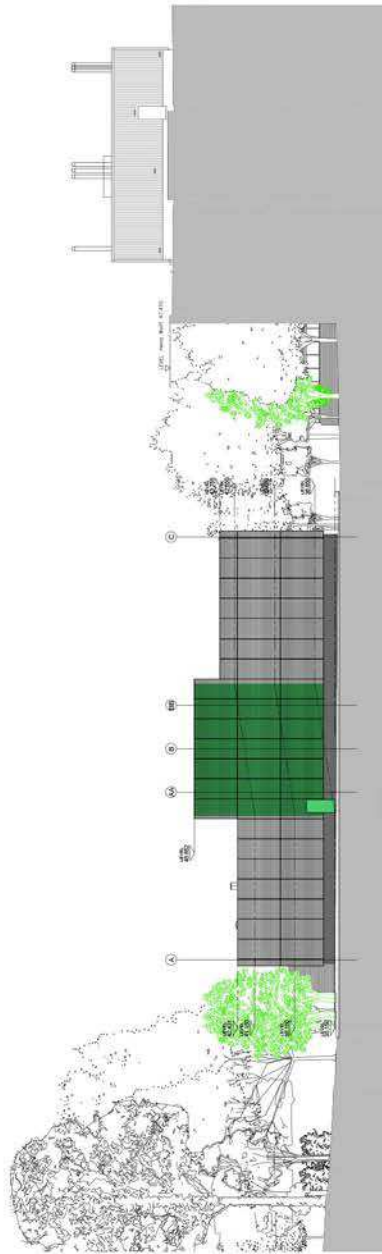
BCAST  
 Brunel Centre for Advanced Solidification Technology

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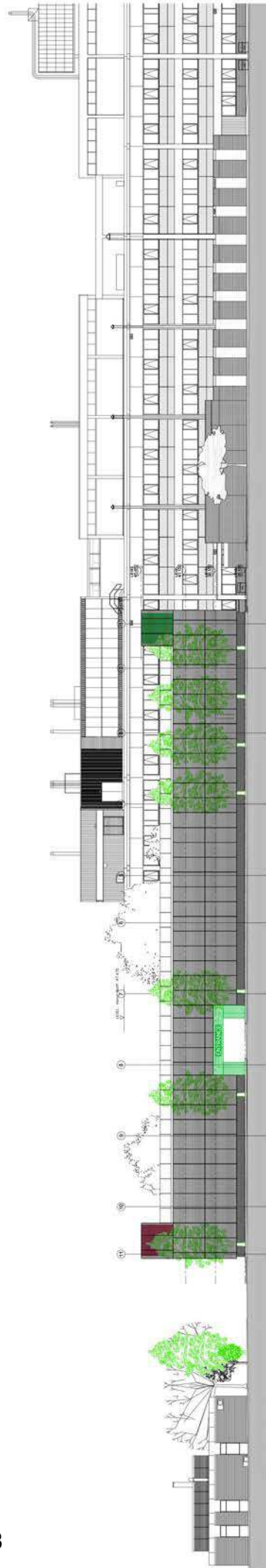
21/12/23, p.w. 54-11-5







1 PROPOSED CARPARK WEST SITE ELEVATION



2 PROPOSED CARPARK NORTH SITE ELEVATION

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Model File Reference List: (Not Model Name, Version & Status)



Key Plan

PLANNING

Rev	Dim	Date	Description
A	AC	15/09/15	FACADE PARTIAL AMENDED
J	AC	03/09/15	PLANNING ISSUE

**PASCALL  
 +WATSON**  
 The Workshops, 10 Black Friars Lane, London EC4A 3DF  
 Tel: +44 (0)20 3637 2500 [www.pascall-watson.com](http://www.pascall-watson.com)

The  
**MULTI-STORY CAR-PARK  
 PLANNING  
 SITE ELEVATIONS + 15YRS  
 WEST AND NORTH**

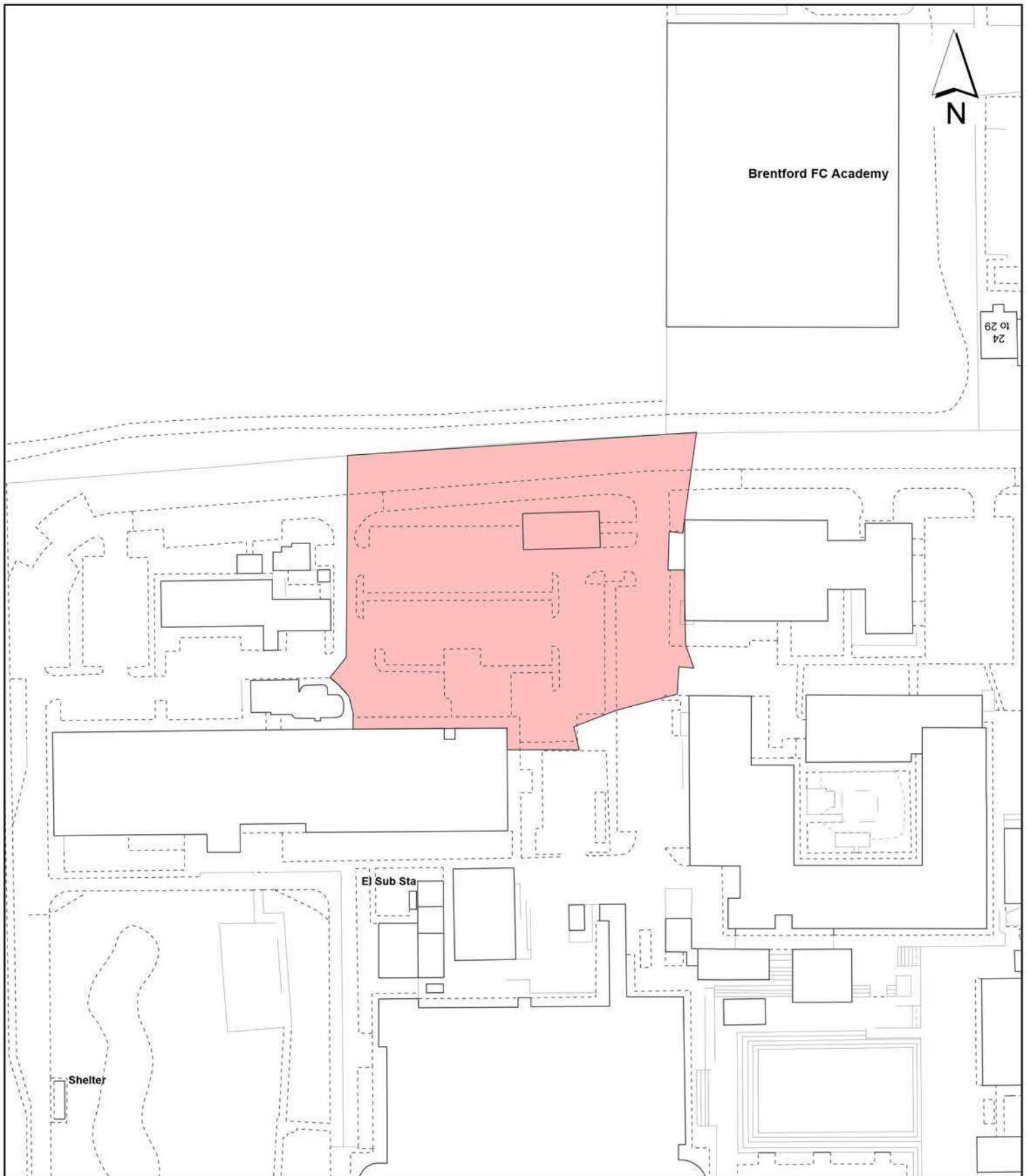
Project Name	Client	Drawing Originator	Project Number	Level	Revision
BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT	BRUNEL UNIVERSITY PLANNING	Pascall+Watson	5360	P-W	A
Client Job No.	Project Number	Scale	Drawing No.	Revision	
	5360	1:200 @ A1	68	A	

- Concrete block paving eg. 'Keyblock' by Marshalls
- Macadam
- Up-stand kerb
- Slope
- Proposed level +38.20
- Existing level retained (+38.20)
- Existing trees retained (+38.20)
- Existing trees removed (+38.20)
- Root Protection Area (RPA)
- Proposed trees (+38.20)
- Low ornamental shrub mix
- Proposed native hedgerow
- Existing grass



**CENTRE FOR ENVIRONMENTAL RESEARCH**

<b>Project</b>	
MSCP	Brunel University, Uxbridge
<b>Drawing</b>	
Landscape Layout	
<b>Status</b>	
PLANNING	
<small>Do not scale off plans. All dimensions &amp; levels are to be checked on site. Any discrepancies must be reported immediately to the Project Manager.</small> CONSULT THE LANDSCAPE PRACTISE LTD	
Project: 01234 251215 Worksheet: 01234 20000 Drawing: 01234 20000 Date: 01-09-2015	Dwg. No: 13424.TL.P.MSCP-01 Scale: 1:400@A3 Drawn: RD/JW Checked: AF Date: 01-09-2015 North



**Notes:**

 Site boundary

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Site Address:

**Brunel University  
 Kingston Lane  
 (Multi Storey Car Park)**

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

Planning Application Ref:  
**532/APP/2015/3349**

Scale:  
**1:1,250**

Planning Committee:  
**Major** Page 275

Date:  
**February 2016**



**HILLINGDON**  
 LONDON

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

**Address** HILLINGDON HOSPITAL PIELD HEATH ROAD HILLINGDON  
**Development:** Formation of 48 additional parking spaces on land adjoining the main car park at Hillingdon Hospital  
**LBH Ref Nos:** 4058/APP/2015/4041

**Date Plans Received:** 01/11/2015

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

**Date Application Valid:** 01/11/2015

REMOVABLE BARRIER  
BETWEEN VISITOR &  
STAFF PARKING.

FIELD HEATH ROAD  
VISITOR PARKING

GREENACRES  
STAFF PARKING

ALTERATIONS TO ROYAL  
LANE STAFF ENTRANCE



STANHOPE WILKINSON ASSOCIATES  
CHARTERED ARCHITECTS  
9 Elm Place Ipswich Suffolk IP1 1AA  
Tel: 01473 602022 Fax: 01473 602018

Client  
The Hillingdon Hospitals  
NHS Foundation Trust

Project  
Car Park Expansion  
SITE LOCATION PLAN

Scale: 1:1250 @ A2  
Date: Oct 2015  
Drawn by: DJP

Job No.	574 No.	Rev.	P
15244	50		

### Site Location Plan 1:1250





- REMOVABLE BARRIER BETWEEN VISITOR & STAFF PARKING.**  
(2 No parking spaces lost)
- FIELD HEATH ROAD VISITOR PARKING**  
(11 No Visitor parking spaces gained)
- GREENACRES STAFF PARKING**  
(40 No Staff parking spaces gained)
- ALTERATIONS TO ROYAL LANE STAFF ENTRANCE**  
(1 No Staff parking space lost)



**Site Plan  
and Scope of Works  
1:2000**



Job No. 15244  
 Dwg No. 100  
 Rev. P

Scale 1:2000 @ A3 Project  
 Date Oct 2015  
 Drawn by DP  
 Client The Hillingdon Hospitals NHS Foundation Trust  
 Project Car Park Expansion  
 SITE PLAN

Client  
 The Hillingdon Hospitals  
 NHS Foundation Trust



**STANHOPE WILKINSON ASSOCIATES**  
 CHARTERED ARCHITECTS  
 9 Elm Place Eynsham Oxford OX29 4BD  
 Tel: (01865)883222 Fax: (01865)883188  
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# ROYAL LANE

NOTES:  
All dimensions shall be checked on site and not based on this drawing

Structure	DATE	BY	APP

Client: The Hilkingdon Hospitals NHS Trust Foundation Trust

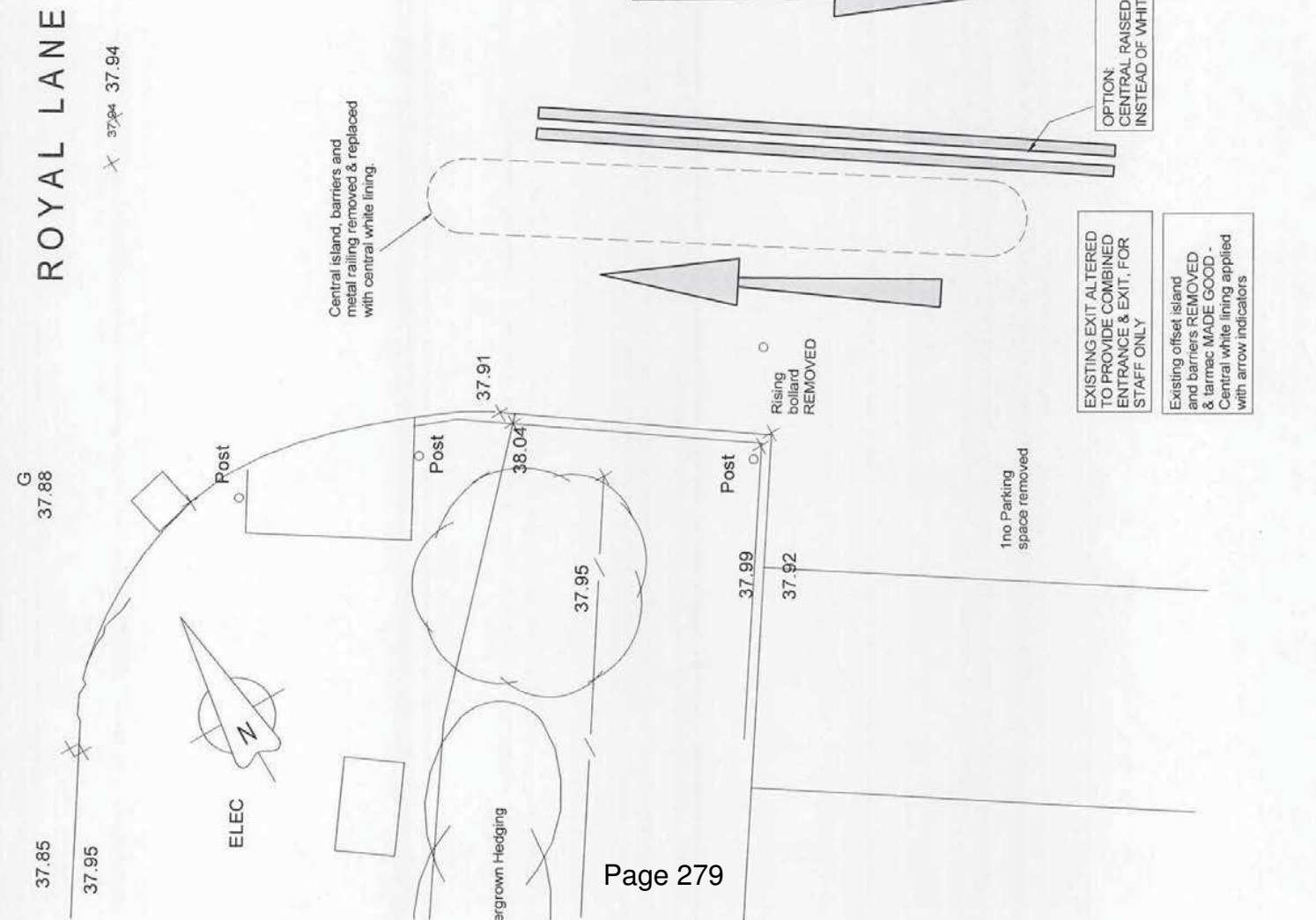
Project: Car Parking Expansion Proposal

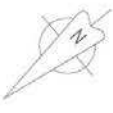
PROPOSED STAFF ENTRANCE & EXIT FROM ROYAL LANE

STANHOPE WILKINSON ASSOCIATES  
CHARITABLE ARCHITECTS  
9 Elm Place - Ipswich - Suffolk - IP1 2AB  
Tel: 01473 222222 Fax: 01473 222222  
Email: office@swa-architects.co.uk  
SWA/150 GAO/15/11/2015

Sheet No.	Drawing No.	No.
15244	11	P2

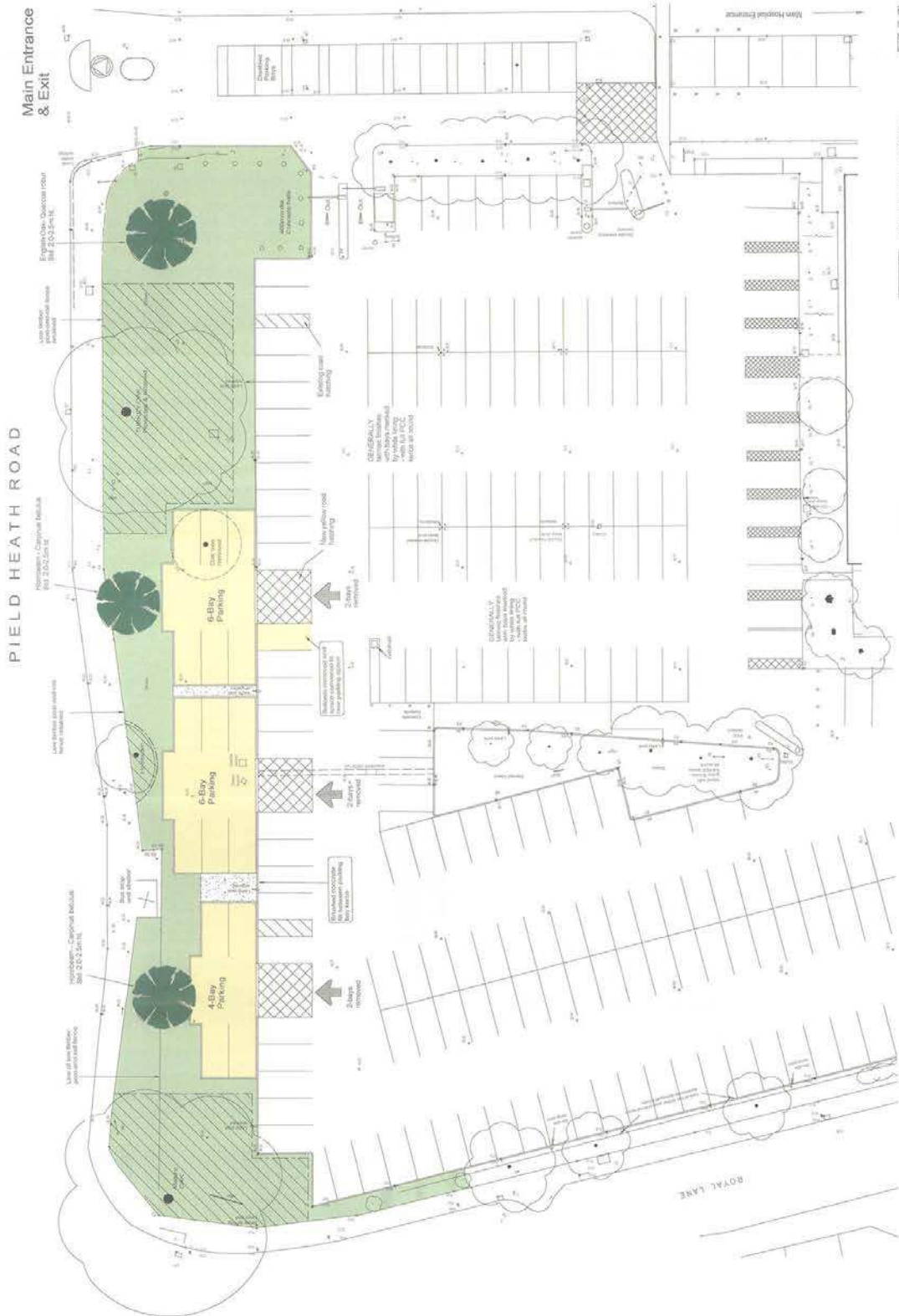
**IMPORTANT NOTE:**  
No alterations proposed to the 'public realm' pavement line, kerbs, entrance width etc  
Any requirement for Planning or Highways permissions TO BE AVOIDED if possible



