



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Eddie Lavery (Chairman)
Ian Edwards
Peter Curling
Jazz Dhillon
Janet Duncan (Labour Lead)
Henry Higgins
John Morgan
Brian Stead
David Yarrow

Date: THURSDAY, 3 MARCH 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: Tuesday, 23 February 2016

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

Putting our residents first

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

Useful information for residents and visitors

Watching & recording this meeting

You can watch the public (Part 1) part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.



It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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

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

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meetings held 5 January 2016 and 20 January 2016 1 - 10
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Land south Holloway Lane/North Harmondsworth Lane, Holloway Lane, Harmondsworth 1354/APP/2015/4607	Heathrow Villages	Proposed development of a Solar Energy Farm for the local generation of low carbon electricity to the Local Distribution Network, including the installation of solar photovoltaic panels and associated infrastructure. Recommendation: Refusal	11 - 42 203 - 216

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Unit 4, 1 Uxbridge Road, Hayes 1911/APP/2015/3211	Townfield	Change of Use of Unit 4 to Absorbent Hygiene Products (AHP) Recycling Facility. Recommendation: Refusal	43 - 64 217 - 221
8	Former Royal British Legion Club, Sipson Road, West Drayton 829/APP/2015/4725	Heathrow Villages	The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping. Recommendation: Approval subject to a S106 Agreement	65 - 102 222 - 236
9	Temporary Car Park Site, Sealand Road, Heathrow Airport 65688/APP/2016/94	Heathrow Villages	Erection of multi-deck car park for use by gate gourmet and British Airways staff. (Outline application with details of access, appearance, layout and scale). Recommendation: Approval	103 - 142 237 - 249
10	St Andrew's Park, Hillingdon Road, Uxbridge 585/APP/2015/4494	Uxbridge North	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3B (Southern area) of planning permission ref: 585/APP/2009/2752, dated 18-01-12 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed used redevelopment of the Former RAF Uxbridge site). Recommendation: Approval	143 - 164 250 - 257

11	<p>Fassnidge Memorial Hall - R/O High Street, Uxbridge</p> <p>12156/APP/2015/4166</p>	Uxbridge South	<p>Demolition of existing fassnidge community dining hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 73 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping.</p> <p>Recommendation: Approval subject to a S106 Agreement</p>	<p>165 - 202</p> <p>258 - 278</p>
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PART I - Plans for Major Applications Planning Committee 203 - 278

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

5 January 2016



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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman) Ian Edwards (Vice-Chairman) Peter Curling Jazz Dhillon Janet Duncan (Labour Lead) Carol Melvin John Morgan Brian Stead</p> <p>LBH Officers Present: James Rodger, Head of Planning, Green Spaces and Culture</p>	
19.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor David Yarrow, with Councillor Raymond Graham acting as substitute.</p>	
20.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>	
21.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS 28 OCTOBER 2015 AND 18 NOVEMBER 2015 (<i>Agenda Item 3</i>)</p> <p>Were agreed as an accurate record.</p>	
22.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>	
23.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>All items were considered in public.</p>	
24.	<p>511 UXBRIDGE ROAD HAYES 15988/APP/2014/4271 (<i>Agenda Item 6</i>)</p> <p>511 Uxbridge Road Hayes - 15988/APP/2014/4271</p>	

Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two-bedroom flats, with associated access, parking and amenity space.

Officers introduced the report and highlighted the changes set out in the addendum.

In accordance with the Council's constitution, the petitioner in objection to the proposal addressed the Committee.

The petitioner raised the following points:

- The proposal was an overdevelopment of the site with too many flats in a small area.
- The style and design of the proposal meant that it would be out of character with the area.
- The proposal would block light to No. 513 which only received light to the side and rear.
- If approved, the development would be far too close to properties in Elmlea Drive and 3 storey height would be intrusive and invasive to No. 513 Uxbridge Road.
- The proposal would result in overlooking to 513 and 515.
- The flats on the top floor of the proposal would result in significant overlooking to properties in Elmlea Drive which would require curtains to be drawn at all times to maintain privacy.
- Should the proposal be approved, local residents would be affected by increased pollution from extra cars, dirt and dust generation from construction and added traffic congestion.
- The proposal would result in increased traffic on a stretch of road which was already renowned as an accident hotspot.
- Current parking provision would be severely affected and access and egress for emergency and service vehicles would be inadequate.
- There were inaccuracies in the application form which had been submitted as this stated there were no trees on and adjacent to the site.
- The proposal would result in increased pressures to local services including schools, doctors and hospitals.

The agent / applicant did not address the Committee.

A Ward Councillors attended the meeting and the following points were raised:

- Objections had been made in the past regarding George's Court because of the traffic issues.
- Officers had provided previous assurances that the traffic issues would be addressed but these remained unresolved.
- It was significant that the scheme lacked a social housing element.
- The Ward Councillor supported the Officer recommendation for refusal.

During the course of discussions the Committee raised a number of

points which included access / egress, building lines and right to light issues. In response, Officers confirmed there was access at the rear of the property for emergency and service vehicles. With regards to the 45 degree building line, Officers confirmed this was compliant due to the staggered building line of the proposal site.

A further question concerned windows to bedrooms at the far side of the development where there appeared to be no windows to habitable rooms. Despite referring to the plans, Officers were unable to provide definitive advice at the meeting and so the decision was taken for the Planning Department to check this requirement and report back to the Chairman and Labour Lead.

Summarising the application, the Committee felt the proposal was an inappropriate form of development which would not harmonise with the area. A number of trees would be affected and there was insufficient landscaping provision to mitigate the effects. Furthermore, the scheme did not include bicycle storage or any provision for affordable housing.

It was moved, seconded and on being put to the vote agreed unanimously that the application be refused for the reasons set out in the officer report and addendum.

RESOLVED - Powers delegated to the Head of Planning and Enforcement to investigate the following issues with a view to refusal of planning permission subject to:

- **Deletion of reason for refusal 7 (Accessible and adaptable wheelchair units) as per addendum report**
- **Split reason for refusal 3 into 2 separate conditions, the first relating to Layout and second reason relating to refuse and recycling/cycle parking/vehicle charging.**
- **If units in Block 2 receive inadequate levels of light add a further reason for refusal on this matter.**

25.	<p>WATERLOO WHARF WATERLOO ROAD UXBRIDGE 43016/APP/2014/4486 (<i>Agenda Item 7</i>)</p> <p>Waterloo Wharf Waterloo Road Uxbridge - 43016/APP/2014/4486 Planning permission was sought on the erection of 2 blocks containing 52 one, two and three bedroom apartments, together with associated parking access and landscaping, involving the demolition of existing buildings.</p> <p>Officers introduced the report and highlighted the changes set out in the addendum.</p> <p>In accordance with the Council's constitution, the petitioner in objection to the proposal addressed the Committee.</p> <p>The petitioner raised the following points:</p> <ul style="list-style-type: none"> • The height of the proposed new development blocks were much taller and imposing than the existing 'shed' type building that the 	Action by
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development would replace.

- There was concern about the impact of noise at all hours and pollution from the cars that would be parking. There was also concern about the impact of any lighting planned for the car park area.
- The bin stores would be situated in the car park at the rear properties which could encourage vermin and unpleasant smells.
- Parking is already a challenge for local residents; the planned development would include 52 flats with only 37 car parking and no visitor parking.
- The access to the planned development would be newly created and would be very close to the bend at the top of Waterloo Road. The entrance to Waterloo Road (from Rockingham Road) already got very busy and congested, especially during 'peak hours'. The additional traffic generated from the development would only add to the congestion.
- The building height together with the colour of the brick would mean it stands out like an eyesore.
- The entrance to 'Waterloo Wharf' would be newly created and would be very close to the bend at the top travelling from Frays Waye onto Waterloo Road which was already dangerous due the fast speed and amount of cars. With additional cars using the area to access the new development would make it very dangerous.
- We would lose some of the older buildings of the area and would be losing our local heritage.
- If the current occupiers Goldbergs definitely do not want to occupy the premises then the council could use the buildings to provide amenities for the local area.
- There has been a number of new builds in the area over the last couple of years and the local amenities and infrastructure were already under strain.

The agent raised the following points:

- That the development would enhance the local area.
- That all the flats in the development were to exceed the standards of light.
- He was surprised that there would be a loss of employment as he stated that Officers had not mentioned this before.
- He did not think that noise was an issue as the scheme was next to a boat yard.
- In conclusion he thought that this was sustainable development, which would enhance the area and would provide safer vehicle access.

	<p>A ward Councillor attended the meeting and the following points were raised:</p> <ul style="list-style-type: none"> • The wharf was an asset to the area and part of old Uxbridge. • The ward Councillor offered her support to residents. <p>RESOLVED - Resolution: Powers delegated to the Head of Planning and Enforcement with a view to refusal of planning permission subject to:</p> <ul style="list-style-type: none"> • Amend refusal reason 1 as per Addendum report • Amend refusal reason 3 as per Addendum report • Insert additional informative as per Addendum report • Include additional reason for refusal relating to inadequate on-site car parking • If all of the units within Block B do not have windows and receive adequate levels of light, officers should add this as a refusal reason. 	
26.	<p>MATERIAL STORE, THE OLD VINYL FACTORY BLYTH ROAD HAYES 59872/APP/2015/3991 (<i>Agenda Item 8</i>)</p> <p>Material Store, the Old Vinyl Factory Blyth Road Hayes - 59872/APP/2015/3991</p> <p>Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.</p> <p>Officers reminded Members that they had approved this application before. Officers did not object to the application on design of conservation grounds.</p> <p>RESOLVED - That the application be approved as per Officer recommendation.</p>	Action by
<p>The meeting, which commenced at 6.00 pm, closed at 7.00 pm.</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Kiran Grover on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

20 January 2016

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



	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling, Jazz Dhillon, Janet Duncan (Labour Lead), Henry Higgins, John Morgan, Brian Stead, David Yarrow</p> <p>LBH Officers Present: Alex Chrusciak (Planning Service Manager), Mandip Malhotra (Interim Major Applications Manager), Richard Conroy (Senior Planning Officer), Nicole Cameron (Legal Advisor), Manmohan Ranger (Transport Consultant), Alex Quayle (Democratic Services Officer)</p>	
27.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>	
28.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Curling declared a non-pecuniary interest in item 6 and left the room for the duration of this item.</p>	
29.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held 8 December 2015 were approved.</p>	
30.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman noted that Cllr Higgins had replaced Cllr Melvin on the Committee since the publication of the agenda.</p>	
31.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>All items were considered in Part 1.</p>	
32.	<p>BRUNEL UNIVERSITY KINGSTON LANE (RESEARCH BUILDING) - 532/APP/2015/3350 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report and provided an overview of the application, noting the addendum, and the additional condition for air quality. Though the application site was within the green belt, special circumstances of employment, a unique facility and building being on an existing car park made it acceptable.</p> <p>In their discussions, councillors raised the following points:</p> <ul style="list-style-type: none">• The report did not include a condition regarding waste disposal, and though a site-wide Refuse Management Strategy was in place, no development should take place until details of this had been submitted to and approved by the Head of Planning.	<p>Action by</p>

- As the development would be in an existing car park, concerns were raised about the impact on parking availability and the additional stress that any displacement would place on local residents. Officers responded that as this was only one of a number of car parks on the site, and as parking capacity was currently greater than use across the site, a transport assessment had shown that displaced parking could be accommodated elsewhere on site. Additionally, Brunel University have received planning approval for 109 car parking spaces which they are yet to implement.
- Members raised a concern that the landscaping indicatively shown on the submitted plans lacked sufficient height and general coverage. The proposed development would lead to a significant loss of tree cover, especially when viewed from Nursery Lane. Though the building would fit in size and scale between two neighbouring buildings, it would still be visually prominent, and Members requested an informative be included to encourage greater effort to bolster the landscaping.
- Members raised concerns as to the ambiguity of the restrictions on the building usage and user. It was explained to Members that this planning obligation was a precedent previously used by the Council and that the details of the restrictions would be covered by the section 106 agreement for this site. The Legal Officer agreed to circulate a copy of the previous section 106 agreement which related to a very similar precedent planning obligation for information.

Nicole
Cameron

The motion for approval was moved, seconded and upon being put to a vote was unanimously agreed.

RESOLVED:

- **That the application be delegated to the Head of Planning and Building Control for approval, subject to:**
 - 1. The amendments to conditions 9, 10, 16; removal of condition 17 and replacement with new condition 17 on Air Quality; and the addition of new informative 19 as set out on the Addendum Sheet**
 - 2. Amendment of condition 11 for prior approval of the Refuse Management Strategy.**
 - 3. Addition of informative text to condition 16 regarding bolstering of landscaping, particularly along the southern boundary of the site with Nursery Lane.**

33. **HAREFIELD PLACE, THE DRIVE - 12571/APP/2015/3649** (*Agenda Item 7*)

Officers introduced the report, and noted that a Member site visit had taken place on 15 January 2016. Officers noted the addendum; that refuse information had now been submitted, and comments from Historic England had been received.

In their discussions, councillors raised the following points:

- The landscaping in between the two buildings included a route which passed a ground floor bedroom window. Councillors suggested

	<p>modifying the landscaping to present a barrier, and to modify an existing condition in order to protect privacy.</p> <ul style="list-style-type: none"> • A condition regarding access should be amended to ensure that vehicles can safely exit the site as well as enter. • Members were concerned about the distance between facing windows and the balconies overlooking windows, but officers clarified that condition 26 would require physical measures to prevent overlooking to be implemented. <p>The motion for approval was moved, seconded and upon being put to a vote was unanimously agreed.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application be delegated to the Head of Planning and Building Control for approval, subject to: <ol style="list-style-type: none"> 1. Amendments to conditions to ensure the privacy of ground floor flats 2. A demonstration that refuse vehicles and other HGVs can turn both into and out of the site. 	
34.	<p>HAREFIELD PLACE, THE DRIVE (APPLICATION FOR LISTED BUILDING CONSENT) - 12571/APP/2015/3650 (<i>Agenda Item 8</i>)</p> <p>The motion for approval was moved, seconded and upon being put to a vote was unanimously agreed.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application be approved. 	
<p>The meeting, which commenced at 6.00 pm, closed at 6.57 pm.</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Alex Quayle on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Report of the Head of Planning, Sport and Green Spaces

Address LAND SOUTH HOLLOWAY LANE/NORTH HARMONDSWORTH LANE
HOLLOWAY LANE HARMONDSWORTH

Development: Proposed development of a Solar Energy Farm for the local generation of low carbon electricity to the Local Distribution Network, including the installation of solar photovoltaic panels and associated infrastructure.

LBH Ref Nos: 1354/APP/2015/4607

Drawing Nos: 1267-0201-25
1267-0204-00
1267-0205-03
1267-0206-09
1267-0207-16
1267-0207-20
1267-0207-40
1267-0200-15
1267-0208-52
1267-0208-72
A091892 LM01 v2

Flood Risk Assessment
Ecological Appraisal
Archaeological and Heritage Assessment
Air Quality Screening Report
Site Selection and Justification Report
Planning Statement
Landscape and Visual Impact Assessment
Great Crested Newt Survey
Glint and Glare Impact Assessment

Date Plans Received: 16/12/2015

Date(s) of Amendment(s):

Date Application Valid: 16/12/2015

1. SUMMARY

Planning permission is sought for a solar farm, with associated access tracks, inverters, maintenance building, fencing and infrared cameras on Green Belt land to the south of Holloway Lane.

Three letters of objection from local residents and one petition bearing 95 signatures have been received objecting to the proposal mainly on the loss of high quality agricultural land and lack of benefit to the local community.

The proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such, the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal.

The applicant has submitted that the wider benefits associated with the increased production of energy from renewable sources is a very special circumstances argument and the proposal will help establish the borough as a centre of renewable energy activity. There is also access to the local distribution network from the site, whilst the impact of the proposed development would be temporary, with full removal of the development in future. In addition the applicant considers that the site is Grade 2 agricultural land, the agricultural use of the land will be maintained by sheep grazing, facilitating a sustainable form of agricultural diversification.

However, in terms of the impact of the development on the Green Belt, an extensive area of land would be covered by straight rows of above ground coloured panels and their supporting framework, which would represent a major change, forming an extensive and incongruous feature, which would detract significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated structures would give the area a suburban / industrial appearance and would intrude into the undeveloped landform, resulting in harm to the openness and purposes of the Green Belt at this location.

No very special circumstances have been provided by the applicant or are evident, which overcome the presumption against inappropriate development in the Green Belt or demonstrate that the benefits that the proposed solar farm will outweigh the harm caused to the Green Belt. It is therefore recommended that planning permission be refused for this reason.

With regard to the site's agricultural land classification, the land was restored to best and most versatile agricultural land ("BMVAL"), following gravel extraction and land fill. The site is designated as grade 1 agricultural land according to Council records and Grade 2 according to the applicant's own assessment and is currently in use for arable farming. The applicants have failed to justify the use of best and most versatile agricultural land for the proposed solar farm. It is therefore also recommended that planning permission be refused for this reason.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Local Plan Part 1 Policy EM2, Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2015) and the NPPF.

2 NON2 Non Standard reason for refusal

The proposed development, by reason of the siting, overall size, bulk and height of the proposed structures and buildings, the associated infrastructure and the increased intensity of use would prejudice the openness of the Green Belt, resulting in an unacceptable degree of urbanisation. The proposal is therefore contrary to Local Plan Part 1 Policy EM2, Policies, OL1 and OL5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2015) and the NPPF.

3 NON2 Non Standard reason for refusal

The applicants have failed to justify the use of best and most versatile agricultural land, for

purposes other than agriculture, contrary to Local Plan Part 1 Policy EM2, Policy OL12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.22 and the provisions of the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
BE1	Development within archaeological priority areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC3	Potential effects of development on sites of nature conservation importance
MIN10	Restoration and after-use of sand and gravel workings in the Colne Valley
MIN11	After-use of mineral sites - landscaping and screening
MIN6	Consideration of impact on farming of proposals for mineral extraction/disposal of waste
MIN7	Restoration of good agricultural land following mineral extraction
OE1	Protection of the character and amenities of surrounding properties and the local area
OL1	Green Belt - acceptable open land uses and restrictions on new development
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.7	(2015) Renewable energy
LPP 7.17	(2015) Metropolitan Open Land
LPP 7.22	(2015) Land for Food
LPP 7.19	(2015) Biodiversity and access to nature

3

The Local Planning authority has taken into consideration the requirements of paragraph 186 and 187 of the National Planning Policy Framework and has worked pro-actively with the applicant through extensive negotiations to address material planning issues wherever

possible. Notwithstanding these discussions, the scheme was ultimately considered to fail to comply with the development plan for the reason identified above.

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of a larger land holding owned by SITA, a recycling and resource management company, associated with the waste management operations located off Holloway Lane. The site is approximately 7.82 ha in extent, 4.11 ha of which will be utilised for the proposed solar farm. The site, which is square in shape, is situated to the south of Holloway Lane and north of Harmondsworth Lane and is currently used for arable cultivation.

The field is generally level with a slight fall from 30 metres AOD in the north to 26 metres AOD in the south. Field boundaries are defined by established tall hedges with occasional trees. The hedge quality and density is variable, with the northern boundary denser than that on the Harmondsworth Lane boundary. The Ansell Garden Centre lies immediately to the north of the site, which is accessed from Holloway Lane. The M4 lies to the north.

There is an area of scrub along the east boundary with the adjacent land, which was formerly a gravel pit, part of which is currently used as a re-cycling centre. The southern boundary is defined by a tall, outgrown field hedgerow, which in part, screens the site from Harmondsworth Lane. The land to the west is also arable land at the north end, while at the southern end is a line of residential properties extending westwards towards the centre of Harmondsworth Village.

3.2 Proposed Scheme

Planning permission is sought for a proposed solar farm comprising photovoltaic (PV) panels, with associated access tracks, inverters, maintenance building, fencing and infrared cameras. The PV panels will be installed on a grid basis positioned on racks at a minimum height of 0.8m above the ground, rising to a maximum height of approximately 2.4m. The PV panels will be orientated to the south in order to capture maximum solar energy. The proposal includes two inverter cabins which will house the main site transformer and its connectivity hub and will be located within the solar arrays.

The proposed solar farm also includes a single switchgear building (measuring approximately 2.8 in length, 2.5m in width and 2.38m in height) and a single private switchgear unit (measuring approximately 2.7m in length, 2.4m in width and 2.3m in height), which are located close to the south-eastern corner of the site.

The present proposals are very similar to the recently withdrawn scheme (for further details see planning history- Section 3.3 of this report).

The proposed solar farm is designed to maintain setbacks from the site boundaries, notably the western boundary. The proposed site layout also comprises supplementary landscape planting, in order to further mitigate potential views of the solar arrays. All landscaping will involve native species in order to contribute to nature conservation and biodiversity.

No external artificial lighting is proposed. However, a 2 metre high security fence and

thermal imaging cameras will be installed within the site.

The construction traffic required for the proposed solar farm will access and egress the site via the existing SITA site entrance along Holloway Lane, which connects to the northeastern corner of the site. The permanent access for the substation would be from Harmondsworth Lane and this would involve three to four visits by small vehicles during the course of a year.

The proposed solar farm will have the ability to provide the equivalent power to supply the needs of approximately 1,300 homes within the area. The applicants submit that the proposals will not only contribute towards the renewable energy objectives of the Council, but also national policy objectives aimed at reducing carbon dioxide emissions and increasing security and reliability of energy supply.

The application is supported by a number of reports and documents that assess the impact of the proposal. A schedule of these reports are provided below:

- Archaeological and Heritage Assessment;
- Ecological Appraisal;
- Great Crested Newt Surveys;
- Agricultural Land Classification Report;
- Site Selection and Justification Report;
- Flood Risk Assessment;
- Landscape and Visual Impact Assessment;
- Glint and Glare Assessment and Addendum; and
- Air Quality Screening Assessment.

The Council has confirmed that an Environmental Impact Assessment (EIA) is not necessary in this case.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site is currently in agricultural use, but was previously subject to mineral extraction and infilling with waste materials.

Planning permission was granted on 3 September 1979 by the Department of Environment following a High Court appeal for the extraction of sand and gravel and refilling with waste materials on the Holloway Lane site (Planning Ref:1354/A/73/316). Mineral workings commenced shortly after and continued until the early 1990's. The minerals processing plant with associated silt ponds were located within the centre of the site.

Planning permission was subsequently granted for additional related development within this area. By the mid 1990's, mineral extraction, landfilling and restoration had been completed at the site except for the plant area and access road.

Planning permission was granted on 13 October 2001 for the extraction of sand and gravel beneath the plant area and access road on the Holloway Lane site and completion of the restoration by infilling with inert waste (Planning Ref: 1354/APP/2001/1583).

A planning application was submitted in June 2010 for a temporary wood recycling operation on the Holloway Lane site. Planning permission was refused on 17 October 2011 for three reasons, namely; inappropriate development in the Green Belt, impact on the environment and traffic impacts (Planning Ref: 43155/APP/2010/1417).

On 30 May 2014, a planning application was submitted for a solar farm on a 12.82 ha site to the north of Holloway Lane. The Applicant was Costain Engineering & Construction Ltd. Planning The application was refused on 21 November 2014 based on two reasons relating to the impact of the proposal on the Green Belt (Planning Ref: 46223/APP/2014/1867).

On 22 July 2015 an application ref: 1354/APP/2015/2752 was submitted for a Solar Energy Farm for the local generation of low carbon electricity to the Local Distribution Network, including the installation of solar photovoltaic panels and associated infrastructure. The application was withdrawn from the Committee agenda on 18 December 2015 by the applicants, but had been recommended for refusal.

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

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- BE1 Development within archaeological priority areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
- EC3 Potential effects of development on sites of nature conservation importance
- MIN10 Restoration and after-use of sand and gravel workings in the Colne Valley
- MIN11 After-use of mineral sites - landscaping and screening
- MIN6 Consideration of impact on farming of proposals for mineral extraction/disposal of waste
- MIN7 Restoration of good agricultural land following mineral extraction
- OE1 Protection of the character and amenities of surrounding properties and the local area

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.12 (2015) Flood risk management
- LPP 5.7 (2015) Renewable energy
- LPP 7.17 (2015) Metropolitan Open Land
- LPP 7.22 (2015) Land for Food
- LPP 7.19 (2015) Biodiversity and access to nature

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd February 2016**

5.2 Site Notice Expiry Date:- Not applicable

3rd February 2016

6. Consultations

External Consultees

35 adjoining owner/occupiers have been consulted. The application has been advertised as a departure from the development plan. Three letters of objection from local residents have been received, objecting to the proposals on the following grounds:

1. Loss of agricultural land.
2. Object to the principle of the development on Green Belt land.
3. Impact on the semi rural environment enjoyed by Heathrow Villages.

In addition, one petition bearing 95 valid signatures from local residents has been received objecting to the proposal for the following reasons:

1. The agreement for SITA to use the land for landfill was that the land be returned to agricultural land at the end of the landfill project.
2. The land has since been farmed by the original farmers as agreed with SITA.
3. Only land that falls within the category of Grade 3 land according to SITA would be used as a brown field site. This land has reached the quality of Grade 2 land and therefore falls into the original agreement to return it to its original state, which local farmers have achieved over the last 7 years.
4. British Solar renewables would not be providing jobs for local people
5. At the end of the use by BSR the land would most likely be built on again, destroying part of the legacy of Heathrow Villages.

HISTORIC ENGLAND (GLAAS)

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.

Although the site is of a large scale it is clear from the updated document that almost two thirds of the site has undergone extensive quarrying activity leaving only the southern portion of the site with any archaeological potential. Further to this, the submitted report demonstrates that the proposed development would result in very localised, negligible impact which would result in a significant amount of post development archaeological survival.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

Transport for London (TfL)

The application site is situated on the eastern side of Harmondsworth in the London Borough of Hillingdon. More specifically, the site is located to the south of Holloway Lane and to the north of Harmondsworth Lane. The nearest part of the Transport for London Road Network (TLRN), Bath Road, is located approximately 940m to the south of the site.

The site is distant from public transport networks. The nearest London Underground station is Heathrow Terminal 1/2/3, located approximately 2.8km south of the site. The station is served by the Piccadilly Line. West Drayton station is located approximately 1.95km north of the site. The station is

served by Great Western Railway services. There are 2 buses located 561m south of the site on Harmondsworth Road: Route 350 connects the site to West Drayton and Hayes and Harlington station at a frequency of 5 buses per hour. The other Route, the U3, links the site to West Drayton station at a frequency of 5 buses per hour.

The site therefore has a very low Public Transport Access Level rating of 1b, out of a range of 1-6 where 1 is the least accessible and 6 is the most accessible. Considering the site's distance from the TLRN and the nature of the proposals, it is accepted that the impact on the surrounding transport network and infrastructure will be minimal. TfL therefore has no objections to this application.