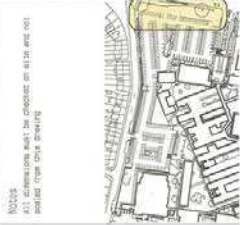


### Car Park Expansion- Pield Heath Road Visitor Parking

VISITOR PARKING SPACES  
1760 New Spaces created  
1600 existing spaces lost  
TOTAL GAIN = 1160 Spaces



-  New parking bays in excess of 100m<sup>2</sup> asphalt construction, with POC kerbs all round. To be laid to suit local gradients and flush with existing car park levels.
-  100mm 7amped concrete fill over 100mm 100mm aggregate (E1/1/1/5).
-  Existing grassed areas to be reinstated following construction of the new parking bays to the satisfaction of the CA.
-  The road protection areas and protective fencing during construction.
-  Proposed new trees.
-  Existing trees removed.
-  Yellow hatched area reinstating - G1/G65



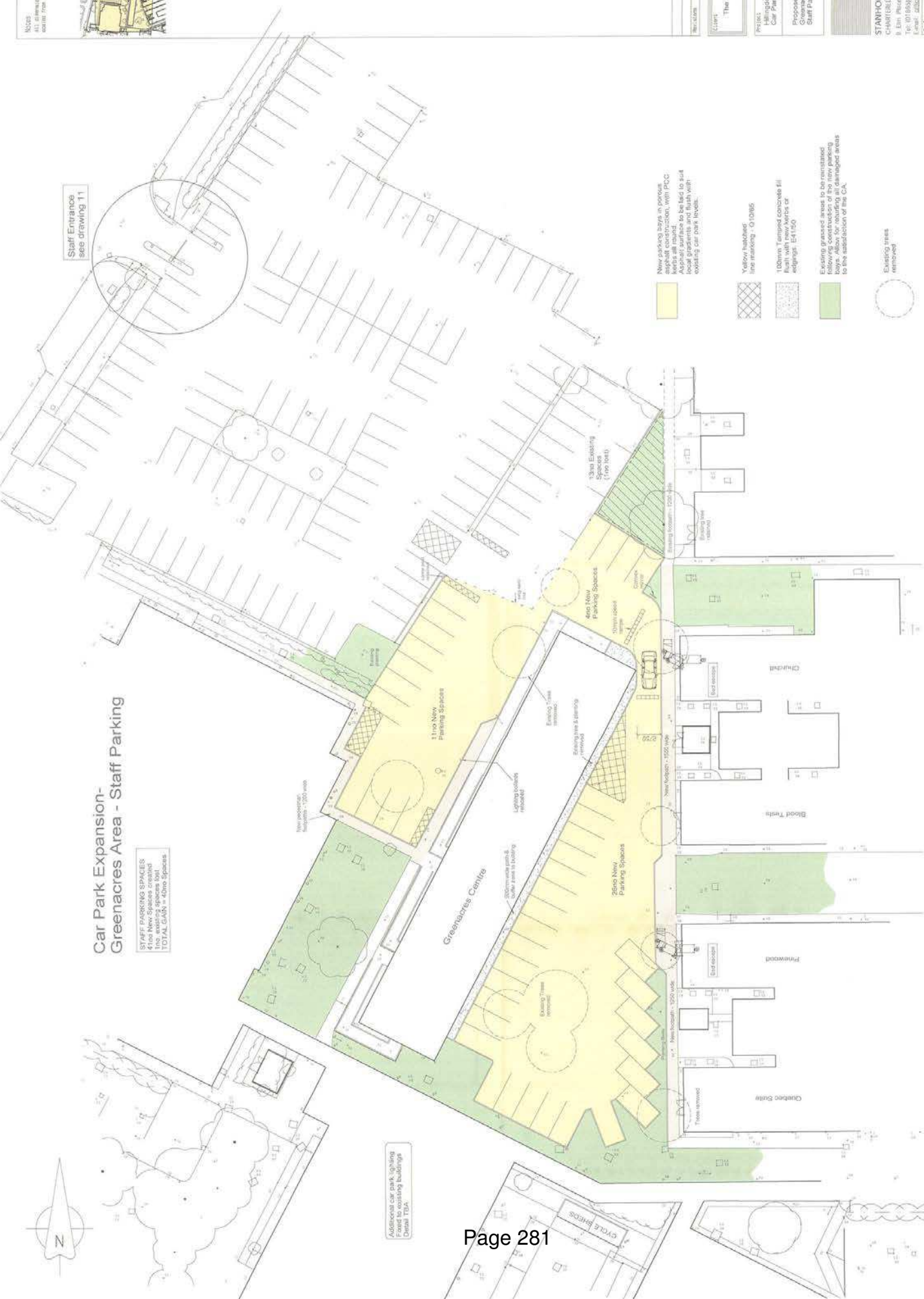
NOTES  
1. All dimensions shall be checked on site and set out  
2. All work shall be carried out in accordance with the contract documents

Drawings	Scale	By	No.
Client	The Hillingdon Hospitals NHS Foundation Trust		
Project	Hillingdon Hospital Car Parking Expansion Proposals		
Proposed Carpark Layout	Pield Heath Road Option 2		
<b>SWA</b>			
STANHOPE WILKINSON ASSOCIATES CHARTERED ARCHITECTS © Copyright			
9 Elm Place	Uxbridge	Uxbridge	01895 883188
Tel: 01895 883222	Fax: 01895 883188	E-mail: <a href="mailto:swa@stanhope-wilkinson.co.uk">swa@stanhope-wilkinson.co.uk</a>	
Scale	1:200 @ A4	By	
		Drawn By	
		Checked By	
		Project No.	02
		Drawn No.	15244
		Sheet No.	P2





NOTES:  
 All dimensions shall be checked on site and may vary from those shown.



Staff Entrance see drawing 11

### Car Park Expansion - Greenacres Area - Staff Parking

**STAFF PARKING SPACES**  
 41rd New Spaces created  
 13rd Existing Spaces lost  
**TOTAL GAIN = 28th Spaces**

Adjacent car park, existing  
 Fored to existing buildings  
 Detail TBA.

- New parking bays in proposed area. Kerbs with PCC Asphalt surface to be laid to suit existing car park layout.
- Yellow hatched line marking - O 0065
- 100mm Tamped concrete fill flush with new kerbs or edgings. E4 150
- Existing grassed areas to be reinstated following construction of the new parking bays. Allow for reurfing all damaged areas to the satisfaction of the CA.
- Existing trees removed
- Tree root protection areas and protective fencing during construction

<p>PROPOS:          Hillingdon Hospital          Car Parking Expansion Proposals</p> <p>PROPOSED CARPARK LAYOUT - GREENACRES AREA - STAFF PARKING - OPTION 3</p>	<p>CLIENT:          The Hillingdon Hospitals NHS Foundation Trust</p>	<p>DATE:          15/05/14</p> <p>BY:          [Signature]</p> <p>SCALE:          1:200 @ A1</p>	<p>PROJECT NO:          15244</p> <p>DATE:          22/05/14</p> <p>REV:          P1</p>
--	---	--	--

**SWA**

STANTHOPE WILKINSON ASSOCIATES  
 CHARTERED ARCHITECTS  
 8 Elm Place Eyreham OX29 4SD  
 Tel: 01895883222 Fax: 01895883198  
 Email: stantsthope@swa.co.uk



NOTE:  
A1) dimensions must be checked on site and not  
relied upon for this drawing

REVISION	DATE	BY	CHK

Client:  
The Harrington Hospitals  
NHS Trust Foundation Trust

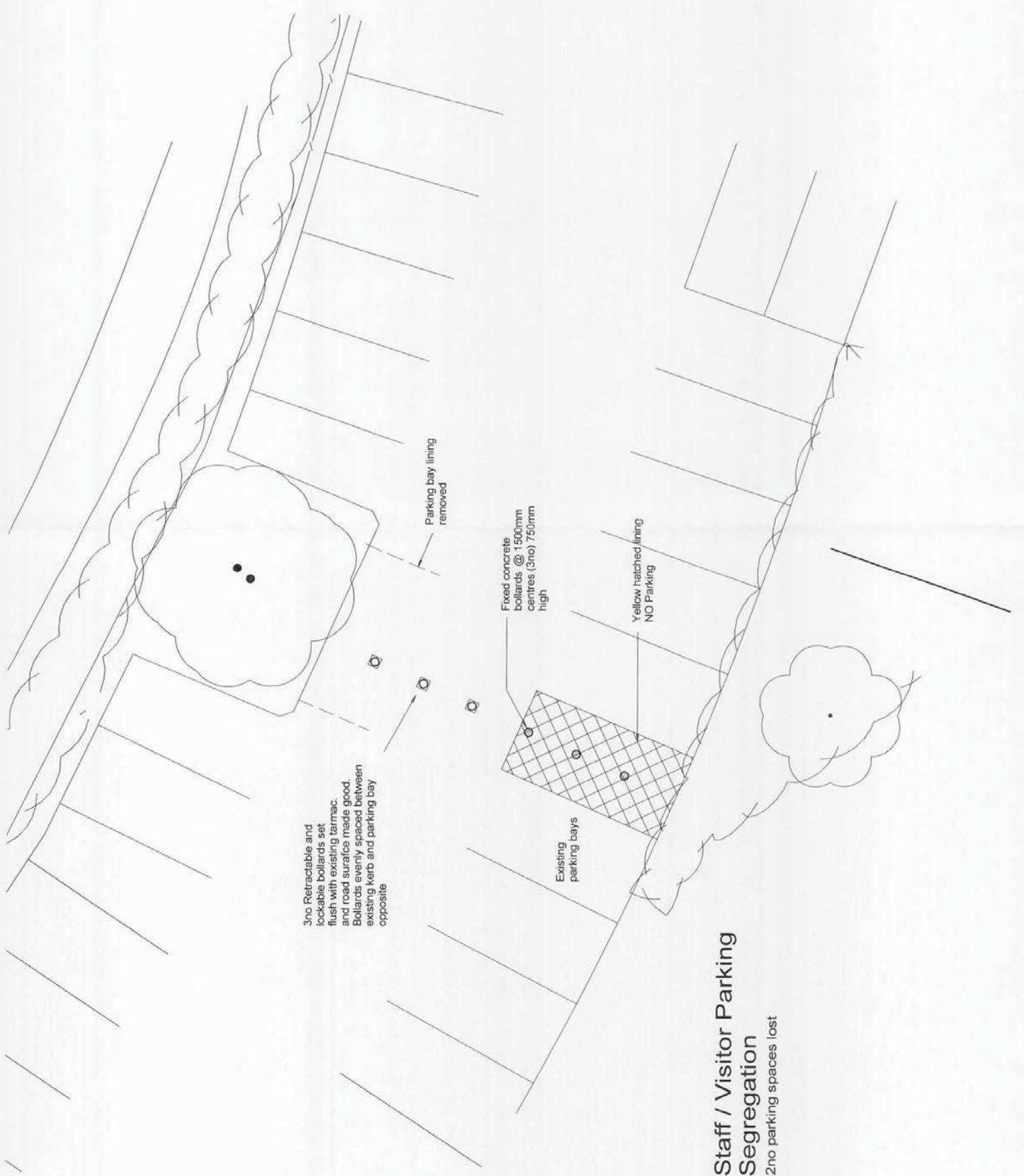
Project:  
Car Parking Expansion Proposals

REMOVABLE BARRIER BETWEEN  
VISITOR & STAFF PARKING

**SWA**  
STANHOPE WILKINSON ASSOCIATES  
ARCHITECTS  
Copyright  
System: Cadat 0207-148  
Tel: 01203 330300 Fax: 01203 330301  
E-mail: [office@swa.co.uk](mailto:office@swa.co.uk)

Scale	1:50 @ A3	Sheet	24
Date	03-2015	By	24

Job No.	15244	Drawing No.	130
			P1

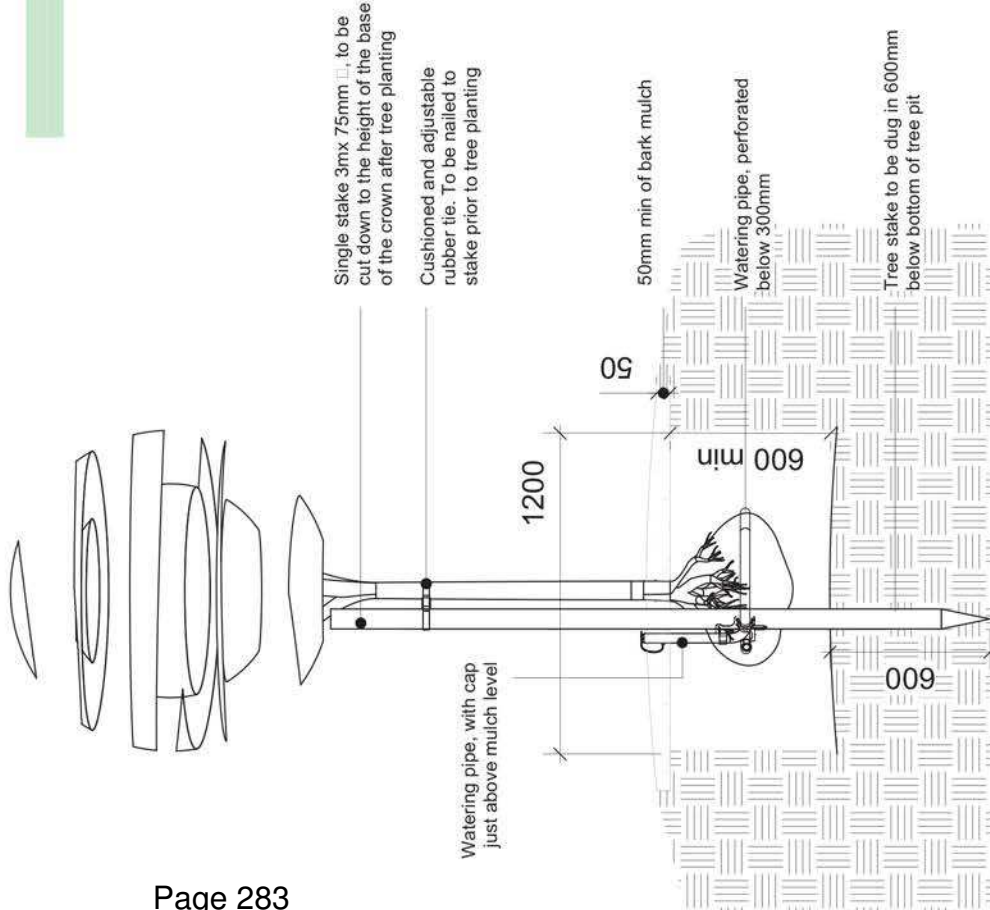


**Staff / Visitor Parking Segregation**  
2no parking spaces lost

**Outline specification of soft landscaping works (see NBS specification)**

- Topsoil on site stripped to allow hard works for car parking. Leave enough topsoil to enable soil to be restored to final levels around edges of car park. Store native topsoil in heaps
- After hard works have been carried out, clean site from all residues of previous works before commencing site restoration.
- Restore native subsoil to initial levels. Decomact to allow free drainage and firm to avoid future settlement as needed.
- Spread stored topsoil to match existing levels on site consistently. Add fertiliser to encourage root growth and establishment as per specification document.
- All areas impacted by development need to be treated and returned to a friable condition to allow free drainage and establishment of planting.
- All areas which will be seeded need to be protected from pedestrian traffic with 900mm high-visibility plastic mesh tied to steel road pins spaced at 1.5m intervals. Add suitable compost as top dressing to lawn area to encourage grass establishment.
- Grass area to be watered as needed and maintained until first cut, then protective fencing can be removed and maintenance of lawn is subsequently handed over to client maintenance team. Any patches of grass swards showing sign of failure need to be made good by contractor prior to handover to client maintenance team. Eventual hollows and uneven ground levels caused by settlement to be repaired by contractor prior to final completion.
- Sterilise with a non-residual translocated herbicide a 600mm planting strip where hedge will be planted, and create a clean sharp edge to grass.
- Sterilise and create a sharp edge to grass around areas where trees will be planted, leaving a 1.2m diameter tree pits.
- Prepare soil with fertiliser where trees will be planted.
- ASCERTAIN ALL SERVICES PRIOR TO EXCAVATION & INSTALL PROPRIETARY ROOT BARRIER. If found, product details to be agreed with CA prior to installation
- Dig 600mm depth of topsoil for tree pits, introduce watering pipe and 3m stakes when tree pits are excavated (stakes to be 600mm below bottom of tree pits) and to remain in place until appropriate time of planting (stakes will be cut down to the height of the crown after tree planting). Nail rubber ties to stakes in advance.
- Plant trees in November to January inclusive and carry out plant care/maintenance for 12 months, including: watering as required, weeding, treat for pests/diseases.

**Tree pit section**



**Planting schedule**

Key	Nr	Plant Name
Cbf	3	Carpinus betulus Fastigiata
Qr	2	Quercus robur
SH	2	Sorbus hupehensis
		7

**Portus + Whitton**  
 landscape architects

Portus + Whitton  
 56 Abbott Road, Chichester  
 Gloucestershire GL7 1DX  
 T: 01286 644336 F: 01286 644336  
 E: contact@portusandwhitton.co.uk

client	Hillingdon Hospital		
project	Greenacres new car park		
draw	Tree pit & outline spec		
© The contents of this drawing are the copyright of Portus + Whitton, 2012			
scale	1:20	A3	Jan '16 14:04 A 2
purpose of issue	Planning issue		



Proposed trees



QR - Quercus robur

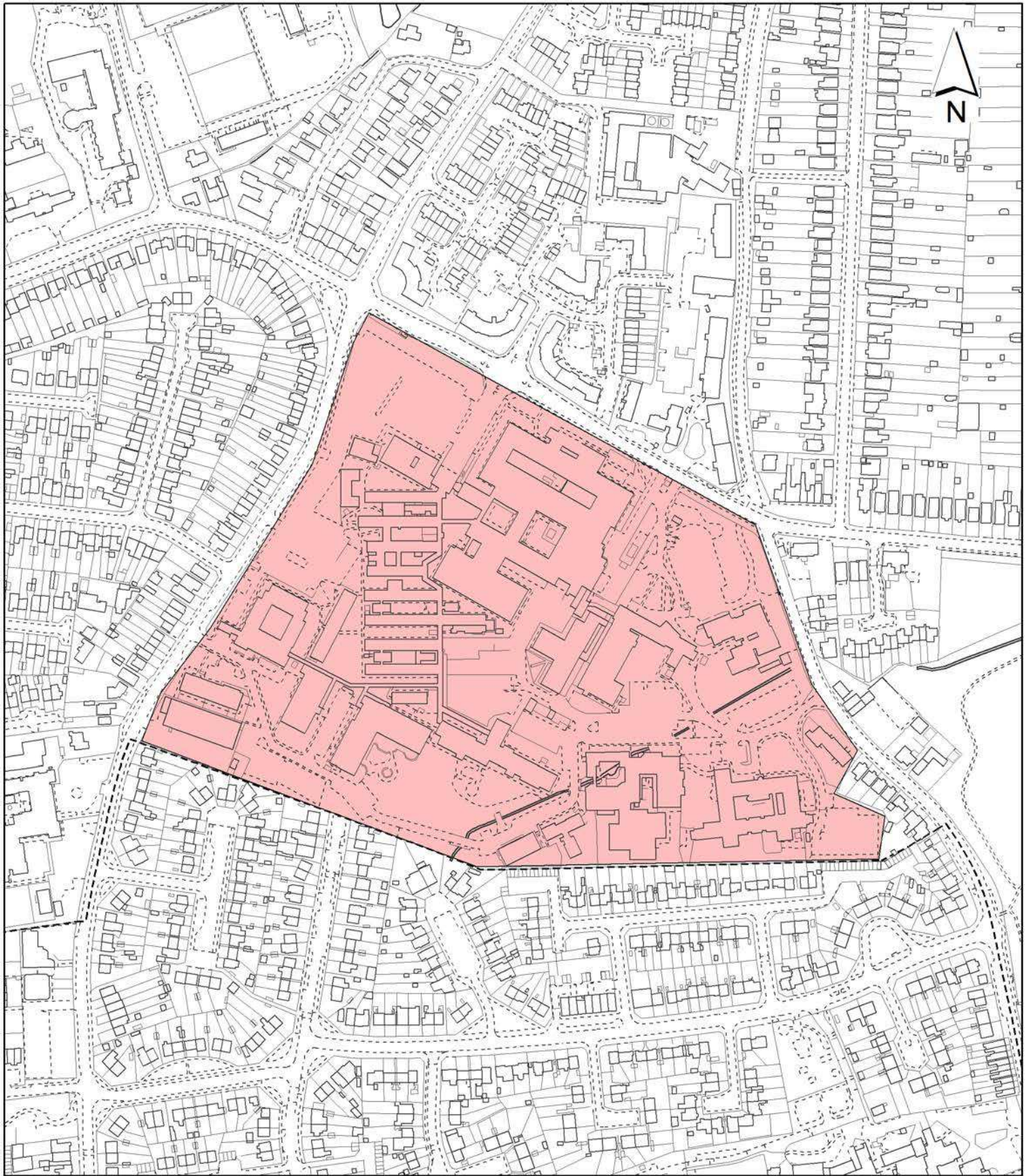
CBF - Carpinus betulus fastigiata

SH - Sorbus hupenhensis

**Portus+**  
**Whitton**  
landscape architects

Portus+Whitton  
50 Aycliffe Road, Chichester  
West Sussex PO19 1DQ  
T: 01243 644336 F: 01243 644336  
E: contact@portusandwhitton.co.uk

Client	Hillingdon Hospital
Project	Greenacres new car park
Drawn	Tree planting proposals
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Scale	1:500
Purpose of Issue	A3 Jan '16 1404 L 10
Planning Issue	



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Site Address:

**Hillingdon Hospital  
 Field Heath Road**

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

Planning Application Ref:

**4058/APP/2015/4041**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 285

Date:

**February 2016**



**HILLINGDON**  
 LONDON

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

**Address** HERMITAGE SCHOOL NURSERY & LANCASTER CENTRE SITE  
LANCASTER ROAD UXBRIDGE

**Development:** Variation of condition 2 (approved plans) of planning permission ref: 68164/APP/2011/2711 dated 28/11/12 (Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats. Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total)) to change the unit mix from 7 x 1-bed, 10 x 2-bed and 2 x studio flats to 14 x 2-bed, 1 x 3-bed and 2 studio flats (total 19 units); make associated alterations to internal layouts; increase height of lift shaft; and ancillary minor alterations.