GREATER LONDON AUTHORITY (GLA)

After considering the report, the Mayor was unconvinced that the environmental benefits associated with the production of renewable energy outweighed the importance of the Green Belt. If your Council subsequently resolves to grant permission on the application it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application.

You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

If your Council resolves to refuse permission, it need not consult the Mayor again (pursuant to article 5(2) of the Order) and your Council may therefore proceed to determine the application without further reference to the GLA.

GLA Stage 1 Report (Summary)

London Plan policies on Green Belt, and climate change are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan; the reasons and potential remedies to issues of non compliance are set out below:

- Principle of development: The proposal represents inappropriate development on Green Belt land and is contrary to London Plan policy 7.16. The production of energy from renewable sources could constitute a 'very special circumstances' argument and supports London Plan policies 5.5 and 5.7. However, further information should be provided by the applicant to demonstrate that the environmental benefits that the proposal will bring outweigh the resultant harm to the Green Belt.

NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal, however, this development is very close to the threshold of acceptability, please ensure that NATS are kept abreast of even minor modifications to the proposed developer; in particular any changes in relation to the CCTV cameras masts or solar panels"

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of

the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

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

HEATHROW AIRPORT LTD

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

However, we would like to make the following observation:

Cranes

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

Also, Aside from the consideration above, we have also assessed the impact of the proposed development on the operation of the potential third runway at Heathrow (based upon the current proposal recommended by the Davies Commission). The development as presented does not pose a risk to aerodrome safety in relation to the current proposals. This assessment may need to be reviewed should a third runway be approved, particularly if the scheme changes.

HARMONSWORTH AND SIPSON RESIDENTS ASSOCIATION (HASRA)

As with the previous application HASRA has continued to receive comments regarding the development of this piece of land and all have been against the proposal. The primary reason against the Solar Farm development is the negative impact it will have to the Farm which currently works the land. By preventing the local farmer from tilling this field for arable crops it is seriously affecting the local environment as well as causing detriment to the livelihood of those local people employed on the land and in associated works. It would be travesty to allow British Solar Renewables to use this fertile land for the installation of solar panels when other entrepreneurial farmers have utilised water reservoirs to float their panels to avoid wasting the potential of their valuable agricultural land. Based on the information received from the developer, the Solar Farm will not provide any employment or significant benefit to the local community so should not be granted planning permission.

HERTS AND MIDDLESEX WILDLIFE TRUST

The landscape masterplan indicates that species rich grassland suitable for livestock grazing will be sown and managed to enhance biodiversity. The planning statement rightly states that national and local policy seeks to enhance biodiversity through the planning process. The ecological report also recommends the establishment of a species rich wildflower grassland. If the enhancements indicated in the planning statement are to be achieved, more detail should be given in terms of the species mix, establishment and management regime for the species rich grassland. The most suitable mix is one that approximates National Vegetation Classification MG5 (neutral lowland meadow). This neutral wildflower grassland mix is available from suppliers such as Emorsgate Wildflower seed (EM4 mix). Establishment and management regimes should also be stated in order

that the desired result will be achieved and that the regimes can be enforced. These should be designed to maximise ecological gain e.g. establishment should be in accordance with manufacturers directions and if grazing is to be the chosen management, it is essential that a mid summer flowering period is built in to ensure flowering and seed production. These measures can be secured by an appropriately worded condition such as those described in BS 42020 Biodiversity code of practice for planning and development,

e.g.: No development shall take place (including ground works, site clearance) until a method statement for the establishment and management of a wildflower grassland mix approximating NVC MG5 e.g. Emorsgate EM4 or similar, and hedgerow planting plan has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the: a) purpose and objectives for the proposed works; b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including type and source of materials to be used); c) extent and location of proposed works shown on appropriate scale maps and plans; d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction; e) persons responsible for implementing the works; f) initial aftercare and long-term maintenance; The works shall be carried out strictly in accordance with the approved details, e.g. the first planting season after the approval of the method statement and shall be retained in that manner thereafter. Reason: To enhance biodiversity, to incorporate biodiversity enhancement into development and to promote the recreation of priority habitats in accordance with NPPF.

HARMONSWORTH CONSERVATION ADVISORY PANEL

We had already submitted comments on the previous scheme for this land (1354/APP/2015/2752) before the application was withdrawn. The present proposals are very similar, but appear to have increased the area covered by solar panels. We can therefore do no more than reiterate the objection that we submitted in response to the previous application. We were prepared to accept a similar scheme on a nearby plot of land (46223/APP/2014/1867) as it had been left in an unusable state following gravel extraction, and remediation was part of the proposals; however permission was refused on the basis that it was an inappropriate use for Green Belt land. In the present case the Green Belt land has been returned to arable use following gravel extraction. We would therefore not wish to see permission granted as it would prejudice the continuing arable agriculture and the employment it generates in the area; we trust a consistent approach to solar farms will be adopted by the Council and this application will also be refused.

In an apparent attempt to counter the Council's stated position that development of this type is an inappropriate use for Green Belt land, the applicants make a number of questionable statements to support their case that this is a special case. For example, they emphasise that the land would effectively have an 'agricultural' use while it was used as a solar farm - but they do not differentiate between grazing a few sheep on what little grass would grow under the solar panels (which can hardly be economically viable) and the full arable cultivation to which this area of high quality land is suited, and which is its current use. They also state that no other land 'in the area' (which is not clearly defined) is capable of use as a solar farm, so this area must be used in this way. We cannot see the reason for this imperative, other than the applicants' wishes, and fear that were permission granted, the whole of the Green Belt surrounding the Harmondsworth Conservation Area could potentially be at risk of similar change of use which would have a major negative impact on the setting of the Conservation Area and on the views from it.

Internal Consultees

FLOOD AND DRAINAGE OFFICER

The Flood Risk Assessment provided suggests that a swale will be utilised to provide storage. However there is no acknowledgement of the appropriateness of this suggestion where the site is previously landfill and therefore whether this suggestion is feasible.

It would also be worth noting to the applicant that there are no surface water sewers in the vicinity so all drainage will have to be controlled on site.

A plan should be provided of the drainage design and the landscaping masterplan LM01 should also include the swale on the design so that it can be seen in the context of the site.

TREE AND LANDSCAPE OFFICER

The proposal involves the installation of approximately 13,800 photovoltaic panels and associated inverters and sub-stations, covering an area of 11 acres. The equipment will be situated on open arable land. No trees or other landscape features of merit will be affected by the proposal.

A Landscape & Visual Impact Appraisal, by WYG, dated June 2015 has been re-submitted, based on the recommendations in Guidelines for Landscape & Visual Appraisal, 3rd edition, 2013.

At 6.1.2 the landscape effects after construction are summarised as minor adverse to negligible. At 6.1.3 the visual assessment concludes that there are moderate adverse effects for some residential, road and footpath receptors at view location 3 due to short term immediate views into the site and minor adverse effects for view location 4b and 5b. The effects on other receptors will be negligible.

At 6.1.6 the report notes that the site can be re-instated to its current use following decommissioning with negligible impact. The Landscape Masterplan, WYG dwg. No. LM.01 v2 indicates that the solar farm will be secured by 2.0 metre high deer security fence with three x 6 metre high pole-mounted security cameras on the north-east, south-east and south-west corners. The above information is inconsistent with the fence detail sheet which specifies 2.5 metre high fencing (see dwg No. 1267-0205-03 issue 01).

Detail sheets indicate all of the structures on the site will be approximately 2.4 metres above ground level: the solar panels approximately 2.4 metres high, the inverter sub-stations at 2.34 metres high, pole mounted satellite dishes at < 2.4 metres high, the switch gear housing at 2.38 metres high. The height of the spares container is not given but standard shipping containers are approximately 2.4 metres high. The fencing around the solar farm will be set back from the field boundaries and a new native hedgerow will be planted along the south and west boundaries and in the south-east corner, which should help to plug any existing gaps and eye-level views into the site. The northern and much of the eastern boundaries will be screened by existing hedgerows and woodland. The space between the existing boundaries and the solar farm compound will be planted with species rich grassland suitable for livestock grazing. A small compound in the south-east corner will accommodate a private sub-station, DNO station and spares container.

An Ecological Assessment, by WYG summarises its recommendations in chapter 7.0. Suggested enhancements should be conditioned. A Great Crested Newt Survey, by WYG concludes (chapter 5.0) that mitigation is not required. However, it also notes opportunities to enhance the site, which should be conditioned. A Flood Risk Assessment by Ramboll concludes that if consent is granted a shallow swale will be created around the solar farm in order to intercept surface water runoff. Swales are not indicated on the landscape masterplan and the feasibility of installing swales on restored land is not known. 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: While the proposed use constitutes development within the Green Belt, the use is environmentally friendly, reversible and temporary - albeit with a predicted life of up to 25 years. The visual impact assessment and submitted photographs show the views into the site during summer months, when the existing hedgerows create the best screening. While the existing hedgerows will not be so effective during the winter months, the installation of an inner hedge will,

once established, help to reduce the visual permeability into the site even in the winter months. There is no objection to the associated landscape mitigation proposals, which include new hedge planting and other potential benefits which would all be a positive enhancement of the landscape character and biodiversity of the site. The storage and other structures should be finished in a visually recessive colour which is discrete in this rural location. The National Planning Policy Framework advises that the essential characteristics of Green Belts is their openness, thus the loss of openness, however limited, would harm the essential character of the Green Belt. The design and siting of the proposed solar arrays and the associated structures would give the area a suburban / industrial appearance and be perceived as extending urbanisation outside, but close to, the built up area. On balance the application is unacceptable because it fails to address the last two points.

URBAN DESIGN AND CONSERVATION OFFICER

Whilst this specific field/ application site is not individually identified, the Harmondsworth Village Conservation Area Appraisal states that, 'Surrounding the village are fields and open land, which provide a setting of open agricultural/ rural land.' This provides a clear characterisation of the wider setting surrounding the Conservation Area. Therefore, taking into account the site's location and proximity to various designated and non-designated heritage assets the proposal would have an impact on the wider setting of the Conservation Area and heritage assets. Holloway Lane and Harmondsworth Lane act as the gateways into the Conservation Area. The Solar Energy Farm would not enhance or contribute to the character of the surrounding area.

Prior to any decision further information would be required. If the proposal is to be recommended for approval various mitigation methods would need to be stated and put into place to ensure there is minimal impact to the character of the surrounding area.

It is important that the proposed plant screening is mature and established throughout the duration of the Solar Energy farm and throughout all seasons, therefore further information is required in regards to the type of planting/ hedgerow to be used in relation to screening the site.

Whilst the planning statement indicates the management of vegetation through grazing (sheep), the positioning of the solar panels may just allow for grazing animals, it is unclear how they would be reared on the field taking into account the associated fencing around the solar panels, therefore some amendments may be required.

If approved the following would need to be appropriately conditioned in order to sustain the character, significance and sense of rurality of the surrounding area.

As stated in the applicant's planning statement, the duration for use as a Solar Energy Farm for 25 years (preferably less) would need to be conditioned to ensure the site is restored back to its original agricultural use and condition.

A ground maintenance management plan including future works in order to restore the site to its original agricultural use, would need to be submitted prior to the commencement of works. This would ensure the site is appropriately maintained and allow for it to revert back to its original use for arable farming.

All materials, colours and external finishes of all elements associated to the proposed Solar Energy Farm would need to be stated prior to final approval, and would therefore need to be conditioned. This would include Solar PV framework, security fencing and ancillary infrastructure, which would need to remain in keeping with the surrounding landscape.

ENVIRONMENTAL PROTECTION UNIT (EPU)

No objections on air quality grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (NPPF) sets out the national planning policy context for renewable energy. This framework supports a transition to a low carbon future in a changing climate and encourages the use of renewable energy. The NPPF states that to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. The National Planning Policy Framework requires local planning authorities to have a positive strategy to promote renewable or low carbon sources.

However, the whole of the application site is designated as Green Belt and there are currently no proposals to delete this land from its Green Belt designation. The main policy issue in relation to this development is therefore considered to be the principle of additional development within the Green Belt and its impact on the character and appearance of the Green Belt.

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".

The National Planning Policy Framework notes at Para 91, that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

The NPPF paragraph 98 states that when determining planning applications for renewable energy developments, local authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that small-scale projects provide a valuable contribution to cutting greenhouse gas emissions and approve the application if its impacts are (or can be made) acceptable.

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".

In terms of local policy, Part 1 of the Local Plan continues to give strong protection to Green Belt land. The relevant policy in the Local Plan is EM2 which makes clear that: "The Council will seek to maintain the current extent, "Any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test".

The 2007 Unitary Development Plan Saved Policies (currently serving as Part 2 of the Hillingdon Local Plan) are also relevant. Planning policy on Green Belt land is set out at Policies OL1, OL2 and OL4 in the 2007 Hillingdon Unitary Development Plan "Saved" Policies. These policies give strong emphasis to not normally permitting new building in the Green Belt, reflecting overarching national and London wide policies. Of particular relevance is Saved Policy OL1 of the Hillingdon Local Plan Part 2, which endorses both national and London Plan guidance. Policy OL1 states '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 Saved Policy OL1, the London Plan or the NPPF and as such the proposal will comprise inappropriate development, requiring very special circumstances to justify the proposal.

VERY SPECIAL CIRCUMSTANCES

The applicant has sought to demonstrate that the proposed solar farm constitutes very special circumstances in the context of Green Belt Policy that justify development being permitted in this case. The very special circumstances advanced by the applicant are summarised below:

- There is a need for the development of sustainable localised and renewable energy generation and meeting this need is a national priority.
- There is access to the local distribution network from the site which is important for any renewable energy project to be viable without substantial lengths of new connection which may be prohibitive; and;
- The impact of the proposed development would be temporary with full removal of the development in future.

The applicant also advises that the solar farm would provide a number of benefits which are summarised as follows:

- The proposed solar farm will have the capacity to produce approximately 5 megawatts (MW), or sufficient power to supply the needs of 1,300 homes;
- the agricultural use of the land will be maintained and the proposed development will facilitate a sustainable form of agricultural diversification from arable farmland to renewable energy site with pasture through management of the wildflower grassland through sheep grazing;

- there are opportunities to enhance the hedgerows and grassland around the margins of the field by sowing native herbs and grasses. This would improve the biodiversity of the site;
- The proposal will help establish the borough as a centre of renewable energy activity, which in turn has the potential for job creation.

In response to these very special circumstances arguments, it is acknowledged that the NPPF at para. 98 states that that when determining planning applications, local planning authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy. The 5 MW of green electricity, which would be exported to the national electricity grid is expected to displace 2,200 tonnes of carbon dioxide (CO₂) per annum.

However, this is Green Belt land and the proposal needs to be assessed against relevant Green Belt policy. National Planning Policy Framework advises that the essential characteristics of Green Belts is their openness, thus the loss of openness, however limited, would harm the essential character of the Green Belt. As set out elsewhere in this report, it is considered that that the development would cause harm to the openness and purposes of the Green Belt at this location.

The main purpose of Hillingdon's Green Belt is to keep land open and free from development, to maintain the character and identity of individual settlements and to make a clear distinction between rural and urban environments, in support of strategic objective SO3 of the Local Plan. The Local Plan aims to create sustainable communities by concentrating new development in urban areas and local town centres. The Green Belt's role is to help reinforce this strategy by strictly controlling development in the open countryside. As such, the piecemeal loss of individual Green Belt sites such as this is not something the Council can support. The cumulative impact of a series of such changes could permanently affect the environmental status and amenity value of local areas of Green Belt such as this over time.

The point about the Green Belt designation running west to east across the Borough at this location is that whilst it is relatively narrow, it performs a valuable role, separating the main built up area of the Borough from Heathrow. This is pointed out as a key element contributing to Hillingdon's overall character in the Townscape Character Study, as part of the evidence base for Part 2 of the Local Plan. The Council would want to maintain the character and amenity of this important, relatively open area of Green Belt in future and avoid incursion by intrusive commercial activities, which can be more appropriately located elsewhere.

The Mayor notes in the GLA Stage 1 response, that the increased production of energy from renewable resources (in this case, up to 5MW) is welcomed from an energy perspective, helping to deliver the Mayor's strategic Policy 5.5 on decentralised energy generation and Policy 5.7 on increasing renewable energy generation. The production of energy from renewable sources could therefore constitute a 'very special circumstances' argument. However, the Mayor considers that the proposal represents inappropriate development on Green Belt land and is contrary to London Plan policy 7.16. the Mayor also considers, and officers agree, that the applicant has failed to demonstrate that the environmental benefits that the proposal will bring outweigh the resultant harm to the Green Belt.

AGRICULTURAL LAND

It is clear that the land was restored to a high level, i.e. best and most versatile agricultural land ("BMVAL"), following gravel extraction and land fill. The site, which was historically designated Grade 1 agricultural land, was restored to an unusually high specification, which aimed to revert the land 'as close as possible' to its original condition. According to Council records, the site is still designated as Grade 1 agricultural land, although the land remains unclassified on the DEFRA maps.

The applicants commissioned an Agricultural Land Classification Survey, which was undertaken on 22 October 2015. The survey indicates that the Application Site has an Agricultural Land Classification of Grade 2. This is categorised as 'best and most versatile' agricultural land.

Saved Policy UDP policy OL12 of the Local Plan Part 2 seeks to prevent the irreversible loss of Grade 1, 2 and 3A agricultural land, in recognition of the fact that agriculture remains a significant activity in the borough and contributes substantially to its visual character. In addition, London Plan Policy 7.22 - Land for Food, seeks to encourage and support thriving farming and land-based sectors in London, particularly in the Green Belt.

Whilst it is recognised that the impact of the proposed development would be for a limited period of 25 years, with full removal of the development in future, given the considerable length of time, this is not considered to be a temporary permission in the usual sense.

In terms of national policy, following the publication of the online Planning Practice Guidance (PPG) and certain Ministerial Statements, the Government's stance towards locating PV projects on agricultural land is less clear. There is arguably a degree of tension between national and local policies which seek to preserve the agricultural use of such land and policies which encourage the production of renewable energy, including solar PV schemes.

In terms of agricultural land, paragraph 112 of the NPPF states that the economic benefits of BMVAL should be taken into account, with preference being given to areas of poorer quality land. The NPPF defines the best and most versatile agricultural land as being classified as grades 1, 2 and 3a. The planning guidance identifies a number of factors which should be taken into account by Local Planning Authorities when determining applications for large-scale PV solar farms, including encouraging the effective use of land, by focussing large scale solar farms on previously developed and non-agricultural land, provided that it is not of high environmental value and, where a proposal involves greenfield land, considering whether:

- the proposed use of any agricultural land has been shown to be necessary and poorer quality land has been used in preference to higher quality land;
- the proposal allows for continued agricultural use where applicable and/ or encourages biodiversity improvements around arrays.

In relation to the above, a number of appeal decisions have confirmed that neither the NPPF nor the Planning Practice Guidance imposes any requirement to undertake a formal sequential assessment. However, it is noteworthy that on 25 March 2015, the former Secretary of State, published a ministerial statement on solar farms, in which he emphasised that proposals for a solar farm involving best and most versatile agricultural land ("BMVAL") would need to be justified by "the most compelling evidence", albeit that each application must be considered on its merits, in the light of material considerations.

Some guidance can be found in recent appeal decisions with regard to what is likely to

satisfy the threshold of the "the most compelling evidence". Firstly, there is no prohibition on developing greenfield land. Secondly, this evidence does not have to take the form of a sequential assessment. However, in practice it may be difficult for applicants to demonstrate that the use of BMVAL is justified, unless they can also show that they have considered and discounted other sites within a proportionate search area on the grounds of land quality or unsuitability. The starting point is always likely to be the availability of a grid connection, as this is clearly a prerequisite for any PV scheme.

The applicant submits that the site was identified in early 2015, following consideration of prospective sites throughout the Borough and the neighbouring boroughs. As part of the initial phase of the site selection process, the applicant sought to identify previously developed land or brownfield sites on which a solar installation could be provided. The previously developed sites considered were largely restricted due to the presence of available grid infrastructure and capacity. In this regard, the applicant submits that the scope for providing a solar installation on previously developed land is essentially restricted to specific parts of the borough. In assessing prospective sites within the borough's urban areas, the applicant considered vacant industrial sites and operational industrial sites with large warehouse buildings that could accommodate solar panels on their rooftops.

However, the analysis did not reveal any sites that could suitably accommodate a solar installation of a suitable size. The principal reasons why a previously developed site was not identified as suitable include one of, or a combination of the following factors:

- Distance of the site from grid infrastructure;
- Land values and project viability;
- Visual exposure to neighbouring residential and commercial buildings.

With regard to agricultural land, the GIS analysis in the Site Selection and Justification Report identified various areas of land as being potentially available as alternative sites, which were of a lower agricultural land classification grade to the application site and of sufficient size to accommodate a 5MW solar farm. However the report concludes that qualitative consideration of each alternative indicates that none are considered more preferable to the Holloway Lane site.

However, it is noted that the initial site selection process early in 2015, was based on the premise that the application site was low grade agricultural land and pre-dated the applicant's own Agricultural Land Classification Survey, which confirmed that the site is categorised as 'best and most versatile' agricultural land.

There are other positive and/or mitigating factors, which may be relevant when considering whether the loss of agricultural land is justified. Renewable schemes, such as solar PV, can also assist with the diversification of agricultural holdings, in accordance with the economic objectives set out in paragraph 28 of the NPPF. As noted above, the applicant proposes some form of agricultural use to continue alongside the solar farm, in this case in the form of sheep grazing. However, it is considered that the limited sheep grazing likely to be available under and around solar panels would significantly underutilise a large expanse of the best and most versatile agricultural land for a long time, conflicting with national policy.

The above considerations are supported by a recent decision by the Communities Secretary (SoS) who refused permission on 30 November 2015, for a similar scheme for a proposed Solar farm, along with attendant equipment and infrastructure, on land to the south of the village of Five Oak Green, Kent, (Appeal Ref: APP/M2270/A/14/2226557). The

Secretary of State (SoS) ruled that the scheme would represent inappropriate development in the Green Belt and be at odds with policy, which aims to focus large scale solar farms on previously developed and non agricultural land.

In refusing permission for the development, the SoS agreed with the conclusions of the Appeal Inspector, ruling amongst other things that:

- . The proposal would conflict with Green Belt policy.
- . There is no compelling evidence to justify the use of 8.5 ha of the best and most versatile agricultural land over and above that which would be utilised by the permitted scheme.
- . The limited sheep grazing likely to be available would significantly underutilise a large expanse of the best and most versatile agricultural land for a long time, conflicting with national policy and guidance and that this matter weighs heavily against the proposed development.
- . The proposal would also be at odds with national policy and guidance, which encourages the effective use of land by focusing large scale solar farms on previously developed and non-agricultural land.

The decision by the Secretary of State is consistent with the reasons for refusal in this report.

Ultimately, the impact on BMVAL is an important material consideration in the determination of any planning application for a large-scale solar PV scheme, although it is acknowledged that this is not the only determining issue. Each application must be considered on its merits and, in every case, the contribution towards increasing the supply of renewable energy and meeting national targets must also command significant weight. However, having taken the above matters into consideration, notwithstanding the conclusions of the Site Selection and Justification Report, it is considered that the applicants have failed to justify the use of best and most versatile agricultural land, contrary to Local Plan part 1 Policy EM2, Policy OL12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.22 and the provisions of the NPPF. It is therefore recommended that the application be refused on this basis.

CONCLUSION

It is considered that should the development be allowed, this part of the Green Belt land would fail to fulfil its function of checking unrestricted urban sprawl, or assist in safeguarding the countryside from encroachment. The proposed solar farm would cause harm to the purposes of the Green Belt, as the proposed commercial development would intrude into the undeveloped landform and result in loss of openness to the Green Belt.

The applicants have also failed to justify the use of best and most valuable agricultural land and no very special circumstances have been provided or are evident, which overcome the presumption against inappropriate development in the Green Belt, contrary to Local Plan part 1 Policy EM2, Policies OL1, OL2 and OL12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policies 5.20, 7.16 and 7.22 and the provisions of the NPPF. Objections are therefore raised to the principle of the development at this location and it is recommended that planning permission be refused for aforementioned reasons.

7.02 Density of the proposed development

Not applicable to this development.

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

The proposed site is situated adjacent to the Harmondsworth Village Conservation Area, Harmondsworth Archaeological Priority Area (APA) and Heathrow Archaeological Priority Zone (APZ). There are various Listed and Locally Listed buildings within the wider vicinity of the site.

ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

The application site lies directly adjacent to the Harmondsworth and the Heathrow Area Archaeological Priority Area. The Archaeological and Heritage Desk-Based Assessment submitted with the application shows that the site lies within a highly significant archaeological landscape, with evidence of occupation dating from the Palaeolithic through to the post-medieval period, including Bronze Age cremations and burials within the vicinity.

Historic England (GLAAS) has been consulted on this application and notes that although the site is of a large scale it is clear that almost two thirds of the site has undergone extensive quarrying activity leaving only the southern portion of the site with any archaeological potential. In addition, the submitted archaeological report demonstrates that the proposed development would result in very localised, negligible impact which would result in a significant amount of post development archaeological survival. As such GLAAS concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and therefore advises that no further assessment or conditions are necessary.

Having regard to the above mentioned advice, it is considered that the proposed development could be completed without detriment to the recognised archaeological value of this area, including the Harmondsworth Archaeological Priority Area (APA) and Heathrow Archaeological Priority Zone (APZ). The proposal is therefore in compliance with Policy BE3 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the NPPF.

CONSERVATION AREA

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the conservation area's special architectural or visual qualities.

In terms of the impact on the adjoining conservation area, the Urban Design and Conservation Officer refers to the Harmondsworth Village Conservation Area Appraisal which states that 'Surrounding the village are fields and open land, which provide a setting of open agricultural / rural land.' This provides a clear characterisation of the wider setting surrounding the conservation area. Holloway Lane and Harmondsworth Lane act as the

gateways into the Conservation Area. Therefore, taking into account the site's location and proximity to various designated and non-designated heritage assets, the Urban Design and Conservation Officer considers that the proposal would have an impact on the wider setting of the conservation area and heritage assets and would not contribute or enhance the character of the surrounding area. Whilst it is not considered that the impact of the proposal on the setting of the adjoining conservation area would be so severe as to warrant refusal of the application on this basis, nevertheless, the loss of open agricultural/ rural land adds weight to concerns relating to the impact of the Green Belt at this location.

7.04 Airport safeguarding

A Glint and Glare study has been submitted with the planning application. The study sets out a full glint and glare assessment with particular consideration being given to potential impacts upon operations at Heathrow Airport. Solar PV panels are designed to absorb as much light as possible and do not therefore generally give rise to issues associated with glint and glare.

The study concludes that the overall reflection impacts for Heathrow Airport are assessed as negligible, and the proposed development fulfils Civil Aviation Authority guidance for solar farms. The application was referred to Heathrow Aerodrome Safeguarding and a response was received, which stated that the proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

7.05 Impact on the green belt

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in the NPPF, the London Plan and the Hillingdon Local Plan .

The applicant advises that the proposed solar panels would be located and screened by existing trees and hedgerows and that the buildings would be limited to two inverter cabins, a temporary sub station and metering building, in addition to the ground mounted solar panels and ancillary structures. The applicant also argues that all negative impacts are temporary, as once the useful life of the solar panels has been reached, they, together with all ancillary structures, will be removed and the openness of the site will be restored. Finally, the character will have been significantly enhanced as a result of the land improvement, additional planting and biodiversity / habitat measures that will have been put in place.

The application includes a 'Landscape and Visual Impact Assessment' (L&VIA), which describes the landscape character and context and the significant areas of vegetation. The application includes a number of landscape photographs describing the landscape character and illustrating existing views in its landscape and visual assessment. The assessment concludes that the majority of the users of local footpaths and road users and cyclists of the roads bounding the site would experience a moderate adverse effect during the initial operation, reducing to minor adverse effect over the period of operation, with no changes after decommissioning.

The site is considered to offer a degree of visual amenity. In terms of the current proposal, the site currently supports an arable field. The greatest impact of the proposed development on the Green Belt would be upon its visual amenity due to the solar elements and associated ancillary structures within the landscape. An extensive area of land would be covered by straight rows of above ground coloured panels and their supporting framework. It is considered that this would represent a major change, forming an extensive and incongruous feature, which would detract significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated

structures would give the area an industrial appearance and be perceived as extending urbanisation outside, but close to the built up area. The finished effect of developing this open, rural site for industrial purposes would be of projecting urban development into the countryside and would be alien to the rural character of the area generally.

From outside the site, impacts on openness and character will also be evident to a lesser extent from the immediately surrounding roads and will be compounded by the presence and visual impact of the boundary fence and CCTV cameras. The proposed fencing would also create a sense of enclosure that would compound the perception of loss of openness. As such, it is considered that the development would intrude into the undeveloped landform and would cause harm to the openness and purposes of the Green Belt at this location.

The Mayor considers and officers agree, that as currently presented, the proposed development would impact negatively on the openness and character of the Green Belt and that the very special circumstances put forward by the applicant do not currently outweigh the substantial harm caused to the Green Belt. It is considered that the harm identified to the Green Belt adds to the substantial weight attached to the harm by reason of inappropriateness. Overall, the proposal would fail to accord with policy 7.16 of the London Plan 2015, policy EM2 of the Local Plan-Part 1 and policies OL1 and OL4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the NPPF.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the layout and appearance of new development harmonises with features of the area which are considered desirable to retain or enhance. DCLG (Planning practice guidance for renewable energy, published July 2013) lists the particular planning considerations that relate to large scale ground-mounted solar photovoltaic farms. Cumulative landscape impacts and visual impacts should be considered separately. Cumulative visual impacts concern the degree to which a renewable energy development will become a feature in particular views or sequence of views, and the impact this has upon the people experiencing those views. The application site is visible from public vantage points, including Harmondsworth Lane although vegetation along the boundaries will help to screen immediate views to some extent, particularly from the north and south.

The site itself is fundamentally open in character, supporting an arable field. Whilst not of significant landscape value, the site contributes towards the setting of the adjoining conservation area and fulfils its Green Belt function of keeping land open and free from development, of maintaining the character and identity of individual settlements and making a clear distinction between rural and urban environments. Whilst the surrounding area support various types of development, this is generally low key.

As noted elsewhere in this report, the site is located in the Green Belt. The proposed solar arrays and the associated structures would affect the fundamental open character of the site, which the Local Planning Authority considers desirable to retain. The National Planning Policy Framework advises that the essential characteristics of Green Belts is their openness. Thus the loss of openness, however limited, would harm the essential character of the Green Belt.

While there is scope for soft landscape enhancement in the form of new/replacement planting within and around the proposed layout, it is not considered that this would mitigate against the built development, which will be visually evident. The design and siting of the proposed solar arrays and the associated structures would give the area an industrial appearance and be perceived as extending urbanisation into the existing rural landscape.

The dispersal of the solar arrays and other paraphernalia associated with this commercial development would result in a significant urbanising effect, by transforming the open rural nature of the area to a harder, urban character, fragmenting the existing, spacious green landscape and influencing important views and vistas to and from the Green Belt.

In addition, if permitted, the development could create pressure, which may be hard to resist, to release the adjoining Green Belt sites future development. On balance, it is considered that the scheme would fail to conserve and enhance the visual amenity of the Green Belt, or harmonise with features of the area which are considered desirable to retain or enhance, contrary to Policies OL5 and BE13 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Saved Policy OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. There are residential properties to the west of the site fronting Harmondsworth Lane, but none in the immediate vicinity of the route that construction and delivery traffic will use to access the site.

As indicated by the Air Quality Assessment, the development will have no measurable impact on the level of air quality in the area, in view of the short build period, combined with measures to control the level of dust created during construction. The main source of noise is likely to be associated with transport movements during the construction phase, which is expected to last some two months. The short construction period would limit the number of vehicle movements, which will only take place during normal working hours.

During the operational phase, the development will only require a very small number of visits to maintain it, once it becomes operational. As a result, it is considered that the traffic associated with the proposal will have very little effect on air quality, noise or traffic levels in the surrounding area. In addition, the solar arrays will be fixed and, accordingly, the facility will be silent during the operational phase. Finally, the Glint and Glare Assessment concludes that the PV panels will not be a source of nuisance to any local receptor.

It is therefore considered that the proposal would not cause harm to the amenity of surrounding adjacent residential properties, in accordance with Local Plan Part 1 Policy PT1.BE1 and Policies BE19 and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application, as the proposal does not include residential development. Living conditions for future residential occupiers is therefore not relevant to consideration of this proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Saved Local Plan Part 2 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. The construction traffic required for the proposed solar farm will access and egress the site via the existing SITA site entrance along Holloway Lane, which connects to the north eastern corner of the site. The permanent access for the substation would be from Harmondsworth Lane and this would involve three to four visits by small vehicles during the course of a year.

The Highway Engineer raises no objections to the proposals which are considered to be 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

Design matters are not the principal issues regarding this application. The Urban Design and Conservation Officer's comment are addressed in other sections of this report.

SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections to this proposal.

7.12 Disabled access

Not applicable to this development.

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 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policy OL1 and OL2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

The Landscape and Visual Impact Assessment (L&VIA) submitted in support of the application describes the local topography as being predominantly flat and whilst the landscape is open, views into the site are restricted in varying degrees by the hedgerows in the surrounding area. The vegetation along the boundaries, means that from most off-site vantage points, the interior of the site is screened from view. However, there are sporadic gaps in the existing vegetation, through which it may be possible to see from the roads that immediately border the site, the top edge of solar panels. The scheme therefore includes proposals to enhance boundary landscaping, in order to ensure immediate views are minimised.

The Landscape and Visual Impact Assessment, together with Photoviews consider the likely visual impacts on the landscape character, public highways, public rights of way, residential properties and recreational facilities. Predictably, the adverse impacts will be most evident during the construction / installation phase. The visual assessment concludes that there are moderate adverse effects for some residential, road and footpath receptors due to short term immediate views into the site and minor adverse effects from certain views. The effects on other receptors will be negligible. The report notes that the site can be re-instated to its current use following decommissioning after 25 years with negligible impact.

The Tree and Landscape officer notes that no trees or other landscape features of merit will be affected by the proposal. Landscape enhancement will include extensive areas of trees, shrubs and hedges along the boundaries. As part of the landscape management plan, the meadows will be grazed by sheep. The visual impact assessment and submitted photographs show the views into the site during summer months, when the existing hedgerows create the best screening. However, the existing hedgerows will not be so effective during the winter months. The installation of an inner hedge will, once established,

help to reduce the visual permeability into the site even in the winter months. There is no objection to the associated landscape mitigation proposals, which include new hedge planting. The Tree and Landscape Officer comments that 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.

ECOLOGY

Hillingdon's Local Plan: Part 1 "Strategic Policies" (adopted November 2012) EM2 (Green Belt, Metropolitan Open Land and Green Chains), EM3 (Blue Ribbon Network), EM7 (Biodiversity and Geological Conservation) and EM8 (Land, Water, Air and Noise) deal with ecological issues. Saved Policy EC2 of the Local Plan Part 2 seeks the promotion of nature conservation interests. Saved Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites on changes in the water table and of air, water, soil and other effects, which may arise from the development. Regarding the creation of new habitats, Saved Policy EC5 of the Local Plan seeks the retention of certain on-site ecological features, enhancement of the nature conservation and ecological interest of sites or create new habitats. Policy 7.19 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The NPPF at para.109 states inter alia that the planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity. This central government advice confirms and reinforces relevant policies in the Hillingdon Local Plan and the London Plan.

A great crested newt survey of the pond which lies 30 metres from the site's eastern boundary was completed in June 2015. No great crested newts were found. The Ecological Assessment submitted in support of the application recommends a further nesting bird survey of scrub/trees if scrub is proposed for removal in nesting bird season and a bat activity survey along hedgerows that require removal. The Ecological Assessment recommends ecological enhancements which include hedgerow management such as 'laying' and planting gaps with native woody hedgerow species, opportunities to enhance the grassland around the margins of the field and potentially beneath the solar panels by sowing with native herbs and grasses. This would increase the food source for invertebrates such as pollinating bees, which also provide a food source for a variety of animals such as birds and bats.

The site is not considered to be within a high quality area of ecology. However, the Planning Practice Guidance for renewable and low carbon energy encourages biodiversity improvements around arrays. Had the development been acceptable in other respects, it is considered that appropriately worded conditions would ensure that the development contributes to ecological enhancement, in accordance with Policy EM7 (Local Plan) and Policies 7.19 and 7.28 of the London Plan.

7.15 Sustainable waste management

Not applicable to this development.

7.16 Renewable energy / Sustainability

The Government has repeatedly emphasised its commitment to increasing the supply of renewable energy. In accordance with European Union Directive 2008/28/EC, published in April 2009, the UK's target is for 15% of all energy consumed to be from renewable energy sources by 2020. The UK's published solar PV strategy (October 2013 and April 2014) makes it clear that there is a considerable need for more generating capacity, if targets for renewable energy and, specifically, solar photovoltaic energy are to be met, that cost-effective solar PV projects which deliver genuine carbon reductions are to be supported and that all local planning authorities have responsibility for assisting in achieving these objectives.

The NPPF requires Local Authorities to accept the need for an increased amount of renewable energy technology and therefore, the need for renewable energy technology is not disputed. The NPPF provides clear guidance on renewable energy developments. It states that one of the core principles of planning is to support the transition to a low carbon future in a changing climate.

However, as noted elsewhere in this report, the NPPF recognises the conflict of delivery of renewable energy and protecting Green Belt. In terms of renewable energy, the proposed solar photovoltaic farm is expected to displace 2,200 tonnes of CO₂/year. As set out in London Plan policy 5.5 on decentralised energy generation, the proposal will contribute to achieving the Mayoral target for 25 percent of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. The proposal will also help deliver London Plan policy 5.7 on increasing renewable energy generation, where the Mayor seeks to increase the proportion of energy generated from renewable sources. However, the NPPF recognises the conflict between delivery renewable energy and protecting Green Belt. The harm of the site's specific location (in this case in the Green Belt) needs to be weighed up against this positive renewable energy contribution.

7.17 Flooding or Drainage Issues

The site is not located in Flood Zones 2 and 3, but the site exceeds 1 hectare in extent. A Flood Risk Assessment (FRA) has been submitted in support of the application. The FRA confirms that the site lies wholly within Flood Zone 1 and that the only flood risks are from ground water and sewer sources. The ground water risk is associated with large water bearing gravel deposits which lie within the southern area of the Borough. These deposits have, however, been quarried from the site.

The Flood and Drainage Officer notes that the Flood Risk Assessment demonstrates that there is sufficient space within the site to control surface water to greenfield run off rates. However it is not demonstrated that the method of control, a swale, which requires excavation, is appropriate, given that the previous use of the site as landfill. No information on ground conditions has been provided. This information, is required in order to ensure any proposed drainage design is suitable.

However, drainage calculations demonstrate that a feasible strategy can be implemented to ensure there are no significant impacts on flood risk. Had the development been acceptable in other respects, it is considered that an appropriately worded condition could be imposed to address flood and drainage related issues. Subject to this condition, it is considered that the risk of flooding on and off site would be minimised. The proposal is therefore considered to accord with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies, Policy 5.12 and 5.13 of the London Plan (2015) and the Technical Note Planning Policy Statement 25.

7.18 Noise or Air Quality Issues

AIR QUALITY

The site lies within an Air Quality Management Area and Local Plan Policy PT1.EM8 requires that an applicant demonstrates its proposal will cause no worsening of air quality. The application includes an Air Quality Assessment which identifies that there is some limited potential for air quality impacts as a result of dust created during the construction phase, which can be minimised by controlled measures. It concludes that impacts from construction activities are not significant.

During the operational phase of the development, traffic exhaust emissions are identified as being the only potential source of air pollution and that impacts from this source are likely to be negligible.

It is considered that the proposal will have no measurable impact on the level of air quality in the area, in view of the short construction phase, combined with measures to control the level of dust created during construction, which could be secured by condition in the event of an approval.

It is noted that in the wider context, the generation of up to 5MW from a non-polluting renewable source, which will reduce CO2 emissions by up to 2,200 tonnes a year, will save thousands of tonnes of pollutants from entering the atmosphere and will thus have a significant beneficial impact upon general air quality.

Notably the Council's Environmental Protection Unit has raised no objections on air quality grounds.

In light of the above mentioned considerations, the development complies with Policy 7.15 of the London Plan and Local Plan Policy PT1.EM9.

NOISE

Saved Policies OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

The main source of noise is likely to be associated with transport movements during the construction phase, which is expected to last approximately 6 to 8 weeks. However, the site access is located away from the nearest residential properties in Harmondsworth Lane. Due to the nature of the proposal, the development will only require a very small number of visits to maintain it, once it becomes operational. As a result, the traffic associated with the proposal will have very little effect on noise levels or traffic levels in the surrounding area. The solar arrays will be fixed (i.e. they will not track the sun) and accordingly, the facility will be silent during the operations phase. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard.

Accordingly, it is not considered that the development would result in a significant increase in noise which could have a detrimental impact on residential amenity, in compliance with relevant policies.

7.19 Comments on Public Consultations

The main issues arising from the public consultation are the loss of high quality agricultural land and the impact of the development on the semi rural character of the Heathrow Villages. These issue have been dealt with in the main body of the 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, including the Greater London Authority. The comments received indicate the that no contributions or planning obligations are required to mitigate the impacts of the development.

7.21 Expediency of enforcement action

There are no enforcement issues associated with 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 proposal does not conform to the types of development allowed by national, London Plan and Local Plan policies and as such the proposal constitutes inappropriate development in the Green Belt, requiring very special circumstances to justify the proposal.

The applicant has submitted that the wider benefits associated with the increased production of energy from renewable sources; harm to the openness of the Green Belt is limited and the impact of the proposed development would be temporary, constitute a very special circumstances argument to justify why normal Green Belt policy should not apply in this case.

Clearly, the proposal will make a significant contribution towards the targets set out in the London Plan and the Council's objective of ensuring that by 2026, the generation of energy from renewable sources is common practice. However, this must be weighed against the drawbacks of the proposed development, in terms of the impact on the Green Belt and the loss of high quality arable agricultural land. No very special circumstances have been provided or are evident, which overcome the presumption against inappropriate development in the Green Belt.

It is considered that the proposed development would impact significantly from the rural character of the landscape. The design and siting of the proposed solar arrays and the associated structures would give the area an industrial appearance and would intrude into the undeveloped landform, resulting in harm to the openness and purposes of the Green Belt at this location. It is considered that the harm identified to the Green Belt adds to the

substantial weight attached to the harm by reason of inappropriateness.

The applicants have also failed to justify the use of 'best and most versatile' agricultural land.

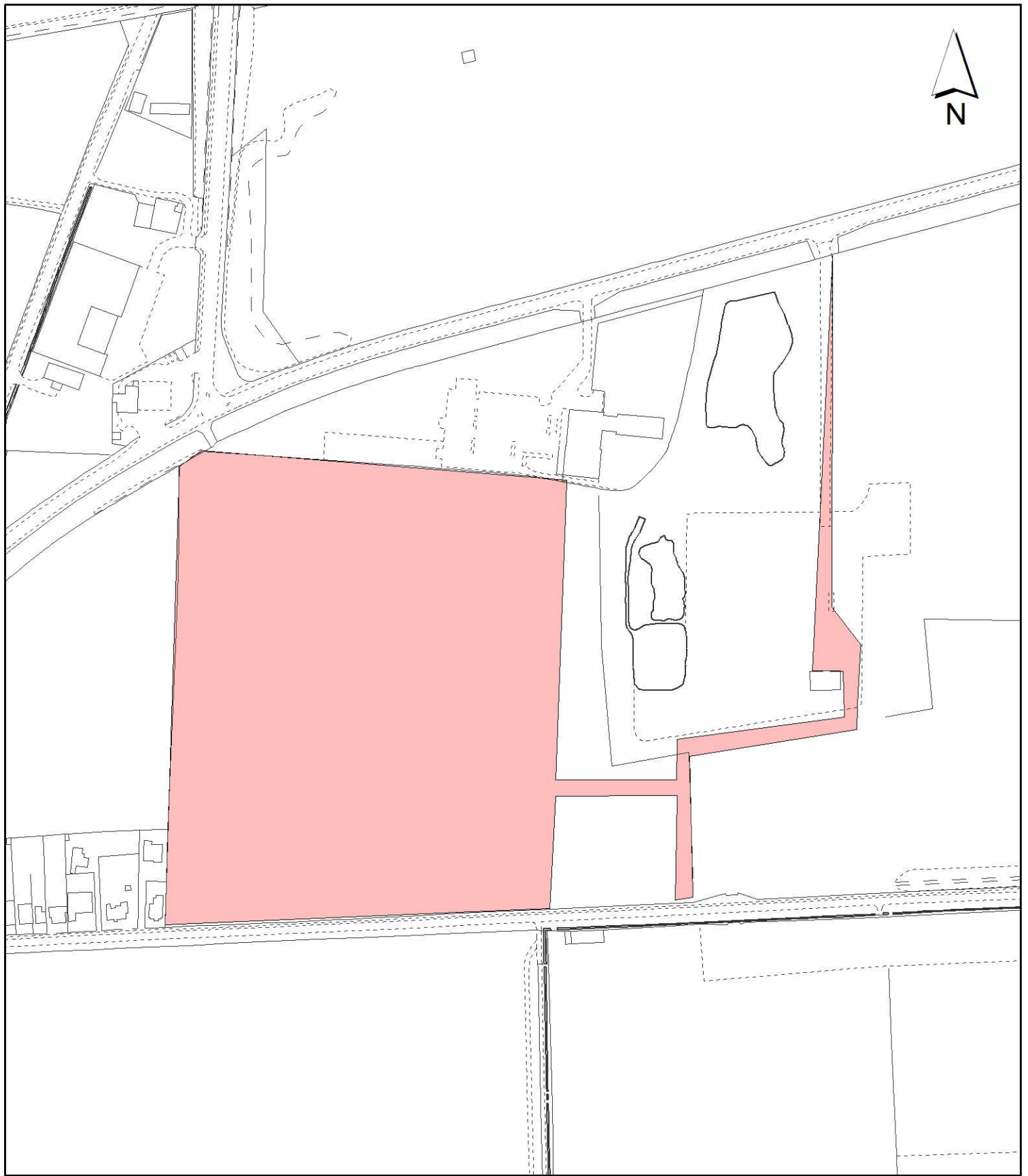
It is therefore recommended that planning permission be refused for these reasons.

11. Reference Documents

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)
London Plan 2015
Planning Practice Guidance for Renewable and Low Carbon Energy (July 2013
Department for Communities and Local Government)
UK Solar PV Strategy Part 1: Roadmap to a Brighter Future (Department of Energy &
Climate Change)
UK Solar PV Strategy Part 2: Delivering a Brighter Future (Department of Energy &
Climate Change)
Hillingdon Local Plan Part 1 Strategic Policies (and associated Evidence Base)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) (and associated
Evidence Base)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Land south Holloway Lane/
 North Harmondsworth Lane
 Holloway Lane
 Harmondsworth**

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

Planning Application Ref:
1354/APP/2015/4607

Scale:
1:3,300

Planning Committee:
Major Page 41

Date:
March 2016



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Report of the Head of Planning, Sport and Green Spaces

Address UNIT 4, 1 UXBRIDGE ROAD HAYES

Development: Change of Use of Unit 4 to Absorbent Hygiene Products (AHP) Recycling Facility

LBH Ref Nos: 1911/APP/2015/3211

Drawing Nos: Sharps Redmore Acoustic Consultants dates 24th August 2015
Planning statement dated August 2015
Odour Management Plan Issue 1 dated 08.02.16
EMS-FR-09 - Odour monitoring form
KNOW01-44461-SET-01 - Site setting and receptors
EMS-OP-01 - Operating Procedures
EMS-OP-03 - Odour Monitoring Procedure
KNOW01/44461/APP/01
KNOW01-44461-LAY-01
KNOW01/44461/LOC/01

Date Plans Received: 24/08/2015 **Date(s) of Amendment(s):** 24/08/2015
Date Application Valid: 26/08/2015 25/08/2015

1. SUMMARY

This application seeks consent for the change of use of Unit 4, approved as part of application 1911/APP/2012/3134, from B1, B2, and B8 to an Absorbent Hygiene Products (AHP) Recycling Facility.

Whilst the principle of using the site for waste development is considered acceptable, there are concerns with regards to the impact of the proposal on the nearby residential occupants and schools to the south and west of the site.

The site is located adjacent to highly sensitive receptors (residential dwellings in Bankside and Cherry Avenue to the east and schools -Blair Peach Primary school and Guru Nanak school to the east and south). The main consideration for a Local Planning Authority in relation to a proposal which could give rise to residual odour and effects, is for them to focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of the processes or emissions, which are subject to approval under pollution control regimes.

The detailed design of the plant for this site has not been included with the application as the applicant has yet to commission a company to design or install the plant or odour control systems. The information received in relation to odour control is generic and illustrative only. In the absence of more precise and detailed systems and details of the processes, it is considered that the scheme has not been accompanied by sufficient evidence to demonstrate that the applicant has taken all reasonable precautions to mitigate against the impacts of odour. The scheme is thereby considered to constitute an unacceptable and inappropriate use of the land that would be potentially detrimental to the amenities of the nearby residential properties, schools and canal users.

The application would be contrary to the requirements of the National Planning Policy for

Waste (2014), National Planning Policy Framework (2012), West London Waste Plan (2015), Institute of Air Quality Management Guidance on the assessment of odour for planning (May 2014) DEFRA Odour Guidance for Local Authorities (March 2010), London Plan (2015) Policy 5.17, EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), OE1 of the Hillingdon Local Plan: Part 2 - Saved Policies, and Council's Supplementary Planning Guidance - Air Quality.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Odour

In the absence of specific details of the machinery/plants, odour control systems, associated maintenance and air quality assessments, the use of this site for the recycling of AHPs is considered an inappropriate and unacceptable use of the land. The Council does not consider that the applicant has submitted sufficient evidence to demonstrate that all reasonable precautions have been taken to mitigate against the impacts of odour and control this at an acceptable level. The scheme is thereby considered to constitute an unacceptable and inappropriate use of the land that would be potentially detrimental to the amenities of the nearby residential properties, schools and canal users.

The scheme therefore fails to comply with the requirements of the National Planning Policy for Waste (2014), National Planning Policy Framework (2012), West London Waste Plan (2015), Institute of Air Quality Management Guidance on the assessment of odour for planning (May 2014) DEFRA Odour Guidance for Local Authorities (March 2010), London Plan (2015) Policy 5.17, EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), OE1 of the Hillingdon Local Plan: Part 2 - Saved Policies and Council's Supplementary Planning Guidance - Air Quality.

2 NON2 Legal agreement

In the absence of a completed Deed of Variation, the development has failed to secure obligations relating to sustainable transport, construction and employment training. Accordingly, the proposal is contrary to policies LE7, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (July 2015) and the NPPF.

INFORMATIVES

1

Any future submission on this site should include precise details of the height and design of the flue to be used with the operation of the site. The Council will consult the relevant aviation authorities on the final flue details when submitted. The applicant should engage with the relevant authorities at the earliest opportunity to ascertain whether there would be any concerns with the final flue design.

2 I52 Compulsory Informative (1)

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

3 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.17	(2015) Waste capacity
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
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 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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

4 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for

development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the south of Uxbridge Road, within the Springfield Road Industrial and Business Area (IBA).

To the immediate north and west of the application site are the other commercial buildings within Springfield Industrial Estate. To the east of the site is the boundary with the London Borough of Ealing Council and residential properties on the opposite side of the Canal in Bankside and Cherry Avenue. Hayes Football Club, Guru Nanak School and Blair Peach Primary School are located to the south of the site. The site is bounded by Yeading Brook to the west and the Grand Union Canal to the east and is located within Flood Zone 2.

Unit 4 is located to the rear of a site, which has been granted planning permission for its redevelopment to provide 4 No. industrial, warehouse, office buildings (Use classes B1, B2 and B8), with access and servicing arrangements, car parking, landscaping and associated works (involving the demolition of the existing buildings).

The majority of the pre-commencement conditions associated with the application for the redevelopment of the site have been discharged, and development is due to commence shortly on the construction of the 4 units.

3.2 Proposed Scheme

This application seeks consent for the change of use of Unit 4 from B1, B2 and B8 to an Absorbent Hygiene Products (AHP) Recycling Facility.

The facility will be specialised for recycling of Absorbent Hygiene Products (AHPs), which includes nappies, incontinence pads and feminine hygiene products. The process produces plastic pellets which are sold as a recycled plastic. The process also produces a fibre, which will be used as a pet litter. The use is considered to be akin to B2 as it will manufacture plastic pellets and pet litter.

The current use of the site has unrestricted operational hours. Occupants of all units can work 24/7. The proposed use will operate within the current permitted hours. Deliveries would typically be during the working day (7am - 5pm), although there may be 2-3 deliveries during the night.