**LBH Ref Nos:** 68164/APP/2015/4167

**Date Plans Received:** 12/11/2015

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

**Date Application Valid:** 12/11/2015



REV. NOTES.

DATE:

USE THESE DIMENSIONS IN PREFERENCE TO SCALE. DIMENSIONS ALL DIMENSIONS TO BE GIVEN ON SITE & DIMENSIONS TO BE GIVEN TO THE ARCHITECTS UNLESS OTHERWISE STATED. ALL DIMENSIONS TO BE GIVEN TO THE ARCHITECTS UNLESS OTHERWISE STATED. ALL DIMENSIONS TO BE GIVEN TO THE ARCHITECTS UNLESS OTHERWISE STATED. ALL DIMENSIONS TO BE GIVEN TO THE ARCHITECTS UNLESS OTHERWISE STATED.



Richard Keys Associates  
12 819 231  
Planning  
Residential Services

Project :  
Proposed Housing  
Development at  
Lancaster House & The  
Hermitage, Bennetts  
Yard.

Drawing Title :  
Planning Drawing  
Proposed Roof Plan  
Scale: 1:100  
Date: February 2013

Dwg No. AQ | 02 | 3/DF8  
Revision No. A



rev: notes: date:  
 A Revisions to layout, door external changes Mar 13  
 B Revisions to lift layout to suit. Sept 15

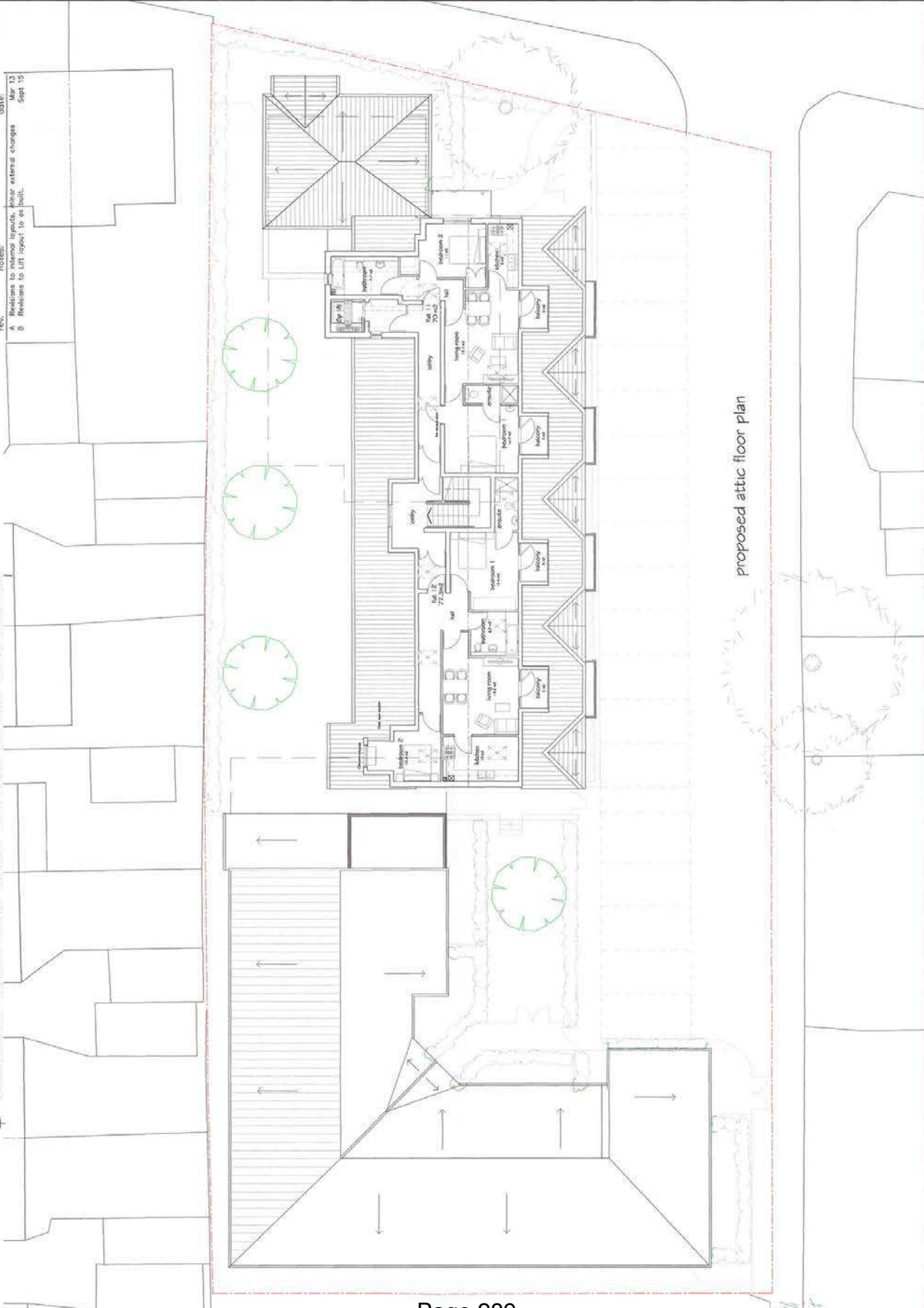
USE FINISHED DIMENSIONS IN REFERENCE TO SOLID DIMENSIONS. ALL DIMENSIONS TO BE CHECKED ON SITE & RECORDED. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECTS IMMEDIATELY.  
 ALL NEW WORK TO BE CHECKED, QUOTED & TENDERED. ALL REFERENCES TO INSTANT STANDARDS & CODES OF PRACTICE TO BE TO BE CURRENT AT THE TIME OF ORIGINAL ISSUE OF DRAWING.

Project No: 14/10/14  
 Drawing No: 14/10/14  
 Drawing Date: 14/10/14

Project :  
 Proposed Housing  
 Development at  
 Lancaster House & The  
 Hermitage, Bennets  
 Yard.

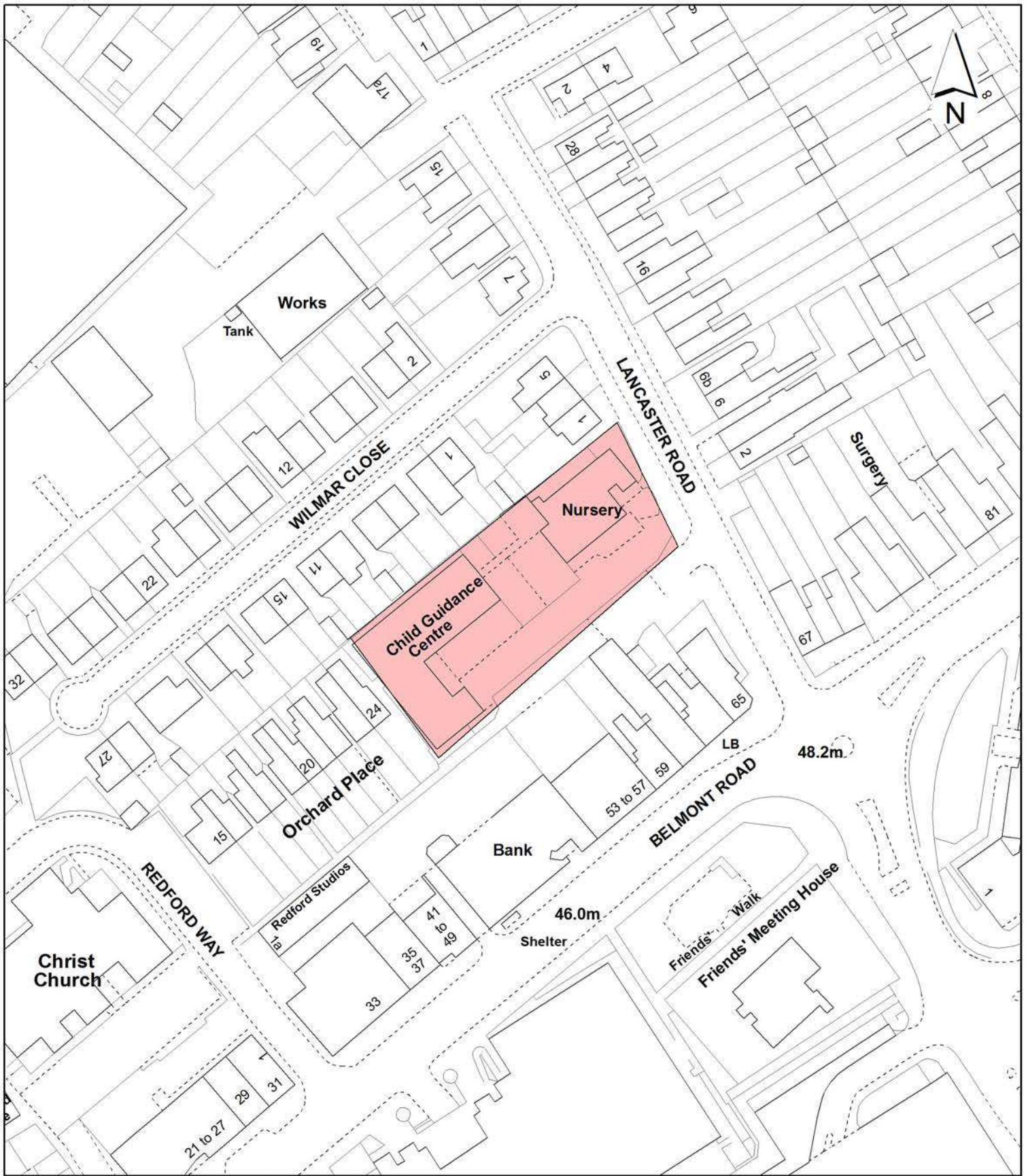
Drawing Title :  
 Planning Drawing:  
 Proposed Attic Floor  
 Layout  
 Scale: 1:100  
 Date: February 2013

Dwg No: AO10213/DF3  
 Revision No: B



proposed attic floor plan





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Site Address:

**HERMITAGE SCHOOL NURSERY &  
 LANCASTER CENTRE SITE  
 LANCASTER ROAD UXBRIDGE**

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

Planning Application Ref:

**68164/APP/2015/4167**

Scale:

**1:1,000**

Planning Committee:

**Major** Page 291

Date:

**February 2016**



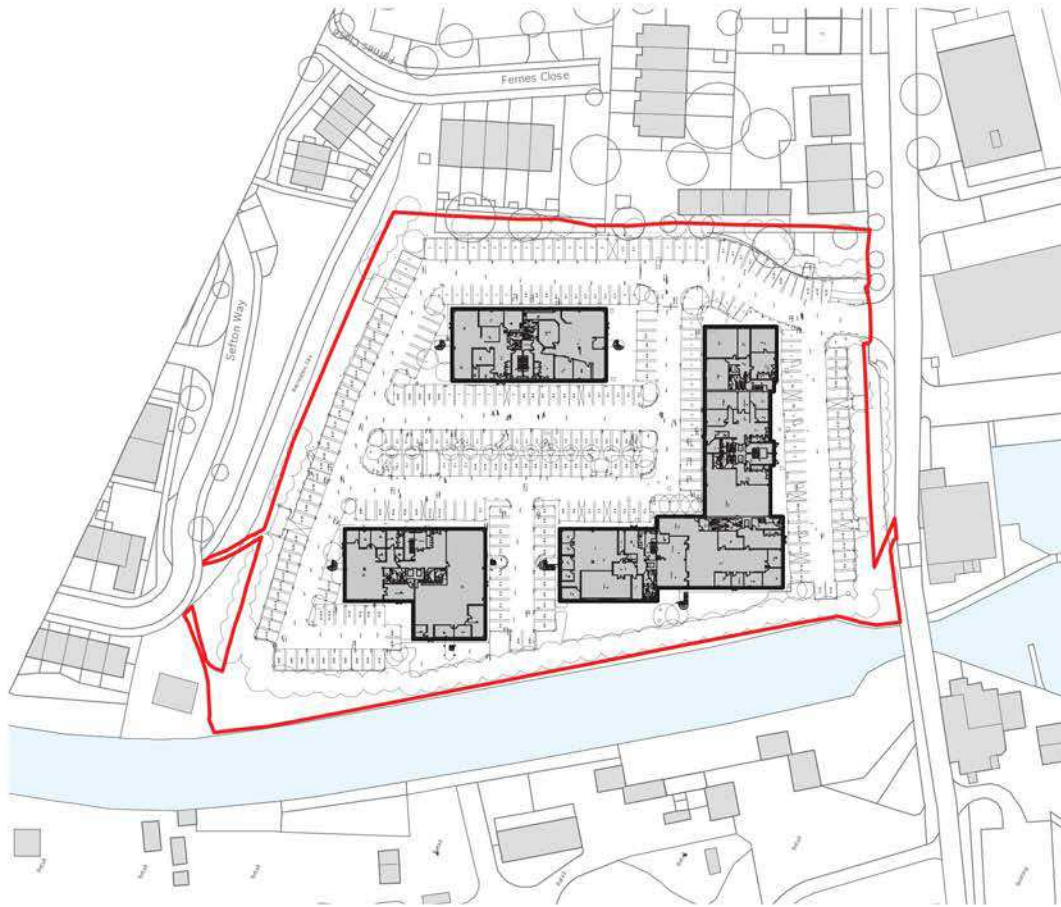
**HILLINGDON**  
 LONDON

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

**Address** THE GRAND UNION OFFICE PARK PACKET BOAT LANE COWLEY

**Development:** Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.

**LBH Ref Nos:** 1197/APP/2015/4164



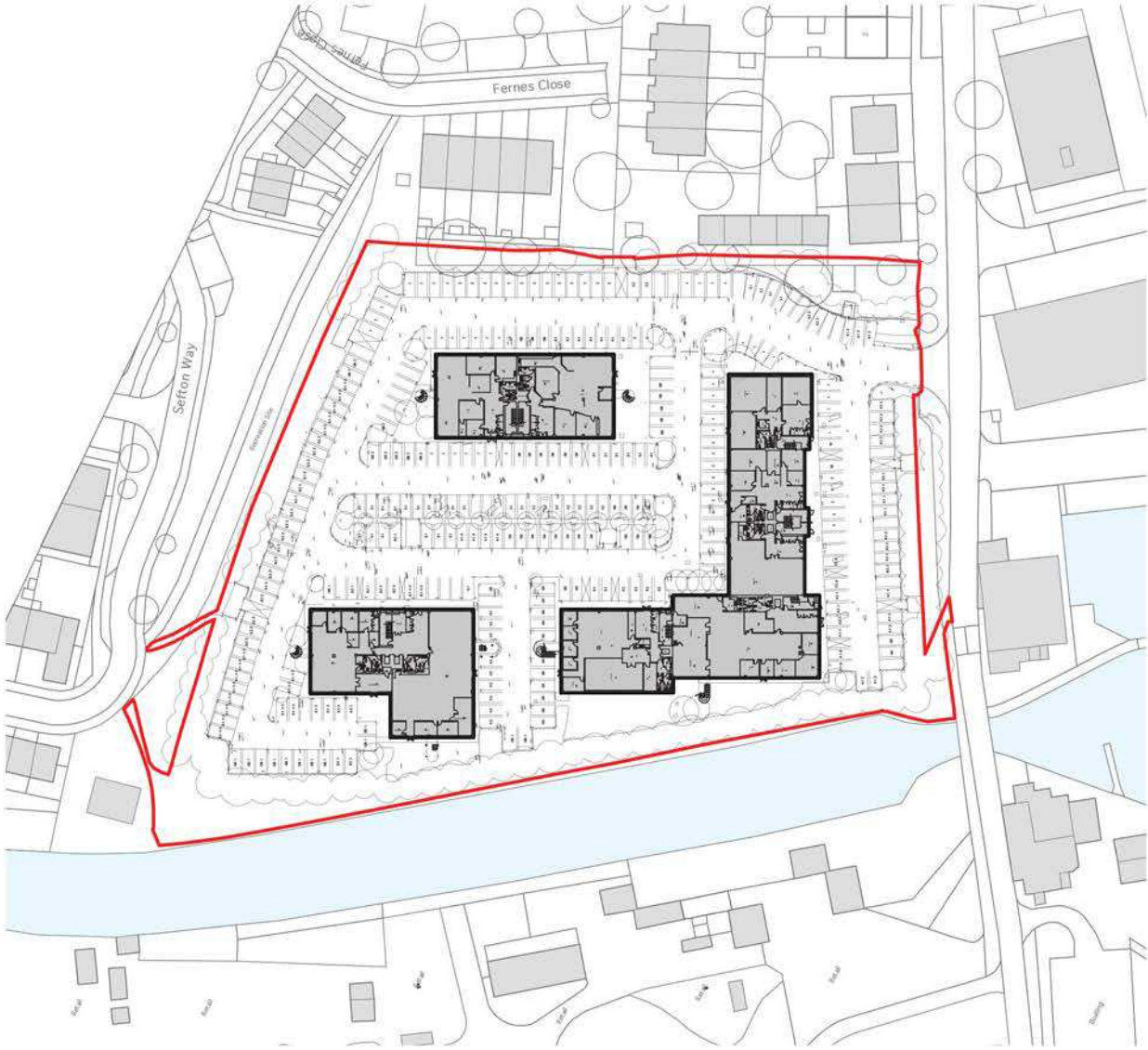
 Red Line Boundary



0 10 20 50M

Red Line Boundary





Red Line Boundary



0 10 20 50M

Existing Fence Line  
Proposed Fence Line

- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLE STORAGE
- REFUSE STORAGE
- Wheelchair Unit