The proposal does not seek to alter the building layout or dimensions, which was granted permission in May 2014. There will be no changes other than the specific use of the building.

In terms of the operation of the plant, the process involved in the recycling of the materials is summarised as follows:

1. The incoming waste is deposited in the building and the AHPs arrive at the site double or triple bagged to avoid leaks, and are removed from the vehicles by hand or mechanically unloaded;

2. As soon as the vehicles arrive in the reception area, they are separated from the treatment area by a floor to ceiling wall. No pre-treatment or bag splitting is proposed and the bags are transferred to the hopper;

3. Once within the hopper, the entire operation is on a continuous process line, with waste being transferred from different technologies using conveyor belts and pipework;

4. The first stage of the process involves shredding the AHPs. Once shredded the waste is separated within a wet pulper. At the pulping stage, the super absorbent polymers are collapsed, rendered inert and the moisture released utilising a specialised patented process. The waste is sterilised using an advanced thermal treatment.

4. Following this, there is a further sort and separation of plastics and fibres, and removal of any contaminants. The plastics continue through a granulation and multi washing stage, before being pelletised. At this stage they are bagged and sent off site for re-use. The pellets can be used as a plastic component or used as composite materials replacing concrete and steel. The applicant would prefer to use this material to manufacture AHP receptacles with a suitable partner which would provide full circle of recycling and re-use.

5. The fibres are washed, dried and processed for use as a pet litter. The pet litter will be bagged on site for immediate distribution to the retail sector. Overall 97% of the product is recycled.

It should be noted that at this stage the precise details of the plant/machinery and odour control systems, and precise methods/locations of extracts to control odour from the reception and treatment part of the building are unknown. These cannot be confirmed until the system is commissioned and designed by the developer.

More detailed information relating to the processes and odour can be found in the Odour Management Plan, which accompanies the application.

3.3 Relevant Planning History

1911/APP/2012/3185 1-3 Uxbridge Road Hayes

Erection of 4 no. industrial, warehouse, office buildings (Use Classes B1, B2 and B8) with access and servicing arrangement, car parking, landscaping and associated works (Involving demolition of existing buildings).

Decision: 09-05-2013 Approved

1911/APP/2014/1188 1-3 Uxbridge Road Hayes

Demolition of warehouse and office buildings (Application for Prior Notification of Demolition)

Decision: 29-04-2014 PRN

Comment on Relevant Planning History

The most relevant planning history for the site is listed above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.17 (2015) Waste capacity
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
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- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- MIN16 Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
- NPPF National Planning Policy Framework
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th October 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

102 local residents were consulted on the application and two responses were received in objection to the application. These objection letters raised the following concerns:

1. Query on how smell will be dealt with;
2. Concerned about the impact on the pupils and staff of Blair Peach Primary School and Guru Nanak;
3. Minet Country Park is likely to be affected in addition to the new housing proposed at Southall Gas Works;
4. Concern that the unit will increase the traffic and result in pollution to the surrounding area.

Two petitions have been received. These are non valid petitions however as they have less than 20 'valid' signatures. Given the location of the site on the boundary with Ealing, most of the petitioners live in the London Borough of Ealing. The concerns raised within both petitions are however relevant to the consideration of this application. The main concerns raised with the scheme are:

5. Concern over smells generated. Aware that the West Bromwich site had many complaints over odour. Given the location near to schools, it is not considered an appropriate place for this type of facility;
6. Concern with regards to vermin and whether any plans to deal with vermin would be detrimental to canal life;
7. The amount of waste to be handled would add to the traffic on an already busy road.

EXTERNAL COMMENTS

Canal and Rivers Trust (summary):

No objections to the principle of the proposal, however they raised the following queries:

Odour: Aware that the process can generate an unpleasant smell, which would have an adverse impact on the enjoyment of the waterway and potentially wildlife, more details are required in respect of odour.

OFFICER COMMENTS: The odour management plan for the site was sent to the Canals and Rivers Trust and no further comments have been received.

Water use and surface water drainage: The development may wish to use the canal water as part of its processes, which may be acceptable. With regards to surface water drainage, any discharge of water to the canal must be consented by the Trust. There is no mention of where the storage tank collecting discharged water will discharge to once full. Need further information on where any overflow will be discharged from.

Lighting: Minimal lighting should be installed near the canal and this should be bat friendly.

Landscaping: Given the proximity to the canal, more landscaping is required to screen the

operations and act as a buffer for noise and odour.

If the Council are minded to grant consent, conditions to secure details of surface water storage and lighting/CCTV are recommended by the Trust.

ENVIRONMENT AGENCY (summary)

The development will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010.

The development is within 100m of residential properties, which could result in the community near the proposed development being exposed to odour, noise and/or dust. The severity of these impacts will depend on the size of the facility, nature of the activities, mitigation measures and/or prevailing weather conditions. Provided the operator can demonstrate that they have taken all reasonable precautions to mitigate against these impacts, the facility and community will co-exist, with some residual impacts. In some cases, these residual impacts may cause local concerns and there are limits to the mitigation that can be applied. Only in very exceptional circumstances would the EA revoke the license.

The site is located in an Air Quality Management Area (AQMA) and it is considered that the development has the potential to contribute to the poor air quality in the area if robust abatement measures and management systems are not implemented.

If permission is granted, conditions ensuring the full enclosure for waste management facilities is recommended as the preferred option to control dust and particulate pollution.

EALING COUNCIL

Sensitive receptors including a primary school, allotment gardens and housing are located in close proximity to the proposal site and in the prevailing wind direction from the site. In addition there is popular amenity space along the Grand Union Canal and users of this would have an expectation of an odour-free trip along this section of the canal. Ealing do not agree with the agents characterisation of the surface water and woodland areas as being of zero sensitivity.

Insufficient detail has been received on the means by which odour mitigation will be achieved and odorous releases in the event of failure of essential plan and equipment, prevented. Ealing's view is that the close proximity of the application site to sensitive receptors, requires a much higher standard of mitigation.

The environmental permitting regime is not capable of ensuring that no odour nuisance can occur. It therefore falls to the local planning authority to assess the overall suitability of the site and its location. Given the possible impact on amenity to sensitive receptors in the London Borough of Ealing, objection is raised to the grant of planning permission.

Internal Consultees

POLICY

The scheme complies with policies 1-3 of the West London Waste Plan (WLWP). With regards to Policy 4 - Ensuring High Quality Development, whilst it has been confirmed that this is non hazardous waste, it is still considered that given the proximity of the two local schools and residential properties, that the scheme could have a detrimental impact on amenity which should be considered by Officers.

HIGHWAYS

No objections to the change of use.

EPU - Noise

The submitted report looks only at noise breakout based on assumptions. The internal reverberant level has been assumed as the plants/equipment to be used are not finalised yet, and specifications of the building fabric are unknown. If the Council are to accept the assumptions, then a condition should be attached to require a post completion assessment to demonstrate that the levels as identified in the submitted noise report can be achieved.

Additional mechanical air conditioning/ventilation is referred to in the report, but no noise data available. There are also no details of how many mechanical plants there are likely to be, where they will be located and whether the plant/s are likely to have distinguishing features.

Access route to the unit will be on the east and facing the receptors. Given the proposed vehicular movement of 90 per day, there is the potential for noise impact which hasn't been assessed. A noise management plan demonstrating how noise from vehicle movements/deliveries will be mitigated should be requested.

OFFICER COMMENT: See section 7.18 of the report for comments on this part.

FLOODWATER MANAGEMENT OFFICER

Recommend that if the conditions imposed previously in relation to SUDs and flood are not discharged, they be imposed on any consent for this building.

AIR QUALITY MANAGEMENT OFFICER

An air quality assessment has not been received for the application. A condition is recommended on any consent to ensure the submission of a low emission strategy.

EPU - Odour

I refer to the above consultation and my previous comments of 10 December 2015. This e mail is to update you on our assessment of the additional information submitted on the 8 February 2016 and an explanatory e mail on the odour control system from the developer's consultant dated 16 February 2016. After our further discussions with the developer we are in a position to better understand the odour control system that is being proposed. Information has been provided in a number of reports and the developer has proposed their own specific Environmental Management System (EMS) for the site.

The odour control system proposed will use two pollution control systems. The first comprises two wet scrubbers (acid and base scrubbers) to take out the odours from the process line particularly ammonia. This involves injecting acid and alkali in the respective scrubbing towers. The second system a likely carbon filter or bio filter will take out residual odours from the general building combined with the residual odour in the scrubber exhaust. It appears that the waste materials after processing will end up as a filter cake that is not odorous. As previously confirmed by the developer's consultant a negative pressure will be created in the building by controlling the ventilation rate to prevent fugitive odours out of openings such as the doors.

However, odour guidance for local authorities from DEFRA suggests that in "practice it is extremely difficult to control all air/odour leakage from building, even with quite high rates of overall room extraction and apparently well sealed building". Odour leakage can occur due to wind "suction" effects and internal thermal buoyancy.

The proposed system is illustrated on the last two pages of the Odour Management Plan drawn up by the consultant. The efficiency of the odour controls is given as 90% and 95% suggesting 5% of odour will not be captured. The type of system proposed is used on sites within the chemical industry and sewage plants. It does address ammonia odour which is the main emission from this plant (faeces and ammonia). Therefore information has been made available on the likely proposed odour control plant type to be used. The detailed design for Hayes and specific example of its use in

the industry are not included with the new submissions.

It is understood stack height cannot be confirmed until the system is commissioned and designed by the developer. The stack represents the final dispersion of any odours that pass through the control system. At present we have confirmation the stack will be no more than 15 metres. However we do not know the likely dispersion as there is no stack height or odour dispersion report.

The odour monitoring procedure and recording form are sufficient to enable the monitoring of the site to be undertaken. The form may require amendment with complaint details, site activity and actions taken if necessary this can be agreed with the Environment Agency. However, in regards to Table 4 in the Odour Management Plan for receptors we think the commercial properties and canal users such as canal boats. should have a higher sensitivity rating due to the proximity of offices and open units.

The above provides increased reassurance that the odours will be controlled however the following points should be considered in assessing the application.

The consultant's e mail of 16 February confirms the improvement over the previous plant in the UK using the North American experience including the addition of Stage 2 Carbon Filtration. Unfortunately the Council has not received an example of the recent success of the odour control technology in an urban environment.

The submitted information on odour control is generic and illustrative only as provided by one of the consultants to the developer. Without the detailed design it is not possible to determine that there will be no complaints in an area which will be sensitive to odour nuisance.

It is confirmed by the developer that a service agreement plan will be implemented when the successful company is selected to install the control equipment. However the full details on the maintenance of the systems will only be clarified once the detailed design is confirmed. Both odour control systems require maintenance and if this is insufficient odours may be dispersed by the stack. Factors to consider for the scrubbers are the pH, retention time in the packed bed, air distribution, biological growth and blocked spray nozzles. carbon filters will also need to be checked, cleaned or replaced on a regular basis. From the diagrams provided there are pH and conductivity meters for the chemical sprays, but overall the maintenance techniques for the equipment are not finalised. Therefore a possibility exists that the system may lead to odours if there are design faults or improper maintenance. This would be a significant risk in such a sensitive area.

The main odour controls will rely on the draft control system illustrated in the Odour Management Plan by Air Technology Systems Ltd, who are a specialist in this type of work. There will be two other companies providing a tender as confirmed by the consultant.

The opening of the main door on the south side at inappropriate times may also contribute to fugitive odours bypassing the odour control system, particularly as the prevalent wind is south westerly.

We would conclude that:

The developer has made a significant efforts to explain their odour control technology and Environmental Management System. The system was not clear in the original application. It appears that the developer is to use an appropriate and well known technology. The two stage system should improve the efficiency of odour control over the previous UK factory. However despite using this technology there still remains the possibility of complaints given the sensitivity of the receptors if there are residual fugitive or chimney odours.

The detailed design is not yet prepared for the specialised odour control plant, and as a

consequence suitable stack dispersion modelling is also not available. This information would have been preferred prior to any planning permission. The grounding of the plume from the stack is a possibility in a sensitive location which cannot be discounted due to the lack of dispersion modelling.

Taking into account the proximity of the residential and other receptors including a school we must advise that there will be a possibility of odour complaints at this location. Although there are technical measures proposed to control odours much will rely on good maintenance of the control equipment and the management of fugitive emissions as well as good chimney dispersion of residual odours.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the redevelopment of the site for B1, B2 and B8 uses was established within application 1911/APP/2012/3185.

National Planning Policy for Waste (2014) aims to achieve sustainable waste management by securing adequate provision of new waste management facilities of the right type, in the right place and at the right time. The Council has adopted its West London Waste Plan (WLWP) (2015) which sets out how it wishes to see waste managed in West London by 2031.

The site is within the Hayes Industrial Area Strategic Industrial Location, as set out in the Boroughs Policies Map. The London Plan recognises that these sites are suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities.

One of the main issues for consideration in establishing the principle of the development is firstly whether the use of this site for waste is acceptable. As required by Policy 5.17 of the London Plan, the WLWP identifies 15.52ha of land within the West London area to meet the pooled apportionment. These include eight existing waste management sites and a further site (Western International Market) put forward as a potential new site for waste management. The application site is not an existing or proposed waste site as identified within the WLWP. Policy WLWP 3 - Location of Waste Development states that waste development on other sites will be supported in principle if the proposals comply with the other WLWP policies and the Boroughs' and the OPDC's adopted development plans, and:

- a. It can be demonstrated that the development cannot be delivered at any available and suitable existing waste management site within the Borough or OPDC area where the development is proposed and at the sites listed in Tables 5-1 and 5-2, and
- b. In the case of facilities proposed for the management of MSW and C&I waste, identified sites in Tables 5-1 and 5-2 have not come forward and it can be demonstrated that there will be a shortfall in the waste management capacity required to meet the Boroughs' joint apportionment target as specified in Policy WLWP 1; and
- c. There is no adverse cumulative effect, when taken together with existing waste management facilities, on the well-being of the local community, including any significant adverse impacts against the WLWP sustainability objectives; and
- d. The proposed site meets the criteria set out in the subsequent WLWP Policies where if applicable.

Written evidence has been provided by the applicant to demonstrate that none of the allocated or existing sites can accommodate the proposal and therefore the scheme meet

the criteria of this policy.

In relation to the provision of new waste management, the expectation is that substantive provision would be made on allocated sites in the first instance. It has been demonstrated in this case that none of the allocated sites would be suitable for the processes. Given such any such application needs to be consistent with the waste hierarchy. The waste hierarchy is pivotal in providing the delivery of sustainable waste management and consists of 5 stages, prevention being the preferred option, then re-use and preparing for re-use, recycling, other recovery and the least preferred option, disposal.

AHPs are currently managed by disposal or other recovery, however the proposed use will recycle 100% of the product, which moves the handling of this specific material up the hierarchy. The London Plan also sets targets for self-sufficiency and managing specific waste streams. Policy 5.16 sets out the target to manage 100% of London's waste within the London by 2026, create positive environment and economic impacts from waste processing and work towards zero biodegradable or recyclable waste to landfill by 2026. The proposed recycling of AHPs will help towards the zero biodegradable waste to landfill target and therefore no objection is raised to the principle of such recycling.

Policy WLWP 1 - Provision of New Waste Management Capacity seeks to ensure that schemes contribute towards the apportionment set in the London Plan. The proposal is compliant with this policy as the requirement is for capacity in the re-use, recycling and other recovery categories. The proposal would also help to meet the London Plan waste apportionment and move waste up the waste hierarchy.

Therefore, it has been established that the principle of using this non allocated site for waste, is acceptable, subject however to compliance with the requirements of the NPPW, WLWP 4 and the Councils adopted policies and guidance on other relevant matters such as amenity, pollution and transport.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

Although likely to be applicable to this application (as the site is less sensitive than many other locations in the Borough), the final height of the flue is an unknown factor. An informative has been added concerning this matter.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

There are no external changes proposed to the building. The design and appearance will be as approved within application 1911/APP/2012/3185.

7.08 Impact on neighbours

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved Policies states that planning permission will not normally be granted for uses that are likely to become detrimental to the character or amenities of surrounding properties or the area generally because of noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development.

The NPPF defines pollution as "Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Residential properties are located approximately 75 metres to the east of the application site and the distance to the boundary with Blair Peach Primary school is only 20 metres. Both are within the main direction of the prevailing wind.

Further detail of the impact of the development on residential amenity is provided within section 7.08 of this report. However to summarise, insufficient evidence has been received with this application to demonstrate that the operation and control of the plant in this location would not give rise to unacceptable levels of odour nuisance to the surrounding occupiers. In the absence of precise odour control measures and maintenance for the site, it is considered that there would be notable changes in the odour composition and these would be noxious given the residential nature of the area, within the prevailing wind direction. The proposed siting of the development be unacceptable to the amenities of nearby occupants and conflict with adopted policies and guidance.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A Transport Assessment was submitted with application 1911/APP/2012/3185 to redevelop the site. There are no conditions restricting vehicle movements and the original scheme required the submission of a Travel Plan, and also for each occupant to provide a Fleet Management Plan.

The site will accept AHPs from a number of sources, including Local Authority Collection and commercial waste collectors that specialise in the collection of AHPs. The main delivery vehicles will be vans and 7.5 tonne vehicles. The products will be exported from the site in a range of LGVs include artics, Rollonoffs and curtain sided trailers. Unit 4 could be occupied by any B1c or B2 business without the need to provide data on vehicle types and movements. The redevelopment has been assessed using a worse case scenario of B1c and B2 occupants, which could generate the highest level of vehicle movements. The proposed vehicle trip generation was anticipated to be 92 and 98 two-way LGVs/HGVs trips in the AM and PM peak periods, respectively.

The proposed operational hours for this site will be within the current permitted hours. However, deliveries will typically be during the hours 07.00 and 17.00, with perhaps 2 or 3 deliveries during the night time period. The applicant has stated that they will support the Travel Plan provided for this site and it is the intention to employ staff from the local area and thus reduce travel times for staff and encourage the use of public transport.

The scheme has been reviewed by the Councils Highways Officer and no objection is raised to the proposed development.

7.11 Urban design, access and security

Given that there are no external changes to the building, there are no urban design issues to consider with this application. Access and security remain as approved within application 1911/APP/2012/3185.

7.12 Disabled access

This remains as approved within application 1911/APP/2012/3185.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

A scheme for hard and soft landscaping and the impact of the redevelopment of the site on the local ecology was considered as part of application 1911/APP/2012/3185. A number of conditions were imposed to secure the enhancement and preservation of both Yeading Brook and the Grand Union Canal. Further landscaping conditions were added to this consent to ensure that a suitable scheme for soft and hard landscaping was implemented on the site.

This application does not seek to alter the landscaping proposals approved as part of the original redevelopment application and no objection is raised in this respect.

7.15 Sustainable waste management

The proposal is compliant with Policy WLWP1 and London Plan as the proposal is for capacity in the re-use, recycling and other recovery categories. The proposal would also help to meet the London Plan waste apportionment and move waste up the waste hierarchy.

7.16 Renewable energy / Sustainability

The original application (1911/APP/2012/3185) was supported by an Energy and Sustainability Statement, which advised that range of passive and active energy efficiency measures would be employed on the development.

Following this consent, a proposal for carbon reduction has been approved for the entire site, which explains how the required 25% reduction in carbon emissions has been achieved. For each of the units, it is proposed to incorporate enhanced fabric insulation, reduced air permeability rates and increased luminous efficient lighting in addition to solar collectors for hot water and photovoltaic panels for electricity generation. As no alterations are proposed within this application to the consented building, it is considered that the application would comply with the energy requirements of the both the Councils adopted policies and the London Plan.

7.17 Flooding or Drainage Issues

The WLWP sets out the requirement to provide a high quality development and states that all waste development proposals should ensure that there will be no impact on the quality of surface groundwater (i) and that there will be no increased flood risk either to the immediate area or indirectly elsewhere (j). Further the NPPW requires the consideration of the proximity of vulnerable surface and groundwater, and supports development that would not have a significant impact on surface or groundwater.

The planning application for the redevelopment included a detailed Flood Risk Assessment which provided surface water storage on site of a minimum 262l/s. This represents 50% of the existing run-off from the site and was therefore considered to be in accordance with the London Plan. The proposal does not alter the drainage for this site and proposes to investigate using this stored surface water within the process. The SUDs condition on the previous consent has already been discharged for the whole site, and the applicants have confirmed that no other alterations are proposed to the surface water drainage.

7.18 Noise or Air Quality Issues

The National Planning Policy for Waste states that local authorities must consider the impact of proposals for waste development on the local environment and on amenity against a number of locational criteria which include potential odours, air emissions, noise and potential land use conflict. It highlights that consideration should be given to the proximity of sensitive receptors and the extent to which adverse odour can be controlled

through the use of appropriate and well maintained and managed equipment.

The National Planning Policy Framework (NPPF) states at paragraph 120 that "to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution should be taken into account". The NPPF defines pollution as being "anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including...gases, dust, steam, odour, noise...".

It is noted that some activities such as the one proposed, operates under an Environmental Permit, whereby ongoing pollution control of many of the operations will be regulated by the Environment Agency. National Planning guidance requires that the Planning Authority works on the assumption that such pollution control regimes will operate effectively; however, even with these in place, there may often be some residual effects that would make a development an unsuitable use of its land at its proposed location (IAQM Guidance, 2014).

The important consideration for the Local Planning Authority in relation to a proposal which could give rise to residual odour and effects, is for them to focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of the processes or emissions, which are subject to approval under pollution control regimes (paragraph 122 of the NPPF).

WLWP Policy 4 seeks to ensure that development proposals demonstrate for both the construction and operational phases of the development that:

"a) Development will be permitted only where it can be shown that unacceptable impact to local amenity will not arise from the construction and operation of a facility;

b) Adequate means of controlling noise, vibration, dust, litter, odours, air and water borne contaminants and other emissions are incorporated into the scheme;

c) The development is of a scale, form and character appropriate to its location and incorporates a high quality of design...".

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved Policies states that planning permission will not normally be granted for uses that are likely to become detrimental to the character or amenities of surrounding properties or the area generally because of noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development.

The site is located on the edge of Springfield Road IBA. To the east of the site are residential properties on Bankside, Cherry Avenue and Blair Peach Primary School (within the London Borough of Ealing). To the south and west of the site are football grounds and Guru Nanak school. The remaining area to the north and west forms are the other commercial premises within the Industrial Area.

The scheme has been accompanied by a planning statement and Odour Management Plan (OMP), which broadly sets out the systems and processes involved and odour management control. The detailed design of the plant for this site has not been included

within this submission as the applicants have yet to commission a company to design or install the plant and control systems. There are some concerns with the lack of precise information received to explain the detailed operation of the site, and the following paragraphs will elaborate on the concerns.

The submitted information on odour control is generic and illustrative only, and in the absence of the detailed design of the plant and control systems, it is not possible for Officers to determine whether there will be no adverse impact as a result of odours. There are certain concerns even with the draft design that has been proposed. For example, the applicants propose to use a negative pressure within the building by controlling the ventilation rate to prevent fugitive odours out of openings such as the doors. However, Odour Guidance for Local Authorities from DEFRA suggests that in "practice it is extremely difficult to control all air/odour leakage from building, even with quite high rates of overall room extraction and apparently well sealed building". Odour leakage can occur due to wind "suction" effects and internal thermal buoyancy.

One of the main concerns of Officers, is that with whatever system is proposed, fugitive odours would be able to bypass any odour control system in place. Given the potentially noxious nature of the odours, south westerly prevailing wind, and proximity to residential dwellings, this would be significantly harmful to the amenities of the adjacent residential occupants, schools and canal users.

No information has also been received in relation to the servicing and maintenance of any of the systems proposed for the site. As the applicant has yet to choose a company to install and design the control technology, the full details of the maintenance can only be clarified, once the detailed design is confirmed. Both odour control systems require maintenance and if this is insufficient odours may be dispersed by the stack. Therefore a possibility exists that the system may lead to odours if there are design faults or improper maintenance. The site is located adjacent to highly sensitive receptors (residential dwellings and schools), as defined by the IAQM Guidance, and as the prevalent wind is south westerly, the siting of the development could give rise to unacceptable levels of odour exposure to these receptors.

As referred to briefly in the previous paragraph, a stack is required to extend from the building, in order to disperse odours. Until the system is commissioned and designed by the developer, the precise height or detail of this stack cannot be provided to the Council. At present it has been suggested that the stack will be no more than 15 metres, however this could alter depending on the final detailed design. Also the Council do not know the likely dispersion from this, as there is definitive stack height or odour dispersion report.

The DEFRA Odour Guidance for Local Authorities states that "where the generation of odours from the development can be readily anticipated, the local authority should expect to be provided with objective evidence that demonstrates that odour emissions will be adequately controlled to prevent any significant loss of amenity to neighbouring sensitive land users. This is important not least because possible odour mitigation measures could in themselves have land use and amenity implications".

The DEFRA guidance is particularly relevant to the consideration of this application, as the main concerns in relation to the lack of information relating to the stack height, are that there is no reassurance to Officers that the stack at the height suggested will ensure that odours are adequately controlled/dispersed.

The addition of the stack on the building, has not been included in the elevation proposals for consideration. This addition was something referred to following detailed discussions with the applicant and Council. The site is located in close proximity to Heathrow and residential properties and there are concerns with the visual impact and impact on airport safety. The site is located within the airports height restriction area, where any development over 15 metres, requires consultation with BAA and NATs. Without specific details submitted for Officers to ascertain whether such a stack would be suitable to allow for odour dispersion, and allow consultation with the relevant bodies, it is unclear whether such odour control would be agreeable in principle, and not conflict with the operation/safety of Heathrow and associated land users.

Whilst it is not for the Local Planning Authority to determine whether the pollution controls will work effectively, pollution controls need to be considered as an integral part of the planning process. The concerns with the submissions, is that the documents submitted contain insufficient detail and only present a draft format for odour control, which the Council has been unable to establish, would be suitable. The close proximity of the site to highly sensitive receptors requires a much higher standard of mitigation to be provided than might be acceptable at locations where a significant buffer zone exists, as there are not any examples of successful odour control technology in an urban environment.

In the absence of specific details of the machinery/plants, odour control systems, and associated maintenance, the use of this site for the recycling of AHPs is considered an inappropriate and unacceptable use of the land. The Council does not consider that the applicant has demonstrated that they would be able to control odour emissions at an acceptable level. As a result, there would be notable changes in the odour composition and these would be noxious given the residential nature of the area, within the prevailing wind direction.

Air Quality:

The application has been reviewed by the Councils Air Quality Management Officer. No air quality assessment was received with the application and the Officer has been unable to fully assess the air quality implications of the scheme.