Packet Boat Lane

Ramp to Towpath



Rev.C: 21-01-2016  
M4(3) Category 3 revised

PBL-P01-Rev.C

1:500 @ A3

21 January 2016

PROPOSED GROUND FLOOR

UNION PARK, PACKET BOAT LANE, UXBRIDGE UB8 2GH



Grand Union Canal

Sefton Way

Play Area

BLOCK C Core 1  
BLOCK C Core 2  
BLOCK C Core 3

BLOCK A Core 1

BLOCK A Core 3

BLOCK A Core 2

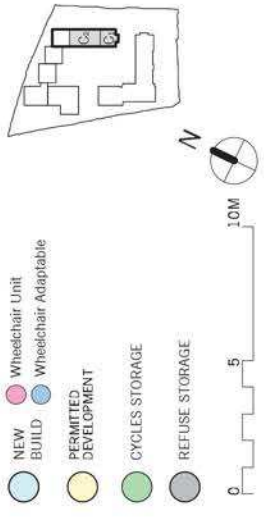
BLOCK D

BLOCK E

BLOCK B



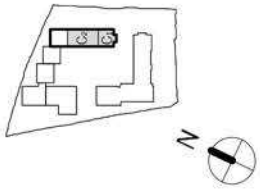




- NEW BUILD
- WHEELCHAIR UNIT
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE

- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE
- Wheelchair Unit
- Wheelchair Adaptable





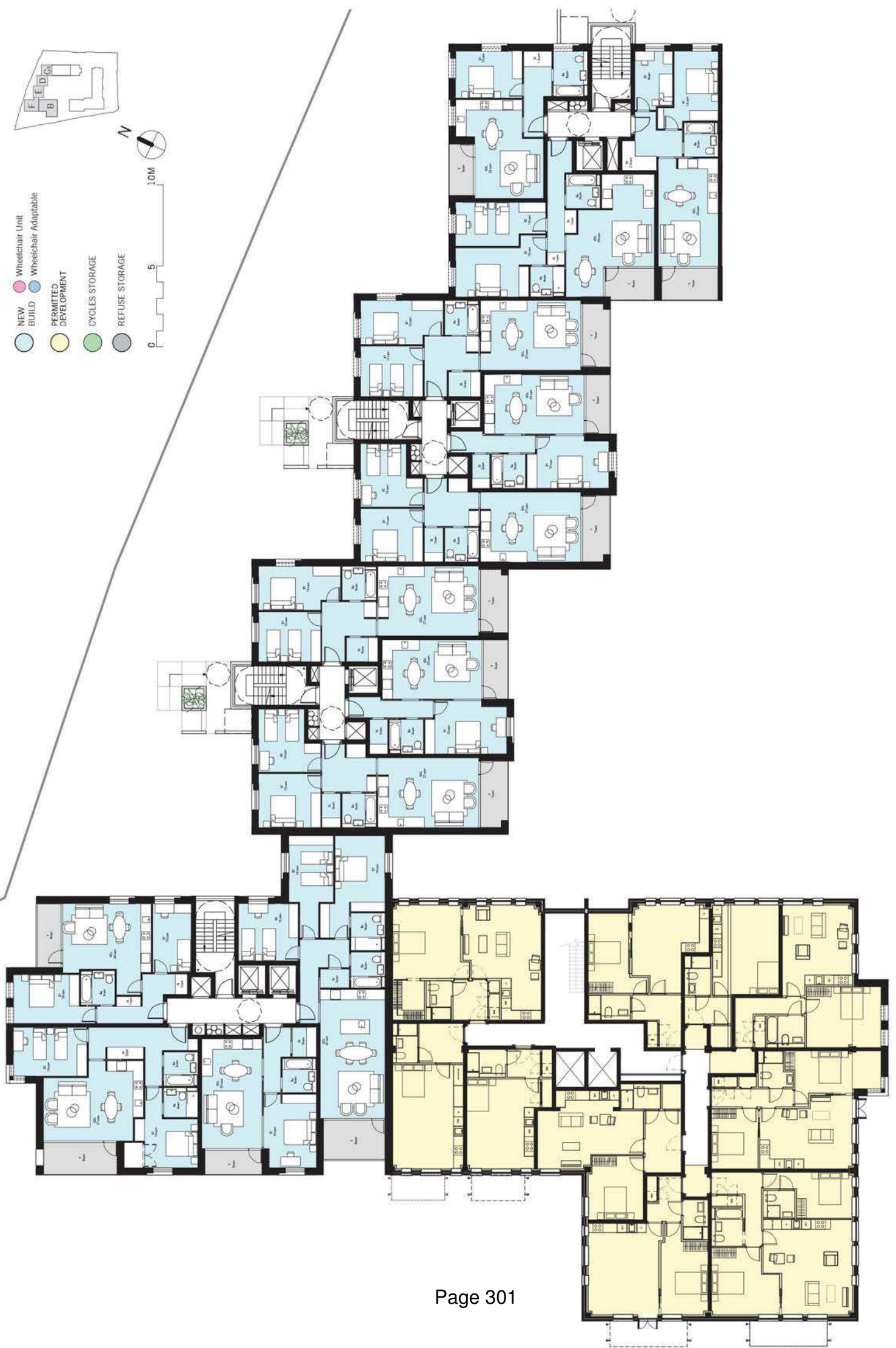
- NEW BUILD ●
- PERMITTED DEVELOPMENT ●
- CYCLE STORAGE ●
- REFUSE STORAGE ●
- Wheechair Unit ●



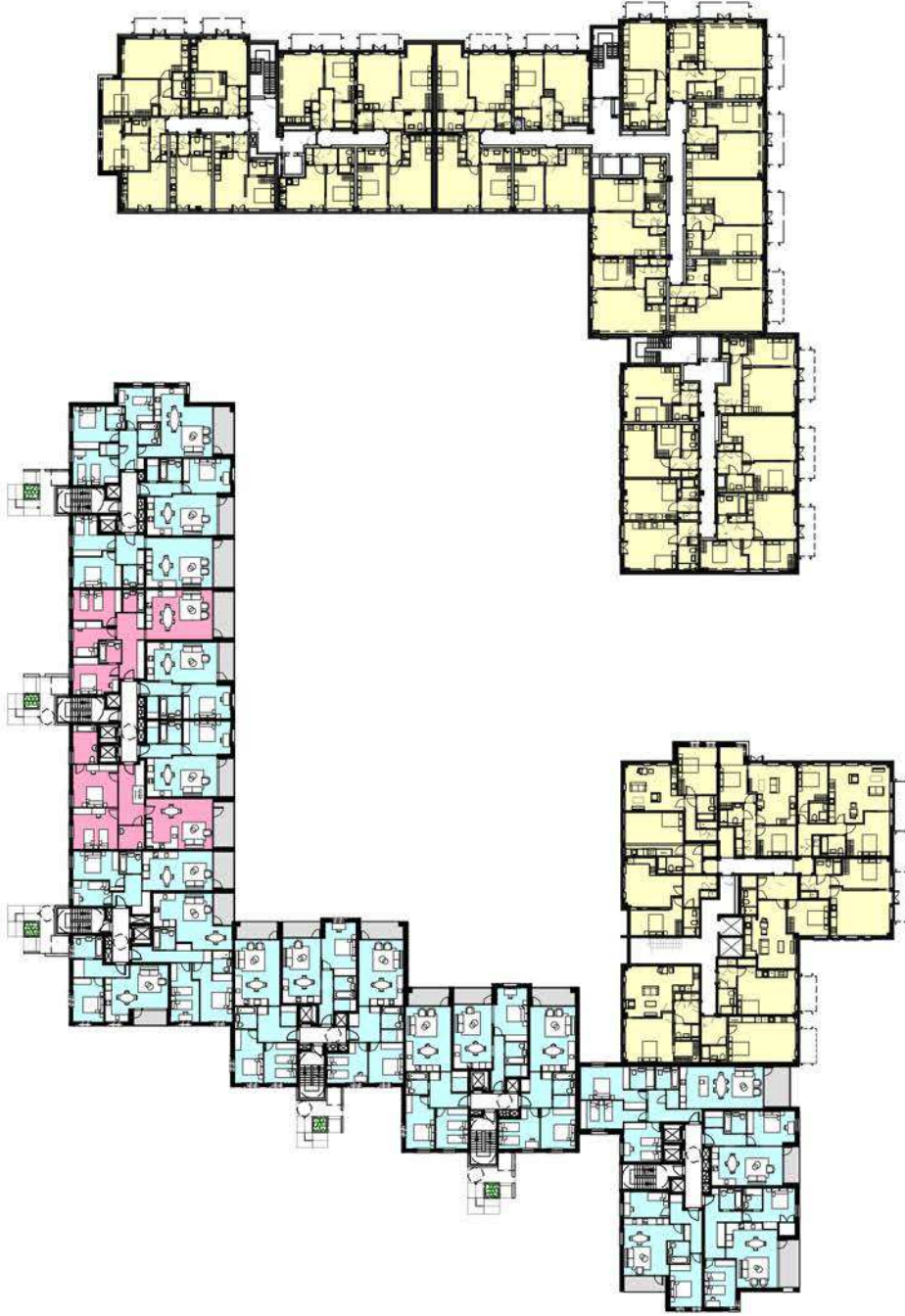


0 5 10M

- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE
- Wheelchair Unit
- Wheelchair Adaptable



- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLE STORAGE
- REFUSE STORAGE
- Wheelchair Unit



Rev.B: 21-01-2016  
M4(3) Category 3 revised

1:500 @ A3 PBL-P03-Rev.B

21 January 2016

PROPOSED SECOND FLOOR

UNION PARK, PACKET BOAT LANE, UXBRIDGE UB8 2GH



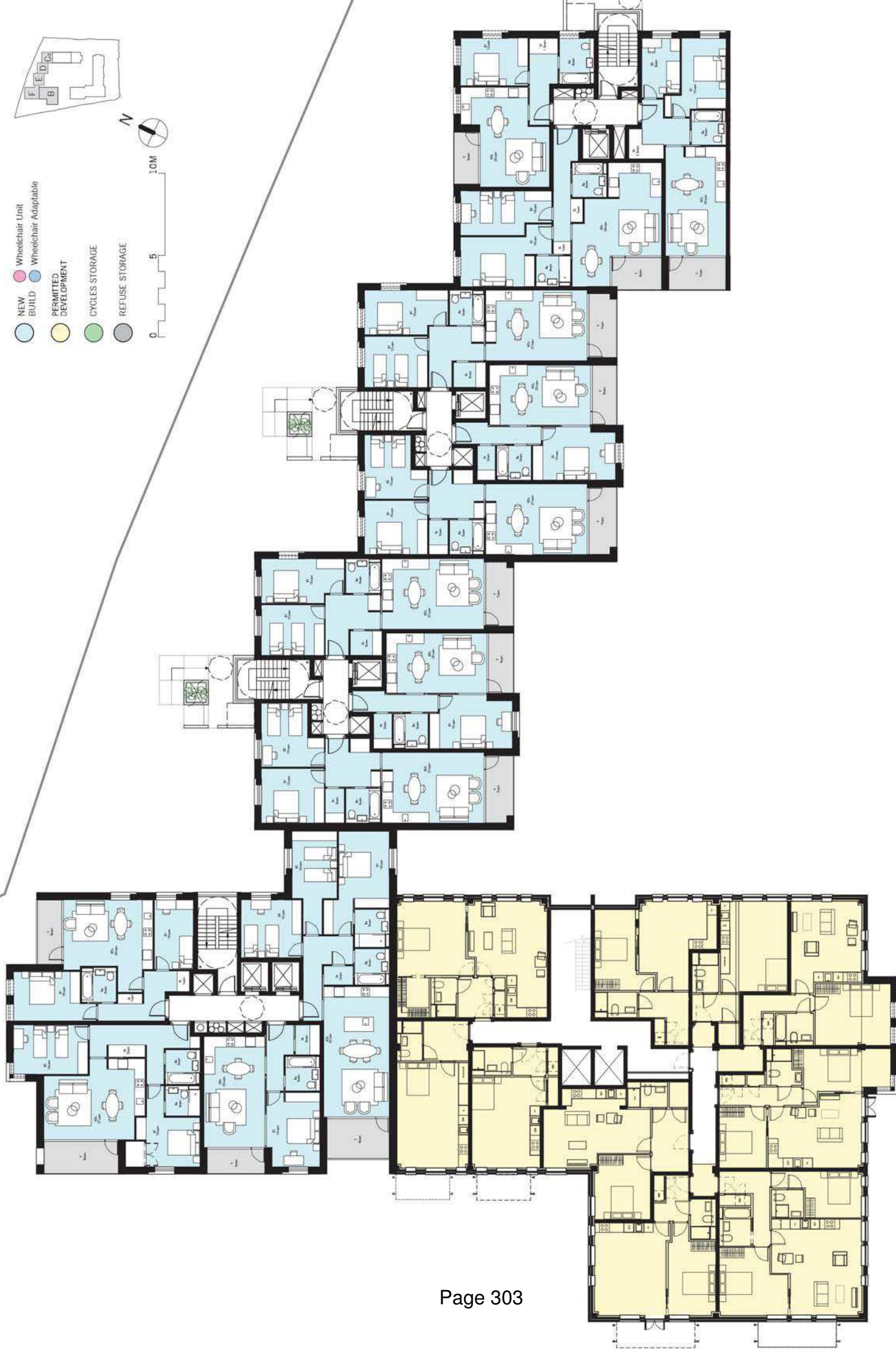


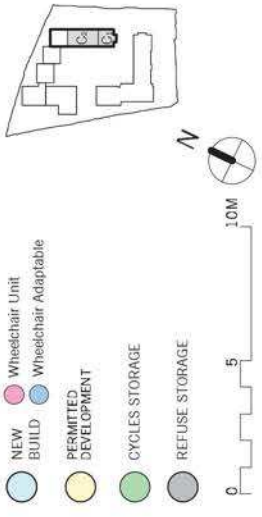
10M

5

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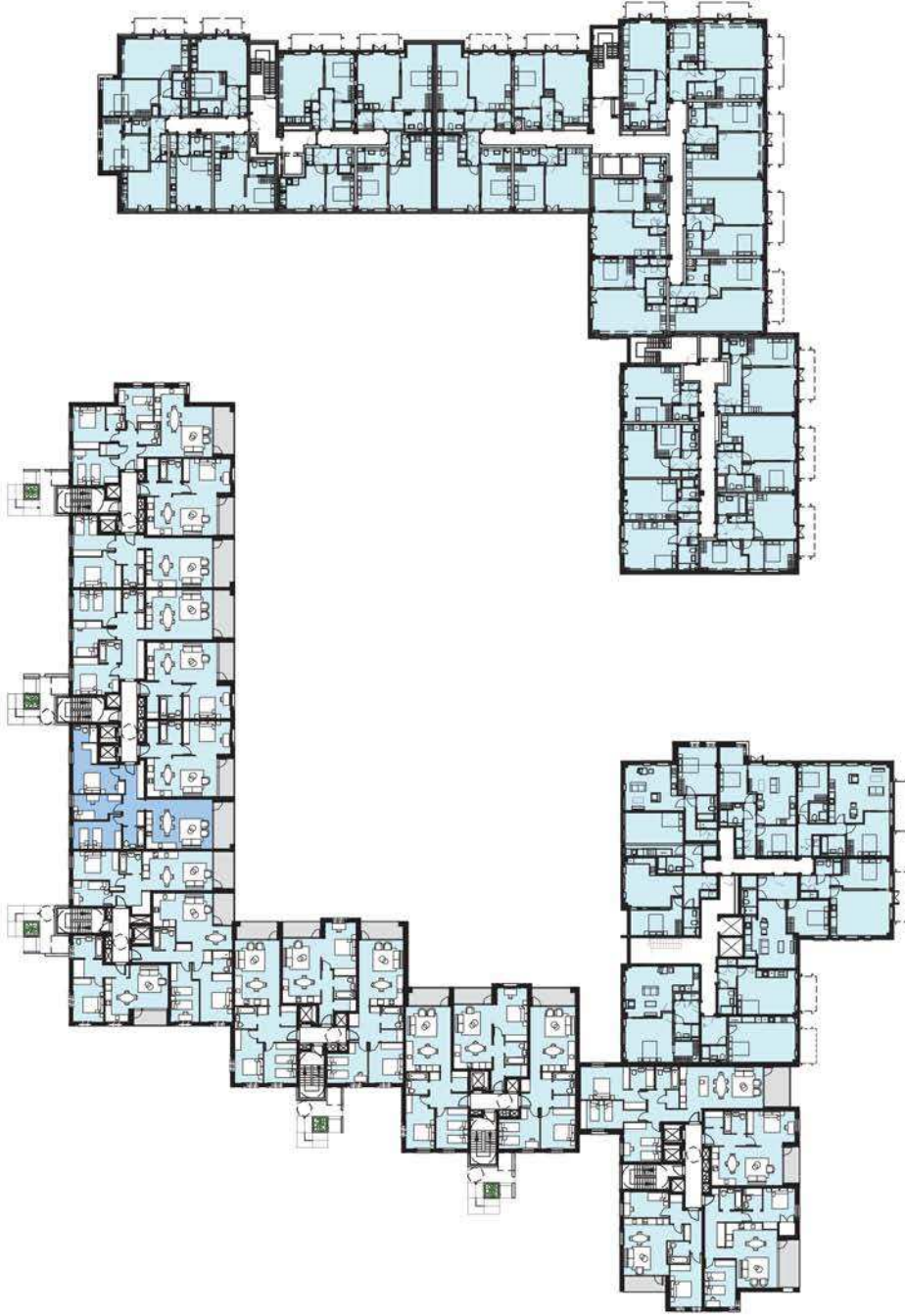
- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE
- Wheelchair Unit
- Wheelchair Adaptable



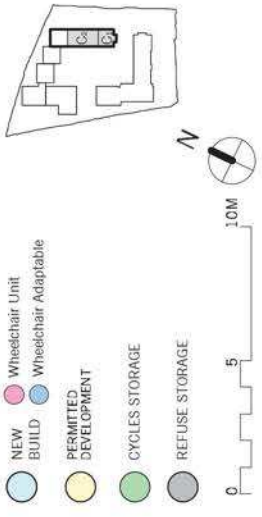




- NEW BUILD
- Wheelchair Unit
- Wheelchair Adaptable
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE



0 5 10 25M





10M

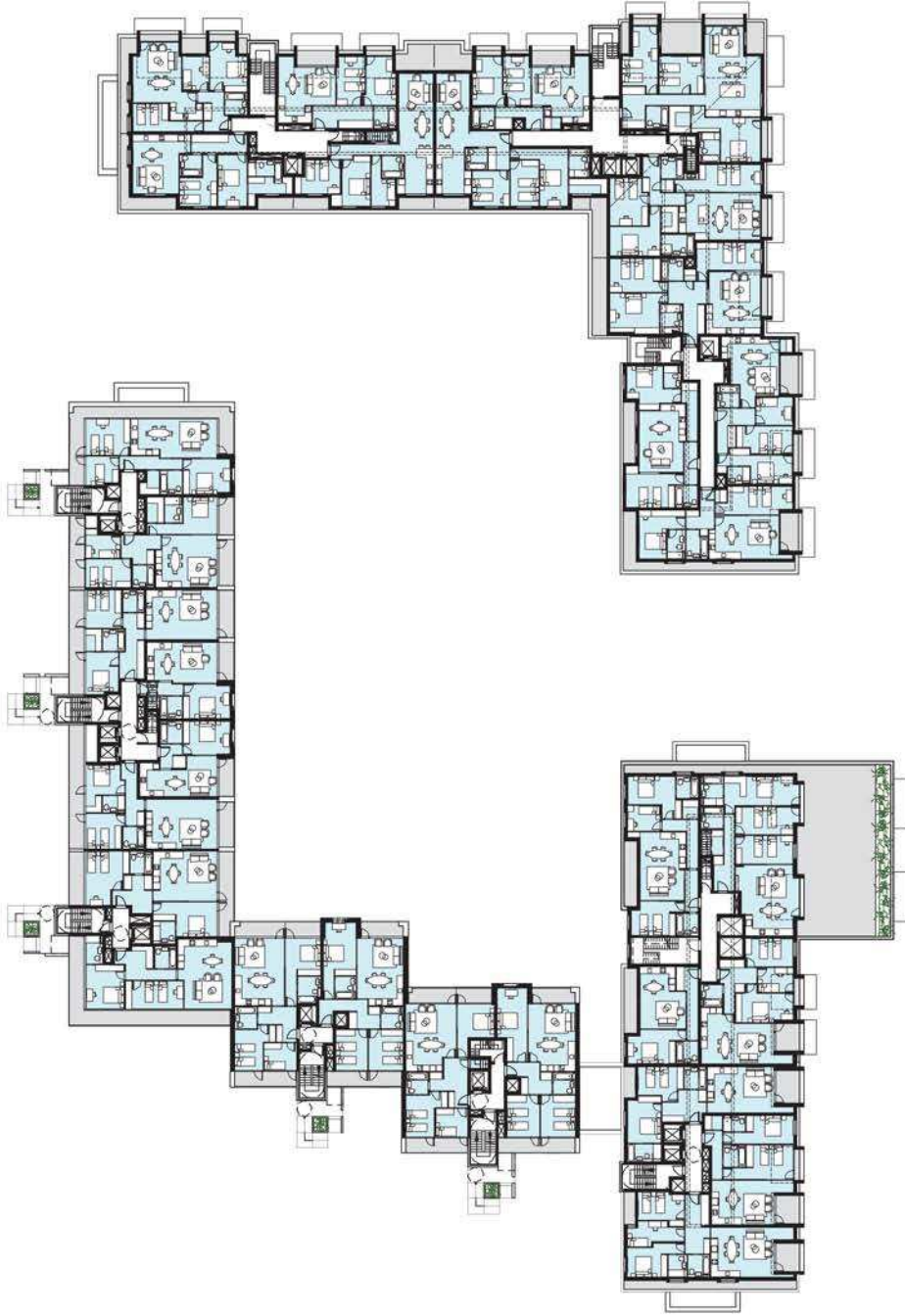
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- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE
- Wheelchair Unit
- Wheelchair Adaptable



- NEW BUILD
- Wheelchair Unit
- Wheelchair Adaptable
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE



0 5 10 25M



10M

5

0

- NEW BUILD (Light Blue Circle)
- PERMITTED DEVELOPMENT (Yellow Circle)
- CYCLES STORAGE (Green Circle)
- REFUSE STORAGE (Grey Circle)
- Wheechair Unit (Pink Circle)
- Wheechair Adaptable (Blue Circle)





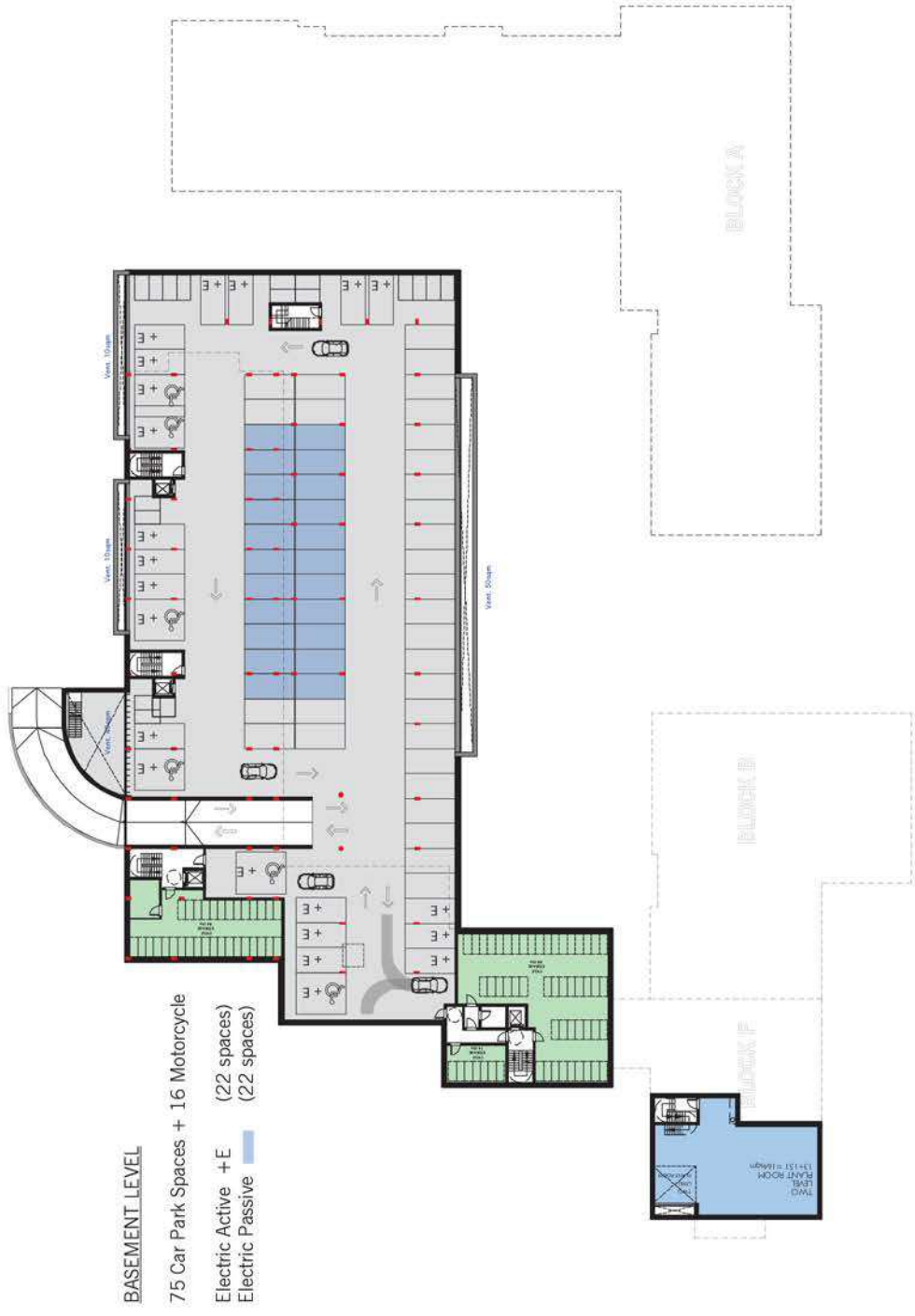
Packet Boat Lane

Grand Union Canal

Sefton Way

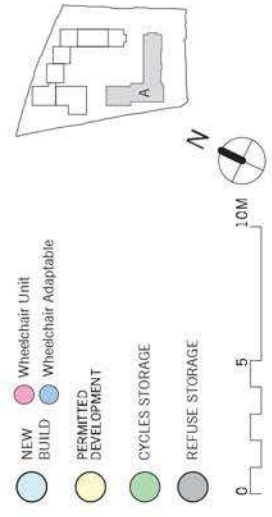


0 5 10 25M

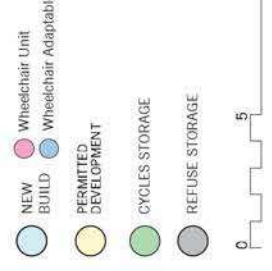


**BASEMENT LEVEL**

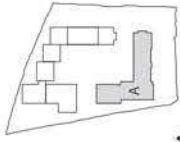
- 75 Car Park Spaces + 16 Motorcycle
- Electric Active + E (22 spaces)
- Electric Passive (22 spaces)



- NEW BUILD
- WHEELCHAIR UNIT
- WHEELCHAIR ADAPTABLE
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE





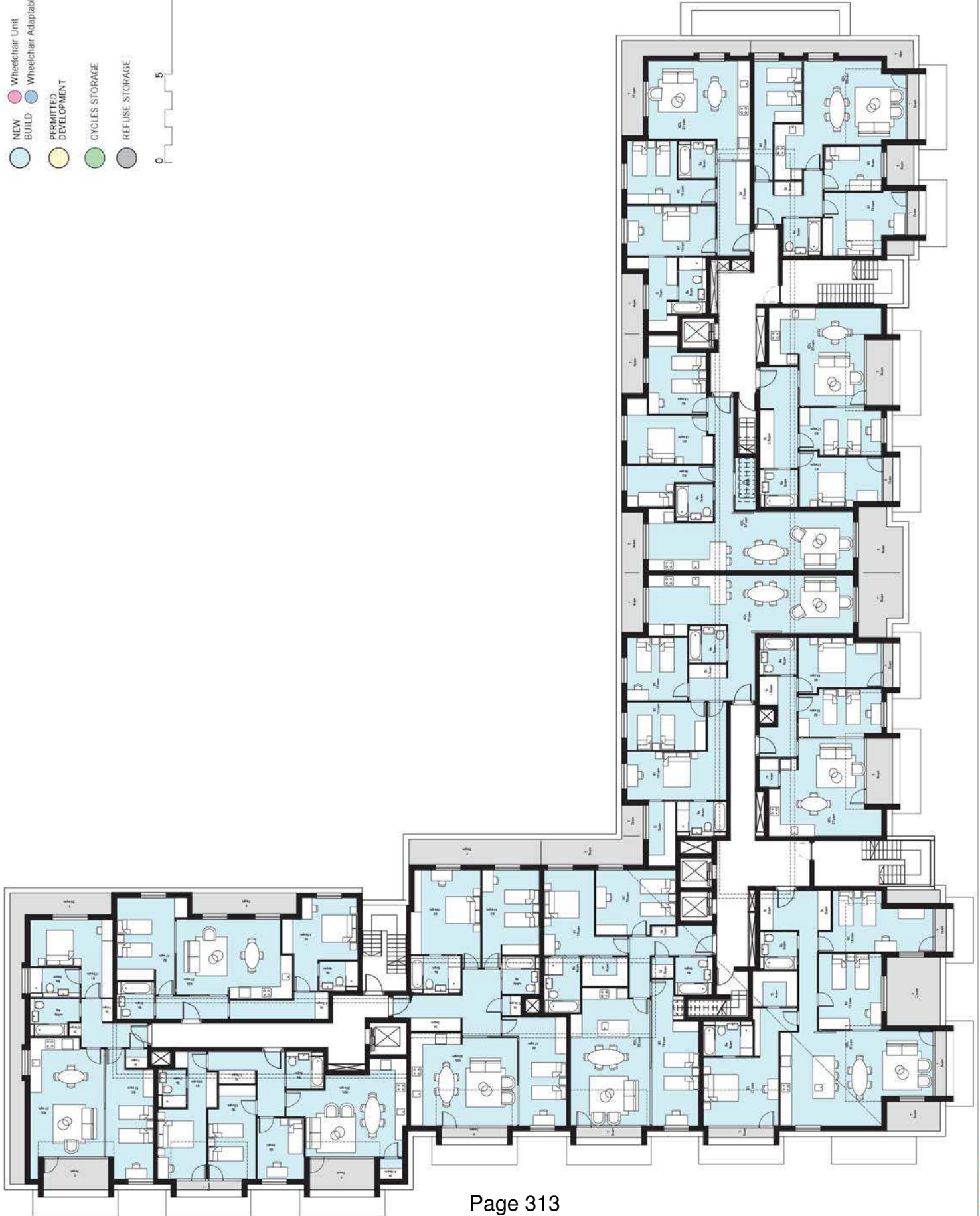


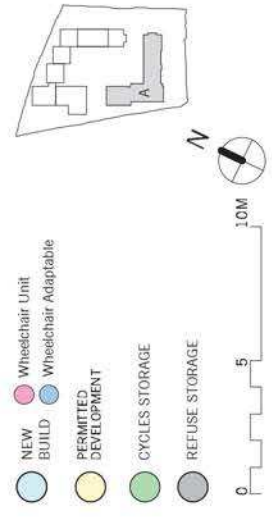
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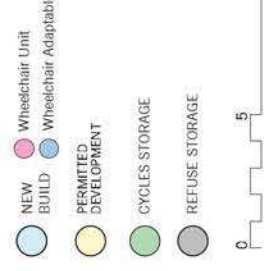
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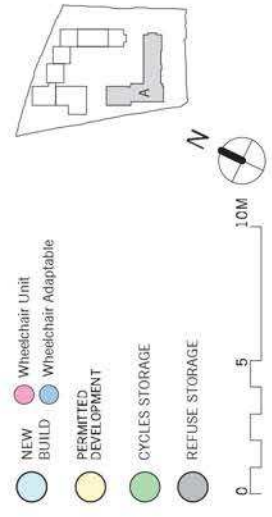
- NEW BUILD
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE
- Wheelchair Unit
- Wheelchair Adaptable



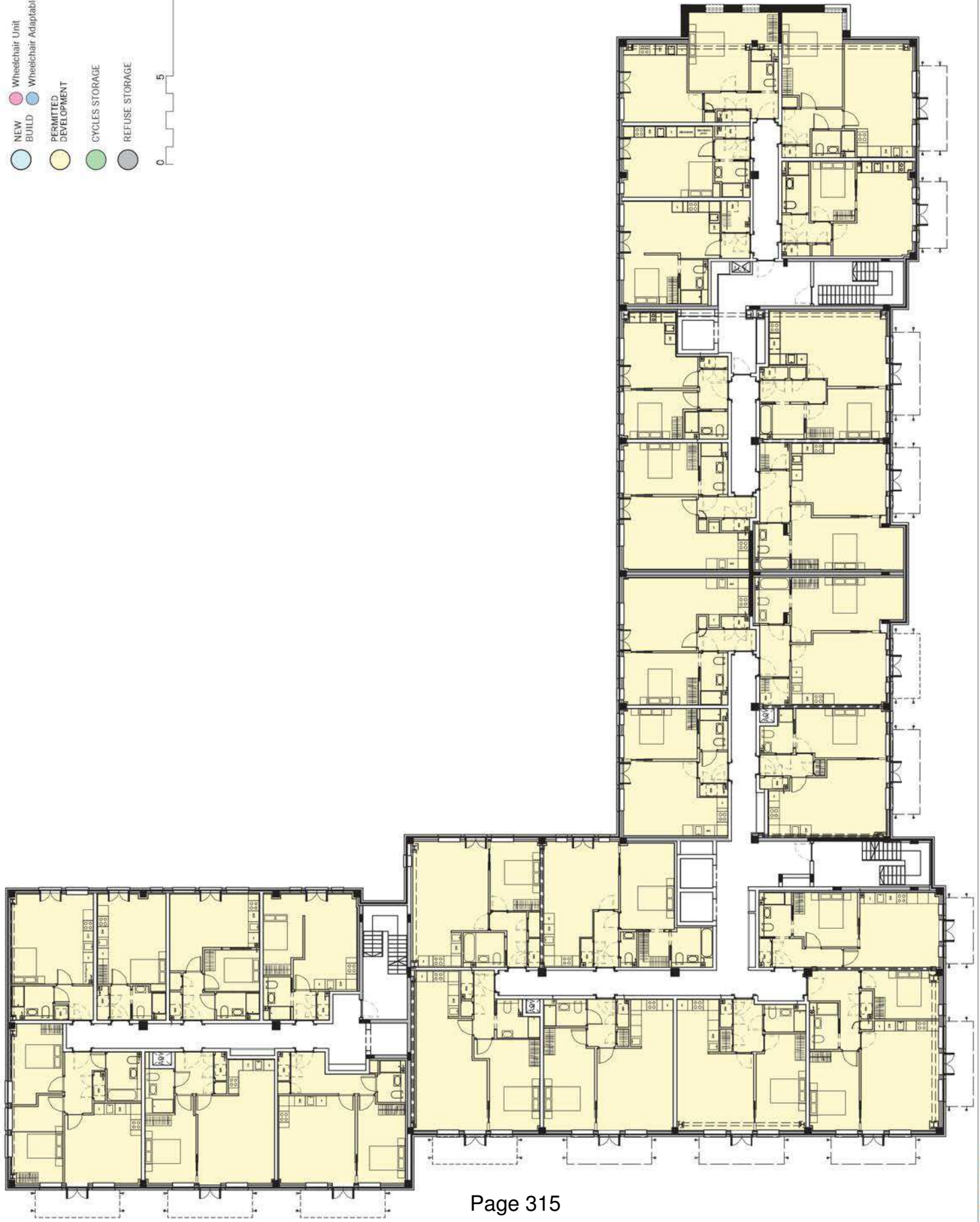
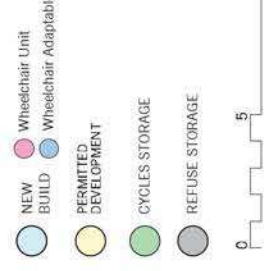


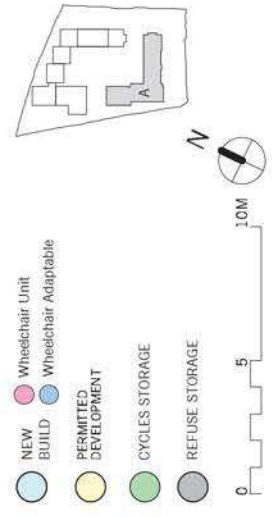
- NEW BUILD
- WHEELCHAIR UNIT
- WHEELCHAIR ADAPTABLE
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE



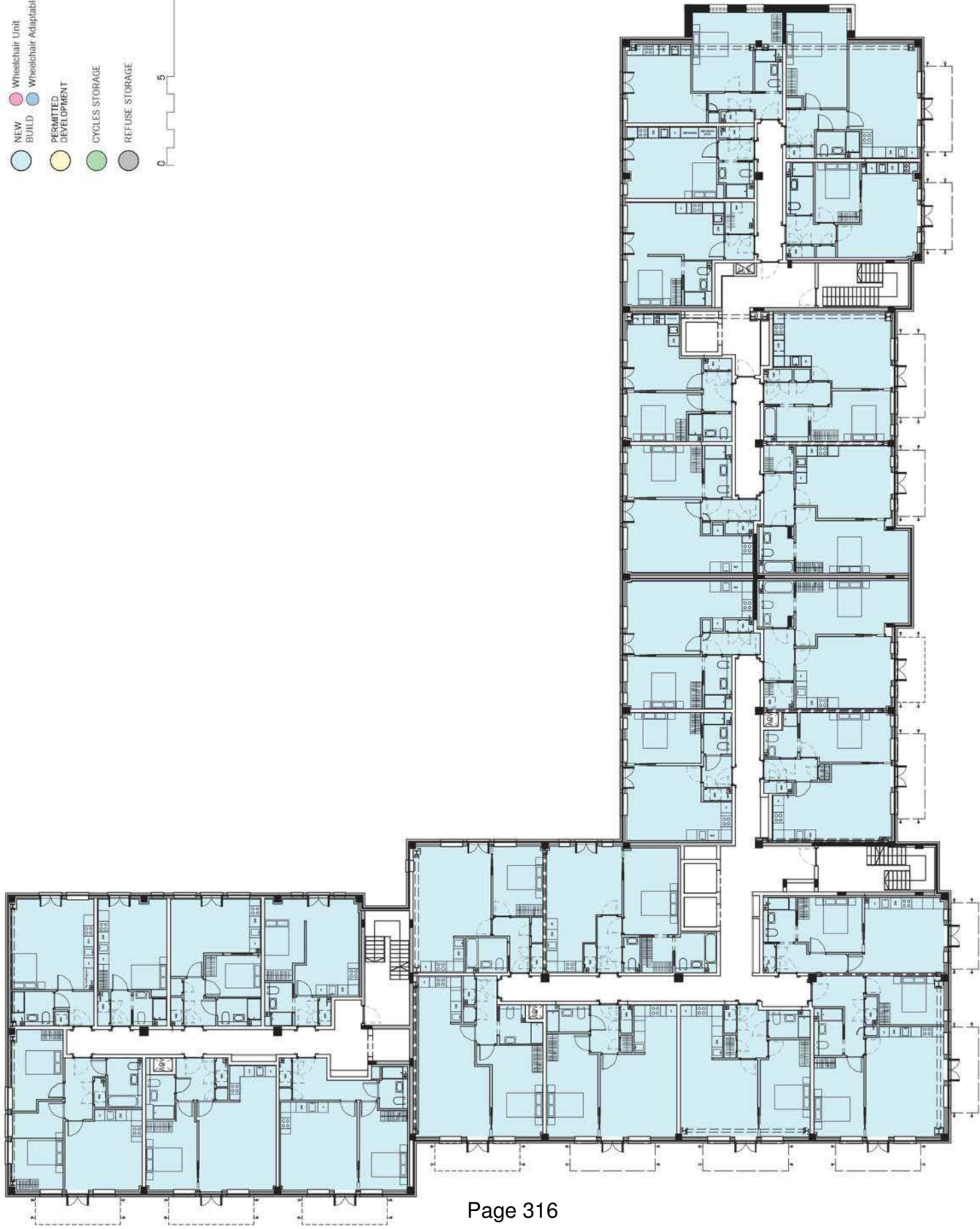
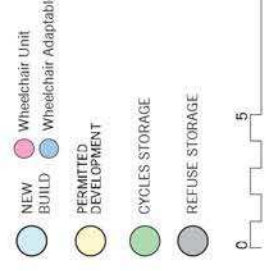