Noise:

A noise report has been submitted with the application, however this looks only at noise breakout based on assumptions. The internal reverberant level has been assumed as the plants/equipment to be used are not finalised yet, and specifications of the building fabric are unknown. In the absence of the detailed design of the building, plants and equipment, the scheme fails to demonstrate that the levels as identified in the submitted noise report can be achieved.

Additional mechanical air conditioning/ventilation is referred to in the report, however, no noise data has been submitted within the application. There are also no details of how many mechanical plants there are likely to be located and their detailed design.

It should be noted that the site has consent for a B1, B2, B8 use, and as part of application 1911/APP/2012/3185, a noise assessment was submitted that took a worst case scenario, with all four units being used 24 hours a day, 7 days a week and all HGVs having refrigeration equipment. Mitigation was recommended as part of this application and secured by conditions (conditions 15 and 30 specifically required the submission of noise reports for machinery and plants). Given the previous consent was based on a worst case scenario, it is not considered that this scheme would exceed the levels previously

considered. Had the scheme been found acceptable in all other respects, conditions would have been added to ensure that a noise report was submitted to the council for approval to confirm that the relevant levels were achieved.

7.19 Comments on Public Consultations

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

7.20 Planning obligations

Policy LE7 of the Council's Hillingdon Local Plan - Part 2 UDP Saved Policies states that: 'The Local Planning Authority will, where appropriate, seek to ensure that development proposals for industrial, warehousing and business uses provide planning benefits related to the scale and type of the development.'

The application for the redevelopment of the site (1911/APP/2012/3185) was granted subject to a S106 agreement to secure planning obligations to mitigate the impact of the development. These included a 10 Year Green Travel Plan and a Delivery and Servicing Plan, construction and employment training and a project management and monitoring fee.

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 would be required with any development on this site to ensure that the obligations agreed with the original scheme were applicable to this application.

No deed of variation has been received pursuant to this application and in the absence of such, the development has failed to secure obligations relating to sustainable transport, construction and employment training. Accordingly, the proposal is contrary to policies LE7, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (July 2015) and the NPPF.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

There are no other issues for consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

Whilst the principle of using the site for waste development is considered acceptable, there are concerns with regards to the impact of the proposal on the nearby residential occupants and schools to the south and west of the site.

The site is located adjacent to highly sensitive receptors (residential dwellings in Bankside and Cherry Avenue to the east and schools -Blair Peach Primary school and Guru Nanak school to the east and south). The main consideration for a Local Planning Authority in relation to a proposal which could give rise to residual odour and effects, is for them to focus on whether the development itself is an acceptable use of the land, and the impact of

the use, rather than the control of the processes or emissions, which are subject to approval under pollution control regimes.

The detailed design of the plant for this site has not been included with the application as the applicant has yet to commission a company to design or install the plant or odour control systems. The information received in relation to odour control is generic and illustrative only. In the absence of more precise and detailed systems and details of the processes, it is considered that the scheme has not been accompanied by sufficient evidence to demonstrate that the applicant has taken all reasonable precautions to mitigate against the impacts of odour. The scheme is thereby considered to constitute an unacceptable and inappropriate use of the land that would be potentially detrimental to the amenities of the nearby residential properties, schools and canal users.

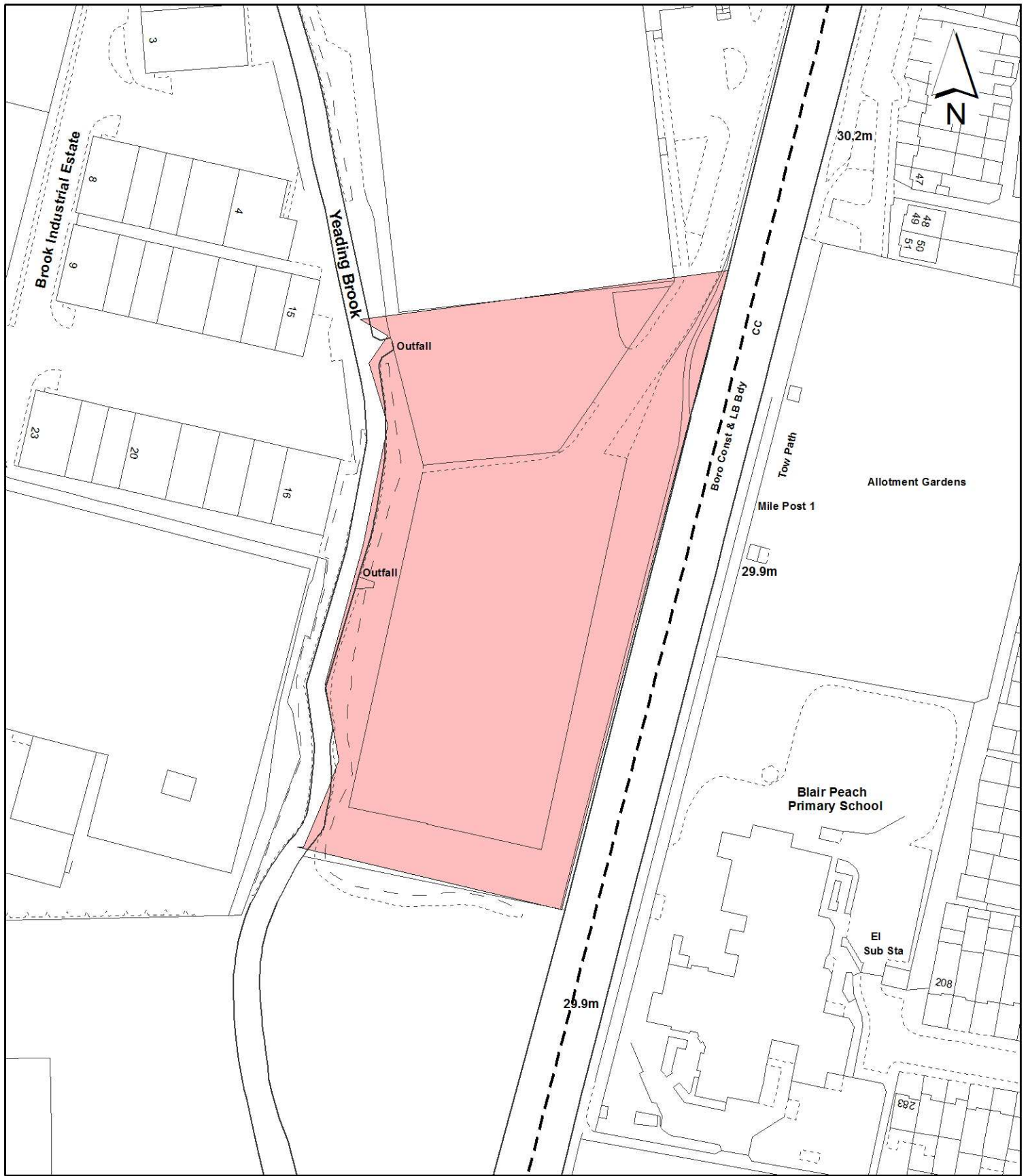
The application would be contrary to the requirements of the National Planning Policy for Waste (2014), National Planning Policy Framework (2012), West London Waste Plan (2015), Institute of Air Quality Management Guidance on the assessment of odour for planning (May 2014) DEFRA Odour Guidance for Local Authorities (March 2010), London Plan (2015) Policy 5.17, EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), OE1 of the Hillingdon Local Plan: Part 2 - Saved Policies, and Council's Supplementary Planning Guidance - Air Quality.

11. Reference Documents

National Planning Policy for Waste (2014)
National Planning Policy Framework (2012)
West London Waste Plan (2015)
Institute of Air Quality Management Guidance on the assessment of odour for planning (May 2014)
Odour Guidance for Local Authorities (March 2010)
London Plan (2015)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations

Contact Officer: Charlotte Goff

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Notes:

 Site boundary

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Site Address:

**Unit 4
 1 Uxbridge Road
 Hayes**

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

Planning Application Ref:
1911/APP/2015/3211

Scale:
1:1,250

Planning Committee:
Major Page 63

Date:
March 2016



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Report of the Head of Planning, Sport and Green Spaces

Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON

Development: The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping.

LBH Ref Nos: 829/APP/2015/4725

Drawing Nos: A101 Rev C
A102 Rev B
A103 Rev A
A106 Rev C
A107 Rev C
A110 Rev D
A111 Rev D
A112 Rev D
A113 Rev C
2346_Site_R0_Mode
408-A3-1000 Block and Location Plan
Design Statement
A114 Rev D
Site Topo and Tree Survey
A100 Rev B

Date Plans Received: 23/12/2015

Date(s) of Amendment(s):

Date Application Valid: 23/12/2015

1. SUMMARY

Planning permission is sought for the erection of a 6 storey, 90 room hotel building with a basement car park on the vacant Royal British Legion Club site, involving demolition of the existing club building. At basement and ground level there would be associated parking, a breakfast area, bar and landscaping.

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

Recently, a similar proposal under planning application (ref:829/APP/2014/4252) sought permission for redevelopment of the site to accommodate a 7 storey 91 room hotel with a basement level and associated parking and landscaping. This application was refused due its appearance and in particular, its excessive height, which was considered detrimental to the visual amenity of the area.

This current application seeks to address this reason for refusal by primarily removing a storey from the proposed building, which reduces its height by 3.5m (from 24.5m to 21m). In addition, the revised monochrome colour pallet of the new building is considered more sympathetic to the setting. These changes are considered to address the previous reason

for refusal with regards to the developments impact on the visual amenity of the area. The proposed height of the building, now at 6 storeys, and its design, would be considered in keeping with the character and appearance of the area and the building would sit comfortably within the streetscene, particularly given its context and the height of the neighbouring properties. The development would not detrimentally impact the openness of the greenbelt or adversely affect the setting of the listed building nearby.

Given the site context, the scheme raises no adverse amenity issues to residential neighbours nor would the new buildings massing and outlook prejudice existing hotel development on the adjacent site.

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

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

2. RECOMMENDATION

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

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

- 1. To secure all necessary highway works**
- 2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.**
- 2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).**
- 3. Hospitality Training contributions or an in-kind scheme**
- 4. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.**
- 5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

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

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

D) If the Legal Agreement/s have not been finalised by the 3/6/16 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated

authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

408 - A101 Rev C Proposed Ground Floor Plan

408 - A102 Rev B Proposed First Floor Plan

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

408 - A106 Rev C Proposed Fifth Floor Plan

408 - A107 Rev C Proposed Sixth Floor Plan

408 - A110 Rev D Proposed North Elevation

408 - A111 Rev D Proposed South Elevation

408 - A112 Rev D Proposed West Elevation

408 - A113 Rev C Proposed Section 1

408 - A114 Rev D Proposed 3D Views

408 - A100 Rev B Proposed Basement Plan

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

REASON

To ensure the development complies with the provisions in the 'saved' Unitary Development Plan policies (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 have been completed in accordance with the specified supporting plans and/or documents:

Drainage Strategy Ref: 408

Bird Hazardous Management Plan Ref: 408

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

REASON

To ensure that the development complies with the objectives of the 'saved' Unitary Development Plan policies (2012).

4 COM15 Sustainable Water Management

Prior to commencement of the development, 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 the SUDS Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with policy OE8 of the Unitary Development Plan (2012) and policy 5.12 of the London Plan (2015).

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been

submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation near the site 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 no materials or waste shall be burnt 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 'saved' policy BE38 of the Unitary Development Plan (2012).

6 COM9 Landscaping

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including demonstration that 10 of the parking spaces are served by electrical charging points - 5 active and 5 passive).
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Provision of CCTV and secure entrance arrangements to the basement car parking.
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and in pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 ensure the development provides a safe and secure environment in accordance and with 'saved' policies BE13, BE38 and AM14 of the Unitary Development Plan (2012) and policies 5.11 (living walls and roofs), 5.17 (refuse storage), 7.1 (lifetime neighbourhoods), and 7.3 (designing out crime) of the London Plan (FALP 2015).

7 NONSC Air Quality

Prior to commencement of the development, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address;

- 1) The fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.
- 2) The supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority.

- 3) A clear and effective strategy to encourage staff to a) use public transport; b) cycle / walk to work where practicable; c) enter car share schemes; d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The Mayor's 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on measures to encourage the uptake of low emission vehicles (February 2009); and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies (June 2008).

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 and paragraph 124 of the National Planning Policy Framework (2012).

8 NONSC Noise Mitigation

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road or air traffic noise in accordance with 'saved' policy OE5 of the Unitary Development Plan (2012).

9 NONSC Detailed energy assessment

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO₂); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

REASON

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

10 NONSC Living walls/roofs

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

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan (FALP 2015).

11 NONSC Ingress of polluted air

Prior to commencement of the development, a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NO_x/NO₂ from outdoor ambient air and secure indoor NO₂ levels below 40ug/m³ shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences, and be thereafter maintained in perpetuity.

REASON

To safeguard the amenity of future users of the development in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012) and paragraph 124 of the National Planning Policy Framework (2012).

12 NONSC Contaminated land

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

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
 - (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
 - (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
 - (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with 'saved' policy OE11 of the Unitary Development Plan (2012).

13 NONSC Details of clean energy provision

Prior to commencement of the development, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. Thereafter the scheme should be implemented prior to occupation and maintained in perpetuity.

REASON:

To safeguard the amenity of neighbouring properties in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

14 COM29 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with 'saved' policies BE13 and OE1 of the Unitary Development Plan (2012) and to protect the ecological value of the area in accordance with policy EC3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012).

15 COM31 **Secured by Design**

Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

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 (FALP 2015).

16 COM7 **Materials & Fenestration Detailing**

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor and of the external fins and louvres have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with 'saved' policy BE13 of the Unitary Development Plan (2012).

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

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

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

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

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with 'saved' policy R16 of the Unitary Development Plan (2012) and policies 3.1, 3.8, and 7.2 of the London Plan (FALP 2015).

18 NONSC **People with Disabilities**

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

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with

enclosing walls capable of supporting adaptations, e.g. handrails);
iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with 'saved' policy AM13 of the Unitary Development Plan (2012) and policies 3.1, 3.8 and 7.2 of the London Plan (FALP 2015).

19 NONSC Car parking use only for duration of guests staying at hotel

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

REASON

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

20 COM20 Air extraction system noise and odour

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

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

21 NONSC Archaeology

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

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

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

REASON

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with 'saved' policy BE3 of the Unitary Development Plan (2012) and policies 7.8 and 7.9 of the London Plan (FALP 2015).

INFORMATIVES

1 I28 Food Hygiene

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

2 I3 Building Regulations - Demolition and Building Works

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

3 I23 Works affecting the Public Highway - Vehicle Crossover

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

4 I23B Heavy Duty Vehicle Crossover

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

5 I24 Works affecting the Public Highway - General

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

6 I43 Keeping Highways and Pavements free from mud etc

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

7

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

8 I60 **Cranes**

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

9 I52 **Compulsory Informative (1)**

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

10 I53 **Compulsory Informative (2)**

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

- | | |
|------|--|
| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport |
| A5 | New development at airports - incorporation of ancillary retail and leisure facilities and other services |
| A6 | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |
| A7 | Developments likely to increase helicopter activity |
| 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 |
| AM12 | Promotion of traffic management measures which give priority to buses |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street |

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport

LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 4.1	(2015) Developing London's economy
LPP 4.10	(2015) New and Emerging Economic Sectors
LPP 4.12	(2015) Improving opportunities for all
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.16	(2015) Waste self-sufficiency
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 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
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 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 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment

NPPF4	NPPF - Promoting sustainable transport
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
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

11

The proposed facility would be the subject of the Equality Act 2010. The applicant is advised to take the following into consideration with regard to this application:

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

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

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

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

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

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

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

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

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

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

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

12

The written scheme of investigation required by condition 21 will need to be prepared and implemented by a suitably qualified archaeological practice in accordance GLAAS guidelines. It must be approved by the planning authority before any on-site development related activity occurs. It is recommended that the archaeological fieldwork should comprise of the following:

Excavation

That part of the site which lies outside the existing building should be stripped under archaeological supervision to reveal the significant archaeological horizon and features then planned and sampled in accordance with the strategy adopted at Sipson Quarry.

Ideally the results would be published alongside those from the quarry.

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

13

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

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

www.hillingdon.gov.uk/index.jsp?articleid=24738

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

14

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

3. CONSIDERATIONS

3.1 Site and Locality

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

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These buildings are generally between 4 - 6 storeys high.

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

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

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

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

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

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

3.2 Proposed Scheme

The proposed scheme involves the demolition of the former Royal British Legion club house and the erection of a 6 storey 90 bedroom hotel development, with a basement car park accommodating 23 parking spaces including 3 disabled spaces, set beneath the hotel. The proposed hotel is targeted at the budget end of the hotel market and would primarily serve guests using Heathrow Airport. 8 of the guest bedrooms are designed to accommodate wheelchair users.

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

The ground floor would have a reception area, a hotel lobby, a luggage room, sets of toilets, 2 public lifts, a stair core, a breakfast area and bar, a kitchen, an under-croft service yard, and bin store.

The basement would be accessed by a vehicle ramp of a maximum gradient of 1:12 set immediately to the east of the new building. The basement would provide 22 car parking spaces including 3 blue badge bays, and secure bike stands (that would be protected by

CCTV) for 12 bicycles.

The second, third and fourth floors would typically accommodate 21 rooms each, whilst the first and fifth floors would accommodate 13 and 14 rooms respectively.

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

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

23 car parking spaces in total are provided, which equates to a car park ratio of 3.9 rooms per space, which is line with the other hotel developments in the area.

3.3 Relevant Planning History

829/APP/2014/4252 Former Royal British Legion Club Sipson Road West Drayton

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

Decision: 18-11-2015 Refused

Comment on Relevant Planning History

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

A subsequent planning application (ref:829/APP/2014/4252) sought permission for the redevelopment of the site to accommodate a 7 storey 91 room hotel with a basement level and associated parking and landscaping. This application was refused at planning committee on the 18th November 2015 for the following;

'The proposed development by reason of its appearance and particularly its excessive height would be out of character with, and detrimental to the visual amenity of, the surrounding area including the neighbouring Green Belt contrary to Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies, Policies OL5 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.4 of the London Plan (March 2015).'

The current application comprises a scheme that seeks to address this reason for refusal by primarily removing a storey from the proposed building, which reduces its height by 3.5m (from 24.5m to 21m). Full consideration of the changes and the merits of the proposed scheme are considered in greater detail below.

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:

Part 2 Policies:

- A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
- A4 New development directly related to Heathrow Airport
- A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- A7 Developments likely to increase helicopter activity
- 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
- AM12 Promotion of traffic management measures which give priority to buses
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM6 Measures to discourage the use of Local Distributor and Access Roads by through traffic
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE16 New development on the northern frontage of the A4 (Bath Road)
- BE17 Design and layout of new development at Heathrow Airport
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE6	New development within Gate Hill Farm and Copsewood Estates areas of special local character
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 4.1	(2015) Developing London's economy
LPP 4.10	(2015) New and Emerging Economic Sectors
LPP 4.12	(2015) Improving opportunities for all
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.16	(2015) Waste self-sufficiency
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 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies

LPP 5.9	(2015) Overheating and cooling
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 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 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
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
R16	Accessibility for elderly people, people with disabilities, women and children
R8	Loss of facilities which support arts, cultural and entertainment activities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and

parking requirements

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **18th February 2016**

5.2 Site Notice Expiry Date:- **18th February 2016**

6. Consultations

External Consultees

Site Notice has been erected at the site and a press advertisement has also been published.

Neighbouring households, amenity groups, and local businesses were notified of the proposal on 26th January 2016. The consultation period expired on 24th February 2016.

One letter of objection has been received setting out the following comments:

- size and purpose of this proposed hotel is inappropriate for the site and our village;
- use of the site as a hotel offers no value to the local community and results in the loss of community facility;
- increased traffic problems/vehicle movements;
- no need for a further hotel.

These matters are addressed in full in the committee report.

DESIGNING OUT CRIME OFFICER (DOCO)

Comments (summary): No objection.

Officer's response: Noted.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Comments (summary): No objection.

Subject to a condition being imposed to require an investigation to be undertaken to advance understanding of the site from an archaeological interest perspective.

HEATHROW AIRPORT LTD.

Comments (summary): No objection.

Subject to compliance with the submitted bird hazard management plan and an informative on cranes.

Officer's response: Noted.

NATS SAFEGUARDING

Comments (summary): No objection.

Officer's response: Noted.

Internal Consultees

ACCESS OFFICER

Comments (summary): No objection

Subject to condition to secure appropriate access to the building for people with disabilities and to secure accessible bedrooms.

Officer's response: Noted. The suggested conditions will be imposed should the application be granted.

CONSERVATION AND URBAN DESIGN OFFICER

Comments (summary): No objection

The building to be demolished is of little architectural or historic interest and the reduced height and revised monochrome colour pallet of the new building are considered to be a significant improvement on the previously submitted (refused) scheme.

The development would not detrimentally impact the openness of the greenbelt or adversely affect the setting of the listed building nearby.

Officer's response: Noted.

ENVIRONMENTAL PROTECTION UNIT

Noise

Comments (summary): No objection.

Subject to a condition to obtain a scheme for mitigating against road and aviation noise.

Officer's response: Noted. The condition shall be imposed should planning permission be given.

Air Quality

Comments (summary): No objection.

Subject to conditions to require the submission of a low emission strategy and mechanical ventilation scheme for the development in order to protect future users of the development and occupiers/users of neighbouring properties from poor air quality.

Officer's response: Noted. The conditions recommended will be imposed if planning permission is given.

Contamination

Comments (summary): No objection.

Subject to conditions to obtain a scheme to deal with contamination and to require testing of imported soil 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.

Officer's response: Noted. The conditions recommended will be imposed if planning permission is given.

HIGHWAYS

Comments (summary): No objection.

Subject to a Car Parking Management Strategy; a Travel Plan; Construction and Logistics plan; and a Service and Delivery Plan shall be secured by legal agreement/condition.

Officer's response: Noted. The above will be secured by condition/legal agreement should the application be approved.

TREE AND LANDSCAPE OFFICER

Comments (summary): No objection

Subject to conditions to safeguard nearby trees and to require the submission of a landscape scheme to preserve and enhance the character and local distinctiveness of the surrounding natural environment.

Officer's response: Noted and the recommended conditions will be imposed should planning permission be given.

WASTE MANAGEMENT OFFICER

Comments (summary): No objection

Officer's response: noted.

CIL/S106 OFFICER

Comments (summary): No objection

Subject to appropriate Head of Terms.

Officer's response: Noted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of a hotel use on this site has been established by virtue of the previously approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618). The current scheme is for a larger development for a 90 room hotel.

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states that proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered.

The existing premises on site has been vacant for more than three years, with evidence provided in support of earlier applications that the site has been actively marketed for over

12 months. The details provided of marketing show there had been significant interest in the site but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.

Based on the combination of both the marketing evidence provided; the distance of the site from a main residential catchments area; and given the poor state of repair of the building, it is not considered on balance there is robust sustainable development reasons to resist the change of use (from D1 use to C1) as assessed against policy 3.6 of the London Plan (FALP 2015).

'Saved' policy T4 of the Unitary Development Plan (2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; and
- (ii) The development is located near or on a primary or secondary road or rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and
- (iv) Parking to standards adopted by the local planning authority can be met within the curtilage of the site.
- (v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

In light of the sites location and the adequate car parking provision (refer to section 7.10 of this report), the scheme is considered acceptable, in accordance with policy T4.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver an estimated 20 full time equivalent jobs on site (plus additional job creation in off site hotel servicing roles) and it secures the regeneration of a site that presently is unused and does not presently positively contribute to the street scene with little prospect that the existing building being brought back to active use.

Accordingly, there is no objection to the principle of change of use from D1 use to C1 use from a policy perspective, in accordance with policy 3.6 of the London Plan (FALP) and policy T4 of the saved UDP (2012).

7.02 Density of the proposed development

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

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

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

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

The nearest listed building is the Grade II Listed Sipson House, which currently accommodates Littlebrook Day Nursery and is situated approximately 123m to the east of

the site. There is also a generous area of soft landscaping and a belt of trees located between the building and the application site. Given the separation distance, the proposal is not considered to adversely affect the setting of the Grade II Listed Building.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria, subject to the submission and approval of a bird hazardous management plan.

7.05 Impact on the green belt

The site is not located within the Green Belt. However the land to the north of the site on the opposite side of Sipson Road is designated Green Belt.

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

Similarly, as the site is not located within the Green Belt 'saved' policies OL1, OL2 and OL4 of the Unitary Development Plan (2012) are not relevant to the assessment of the application.

'Saved' policy OL5 of the Unitary Development Plan (2012) states that the Council will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

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

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

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

The proposed hotel would constitute new development and would be visible from the Green Belt, but having regard to the information provided it is not considered that the proposal would have any detrimental impact on the feeling of openness within the neighbouring Green Belt, nor would it have a negative impact on the visual amenities of the Green Belt. The design changes including the reduction in overall height by 3.5m is considered to significantly reduce the bulk of the building when viewed from the Green Belt and its mono chrome finish is much more sympathetic to the setting.

Accordingly, the scheme is considered to comply with 'saved' policy OL5 of the Unitary Development Plan (2012).

7.06 Environmental Impact

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. Although the proposed use is not residential, the Council's Environmental Protection Unit (EPU) advise adding a condition to ensure that some site investigation is carried out. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure that the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in Hillingdon's Local Plan Parts 1 and 2; the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

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.

The building would be flanked by an existing hotel development of 4 to 6 storey height. In comparison with the previously refused scheme, the proposal would be 3.5m lower (reducing to 21m from 24.5m). This was achieved by removing the sixth floor from the scheme. In addition, the elevation treatment has been changed to make the building more sympathetic to the setting. These changes along with the reduction in height is considered to address the previous reason for refusal with regards to the developments impact on the visual amenity of the area. The proposed height of the building, now at 6 storeys, and its design, would be considered in keeping with the character and appearance of the area and the building would sit comfortably within the streetscene, particularly given its context and the height of the neighbouring properties.

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

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 building is well designed and will make a positive contribution to the location and surrounding area and would not impact the openness of the nearby Green Belt, in accordance with local, regional, and national policy.

7.08 Impact on neighbours

'Saved' policies of the Unitary Development Plan (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.

Given there is no residential development within 100 metres of the site and the nearest residential dwellings lie on the other side of Sipson Road, it is not considered that the scheme would give rise to any detrimental impact to residential neighbours from loss of light, over dominance or loss of privacy.

In addition, as the closest neighbouring properties are hotel developments and the proposed hotel development does not have large internal floor area allocated for conference or banqueting purposes, it is not considered that the scheme would cause any noise disturbance to surrounding properties.

It should be noted that there are no adopted planning standards in respect to potential loss of privacy/overlooking between hotel guest bedrooms.