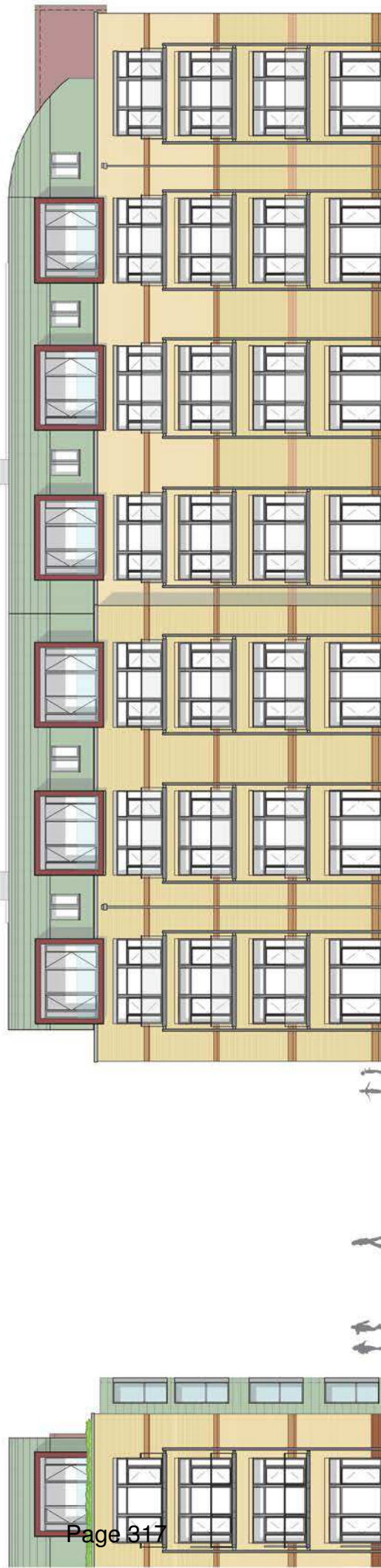
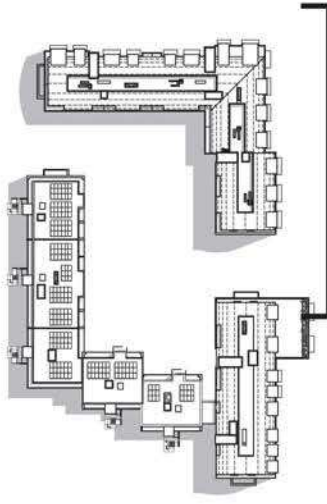
- NEW BUILD
- WHEELCHAIR UNIT
- WHEELCHAIR ADAPTABLE
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE

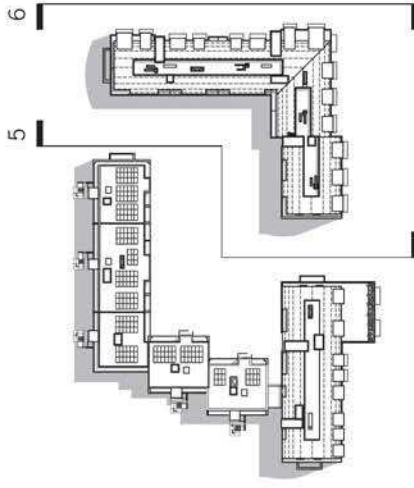




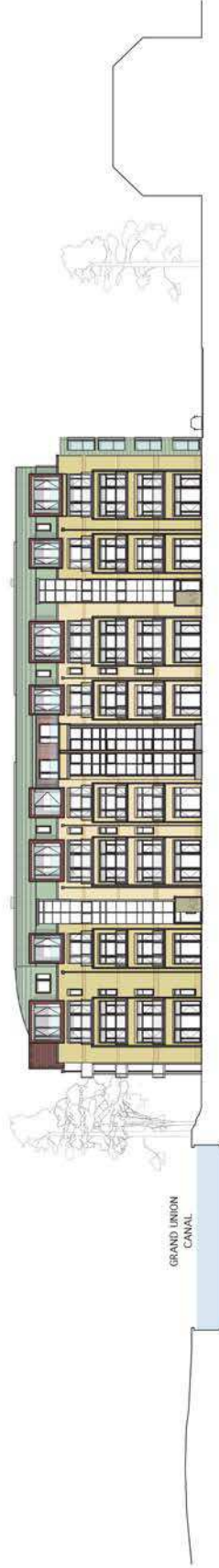
- NEW BUILD
- WHEELCHAIR UNIT
- WHEELCHAIR ADAPTABLE
- PERMITTED DEVELOPMENT
- CYCLES STORAGE
- REFUSE STORAGE





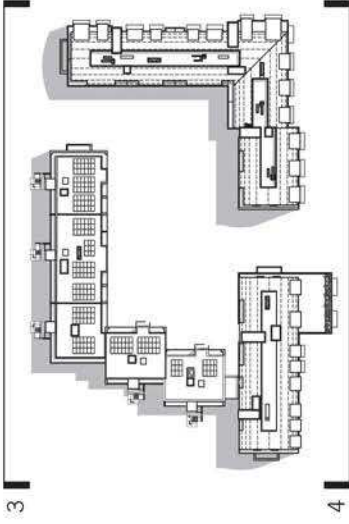


5. COURTYARD ELEVATION BLOCK A



6. PACKET BOAT LANE ELEVATION BLOCK A



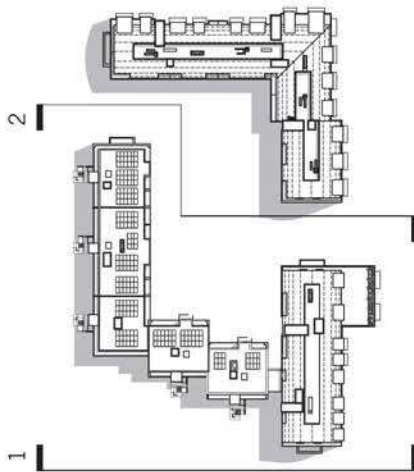


3. BLOCK C CONTEXTUAL ELEVATION



4. CANAL SIDE CONTEXTUAL ELEVATION





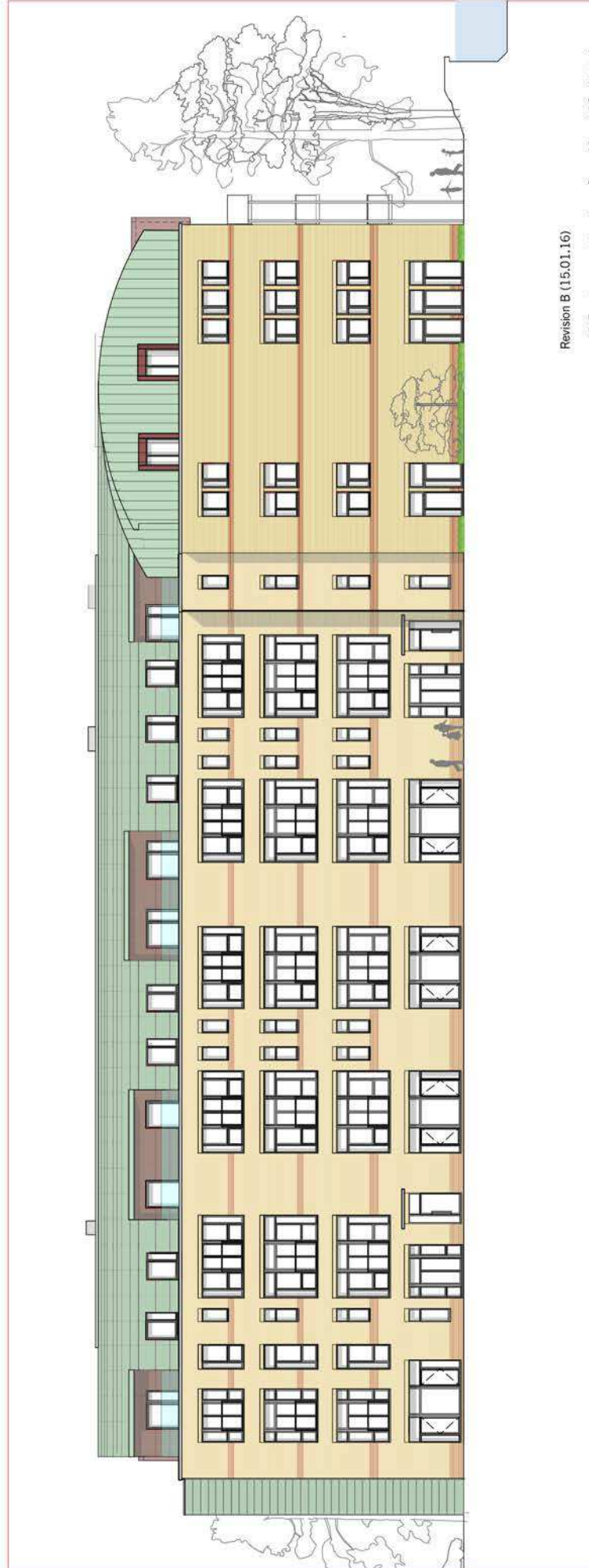
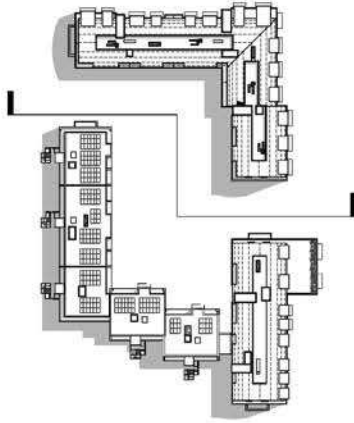
1. CONTEXTUAL ELEVATION BLOCKS C3, D, E & F



2. COURTYARD ELEVATION BLOCKS B, E, D & C1



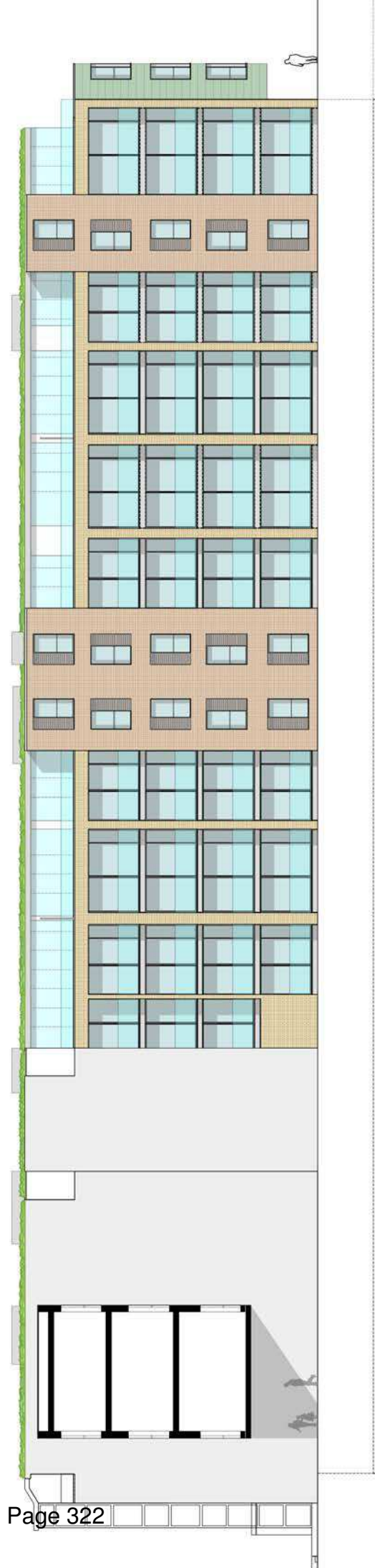
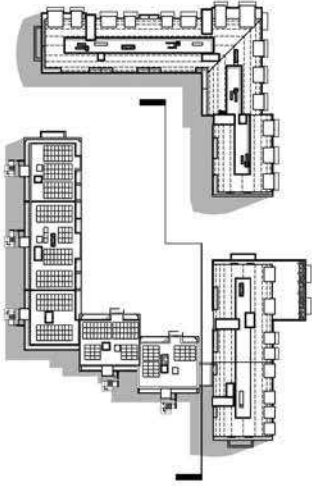




Revision B (15.01.16)

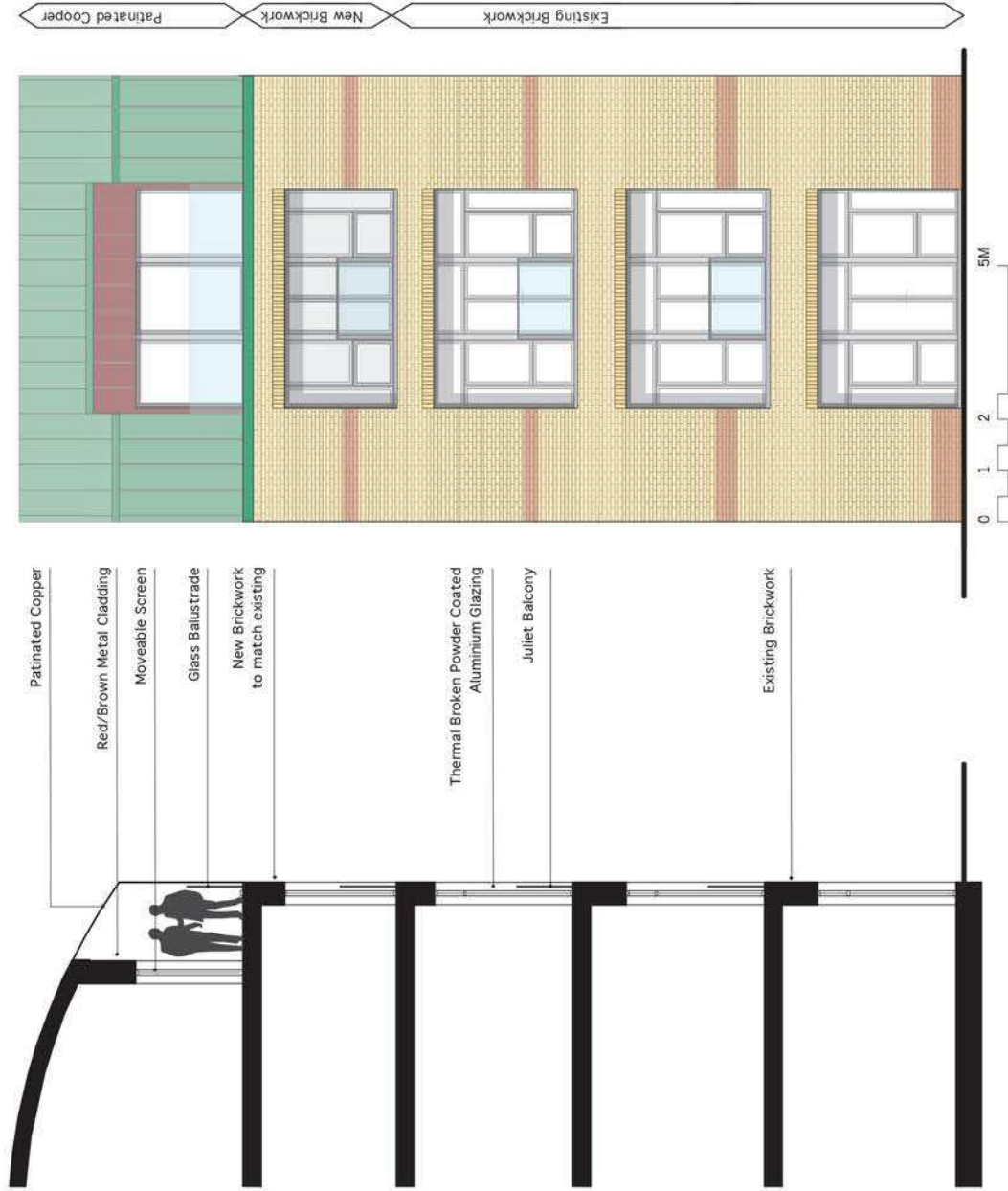
- 4th floor terrace set back on Cores A1 and A2 adjusted.