7.09 Living conditions for future occupiers

As a benchmark, this scheme would comply with the Council's minimum distance to avoid unacceptable overlooking/loss of privacy with no hotel bedrooms in the new development located within a 45 degree radius or being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex. As such the scheme is considered acceptable in this respect.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Paragraph 32 of the National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of the NPPF states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

'Saved' policies AM2 and AM7 of the Unitary Development Plan (2012) are concerned with traffic generation, and access to public transport.

'Saved' policies AM14 and AM15 of the Unitary Development Plan (2012) sets out the standards for on-site parking.

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

The site is surrounded by the large Park Inn Hotel, which has two vehicle accesses from Sipson Road, with one of these entrances approximately 50 metres to the north west of the application site and the other main entrance to the south, approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson

Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which is currently used as a children's day nursery.

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

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road plus a short roadway within the site itself, leading from one highway access point to the other. The 90 rooms would be served by 23 on-site car parking spaces, including 3 disabled car parking bays. 22 of the car parking spaces would be located in the basement which would be served by a pedestrian lift for guests and a vehicle ramp with a maximum gradient of 1:12. The basement would house 12 secure bicycle spaces.

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

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

With regard to the level of car parking provision, the ratio of 1:3.9 spaces per guest room is compatible with other hotel developments approved by the London Borough of Hillingdon in the last 4 years, located nearby and serving Heathrow Airport. Furthermore, the parking provision is consistent with the Council's adopted maximum parking standards. Therefore the scheme is considered to comply with 'saved' policies AM14 and AM15 of the Unitary Development Plan (2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests and the overall layout and raises no objection to the scheme in terms of impact on the existing highway in accordance with the aims of 'saved' policies AM2 and AM7 of the Unitary Development Plan (2012); policy 6.3 of the London Plan (FALP 2015); and the National Planning Policy Framework (2012).

7.11 Urban design, access and security

URBAN DESIGN AND ACCESS

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.

SECURITY

The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and has no objection subject to the imposition of a 'Secure by Design' condition.

7.12 Disabled access

'Saved' policies R16 and AM13 of the Unitary Development Plan (2012) seek to ensure that developments of this type incorporate inclusive design, as do policies 7.1 and 7.2 of the London Plan (FALP 2015). Furthermore, detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel and 60 minute fire refuges on each upper floor.

Subject to an appropriate condition, it is considered that the proposal would provide an inclusive environment for future users in accordance with 'saved' policies R16 and AM13 of the Unitary Development Plan (2012) and policies 7.1 and 7.2 of the London Plan (FALP 2015).

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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

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

Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and further detail on the planting plan, the scheme is considered to provide satisfactory landscape arrangements that comply with local, regional and national planning policy.

ECOLOGY:

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (FALP 2015) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailed within the application documents in respect to trees and shrubs on neighbouring sites, it is not considered that the scheme will have an adverse impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (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 application is accompanied by a Waste Management, Refuse and Recycling Statement. The plans show a dedicated space within the ground floor of the building allocated for storage of waste and recycling and the tracking plans demonstrate that large refuse vehicles can collect waste from the site. The scheme provides space for 30 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for staff members and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement also details a weekly collection early in the morning.

The level of waste and recycling storage provision, its location, and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in policy 5.17 of the London Plan (FALP 2015).

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

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. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit more information will be needed prior to commencement of the development. This additional information can be obtained through a planning condition.

Subject to conditions to secure the installation of measures in accordance with policies 5.3, 5.4, and 5.7 of the London Plan (FALP 2015), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

7.17 Flooding or Drainage Issues

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (FALP 2015) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The site does not fall within a flood zone and no issues relating to flooding have been identified. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

The Council's Flood Management Officer raises no objection to the scheme, subject to the imposition of a condition to secure relevant SUDS and sustainable water management measures.

Subject to condition, 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.

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 Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality.

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

Overall, the development would be considered to comply with 'saved' policy OE5 of the Unitary Development Plan (2012) and policies 7.14 and 7.15 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:

1. Highways: to secure all necessary works
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.

Monetary contributions:

1. 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.
2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL. 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.

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

The Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

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

The general design, size, height and massing of the proposed building is considered to address the previous reason for refusal and would now be acceptable. The scheme would be now compatible with the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land lying opposite.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety, given the sightlines outside the site, the waiting restrictions on the adjacent highway and the limited number of vehicular movements anticipated.

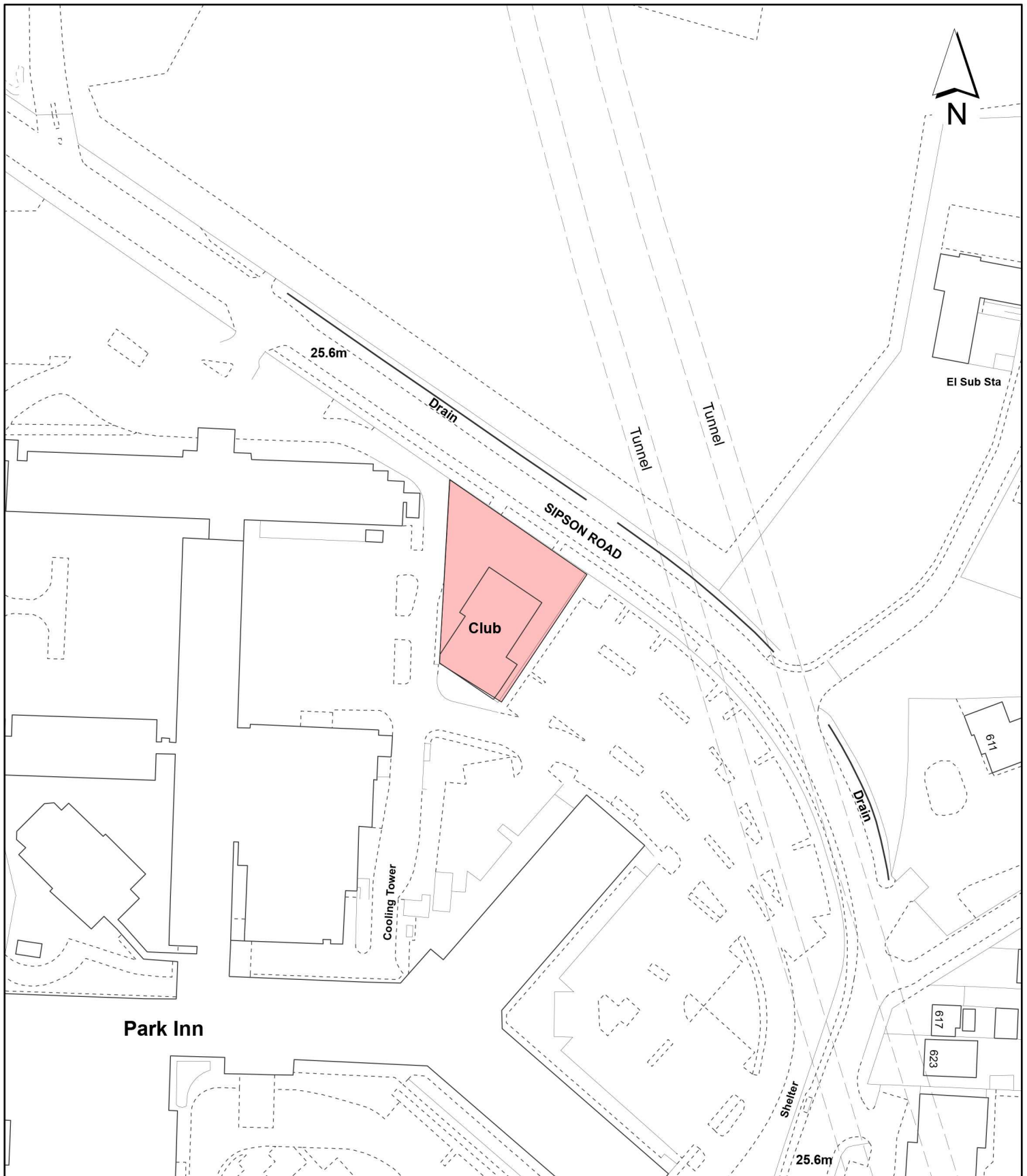
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

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)
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 - 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

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Site Address:

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

**LONDON BOROUGH
 OF HILLINGDON**

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

Planning Application Ref:
829/APP/2015/4725

Scale:
1:1,250

Planning Committee:
Major Page 102

Date:
March 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address TEMPORARY CAR PARK SITE SEALAND ROAD HEATHROW AIRPORT

Development: Erection of multi-deck car park for use by Gate Gourmet and British Airways staff (Outline application with details of access, appearance, layout and scale)

LBH Ref Nos: 65688/APP/2016/94

Drawing Nos: 048-GA-304-C - Ground level
048-GA-301-C - First floor
Design & Access Statement Revision D
Planning Statement - Sealand Road Multi-Deck Employee Car Park
Covering Letter - dated 8.2.2016
048-EL-500-A
048-EL-501-A
048-EX-200
048-GA-100
048-GA-300-C
048-GA-302-A
048-GA-303-A
048-GA-30R
048-SE-400-A.
BA Letter of Intent - 13-11-2015

Date Plans Received: 11/01/2016 **Date(s) of Amendment(s):** 08/02/2016
Date Application Valid: 14/01/2016 11/01/2016

1. SUMMARY

Outline planning permission is sought for the erection of a ground plus 5 level multideck airport car park, comprising a total of 1,022 spaces. The ground floor and part of the first floor of the car park would be for the exclusive use of the adjacent Gate Gourmet flight catering business workers. The upper floors would be used for British Airways Cargo staff parking. All parking spaces within the proposed multi-deck car park are existing surface level parking spaces which would be moved to this multi-deck car park. No new car parking spaces are therefore generated as part of this planning application.

The application is made in outline with all matters included, apart from landscaping.

The applicant refers to exceptional circumstances applying to this particular site, involving a legal requirement to provide a car park for Gate Gourmet workers, which effectively sterilises the considerable development potential of the site. The applicant considers that the provision of a multi-deck car park is the only practical option available in the circumstances to ensure an efficient use of this brownfield airport site.

As the proposed car park would be wholly used by staff working at both the adjoining Gate Gourmet and British Airways sites, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such, Heathrow's car parking cap does not apply. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

The principle of a car park use on the site is considered consistent with Policy A4 (New Development Directly Related to Heathrow Airport) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Subject to conditions, it is considered that that the application has satisfactorily addressed traffic generation, on-site parking and access issues.

It is not considered that the proposal would have a significant impact on air quality so as to raise an objection to the scheme. The proposal does not raise specific amenity or environmental issues and is compatible with airport safeguarding.

The scale and specific design of the proposed building are considered, on balance, acceptable for this location within the Cargo area at Heathrow, which is dominated by large commercial buildings, including the larger British Airways Cargo Centre warehouse and the more recent Heathrow biomass plant.

The proposed development is considered to comply with relevant planning policies and approval is recommended subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

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

2 COM2 Outline Reserved Matters

Details of the landscaping (hereinafter called "the reserved matters" shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details 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 (the species and coverage being acceptable in not attracting birds)

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Car Parking Layouts including demonstration that:

For the employee parking at ground level and part first floor level, 64 of all parking spaces are served by electrical charging points (43 active and 21 passive); 21 disabled parking bays; and 10 motorcycle bays.

For British Airways staff on the upper floors, xx of all parking spaces are served by electrical charging points (xx active and xx passive spaces).

2.c Hard Surfacing Materials

2.d External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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

REASON

(i) To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

(ii) To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to avoid endangering the safe operation of aircraft through the attraction of

birds and provide adequate facilities, in compliance with policies A4, 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).

3 COM27 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, development for each phase of the development hereby approved 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, disability standard spaces, and electric charging bays, loading facilities, closure of existing access and means of surfacing) of that phase have been submitted to and approved in writing by the Local Planning Authority. Each phase of the approved development shall not be occupied until all such works relevant to that phase have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

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

4 OM2 Levels

The total height of the development hereby approved, shall not exceed 37.48 metres AOD

REASON

To avoid endangering the safe operation of aircraft, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM29 No floodlighting

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

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 avoid endangering the safe operation of aircraft, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 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 of 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).

7 NONSC Sustainable parking strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address the following components in detail and with a plan of implementation associated with each of them:

- 1) A strategy to promote, support, and sustain staff's acquisition of low or zero emission vehicles over the course of the lifetime of the car park with the aim of the fleet composition using the car park to be Euro 5/VI or above, or have implemented retrofitting devices that will enable compliance with such Euro standards;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the Local Planning Authority.

- 2) Provision of electric vehicle charging bays in line with the London Plan standards.

- 3) A clear and effective strategy to encourage staff using the car park to:

- a) use public transport;
- b) enter car share schemes;
- c) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

The application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policies 5.2 and 7.14 of the London Plan (2015), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), and London Borough of Hillingdon Air Quality Action Plan 2004.

8 NONSC Design & Construction Method Statement (Cross Rail)

None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,
- (iii) Accommodate ground movement arising from the construction thereof,
- (iv) Mitigate the effects on Crossrail, of ground movement arising from development

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (iii) and (iv) of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON

To ensure that strategic transport infrastructure proposals are not prejudiced, in accordance with Policies 2.8 and 6.4 of the London Plan (2015).

9 NONSC Design & Construction Method Statement (London Underground)

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter 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 in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

10 NONSC Parking for Gate Gourmet and British Airways Staff Only

No more than 1,022 parking spaces in total shall be provided on the multi storey car park (MSCP) hereby approved. These car parking spaces shall only be used by employees at Gate Gourmet and British Airways.

A maximum of 280 of these car parking spaces (all ground floor and part first floor) shall be used by employees at Gate Gourmet working at the Gate Gourmet Airline Catering Facility, Southampton Road East, Heathrow Airport. A maximum of 742 car parking

spaces shall be used for British Airways staff working at the British Airways cargo site, Southampton Road East, Heathrow Airport.

REASON

1. To control the level of parking of cars by employees at Heathrow Airport, to prevent the parking spaces being used by airline passengers and to ensure that all parking is directly related to the operation of Heathrow Airport, in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

2. Permission is only granted due to the specific parking requirements of British Airways in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Permission is only granted due to the specific parking requirements of Gate Gourmet and High Court judgement ref: Neutral Citation Number: [2015] EWHC 3753 (Ch) dated 21/12/2015 in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Agreement to occupy MSCP

No development shall commence on any part of the car park above first floor level (1st deck of parking) until a development agreement between the applicant (the Arora Group) and British Airways (BA) committing the latter to occupy the development has been submitted to and agreed in writing by the Local Planning Authority.

REASON

1. To ensure the proposed car park above first floor level is not built until there is certainty that it will be used by British Airways cargo workers.

2. To control the level of parking by employees at Heathrow Airport and ensure that all parking is directly related to the operation of Heathrow Airport in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Green Travel Plan British Airways

The implementation or review of any Green Travel Plan authorised and approved by the Local Planning Authority in respect of the British Airways cargo site Southampton Road East, Heathrow Airport, shall also apply to the British Airways cargo workers car parking hereby approved.

REASON

To ensure that any approved Green Travel Plan applicable to the British Airways cargo site can be fully implemented in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 SUS6 Green Travel Plan Gate Gourmet

Prior to the use of the multi storey car park for the Gate Gourmet parking, a Travel Plan for the Gate Gourmet staff shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements ;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and

(4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2015) Policies 6.1 and 6.3.

14 NONSC Car Parking Redistribution Strategy

Notwithstanding the approved plans, prior to the proposed multi storey car park (MSCP) hereby approved being brought into use for British Airways staff who currently use the cargo site Southampton Road East, Heathrow Airport, details of a car parking redistribution strategy, showing the redistribution of the car parking spaces from the British Airways Cargo Centre to the MSCP shall be submitted and approved in writing by the Local Planning Authority. The strategy shall include:

- i) The total number and location of parking spaces to be relocated,
- ii) the number, location and specification of any visitor spaces
- iii) A phasing programme of the implemented change,
- iv) the number, location and specification of spaces for disabled users (including access routes for disabled users from each car parking space proposed),
- v) Electric Vehicle Charging Points (20% active and 10% passive), together with a strategy for the monitoring and conversion of the passive points to active, in accordance with the demand.
- vi) physical measures within the MSCP site to ensure that the approved phasing can be controlled and to prevent cars accessing areas of the 5th level of the car park which are not allocated for vehicle parking.
- vii) Measures to ensure that access to the redundant car parking at the adjacent British Airways Cargo site, from which car parking would be transferred is closed and the use of those transferred parking spaces be discontinued, once they have been transferred to the new MSCP.
- viii) Any disabled parking spaces required to be retained on the British Airways site shall be discounted from the maximum total allowed on the MSCP.

The parking distribution strategy shall then be strictly implemented as soon as the facility hereby permitted is brought into use. The strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON

1. In order to comply with the terms of the application.
2. Car parking spaces at different locations within Heathrow Airport will be affected as a result of parking re-distribution, but full details have not been submitted.
3. Parking spaces that have to be relocated as a result of the proposals must comply with the latest London Plan Policy.
4. To control the phasing of the parking transfer arrangements from the British Airways Cargo centre, in accordance with the London Plan (2015) Policies 6.1 and 6.3.
5. To promote sustainable transport and reduce the impact of the development on the surrounding road network and air quality in accordance with London Plan (2015) Policies 6.1 and 6.3.
6. To ensure that there is no net increase in airport staff parking as a result of this development and to ensure that no excess parking is provided in addition to any operational parking that may subsequently be permitted on the British Airways Cargo site Southampton Road East, Heathrow Airport, in accordance with Policies AM2 and AM7 of

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

15 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.

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).

16 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).

17 NONSC Construction training scheme

Development shall not commence until a construction training scheme to secure employment strategies to maximise employment opportunities for local residents has been submitted to and approved in writing by the Local Planning Authority. The approved scheme and timescale of providing the proposed strategy shall then be implemented in accordance with the agreed scheme.

REASON

To ensure the development contributes to community and social infrastructure to cater for the needs of the existing community and future populations in compliance with Policy CI1 of the Hillingdon Local Plan Part 1.

18 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

048-GA-300-C

048-GA-301-C - First floor

048-GA-302-A

048-GA-303-A

048-GA-304-C - Ground level

048-EL-500-A

048-EL-501-A

048-EX-200

048-GA-100

048-GA-30R

048-GA-400-A.

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

19 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 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. provide 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 arrangements to secure the operation of the scheme throughout the lifetime of the development, including appropriate details of inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

REASON

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

20 COM31 Secured by Design

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

21 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) 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 demolition and construction process.

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).

22 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1

Please note that the proposed development sits directly above London Underground (LUL) operational railway infrastructure, namely the Piccadilly Line. The Developer should consult LUL on their development proposals and of the potential impacts upon the operational railway.

You may inspect and/or purchase copies of Plans, Sections, Environmental Statements, Explanatory Notes and Non-Technical Summaries pertaining to the Crossrail proposals at specified Libraries, Local Authority Offices or directly from Crossrail Limited at 28th Floor, 25 Canada Square, Canary Wharf, London E14 5LQ.

2 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).

3 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.

A4	New development directly related to Heathrow Airport
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.

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.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
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 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

6 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).

7

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, and 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>).

8 161 Lighting Near Aerodromes.

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

9 162 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all 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 contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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. For further information please refer to Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design'.

10 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

11

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.

12

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

13

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £964,425, which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £101,970. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 0.67 hectare roughly rectangular shaped plot, located on the west side of Sealand Road, towards the southern side of Heathrow Airport. The site is currently undeveloped and appears to be informally used for car parking for airline passengers.

The site is bounded to the north by an electricity substation, beyond which is Southampton Road East and British Airways' World Cargo Centre; to the west by the Gate Gourmet Catering Centre; to the east by Sealand Road, beyond which is car parking; and to the

south by the Southern Perimeter Road.

The site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The Duke of Northumberland and Longford Rivers are located to the south of the Southern Perimeter Road, beyond which is Green Belt land falling within the jurisdiction of Spelthorne Borough Council. The site also falls within an Air Quality Management Area.

3.2 Proposed Scheme

The application, which is made in outline with all matters included apart from landscaping, proposes the erection of a ground plus 4 level multi storey car park (MSCP), comprising a total of 1,022 spaces. The ground floor and part of the first floor of the car park would be for the exclusive use of Gate Gourmet workers, who currently park in the P5 airport car park on the east side of Sealand Road, under an agreement with the airport operator (Heathrow Airport Limited). A controlled pedestrian access gate giving direct access between the proposed car park and adjoining Gate Gourmet site is also proposed.

The remainder of the first floor and upper floors would provide up to 742 spaces for British Airways workers at the adjoining British Airways (BA) World Cargo Centre, on the opposite side (north side) of Southampton Road East. BA is at an advanced stage in preparing proposals for a major redevelopment of the BA cargo site to provide a new Premia Building to support ongoing and expanded operations, to which a letter of intent from BA dated 13 November 2015 refers.

Currently, BA wish to relocate 671 existing parking spaces plus 71 extant spaces relating to the part implementation of a permitted car park at the BA cargo site, together with 30 additional spaces expected to be generated by their proposed re-development. Given that the proposed BA redevelopment does not yet benefit from a planning permission, it is considered that these 30 anticipated spaces should not be included as part of the current application. Therefore 742 BA spaces (671 existing plus 71 extant) are proposed, making a total of 1,022, including the 280 Gate Gourmet spaces.

The car park would be constructed of reinforced concrete with steel frame and a circulatory system incorporating a central ramp between each floor level. The elevations of the car park would comprise vertical metal louvres to the ground and first floors with each of the upper floors comprising 4 horizontal banded metal cladding panels with widths of 600mm and 300mm with colour graded from darker at the bottom to lighter at the top. A steel mesh would infill between the lower banded cladding on each floor to act as a vehicle crash barrier with open spaces above. A roof is also proposed to provide weather protection.

Existing landscaping around the road frontages would be largely retained with the existing hedge to Sealand Road retained and reinforced or replaced as necessary together with retention of the better trees / shrubs along the southern boundary fronting the Southern Perimeter Road with additional tree planting as required. Access into the site would be from Sealand Road a few metres further north from the existing access.

Energy efficient LED lighting would be provided within the car park and vehicular access and egress would be via electronic vehicle security barriers requiring swipe card and / or ANPR access.

The applicant requested a screening opinion from the Council, which confirms that the

proposal does not constitute EIA development.

3.3 Relevant Planning History

65688/APP/2009/1274 Land Adjacent To Building 1071 Sealand Road Heathrow Airport
Erection of 240 bedroom 6 storey hotel and two drive through restaurants. Outline application with details of access, appearance, layout and scale. (Restaurant details comprise access and layout).

Decision: 08-09-2009 Approved

65688/APP/2009/86 Land Adjacent To Building 1071 Sealand Road Heathrow Airport
Erection of 300-bedroom seven storey hotel with 67 ancillary car parking spaces (Outline application).

Decision: 09-04-2009 Withdrawn

65688/APP/2011/2990 Land Adjacent To Building 1071 Sealand Road Heathrow Airport
Full Planning Permission for a 8,751m² (Gross External Area (GEA)) 240 bedroom 6 storey hotel including access, car parking and ancillary works to the northern section of the site. Full Planning Application Site Area: 3,122 m²/0.3122 Hectare.
Outline planning permission for 2 approx 325m² (Gross internal area (GIA) Fast Food retail outlets to the southern section of the site. Outline application site area: 3,642m²/0.3642 hectare
Restaurant/Fast Food retail outlets details comprise access and layout (Hybrid Application.)

Decision: 30-10-2013 Withdrawn

65688/APP/2015/142 Temporary Car Park Site Sealand Road Heathrow Airport
Installation of a multi-deck car park to provide 9 levels of parking to provide 215 staff car parking spaces for the neighbouring Gate Gourmet Building and the remainder of spaces to be a commercial car park (Outline Application seeking approval of access, appearance, layout and scale).

Decision:

Comment on Relevant Planning History

The site was previously vacant land used for various temporary purposes, but has been used for several years for temporary car parking by an airport car park operator. Having examined the aerial photographs of the application site, it appears that it was cleared between 1999 to 2011. The site appears to have been used as a temporary car park since 2011.

65688/APP/2009/86
Erection of a 300 bedroom seven storey hotel with 67 ancillary car parking spaces (outline application). - Withdrawn 9 April 2009.

65688/APP/2009/1274
Erection of 240 bedroom 6 storey hotel and two drive through restaurants. Outline application with details of access, appearance, layout and scale. (Restaurant details comprise access and layout). - Approved 9 September 2009.

65688/APP/2011/2990

8,751m² Gross External Area (GEA)) 240 bedroom 6 storey hotel including access, car parking and ancillary works to the northern section of the site. Full Planning Application Site Area: 3,122 m²/0.3122 Hectare. Outline planning permission for 2 approx 325m² (Gross internal area (GIA)) Fast Food retail outlets to the southern section of the site. Outline application site area: 3,642m²/0.3642 hectare. Restaurant/Fast Food retail outlets details comprise access and layout (Hybrid Application.) - Withdrawn 30 October 2013.

65688/APP/2015/142

Installation of a multi-deck car park to provide 9 levels of parking to provide 280 staff car parking spaces for the neighbouring Gate Gourmet Building and the remainder of spaces to be a commercial car park (Outline Application seeking approval of access, appearance, layout and scale). - Deferred for additional legal advice on 6 October 2015.

The issue of car parking for Gate Gourmet workers at this site relates to an original agreement for lease dated 29th May 1990 between the airport operator BAA (now named HAL) and British Airways plc (the predecessor Catering Base operator to Gate Gourmet), which is binding on the application site. This site was originally the approved car park for the Gate Gourmet facility. However, the car park was not provided at the outset, as BAA instead used the site for temporary construction related purposes, including the construction of the Heathrow Express underground railway. The agreement was then restated on 26th July 2000 when HAL sold the adjoining catering base to a Scottish Widows Fund and the restated agreement confirmed that the site would be used to provide a car park of up to 280 spaces for Gate Gourmet workers (who currently park within HAL's P5 employee car park on the east side of Sealand Road).

The applicant purchased the application site in 2008 on the basis of a 999 year lease and has been seeking alternatives to the provision of the Gate Gourmet parking which the applicant submits, represents a very inefficient use of scarce airport land. However, after protracted negotiations, the case was finally heard in the High Court in October 2015 (High Court judgement ref: Neutral Citation Number: [2015] EWHC 3753 (Ch) dated 21/12/2015). The judgement requires the applicant to construct a 280 space car park on the application site for use by Gate Gourmet workers in perpetuity. However, the judgement also allows additional time - until October 2018 to provide this parking in tandem with other development at 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.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

A4	New development directly related to Heathrow Airport
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.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
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 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW SAFEGUARDING

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

Submission of a Bird Hazard Management Plan

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

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

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

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

Information

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

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

We would also make the following observations:

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

Landscaping

The development is close to the airport and the landscaping which is included may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>)

Cranes

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

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

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

HEATHROW AIRPORT LTD

We refer to the above application recently submitted by Arora Management Services and have reviewed the application details. We are writing to confirm our support for the proposal subject to the comments in this letter.

The application site is one of the many leased areas within the airport boundary. The application proposes its redevelopment for car parking to facilitate further airport related development within the adjacent British Airways Cargo site and to accommodate existing employee parking for the adjoining Gate Gourmet flight catering facility. The majority of parking within the new facility will be used to accommodate displaced parking from the British Airways site. We feel this is an appropriate use for the site.

As the proposed car park would be wholly used by staff working at both the adjoining Gate Gourmet and British Airways sites, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such Heathrow's car park cap does not apply.

We would therefore support the applicant's proposal for a planning condition to ensure that the parking remains for tenanted purposes only in connection with the adjoining uses. We would be grateful for the opportunity to see and comment on the proposed wording of the condition in due course.

We note that landscaping details have been reserved for subsequent approval. We would like to ensure that any landscaping scheme for this site reflects the broader Heathrow perimeter landscape strategy and would be happy to advise the applicant further in this respect at the appropriate time. We also wish the opportunity to engage with the applicant direct to ensure that the design details aligns with Heathrow design standards.

METROPOLITAN POLICE

In principle I have no objections to this as long as it achieves Park Mark, whilst also adhering to the principles of Secured by Design for lighting and general security requirements.

LONDON UNDERGROUND INFRASTRUCTURE

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground

tunnels and infrastructure. This site is above our Piccadilly line tunnel. Therefore, it will need to be demonstrated to the satisfaction of LUL engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter 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 in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods;

CROSS RAIL

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London. The Crossrail Bill which was introduced into Parliament by the Secretary of State for Transport in February 2005 was enacted as the Crossrail Act on the 22nd July 2008. The first stage of Crossrail preparatory construction works began in early 2009. Main construction works have started with works to the central tunnel section to finish in 2018, to be followed by a phased opening of services. Crossrail Limited administers a Direction issued by the Department for Transport on 24th January 2008 for the safeguarding of the proposed alignment of Crossrail. The site of this planning application is identified within the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and the detailed design of the proposed development needs to take account of the construction of Crossrail. Therefore if, as the Local Planning Authority, you are minded to grant planning permission for the development, Crossrail Limited are of the view that the following condition should be applied:

Crossrail condition for foundation design, noise, vibration and settlement is recommended alongside an informative.

HISTORIC ENGLAND (GLAAS)

A predetermination archaeological evaluation has been carried out as requested by this office as part of the application. The investigation has been a very useful exercise and provided sufficient information on the nature and significance of the archaeological remains which would be impacted by the proposed works. The Evaluation Report produced by Allen Archaeology Limited and dated August 2015 indicates that parts of the site have been subjected to significant truncation. Towards the southern end of the site, the truncation appears to be less however the only feature identified in this area comprised an undated pit/ditch terminus.

Having considered the proposals with reference to the results of the evaluation, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

Please do not hesitate to contact me should you require any further information. This response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

GREATER LONDON AUTHORITY (GLA)

The GLA has confirmed that free-standing car park applications are not referable under category 3F of the Mayor of London Order 2008, as there has to be a development associated with the car parking, not just a car park application on its own.

SPELTHORNE COUNCIL

No comment received.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

Contamination (summary)

Submitted Reports - No contaminated land reports

Contamination is not considered by the developer as an issue in this application. There is an archaeological investigation and the pictures of the ground seem to show soils of a gravelly, sandy silty nature below the concrete and tarmac. There doesn't appear to be an historic contaminative use, apart from the airport (fuel spills in some areas).

In the case of other sites at the airport a site investigation has been submitted. There should be a geotechnical investigation anyway for the building work. There is unlikely to be a major concern but standard contamination condition is recommended, so that some information can be obtained, confirming the ground on which the large car park is to be built is clean.

Lighting:

Standard LT1 Floodlighting condition recommended which prohibits Floodlighting without prior approval.

Air Quality:

- 1) The site lies within an Air Quality Management Area (AQMA), and in the vicinity of the most polluted area within this AQMA (Heathrow). Existing conditions within the study area show poor air quality, with concentrations of nitrogen dioxide exceeding the annual mean objective along a number of roads, including the Great South-West Road (to the east of) the development site.
- 2) The traffic associated with the proposed development will affect air quality at existing properties along the road network affected by the proposed car park vehicular movements, which amount to circa 1022 vehicles on the road.
- 3) Staff members will inevitably travel from other locations across the AQMA. The Heathrow area presents pollution concentrations mostly above the objectives.
- 4) There would also be a significant impact on local concentrations at relevant locations elsewhere along the network.
- 5) The Airport Air Quality Strategy has as one of their actions to reduce NOx emissions under the airport's control. Heathrow's Air Quality Action Plan includes the objective of reducing NOx emissions the airport controls, and guide and influence to help achieve compliance with the EU air quality limit values. Action 2.15 specifically seeks to encourage the use of low and zero emission vehicles on the airport and is underpinned by the development of new guidance to lease or buy low emission vehicles.
- 6) The Airport Travel Plan states that one the main objectives of the Airports is to reduce the need for private transport and support the increase of more sustainable forms of travel to the airport. It also recognises that emissions from private cars and taxis are the biggest source of Heathrow's pollution with its focus during Q6 being on those modes that have the greatest impact which includes staff commuting.
- 7) Action 5 from Heathrow Blueprint for Reducing Emissions (Action 5 - Incentivise low emission vehicles) includes the review of colleague incentive schemes to encourage low & zero emission cars for commuting. A salary sacrifice scheme has been developed for Heathrow Airport Limited colleagues that incentivizes ultra low emission vehicles which is to be promoted and rolled out in 2016.

Therefore a low emission strategy is required in line with the objectives above, to link up Hillingdon's Air Quality Local Action Plan with the Heathrow Airport Air Quality Strategy, Heathrow Airport Air Quality Action Plan and Heathrow's Air Quality Blue print and implement the actions considered above.

A condition is therefore recommended requiring the submission of a Low Emission Strategy for Car Park Users (airport staff), addressing the following issues:

- 1) a strategy to promote, support, and sustain staff's acquisition of low or zero emission vehicles
- 2) Electric vehicle charging bay in line with the London Plan standards.
- 3) A strategy to encourage staff to use public transport; enter car share schemes; purchase and drive to work zero emission vehicles.

Informative: (Standard Construction work informative recommended).

URBAN DESIGN AND CONSERVATION OFFICER

The development of this site will not impact on any acknowledged historic assets or their setting. The site does fall within the proposed Heathrow Archaeological Zone, however, GLAAS have advised that they do not require any further submission re this matter.

TREE AND LANDSCAPE OFFICER (Summary)

Landscape Planning designations:

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

Landscape opportunities and constraints:

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.
- Any soft landscape proposals will need to be designed and managed in accordance with guidance provided by BAA's Birdstrike Avoidance Team.

LANDSCAPE CONSIDERATIONS:

- The covering letter and plans propose a 5 level multi-storey car park with 1,080 spaces.
- As noted in the covering letter, the planning (and visual) impacts of the current proposal will be significantly reduced compared with the 9 level scheme.
- The brief Design & Access Statement confirms (5.7) that the 'existing landscaping around the road frontages will be largely retained and re-inforced as necessary together with retention of the better trees / shrubs along the southern boundary fronting the Southern perimeter Road.'
- No vegetation survey / analysis has been submitted, but it is evident that the hedge along the Sealand Road frontage will have to be sacrificed to facilitate the construction of the car park.
- The Ground Floor / Site Plan, ref. 300 Rev C, by Unum shows an indicative planted landscape buffer along the Sealand Road frontage and the retention /supplementing of planting along the Southern Perimeter Road boundary.
- In terms of the building footprint and illustrative landscape proposals, the current layout is similar to the previous application.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

No objection, subject to the above observations and COM9 (standard landscape condition) parts 1,2,3,4,5, and 6.

HIGHWAY ENGINEER (Summary)

- The application seeks to transfer, a total of 1022 allocated car parking spaces from adjacent existing and committed developments / sites, to the proposed new MSCP. The adjacent sites may then be subject of potential redevelopment. This raises a number of matters that requires further consideration / clarification, as follows:
- The site has very poor public transport accessibility (PTAL=1b). Sealand Road is a Private Road, maintained by Heathrow Airport.
- A generic transport assessment report should ideally be submitted. The previous application proposed a 'meet and greet' operational model whereas the current application is for an operational staff car parking for adjacent sites.

The assessment should set out details of existing use of the site, quantify the existing use of car parking at individual adjacent sites from which parking is to be transferred, provide full detail of the

future proposals for adjacent sites (from where existing parking is to be transferred), demonstrate compliance with current car parking standards etc. The transport assessment should consider the individual and cumulative impacts of existing, committed and proposed land uses at each site.

(Officer Note: Following an internal review it was not deemed necessary to provide a bespoke transport assessment for the MSCP alone, as there is a net reduction in parking provision and the proposal will not affect Council controlled roads. In addition, a parking relocation strategy is secured by condition).

- Existing and proposed allocation of car parking to individual adjacent sites / developments should be detailed and assessed against LBH parking standards and justified using data from comparable generic sites within the use class. Use and access to car parking at all adjacent sites, from which car parking would be transferred, should be closed at the same time when use of the new MSCP commences.

(Officer Note: Proposed parking allocation for the adjacent P5 and British Airways sites will be assessed when planning applications are submitted for redevelopment of these sites, taking into account any parking relocated to the MSCP)

- Car parking should include 10% provision for disabled users.

(Officer Note: This is covered by condition. See commentary at section 7.10 of this report).

- Car parking (for employment use) should include 20% active and 10% passive provision for electric vehicles. Motorcycle parking should be provided at 1/20 car park space. Cycle parking should be provided to LBH minimum standards for existing and proposed redevelopment at adjacent sites.

(Officer Note: This is covered by condition. See commentary at section 7.10 of this report).

- The capacity of the proposed access arrangement should be assessed to demonstrate operational adequacy. The concentration of traffic movements at the new MSCP access, should demonstrate that the displaced employee related demands from the current accesses serving adjacent sites can be accommodated in context of any additional trips generated from any redevelopment at those sites. Detailed assessment of traffic demands related to shift working and traffic growth also requires consideration as part of a comprehensive generic transport assessment report.

(Officer Note: The adequacy of access to the adjacent P5 and British Airways sites will be assessed when planning applications are submitted for redevelopment of these sites, taking into account the proposed MSCP).

- Subject to information regarding proposed use of other adjacent sites (from where car parking is to be transferred), it may be necessary to undertake traffic assessment of the local highway network. All corresponding traffic modelling will be required to demonstrate acceptable calibration and validation of base year conditions. Depending on the programme for the redevelopment / construction etc, phased future year assessments may also be required. Full details of forecasting multi-modal traffic generation will be required. The scope of such an assessment should be discussed and agreed with the Planning Authority.

(Officer Note: Traffic assessments associated with the redevelopment of the adjacent P5 and British Airways sites will be carried out where necessary in support of any planning applications submitted for redevelopment of these sites, taking into account the proposed MSCP).

- TfL and adjoining borough should be consulted.

(Officer Note: The GLA and Spelthorne Borough Council have been consulted. No comments have been received).

- Construction and logistics Plan will be required.

(Officer Note: This is covered by condition).

- Travel Plans will be required for existing adjacent sites and for proposed redevelopment.

(Officer Note: This is covered by condition).

The above issues should be addressed in order for the current proposals to be considered in accordance with Policy AM2, AM7 and AM14.

SUSTAINABILITY OFFICER

No objections.

FLOOD AND DRAINAGE OFFICER (Summary)

A condition is recommended to ensure the appropriate management of surface water run off within the development.

The condition should require 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 Suds features, incorporating sustainable urban drainage; 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; receptors capacity; a site investigation where infiltration techniques are proposed; identify vulnerable receptors; long term management and maintenance of the drainage system; and during construction, how temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site falls within the Heathrow Airport boundary. Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport boundary, and development not directly related to Heathrow Airport to be located outside the airport boundary. Airport car parking is directly related to the operation of Heathrow Airport and the proposal is therefore considered to be in accordance with Policy A4.

The proposed use of the car park for Gate Gourmet and British Airways workers is also considered to be in accordance with Policy A4, as Gate Gourmet provides in-flight meals for airlines, whilst British Airways provides cargo services. Both Gate Gourmet and BA are located in existing large commercial premises adjoining the application site's western and northern boundary and are both themselves within the airport boundary.

The application site is located within the airport's cargo area where it is surrounded by commercial airport activities largely comprising airport warehousing; commercial units; the airport's major new biomass plant; and car parking. However, the applicant points out that the size of the site and its vehicular access off Sealand Road limit its ability to physically accommodate an airport sized warehouse or air cargo transit sheds. Previously, the site

has been used for airport car parking, but the planning permission granted for a hotel in September 2009 (ref: 65688/APP/2009/1274), which included 2 drive through restaurants has not been implemented, due to commercial issues. Accordingly, the applicant submits that the size of the site and its location within the cargo area prevents its use for traditional airport cargo purposes.

The applicant further submits that the requirement for use of the site to provide parking for Gate Gourmet workers sterilises use of the site for alternative development such as the previously permitted hotel and drive through restaurants. This follows a High Court decision from 2015, that the applicant is required to provide a minimum 280 space car park for Gate Gourmet employees. The legal requirement also effectively precludes a mixed use development at the site and consequently, the applicant submits that a multi-deck car park is considered the only practical development option that makes efficient use of the site, whilst accommodating the necessary Gate Gourmet car park. Consequently, a multi storey car park is considered to be an appropriate development option that makes efficient use of this brown field site whilst accommodating the necessary car parking.

Heathrow Airport Car Parking

The issue of Heathrow Airport car parking was considered in great detail at the Terminal 5 planning Inquiry. In his decision to permit Terminal 5 in November 2001 the Secretary of State placed a condition upon the permission limiting the number of on-airport car parking spaces within BAA's controlled main car parks to 42,000 (including a maximum of 17,500 staff spaces). The condition relates to specifically allocated sites owned or controlled by the airport operator but excludes car parks leased to airport tenants such as hotels or warehouses. The car park cap imposed by the T5 decision does not relate to the proposed Gate Gourmet parking as it will be car parking leased to an airport tenant. The same applies to the British Airways parking, which will not be (and is not currently) subject to the car park cap.

As the proposed car park would be wholly used by staff working at both the adjoining Gate Gourmet and British Airways sites, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such, Heathrow's car parking cap does not apply. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

In light of the above mentioned considerations, no objections are raised to the principle of staff parking at this location within the Heathrow airport boundary.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS density guidelines relate specifically to residential developments. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis taking into account issues such as urban design, landscaping, parking, traffic impact, etc. These issues are all discussed later in the report.

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

The site does not fall within close proximity to any listed buildings, conservation areas, or areas of special local character.

The site is within the Heathrow Archaeological Priority Zone, a designated area of archaeological interest particularly, but not exclusively, for pre-roman remains. In this case GLAAS required the submission of a desk based assessment and consequent on site investigations which were carried out in June 2015. The site investigations confirmed that

no evidence of significant archaeological remains remain at the site and the archaeological potential of the site is low.

Historic England (GLAAS), having considered the proposals with reference to the results of the evaluation, conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and no further assessment or conditions are therefore necessary.

7.04 Airport safeguarding

Heathrow Airport Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to appropriate conditions and informatives.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed multi deck car park would be visible from Green Belt land, the nearest of which is located approximately 140m to the south in Spelthorne, the Southern Perimeter Road, Duke of Northumberland and Longford Rivers, and Bedfont Road to the south, provide a buffer between this land and the proposed building. Hoardings along Bedfont Road also limit these views to an extent and extensive tree planting within and on the boundary of the Green Belt land would also restrict any long distance views from here.

In addition, the proposed car park would be seen in context with other large scale airport related developments. As such, it is not considered that the proposal would have such a detrimental impact on the visual amenity of the Green Belt sufficient to justify refusal.

It should be noted that no comments have been received from Spelthorne Borough Council.

7.06 Environmental Impact

London Underground (LU) has identified that there are a number of potential constraints on the redevelopment of this site, which is situated close to underground tunnels and infrastructure. Therefore, it will need to be demonstrated that the development will not have any detrimental effect on LU tunnels and structures either in the short or long term. In addition, the site is identified within the limits of land subject to consultation under the Cross Rail Safeguarding Direction. Both London Underground and Cross Rail have therefore requested conditions requiring the detailed design and method statements for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).

Subject to compliance with these conditions, it is not considered that the proposal will impact on underground structures associated with the existing London Underground and proposed Cross Rail infrastructure.

With regard to ground contamination, the Council's Environmental Protection Unit notes that there does not appear to be a historic contaminative use apart from the airport, but that in the case of other application sites at the airport a site investigation has been submitted. Although it is not anticipated that ground contamination would be a major concern given that a car park is not a sensitive end use, the Environmental Protection Unit has recommended a condition requiring a scheme to deal with contamination in order to confirm that the ground on which the large car park is to be built is clean. Because of the risk that during development works unforeseen contamination may be found, the condition should require a written method statement providing details of a remediation scheme and

how the completion of the remedial works will be verified, along with details of a watching brief to address undiscovered contamination. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

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

7.07 Impact on the character & appearance of the area

The northern side of the Southern Perimeter Road is dominated by Heathrow's main cargo area and, as such, is characterised by large scale functionally designed warehouses, hangars and industrial buildings. Sealand Road provides access to the large British Airways World Cargo buildings and associated office buildings and car parks, and the adjacent Gate Gourmet catering facility. The southern side of the Southern Perimeter Road is bounded by the Duke of Northumberland and Longford River corridors and associated landscaping and footpaths, which run parallel with the road. Beyond the rivers is Green Belt land falling within the jurisdiction of Spelthorne Borough Council.

Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area. London Plan Policy 7.6 further requires new development to be of the highest architectural quality, enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigation.

The proposed multi-deck car park would be 5 storeys high but the height of each storey is only 2.72m (apart from the 3.6m high ground floor) such that its height is only 14.88m. This is well below the height of the hotel previously permitted on the site (6 floors plus roof plant). The elevational treatment has been carefully considered to limit the perceived mass of the building by using a mix of different width cladding panels interspersed with 300mm gaps to create a geometric rhythm to the facades. Additionally, the shading of the panels with lighter grading dependent on height "lightens" the facade and its visual impact. Blue shades are proposed.

The whole building at ground and first floors is proposed to be clad with vertical louvres. The very few windows are limited to stair cores which gives the building a distinctive commercial character in keeping with its unique airport cargo area surroundings.

Neither NATS or Heathrow Safeguarding have raised objections to the height of the proposed car park. However, given the location of the development close to the approach to the runway, a condition is recommended, to ensure that the height of the building does not exceed that shown on the submitted plans.

The surrounding area is characterised by large scale industrial buildings and associated car parking associated with Heathrow Airport. This includes the very large scale, approximately 300m by 90m by 35m high BA World Cargo building, which is located approximately 180m to the north west of the site, and its ancillary approximately 110m by 57m by 10m high Premium Products Cargo building and 2-storey car park located beyond Southampton Road immediately to the north of the site. There is also the recently completed biomass power station on part of the P5 car park on the opposite side (east side) of Sealand Road, which has a main building height of around 20m with the main flue stacks at 34.8m.

The airport's cargo area is strongly commercial in character and the existing Cargo multideck car park located approximately 350m to the west of the site also fronts onto the Southern Perimeter Road and provides a precedent for multi-decked parking along the airport's southern perimeter road. Accordingly, it is considered the proposed height and design is satisfactory.

The proposed provision of enhanced boundary screening to the site's 2 road frontages will reflect the existing landscape screening and includes the planting of trees which would provide improved visual greening compared to the existing.

On balance, it is not considered that the proposed development would be out of keeping with the character or appearance of the surrounding area sufficient to justify refusal. In view of these considerations, and subject to appropriate conditions, the proposed multideck car park is considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.6 of the London Plan.

7.08 Impact on neighbours

The site is bordered by commercial development within Heathrow Airport and, as such, it is not considered that that the proposal would have any significant detrimental impact on the neighbouring uses in terms of overlooking, overshadowing or noise.

7.09 Living conditions for future occupiers

Not relevant to this type of application. Guidelines referring to living conditions relate to residential developments.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises 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 access 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.

All roads within the airport are owned and operated by HAL and, as such, the implications of any development on the airport road system are for HAL to assess. HAL has raised no objections to the scheme on traffic generation or traffic management grounds.

The Highway Engineer has requested a generic Transport Assessment, which would include details of the future proposals for adjacent sites (from where existing parking is to be transferred). However, on balance, it was not deemed necessary to provide a generic transport assessment for the MSCP alone, as there is a net reduction in parking provision and the proposal will not affect Council controlled roads. Any cumulative traffic impacts relating to the future development of the P5 and British Airways sites will be assessed when planning applications are submitted for any redevelopment of these sites, taking into account the proposed MSCP. In addition, a parking relocation strategy is secured by condition, to ensure the proposal does not result in a net increase in parking provision.

Notably, there should be no adverse impacts on any local authority controlled roads, as the number of vehicle trips will not increase. Gate Gourmet parking already takes place in the Airport's P5 employee car park on the opposite side of Sealand Road, although it should be

noted that the proposed ground and part first floor provision of 280 spaces for Gate Gourmet would be less than the 350 car park spaces issued to each shift of Gate Gourmet workers to park in the airport's P5 car park. As such, there would be a reduction in parking provision available to Gate Gourmet.

All of the cars that would use the proposed MSCP are existing workers vehicles already accessing car parks off Sealand Road, or relate to the 71 extant parking spaces that can lawfully be provided at the British Airways cargo site. It should also be noted that the existing airline passengers' vehicles that currently use the application site on a temporary basis (a maximum of around 300 cars) will also be removed, resulting in a reduction of vehicle movements. Accordingly, there will be no net increase in the number of cars accessing Sealand Road and therefore no off-site highway implications.

It is also considered that there should be no measurable adverse impacts on any local authority controlled roads, as the dual carriageway Southern Perimeter Road does not pass any residential properties and is designed to cater for airport cargo and T4 traffic. In addition, predicted traffic generation levels are significantly below the level of trips predicted for the previously approved hotel and drive through restaurants. As such, no further Transport Assessment is considered necessary and the proposal is considered to comply with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ACCESS

The current application is for operational staff car parking for adjacent sites. Within the proposals, all of the vehicles using the car park can only access the site via the dual carriageway Southern Perimeter Road, as is the existing situation.

In terms of vehicle flows to the proposed car park, the current shift changeover pattern of Gate Gourmet staff is 6am, 2pm, and 10pm. The applicant has explained that the pattern for British Airways (BA) using the car park will vary from this, as BA do not want there to be any conflicts between drivers from the two companies accessing the site. The details of access times is one of the various technical matters that is currently subject to detailed work related to the proposed legal agreement between the applicant and BA. Accordingly, the access times will be fully detailed and controlled, so that there is no delay accessing the car park and proposals are likely to involve staggered BA staff entry times as required.

Significantly, BA has extensive experience of operating large staff MSCPs at Heathrow and elsewhere (as does the applicant) and such matters as timed entry, automatic number plate recognition system (ANPR), electronic cards, high speed entry barriers, manned entry etc will be utilised as necessary, to ensure rapid access to the car park in order to prevent queues.

It is acknowledged that the car park entry arrangements are an important matter for the car park users who are considered to be best placed to control the process. It should also be noted that HAL, as highway authority for the Airport, has confirmed its support for the application and will be further involved in its detailed implementation. The roads surrounding the site are under the control of HAL and are therefore unenforceable by the Council. Accordingly, no planning conditions are considered necessary to control these access arrangements.

The Highway Engineer observes that the adequacy of access to the adjacent P5 and

British Airways sites, including any cumulative impacts, would need to be assessed in context of any additional trips generated from any redevelopment at those sites. Any future development proposals will be assessed when planning applications are submitted for redevelopment of these sites, taking into account the proposed MSCP.

PARKING

Heathrow Airport Car Parking

The issue of Heathrow Airport car parking was considered in great detail at the Terminal 5 planning Inquiry. In his decision to permit Terminal 5 in November 2001, the Secretary of State placed a condition upon the permission limiting the number of on-airport car parking spaces within BAA's (British Airports Authority, now HAL) controlled main car parks to 42,000 (including a maximum of 17,500 staff spaces). The condition relates to specifically allocated sites owned or controlled by the airport operator but excludes car parks leased to airport tenants such as hotels or warehouses. The car park cap does not relate to the proposed Gate Gourmet parking as it will be car parking leased to an airport tenant. The same applies to the BA parking which will not be (and is not currently) subject to the car park cap.

This position is confirmed by HAL, in a letter dated 20 January 2016 stating that as the proposed car park would be wholly used by staff working at both the adjoining Gate Gourmet and British Airways sites, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such, Heathrow's car parking cap does not apply. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

Parking Relocation Strategy

10% disability standard parking spaces are included for the Gate Gourmet parking in accordance with Council standards. The proposed BA parking does not include details of disability standard spaces or visitors spaces, because the proposals for redevelopment of the BA cargo site are still unconfirmed. In addition, the parking relocation of parking spaces from the BA Cargo Centre to the MSCP is likely to be on a phased basis. Accordingly, it is appropriate that the precise number of BA parking spaces, including the number and location of disabled spaces and the phasing programme should be controlled by planning conditions. This will ensure that the number and type of operational parking spaces that are ultimately permitted on the main BA cargo site are not additional to those in the proposed MSCP.

It is also necessary to control the construction of the car park to ensure that commencement of the BA parking (storeys 1-4) is not commenced until an agreement to occupy the MSCP by BA is completed.

In light of the above mentioned considerations, a condition is recommended, in order to manage the redistribution of the parking spaces appropriately. This condition requires the following:

- i) Details of each parking space to be relocated,
- ii) Locations of the parking redistributions,
- iii) A phasing programme of the implemented change, including how redundant areas of parking on the British Airways site are to be managed
- iv) Affected spaces for disabled users (including access routes for disabled users from

each car parking space proposed),

- v) 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.
- vi) physical measures within the MSCP site to ensure that the approved phasing can be controlled and to prevent cars accessing areas of the 5th level of the car park which are not allocated for vehicle parking.

There are no definitive proposals for the P5 car park once the Gate Gourmet parking is relocated. However, the P5 site is identified as a site available for airport related development on the Terminal 5 'A85' car parking cap condition. HAL has aspirations to construct a Pharmaceutical / Perishables Centre, as set out in HAL's Heathrow's Cargo Strategy Blueprint dated November 2015. It is therefore likely that the existing P5 car park will be developed at a future date for air cargo purposes.