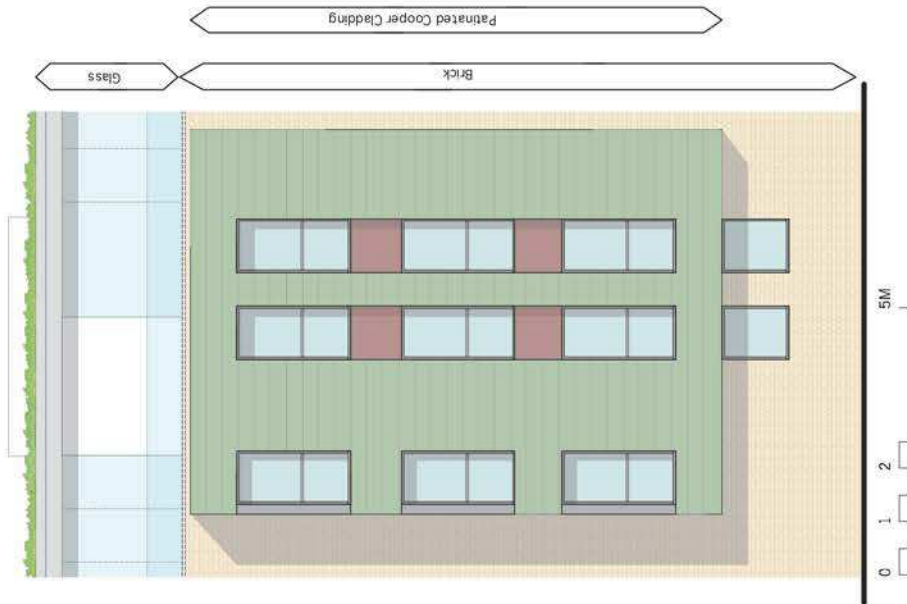
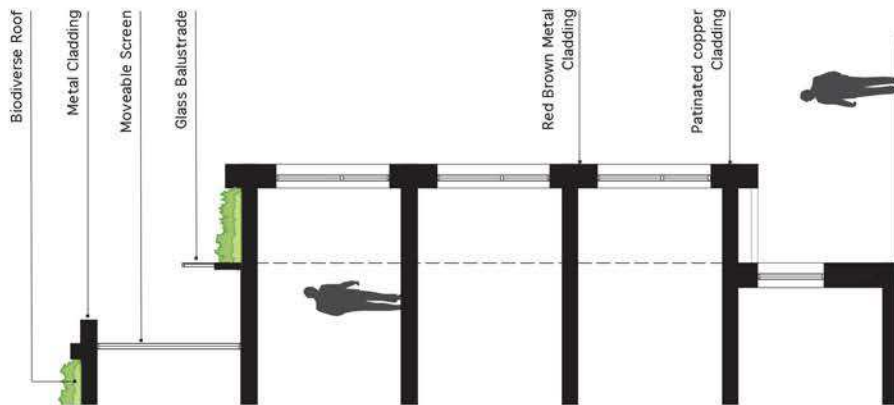


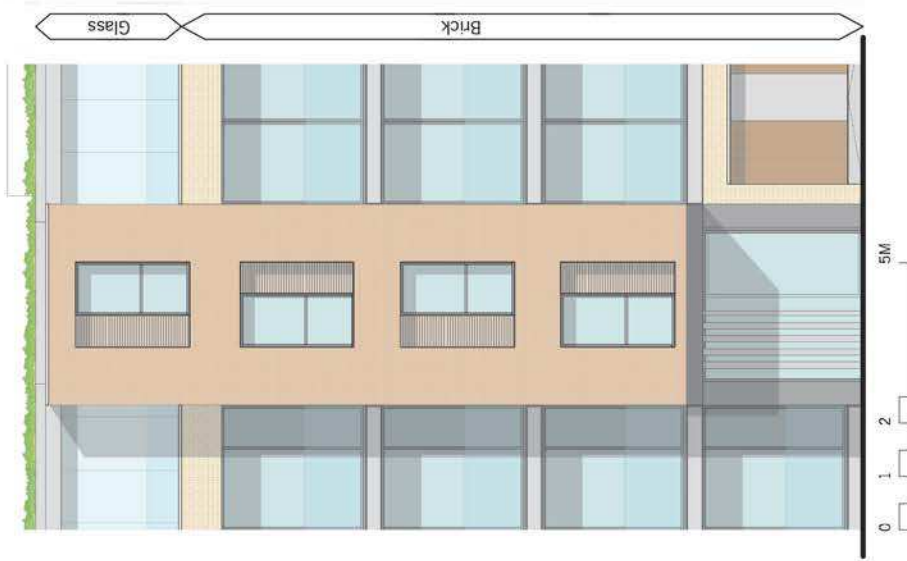
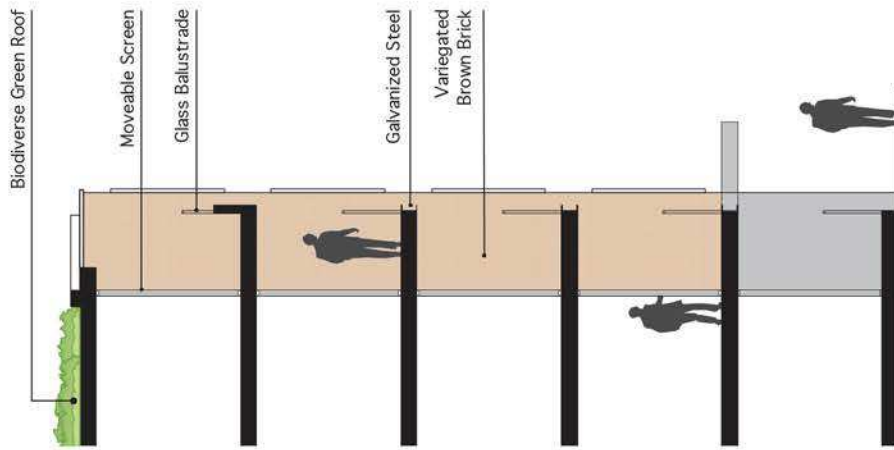


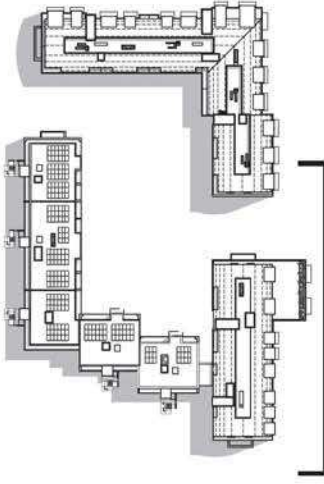


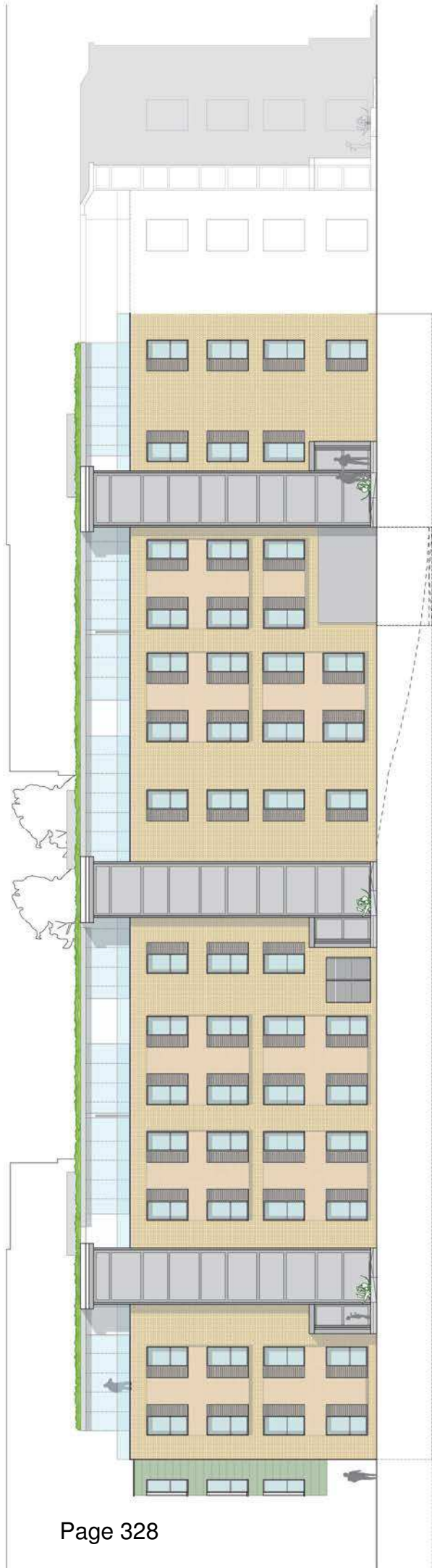
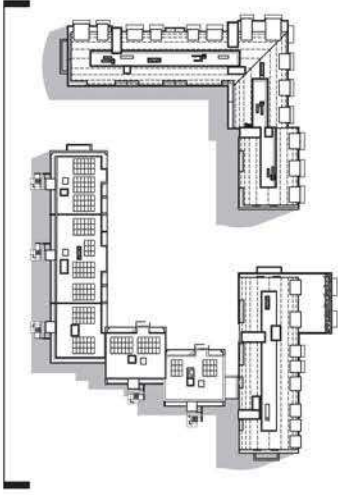
Patinated Copper      New Brickwork      Existing Brickwork





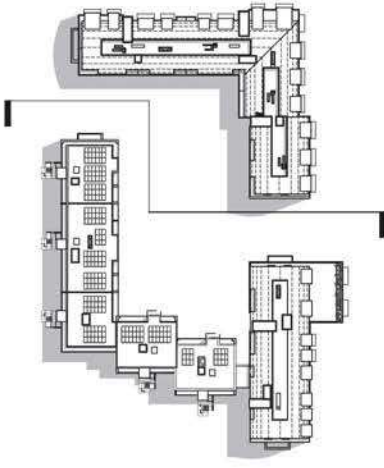


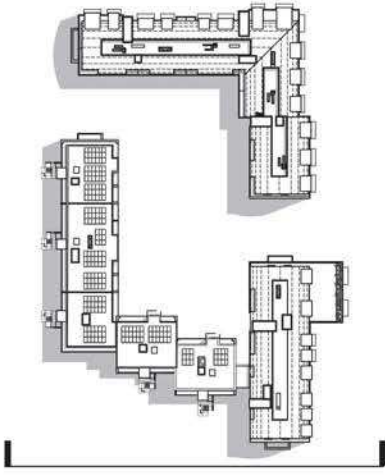




0 5 10M







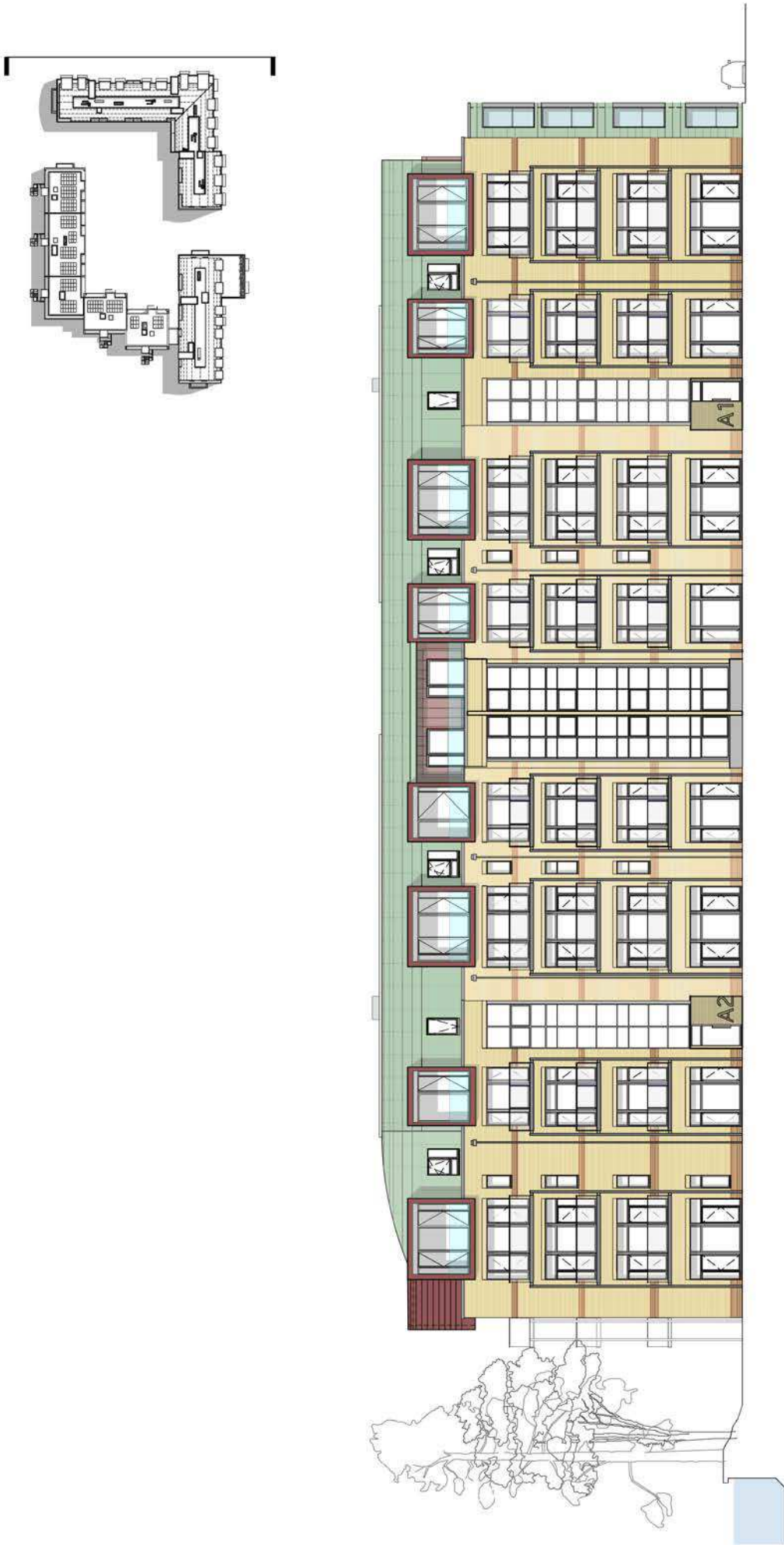


SECTION 1. COURTYARD SECTION of BLOCKS A & E



SECTION 2. COURTYARD SECTION of BLOCK C

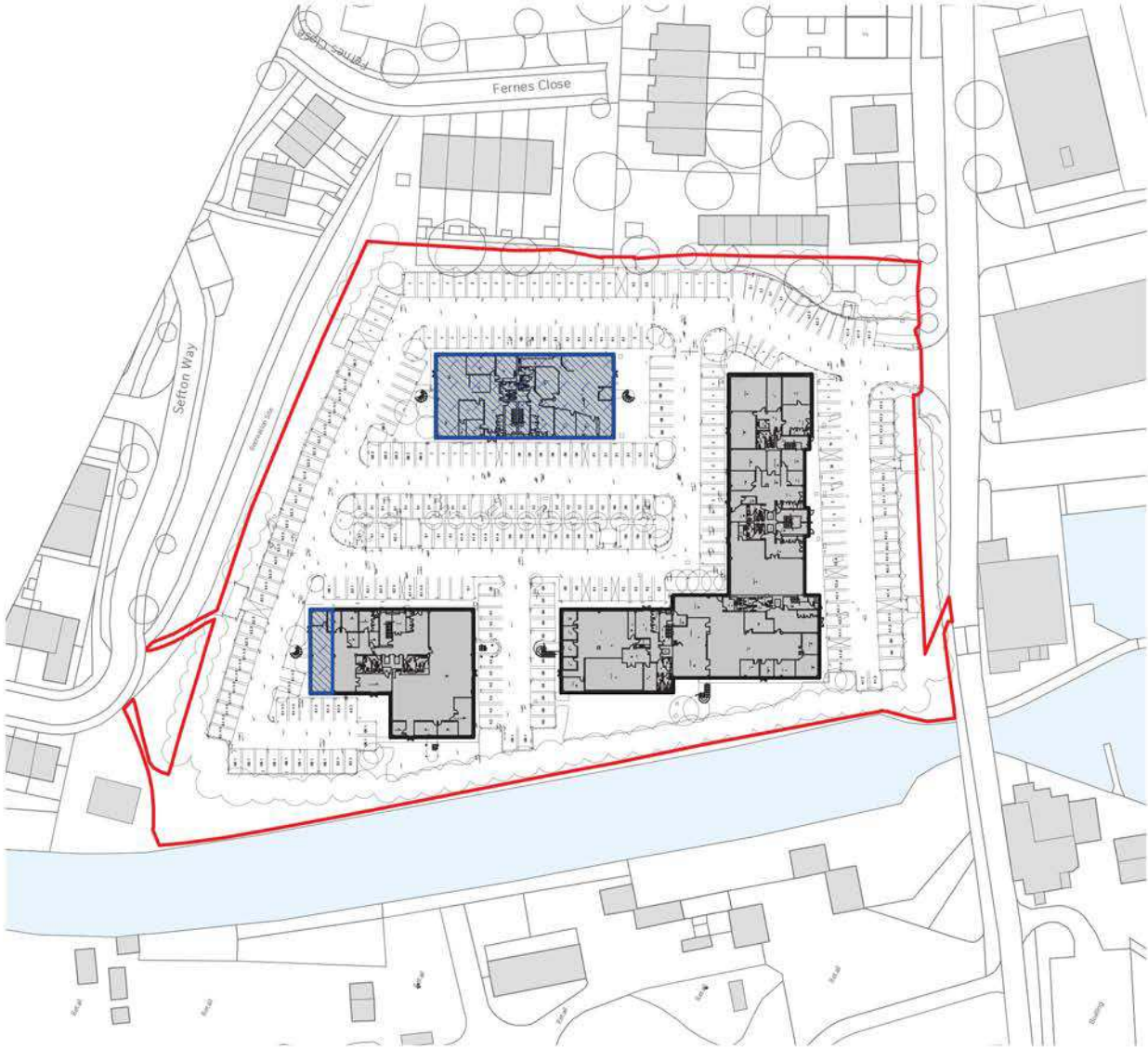




Revision B (15.01.16)

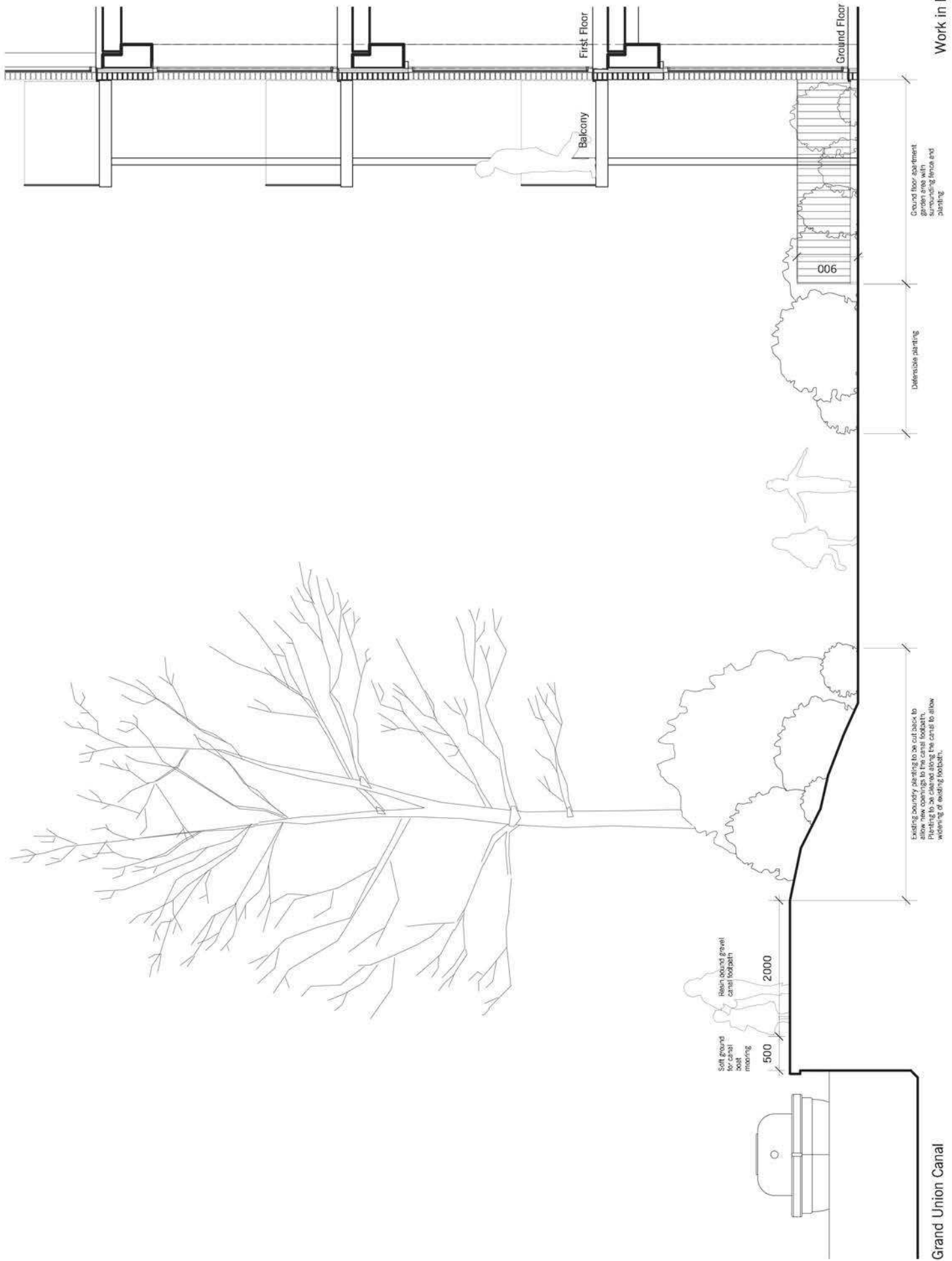
- Staircase curtain wall glazing reduced below the parapet line on Cores A1 and A2 with the addition of a AOV window above.
- 4th floor windows enlarged between former windows.
- 4th floor terrace set back between Cores A1 and A2 adjusted.





Red Line Boundary  
 Buildings to be Demolished





Work in Progress

PBL-SK01

1:50 @ A3

04 January 2016

Canal Section AA

UNION PARK, PACKET BOAT LANE, UXBRIDGE UB8 2GH

CHASSAY + LAST ARCHITECTS

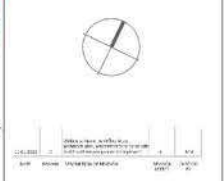
- NOTES
- The landscaping to be used in conjunction with adjacent existing landscaping should be designed to be visually integrated with the existing landscape.
  - The contractor to be used for the landscaping should be a member of the National Association of Professional Landscapers (NAPL) or the Institute of Horticulture (IOH).
  - All landscaping materials should be sourced locally.
  - Specialist contractors should be used for the landscaping.
  - All trees and shrubs should be planted in accordance with the relevant British Standard (BS5839).
  - Planting should be done in accordance with the relevant British Standard (BS5839).
  - All trees and shrubs should be planted in accordance with the relevant British Standard (BS5839).
  - All trees and shrubs should be planted in accordance with the relevant British Standard (BS5839).
- Key
- Site boundary
  - Areas to be retained
  - Areas to be removed
  - Proposed tree planting
  - Existing tree planting
  - Proposed fencing
  - Proposed columns
  - Proposed bollard
  - Existing vegetation cut back and thinned or pruned on site
  - Proposed defensive planting
  - Low height defensive planting
  - Green Roof planting

Informal doorstep play area

Existing vegetation cut back and thinned as proposed on site

2m wide resurfaced towpath with 600mm grass verge each side

New timber ramp to towpath



**turkington martin**

Studio 100, Keston Road, Sevenoaks, Kent, TN8 9JF  
 T: 01732 345454  
 E: info@turkingtonmartin.com

Client: London Green Ltd

Project: Union Park Masterplan

Document: Landscape Masterplan

For Planning

DATE:	09.11.15
DESIGN:	09.11.15
REVISION:	09.11.15
AT:	09.11.15

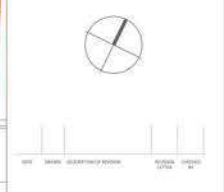
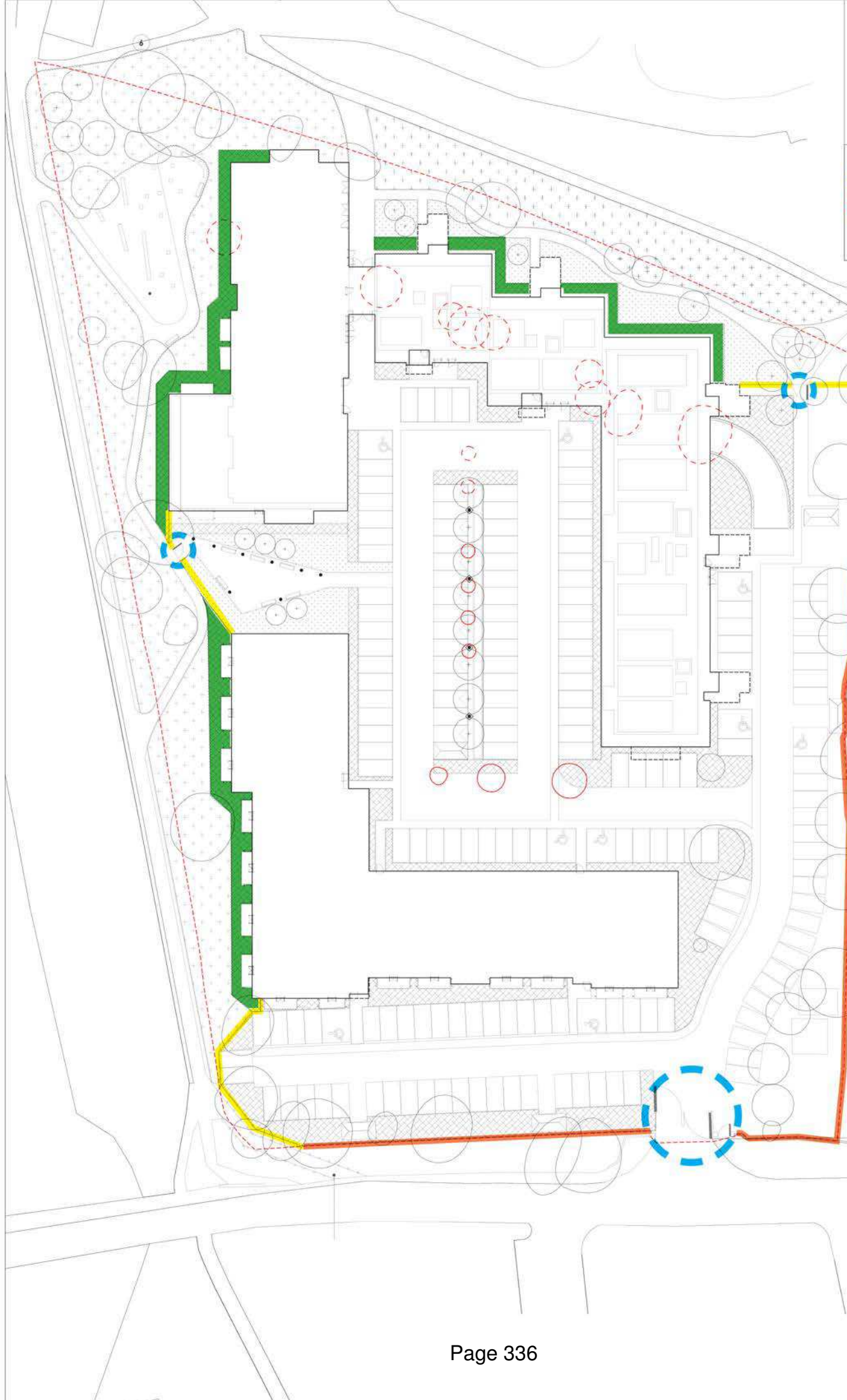
206L01 A

Turkington Martin LANDSCAPE ARCHITECTS

- NOTES
1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of turkington martin landscape architects in writing before commencing on site.
  2. The contractor is to check and mark all levels and dimensions before commencement. Any discrepancies are to be brought to the attention of turkington martin landscape architects in writing before commencing on site.
  3. All dimensions are in mm, unless otherwise stated.
  4. All site notes from this drawing.
  5. All site base and context design and specification to engineer's details. All programs provided here are purely indicative.
  6. Waterlogging of any element to be specified by others.
  7. All proprietary products used to be specified by others with manufacturer's technical specifications.
  8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with scheduled plant schedule.
  9. Any proposed plant collection shall be agreed with the landscape architect prior to planting.

**Key**

- Existing fence-line
- Proposed fence-line
- Defensive planting boundary
- Proposed gate



**turkington martin**

Studio 3.08 Cleaver House, Seething Park  
 5-9 Bishop Road, London, SE19 6EJ  
 T: +44(0)20 7587 3562  
 E: info@turkingtonmartin.com

client:  
 London Green Ltd

project title:  
 Union Park Masterplan

drawing title:  
 Boundary Strategy

drawing created:  
 For Planning

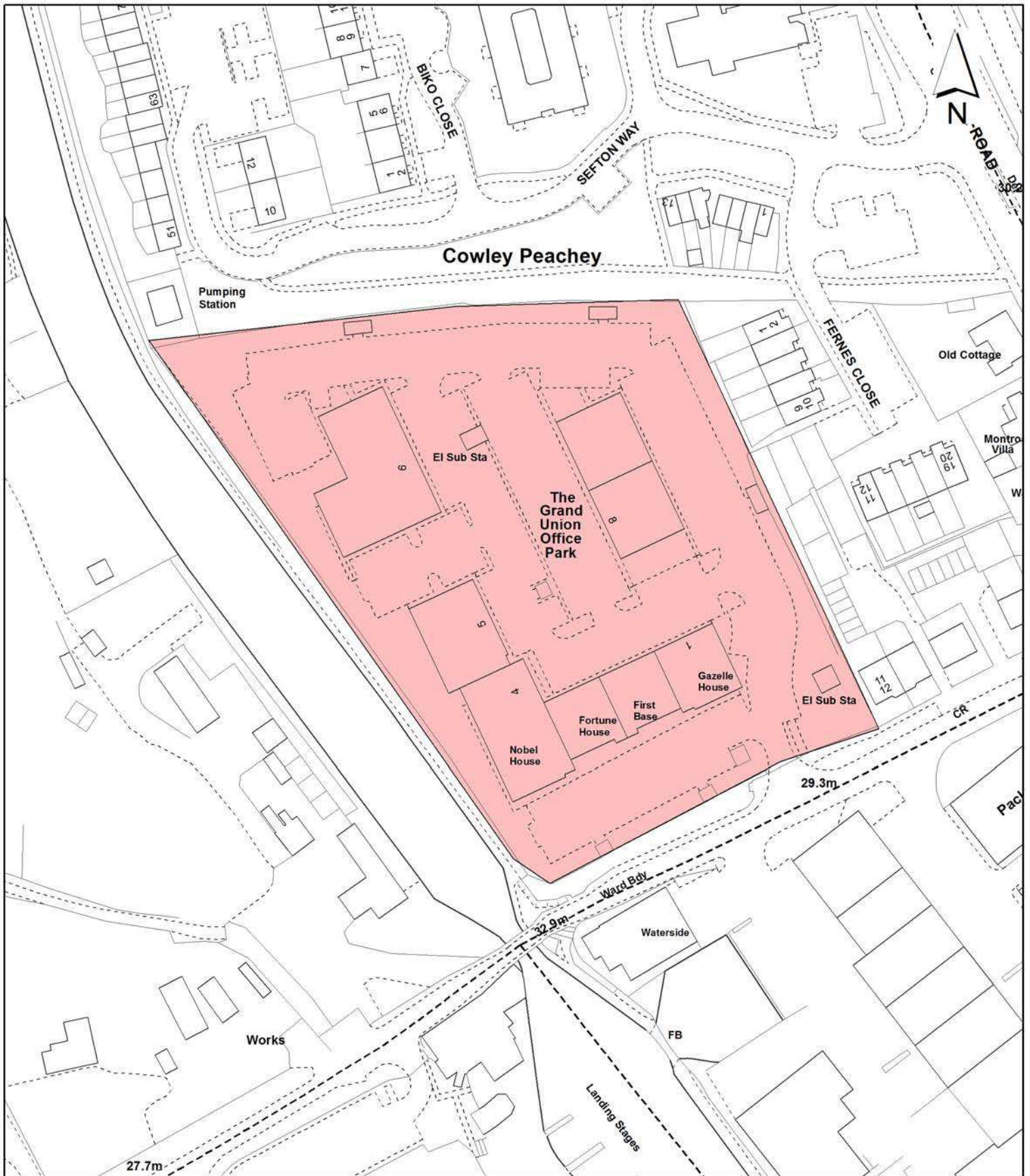
version:	04	drawn by:
1.250	04	21.11.15
author:	AL	checked by:
AL	NM	21.11.15

drawing number:  
**206SKD02**

revision:  
 #

turkington martin LANDSCAPE ARCHITECTS





**Notes:**

 Site boundary

For identification purposes only.  
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 Unless the Act provides a relevant exception to copyright.  
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Site Address:

**THE GRAND UNION OFFICE  
 PARK PACKET  
 BOAT LANE, COWLEY**

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

Planning Application Ref:  
**1197/APP/2015/4164**

Scale:  
**1:1,250**

Planning Committee:  
**Major** Page 337

Date:  
**February 2016**



**HILLINGDON**  
 LONDON

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

**Address** 21 HIGH STREET YIEWSLEY

**Development:** Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works) to allow for a change of use from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use.

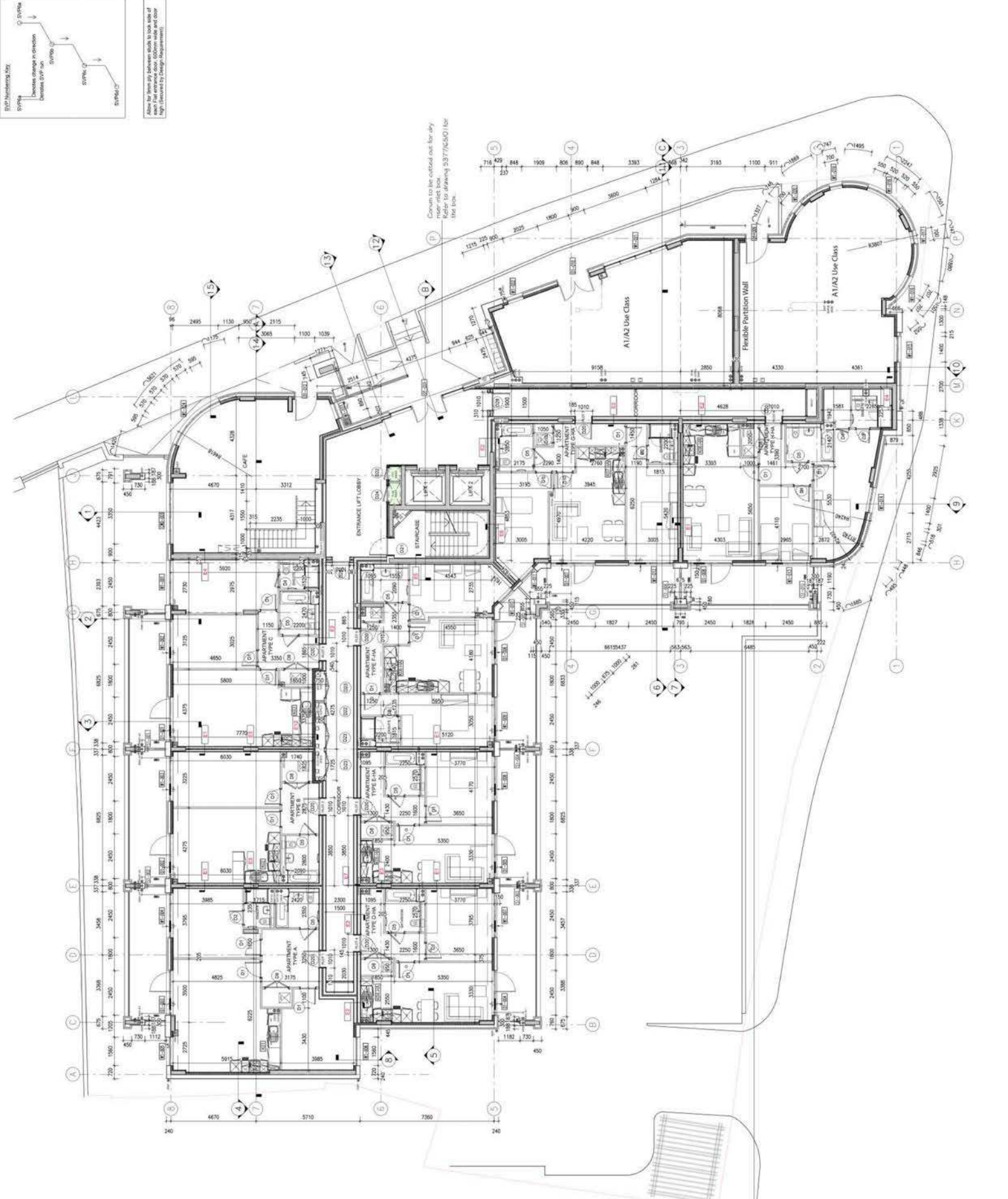
**LBH Ref Nos:** 26628/APP/2015/4622

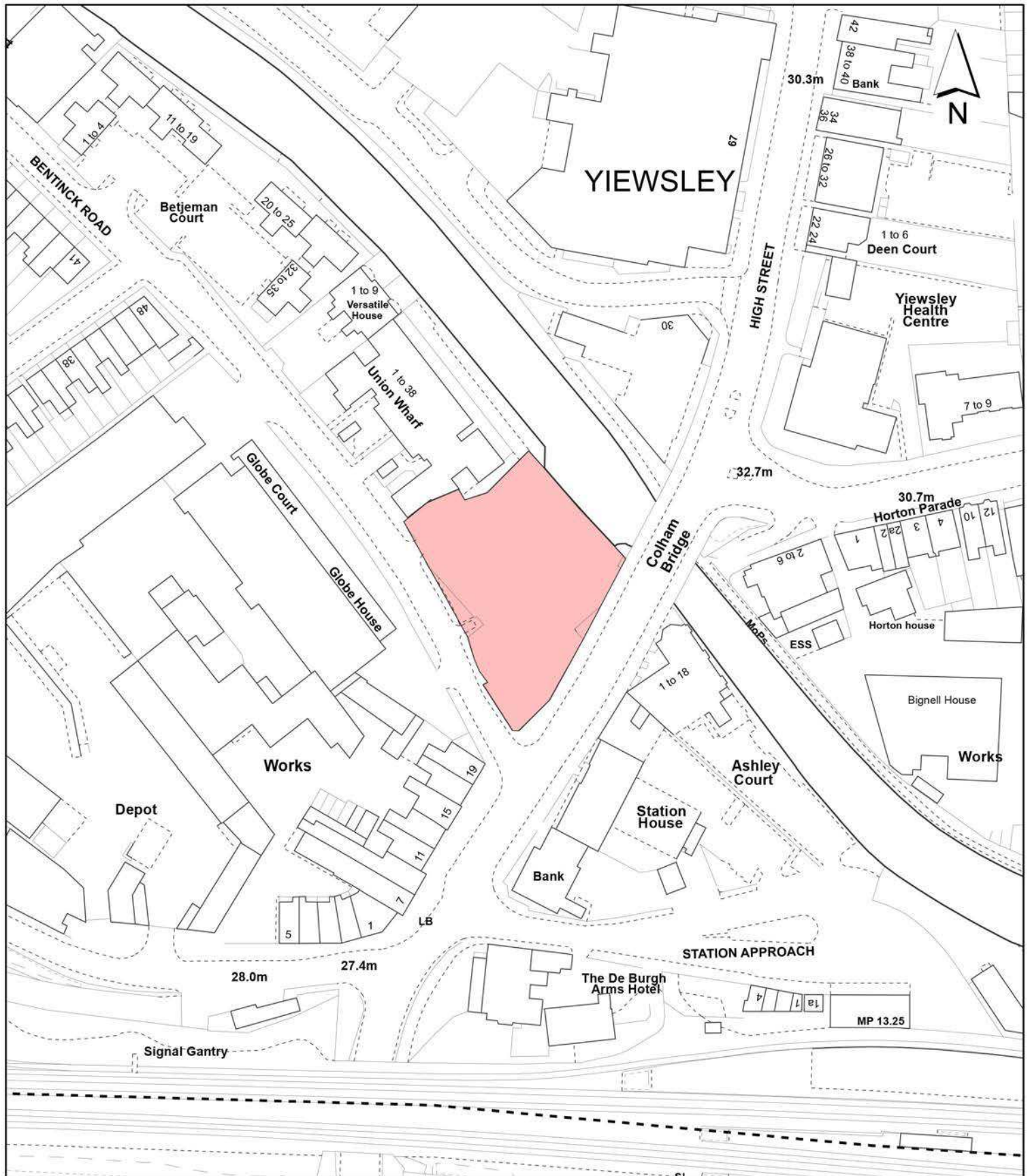
**Date Plans Received:** 17/12/2015

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

**Date Application Valid:** 18/12/2015

001 002 003 004 005 006 007 008 009 010 011 012 013 014 015 016 017 018 019 020 021 022 023 024 025 026 027 028 029 030 031 032 033 034 035 036 037 038 039 040 041 042 043 044 045 046 047 048 049 050 051 052 053 054 055 056 057 058 059 060 061 062 063 064 065 066 067 068 069 070 071 072 073 074 075 076 077 078 079 080 081 082 083 084 085 086 087 088 089 090 091 092 093 094 095 096 097 098 099 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000





**Notes:**

 Site boundary

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**LONDON BOROUGH  
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 Telephone No.: Uxbridge 250111

Planning Application Ref:

**26628/APP/2015/4622**

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**1:1,250**

Planning Committee:

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Date:

**February 2016**



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