Travel Plans

It should be noted that the proposed provision of 280 spaces for Gate Gourmet workers would be less than the 350 car park spaces issued to each shift of Gate Gourmet workers to park in the airport's P5 car park. There would therefore be a reduction in parking provision available to Gate Gourmet. Nevertheless, there does not appear to be an existing travel plan in place for Gate Gourmet workers, and given the planned reduction in parking provision, officers consider the proposed parking relocation to a permanent site to be an opportunity to introduce a travel plan for Gate Gourmet, in line with Heathrow's blueprint for reducing emissions document, published in 2015. The Travel Plan can be secured by condition, in the event of an approval.

In addition, it is recommended that a condition is imposed requiring the implementation or review of any Green Travel Plan authorised and approved by the Local Planning Authority in respect of the British Airways cargo site to also apply to the British Airways cargo workers car parking in the proposed MSCP. This is to ensure that any approved Green Travel Plan applicable to the British Airways cargo site can be fully implemented in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Conclusion

Overall, it is considered that the highway considerations can be addressed by suitably worded conditions. Subject to these 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

The surrounding area is characterised by large scale industrial buildings and associated car parking associated with Heathrow Airport. This includes the very large scale, approximately 300m by 90m by 35m high BA World Cargo building, which is located approximately 180m to the north west of the site, and its ancillary approximately 110m by 57m by 10m high Premium Products Cargo building and 2-storey car park located beyond Southampton Road immediately to the north of the site. There is also the recently completed biomass power station on part of the P5 car park on the opposite side (eastside) of Sealand Road, which has a main building height of around 20m with the main flue stacks at 34.8m.

The elevational treatment has been carefully considered to limit the perceived mass of the building by using a mix of different width hit and miss cladding panels interspersed with 300mm gaps to create a geometric rhythm to the facades. Additionally, the shading of the panels with lighter grading dependent on height "lightens" the facade and its visual impact. The design approach to the proposed car park is considered reasonable in seeking to break down the perceived scale of the building by using horizontal banding with lightening blue colour in relation to height. Accordingly, it is considered the proposed design is satisfactory.

ACCESS:

Addressed in Section 7.10.

SECURITY:

It is proposed that the car park will be provided with external and internal CCTV coverage as part of the process to obtain Park Mark accreditation. This can be secured by condition.

7.12 Disabled access

The car park would have level lift access to every floor along with 10% disabled parking bays for the Gate Gourmet parking.

With regard to the British Airways parking these do not include details of disability standard spaces or visitors spaces as the precise nature of the redevelopment proposals for the British Airways cargo site are not known at this time. Accordingly, it is appropriate that the precise number British Airways disabled spaces and their location should be controlled by planning conditions. This will ensure that the disabled spaces are appropriately located and to control the number of parking spaces that are transferred from the main BA cargo site to the proposed MSCP.

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 site currently benefits from a tall evergreen hedge along its eastern boundary, and a mix of tall shrubs and trees along the southern boundary, although the quality of the existing vegetation is relatively poor.

The existing operational site area is fenced and comprises a compacted hardcore surface with areas of tarmac and concrete but no landscaping. The wider site ownership area benefits from a mature hedge and grassed verge along most of its eastern boundary frontage to Sealand Road, and a mix of tall shrubs and trees along the road frontage to the Southern Perimeter Road although the quality of the existing vegetation is relatively poor. The other northern and western boundaries do not front onto roads and contain no landscaping, only security fencing.

Whilst landscaping is reserved for future consideration, the indicative landscaping plan proposes an appropriate landscaped green edge to both reinforce / improve or replace the existing landscaping. The provision of hedge planting interspersed with appropriate tree planting along the site's road frontages would help to mitigate the impact of the car park building.

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

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.

A condition is recommended to ensure that Electric Vehicle Charging Points (active and passive) are provided, together with a strategy for the monitoring and conversion of the passive points to active, in accordance with the demand, in accordance with London Plan standards.

In addition, a condition is recommended requiring a sustainable parking strategy. Amongst the measures that could be incorporated include measures for the future provision of electric charging points as demand increases staff's acquisition of low or zero emission vehicles, encourage staff to use public transport and enter car share schemes.

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:

The Council's Environmental Protection Unit has been consulted on the application and raises no objection.

AIR QUALITY:

The site falls within an Air Quality Management Area. The Borough considers that any exceedence of the air quality objective will be deemed as significant, given that it is a level set to protect human health.

The air quality impacts related to any new MSCP are directly linked to the increase in vehicle trip generation. In this case there is no increase in trip generation as no additional vehicles will be accessing Sealand Road and there will actually be a modest reduction in trips due to the removal of the existing temporary airport car parking at the site. It should also be noted that a number of electric vehicle charging bays and passive charging bays

will also be provided, in accordance with relevant standards, which will assist in reducing future vehicle emissions. Accordingly it is not considered that there are adverse implications for air quality and no requirement for an air quality assessment to be submitted.

Nevertheless, the Borough considers that any exceedence of the air quality objective will be deemed as significant, given that it is a level set to protect human health. The Environmental Protection Unit therefore recommends a scheme for a Low Emission Strategy for airport staff using the car park, in line with Heathrow's Air Quality Strategy, Heathrow Airport Air Quality Action Plan, Heathrow's Air Quality Blue print and Hillingdon's Air Quality Local Action Plan.

The strategy would promote, support, and sustain staff's acquisition of low or zero emission vehicles, provide electric vehicle charging bays, encourage staff to use public transport and enter car share schemes. This could be secured by way of a condition in the event of an approval.

Subject to the above mentioned condition, it is not considered that the proposal would have such a significant impact on air quality so as to raise an objection to the scheme.

7.19 Comments on Public Consultations

Heathrow Airport Ltd.(HAL) raises no objections to the development, subject to satisfactory design and landscaping being achieved, and a condition to ensure that the parking remains for tenanted purposes only, in connection with the adjoining airport related uses.

7.20 Planning obligations

CIL

The development will be liable for the Mayoral CIL but not Hillingdon's own CIL. The Gate Gourmet and British Airways worker's parking is ancillary to the existing B2 General Industrial uses of the adjoining facilities and therefore is not subject to the Hillingdon 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

No objections are raised to the principle of the proposed development for airport related staff car parking which is considered to be in accordance with Local Plan Part 2 Policy A4, being directly related to the operation of Heathrow Airport.

As the proposed car park would be wholly used by staff working at both the adjoining Gate Gourmet and British Airways sites, Heathrow's car parking cap does not apply. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

The scale and design of the proposed building are considered, on balance, acceptable for this location within the Cargo area at Heathrow Airport. In addition, it is not considered that the proposal would have such a detrimental impact on the visual amenity of the Green Belt

sufficient to justify refusal.

The anticipated traffic generation is not considered to have an adverse impact on the local road network. Subject to conditions, it is considered that that the application has satisfactorily addressed traffic generation, on-site parking and access issues.

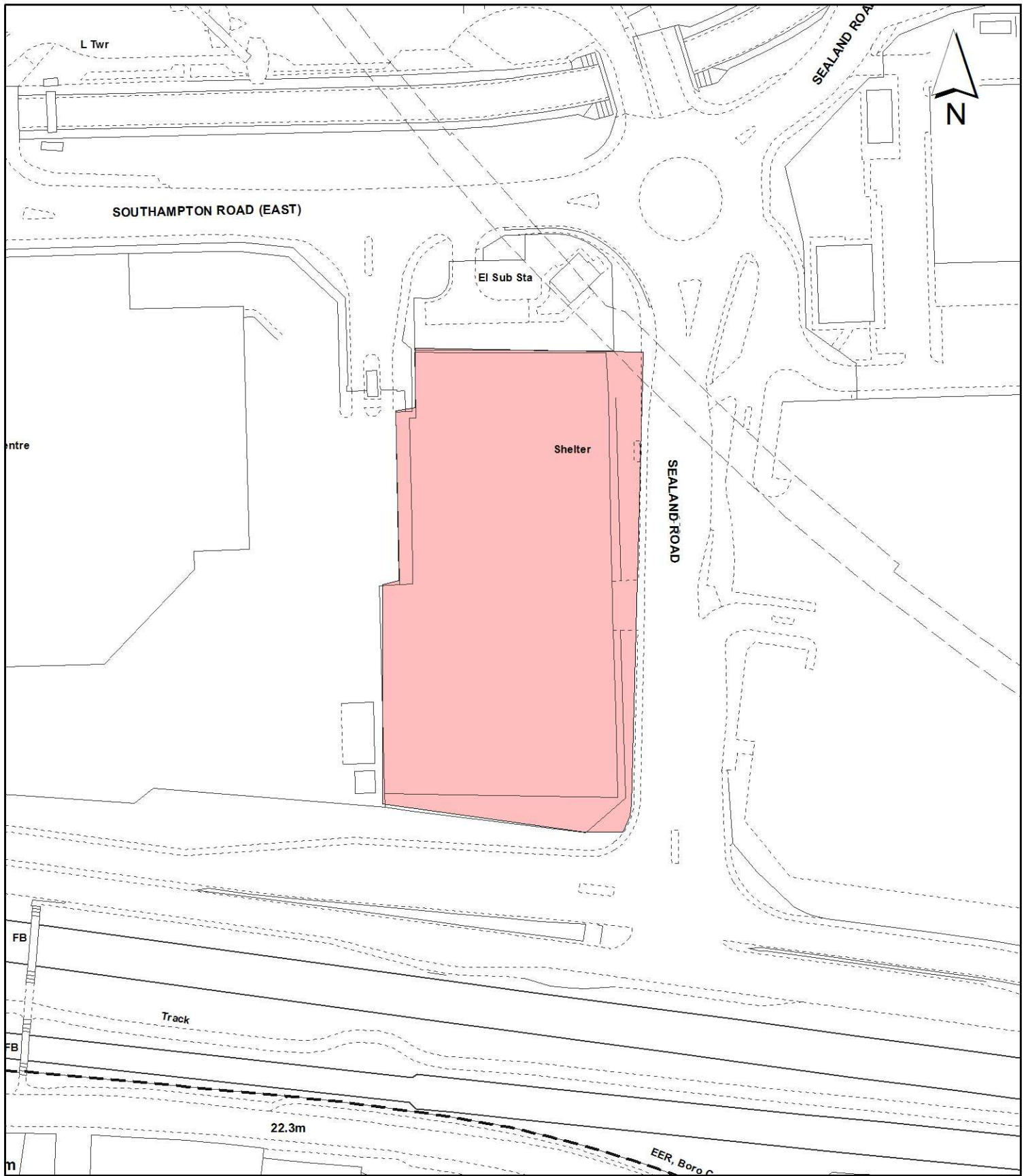
The proposal complies with relevant planning policy and accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)
London Plan (2015)
National Planning Policy Framework (March 2012)
London Borough of Hillingdon Air Quality Action Plan 2004

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Temporary Car Park Site
 Sealand Road
 Heathrow Airport**

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

Planning Application Ref:
65688/APP/2016/94

Scale:
1:1,250

Planning Committee:
Major Page 141

Date:
March 2016



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (layout, scale, appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3B (Southern area) of planning permission ref: 585/APP/2009/2752, dated 18-01-12 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed used redevelopment of the Former RAF Uxbridge site)

LBH Ref Nos: 585/APP/2015/4494

Drawing Nos: PERS130437 SL01 Rev P
3BW-A.p50-1 Rev B
3BW-A.p50-2 Rev B
3BW.p50-1 Rev B
3BW.p50-2 Rev B
Ha3.p50-1
P.346-363.p1 Rev A
P.346-363.p2
P.346-363.p3
P.346-363.p4
P.346-363.rp1
P.364-372.pe Rev B
P.373-392.es Rev A
P.373-392.p1 Rev A
P.373-392.p2 Rev A
P.373-392.p3 Rev A
P.373-392.p4 Rev A
P.373-392rp1 Rev A
P.393-401.es Rev B
P.393-401.p Rev B
PERS130437 LP.01 Rev A
PERS130437 P.SL-EP.01
PERS130437 SL02 Rev P
PERS130437 BML.01 Rev C
PERS130437 RL.01 Rev P
P.346-363.e1 Rev A
P.346-363.e2
PERS130437 CSE.01
PERS130437 P.SS.01 Rev D
S82605-SK-601 Rev A
12377-1-A
PERS130437 PPL01 Rev C
Design and Access Statement Rev A 25.11.15
Lighting Design Proposal 12377-1-A
Commitment Schedule Revision F
Affordable Housing Tracker
Planning Statement December 2015
Code for Sustainable Homes Pre-Assessment Sept 2015
Code for Sustainable Homes Specification
SAP Specification & Air Test Regime

PERS 130437 MAT.01
 2380-RE-14 Landscape Maintenance Specification
 PERS130437 BWD.01
 S82605-SK-501 Rev B
 S82605-SK-502 Rev A
 S82605-SK-503 Rev C
 S82605-SK-505 Rev A
 S82605-SK-602 Rev A
 2380-PH3B-LA-01 Rev P3
 2380-PH3B-PP-01 Rev P3
 2380-PH3B_TS-01 Rev P2
 2380-PH3B_TS-02 Rev P2
 AHL.01 Rev B
 PERS130437 DET.01
 PERS130437 DML.01 Rev B
 PERS130437 LTD.SS.01
 PERS130437 PVL.01 Rev B
 PERS130437 DET.02
 PERS130437 DET.03
 PERS130437 DET.04
 2380-RE-15 Method Statement
 2380-SP-07 Landscape Specification
 Uxbridge Phase 3b LZC Contributor
 Cover Letter

Date Plans Received:	08/12/2015	Date(s) of Amendment(s):	15/12/2015
Date Application Valid:	15/12/2015		19/02/2016
			08/12/2015

1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3B of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 3B, an area of land located in the south western part of the site. The site is bounded by Hillingdon Road to the west, the built out phase 2A to the south, spine road and pocket park to the east and future Phase 3C to the north.

The proposed scheme would provide 56 residential units (38 flats and 18 houses) and one retail unit. Individual gardens would be provided to the houses and the flats would be provided with private and communal external amenity spaces. 71 parking spaces for residents and visitors would be provided along with two parking spaces for the retail unit.

The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

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

PERS130437 SL01 Rev P
3BW-A.p50-1 Rev B
3BW-A.p50-2 Rev B
3BW.p50-1 Rev B
3BW.p50-2 Rev B
PERS130437 Ha3.p50-1
P.346-363.p1 Rev A
P.346-363.p2
P.346-363.p3
P.346-363.p4
P.346-363.rp1
P.364-372.pe Rev B
P.373-392.es Rev A
P.373-392.p1 Rev A
P.373-392.p2 Rev A
P.373-392.p3 Rev A
P.373-392.p4 Rev A
P.373-392rp1 Rev A
P.393-401.es Rev B
P.393-401.p Rev B
PERS130437 LP.01 Rev A
PERS130437 P.SL-EP.01
PERS130437 SL02 Rev P
PERS130437 BML.01 Rev C
PERS130437 RL.01 Rev P
P.346-363.e1 Rev A
P.346-363.e2
PERS130437 CSE.01
PERS130437 P.SS.01 Rev D
S82605-SK-601 Rev A
12377-1-A
PERS130437 PPL01 Rev C
PERS 130437 MAT.01
PERS130437 BWD.01
S82605-SK-501 Rev B
S82605-SK-502 Rev A
S82605-SK-503 Rev C
S82605-SK-505 Rev A
S82605-SK-602 Rev A
2380-PH3B-LA-01 Rev P3
2380-PH3B-PP-01 Rev P3
2380-PH3B_TS-01 Rev P2
2380-PH3B_TS-02 Rev P2
PERS130437 AHL.01 Rev B
PERS130437 DET.01
PERS130437 DML.01 Rev B
PERS130437 LTD.SS.01

PERS130437 PVL.01 Rev B

PERS130437 DET.02

PERS130437 DET.03

PERS130437 DET.04; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

2 COM5 General compliance with supporting documentation

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

Design and Access Statement Rev A 25.11.15

Lighting Design Proposal 12377-1-A

Planning Statement December 2015

Code for Sustainable Homes Pre-Assessment Sept 2015

Code for Sustainable Homes Specification 08/12/2015

SAP Specification & Air Test Regime

2380-RE-14 Landscape Maintenance Specification

2380-RE-15 Method Statement

2380-SP-07 Landscape Specification

Uxbridge Phase 3b LZC Contribution;

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
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
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
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
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 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 5.1	(2015) Climate Change Mitigation

LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.13	(2015) Sustainable drainage
LPP 5.12	(2015) Flood risk management
LPP 6.1	(2015) Strategic Approach
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

The following information has been provided regarding waste management.

1) Flats

a) The estimated waste arising from the development to be as shown below:

Studio/one bedroom = 140 litres

Two bedroom = 170 litres

Three bedroom = 240 litres

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

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be

by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

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

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

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

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

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

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

k) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

2) Street Level Properties

It is best for individual properties whether they be detached, semi-detached or terraced to keep their own waste within their own property boundary until it is collected. Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The collection system is based on sacks and described below:

- Weekly residual (refuse) waste - using sacks / bins purchased by the occupier
- Weekly dry recycling collection - using specially marked sacks provided by the Council.
- Weekly green garden waste collection - three specially marked reusable bags provided by the Council free of charge. Occupiers of larger properties can purchase three additional reusable bags.
- Weekly food waste collections (optional) - residents can have a 7 litre internal kitchen caddy and an external 23 litre storage container for food waste. Caddy liners supplied by the Council.
- Weekly textile collection - residents issued with a roll of 10 purple tinted sacks.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. The collectors should not have to carry the sacks more than 15 metres from where the waste and recycling is presented to the collection vehicle.

3) Commercial Units

3a) The occupiers would have to make an arrangement with either the Council or a

licensed waste carrier for the collection of the waste produced from the premises.

3b) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. Larger waste producers could use a 12 cubic yard 'front end loader type bin or if there was shared usage of waste containers a 40 cubic yard bin could be used fed by a compactor system

3c) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres or sack 15 metres from the point of storage to the collection vehicle (BS 5906 standard).

3d) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

3e) The access roads must be made strong enough to withstand the load of a 32 tonne refuse collection vehicle (if using 40 cubic yard roll on roll off bins).

General Points

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

5

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 3B) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 3B is an area of land located in the south western part of the site. The site is bounded by Hillingdon Road to the west, the built out phase 2A to the south, spine road and pocket park to the east and future Phase 3C to the north. The northern boundary of the site is occupied by a double line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link and frame to the future Parade Ground phase.

The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 3B of the St Andrew's Park development in compliance with conditions 2 and 3 of planning permission ref: 585/APP/2009/2752, dated 18-01-12, for an outline application for a mixed used redevelopment of the Former RAF Uxbridge site.

The Phase 3B development would create 56 residential units; the scheme would comprise of:

i) 20 units in a residential block facing Hillingdon Road (Flat Block F) with:

Two x one-bed disabled units,

Eight x one-bed units

Ten x two-bed units

Block F will be entirely allocated as affordable housing, contributing towards the provision for this phase and the future Phase 3C.

ii) 18 units in a residential block facing the Pocket Park (Flat Block E) with:

One retail unit on the ground floor at the northern end of the block

Four x one-bed disabled units

Fourteen x two-bed units

iii) 18 two-storey houses on the central streets

Seven x three-bed terraced houses

Two x three-bed semi-detached houses

Eight x three-bed semi-detached houses

One detached three-bed house

A total of 73 parking spaces have been provided; 65 parking spaces (including 9 parking spaces located in garages) would be allocated for residential use with 6 parking spaces allocated for visitor parking. Two parking spaces (including one disabled parking space) would be provided for the retail unit.

A new linear park and pedestrian link is proposed to the north of the phase between two lines of protected Horse Chestnut trees.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;

b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;

c. Creation of a three-form entry primary school of 2 storeys;

d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;

e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;

f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;

- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

Since the approval the applicant has discharged a number of the pre-commencement and other conditions relating to the application site, as well as reserved matters approvals for earlier phases.

4. Planning Policies and Standards

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

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.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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H4	Mix of housing units
H5	Dwellings suitable for large families
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OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
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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
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- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.7 (2015) Renewable energy
- LPP 5.10 (2015) Urban Greening
- LPP 5.13 (2015) Sustainable drainage
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- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
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- LPP 8.1 (2015) Implementation
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- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th January 2016**

5.2 Site Notice Expiry Date:- **12th January 2016**

6. Consultations

External Consultees

HEATHROW AIRPORT LIMITED (HAL)

We have now assessed the reserve matters regarding appearance and landscaping in compliance

with condition 2 & 3 for phase 3B for the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

METROPOLITAN POLICE

I have had consultation on this development and have no objections to these reserved matters.

Internal Consultees

TREES AND LANDSCAPING

The phase 3B application site is located at the southern end of the old parade ground, which is edged by a retained avenue of Horse Chestnut trees. The site is edged by the Spine Road to the east, Hillingdon Road to the west and phase 2A to the south.

The landscape strategy is informed by the original approved Landscape & Open Space Strategy ref. VSM/UXB/HPA/8.

No objection.

ENVIRONMENTAL PROTECTION UNIT

No adverse comments

ACCESS OFFICER

Having reviewed all relevant plans, accessibility is considered to have been satisfactorily met.

FLOOD AND WATER MANAGEMENT OFFICER

They appear to be proposing permeable paving in accordance with the strategy for the site controlling water to the agreed catchment rate, however I cant see on a plan the provision of water butts that were agreed to be provided on all developments.

Case Officer comment:

The water butts are shown on submitted drawing reference number PERS130437 PPL01 Rev C, the Flood and Water Management has reviewed this plan and agreed it is acceptable.

Conservation and Urban Design

The proposals are generally in line with pre-application discussions, further details on materials are required but otherwise no objection.

Case Officer comment:

Materials have now been agreed between the applicant and the Councils Conservation and Urban Design Officer and an amended materials schedule has been submitted.

HIGHWAYS

In accordance with the Car Parking Management Plan 2015, the overall site is to provide 2079 car parking spaces of which 1649 are for residential use.

The current application proposes 71 parking spaces for residential use and 2 for the retail unit.

Electric charging points - 20% active and 20 passive are required. Would need to be conditioned as not shown on plans.

Bin and cycle stores are provided.

No objections are raised on highway grounds.

Case Officer comments:

An amended plan (ref. PERS130437 PPL01 Rev C) has been provided by the applicant which indicates electric charging point provision. The Council's Highways Engineer has raised no objection to the amended scheme.

WASTE OFFICER

The Waste Officer has raised no objection to the proposals, though they have provided guidance for the developer as to how waste facilities should be provided such as litres of capacity etc.

Case Officer comments:

The guidance provided has been included within an informative attached to the application. It is worth noting that Condition 30 of the original outline consent (ref: 585/APP/2009/2752) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential and commercial uses on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development is therefore deemed acceptable and in accordance with the outline consent.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of a maximum of 57 units (41 flats and 16 houses) across this portion of the site.

The current application proposes the erection of 56 residential units (38 flats and 18 houses); although three flats have been removed, two additional houses would be provided. Overall one residential unit has been lost which is considered to be acceptable; given that the masterplan was only indicative of housing numbers, no objection is raised to the proposed density.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15). In accordance with the outline consent, the proposals are not considered to impact on listed and locally listed building within the wider site. There are no conservation areas within the vicinity of the site.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. NATS and Heathrow Airport Ltd have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

This phase of the development is not located within the Green Belt which lies approximately 100m north-east of Phase 3B. It is considered that the appearance and landscaping of Phase 3B will not impact on the visual amenity of the Green Belt.

7.07 Impact on the character & appearance of the area

The Design Code approved as part of the outline consent for the redevelopment of St Andrews Park split the southern section of the wider application site into three main sections, the Southern Primary Street (Spine Road) and the Western and Eastern residential streets.

The parameter plan at outline stage approved the creation of three storey dwellings along the spine road and four/four and a half storeys to the west adjacent to Hillingdon Road, which has been adhered to in the reserved matters application. The parameter plan also approved the creation of two storey residential dwellings in between, which will create subservience between the side streets of the development and the Spine Road/Hillingdon Road. The proposed dwellings in the residential streets are proposed to be short terraces and semi-detached dwellings, with one detached dwelling in the south west corner of the site. The design of the dwellings are simple yet effective, with features such as bay windows and entrance canopies used to provide variance between the appearance of the buildings.

The Design Code for the development establishes a different palette of materials for the western streets and a softer more natural palette for the transition towards the district park in the eastern side of the development. The proposal is for buff and red bricks for the houses and the apartment blocks. The commercial unit will use a grey brick so that the different use is reflected in the architectural language of the building.

The Council's Conservation and Design Team have been involved with pre-application discussions on the site and have been consulted on the proposals. They have raised no objections to the design of this phase and are in agreement with the materials proposed, which reflect earlier phases of the same development.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

DAYLIGHT AND SUNLIGHT

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure sufficient sunlight and daylight is received.

All of the houses and flat blocks would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure sufficient sunlight and daylight is provided into each dwelling, in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 56 units within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2015) and the national technical housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts requires minimum levels of external amenity for different residential properties. Each dwelling house within the proposed Phase 3B area has private amenity space in the form of a rear garden. All the houses are three bed and enjoy garden amenity areas of between 83sq m and 95 sq m - thereby complying with the HDAS standards which seek 60 sq m .

In respect of the flatted blocks, all ground floor apartments benefit from an individual patio area. The upper floors of Block E (fronting onto the pocket park) have balconies in many instances - only in respect of three units which are located at the feature end of the building lack individual amenity areas. Similarly in respect of Block F - designed and laid out in a similar format to the three previously approved Hillingdon Road frontage blocks - many of the units benefit from glazed 'winter garden' amenity area. These provide a conservatory style garden room whilst protecting the future occupiers from the higher noise levels on this frontage part of the site. Of the 20 units in this block, 6 units do not benefit from this individual amenity provision.

In total, whilst 9 of the 56 units fail to provide private amenity areas, recognition must be given of the level of available amenity areas in close proximity to the development site, including the green linear route to the north of the phase, the pocket park to the east and most significantly the District Park, a short distance to the east of the site which provides a considerable amenity provision for the St Andrews Park development as a whole. The combination of these public amenity areas and the private garden areas, and patio/terraces in the most part - are considered to provide appropriate levels of amenity to serve the future occupiers of the development.

The St Andrews Park site has a number of significant constraints on the land including providing sufficient parking spaces, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. It is considered that providing some units with an under-provision of external amenity would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. Therefore, the under provision of external amenity space for a number of smaller non-family units is considered acceptable in this instance and a similar situation has been approved on earlier phases.

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

In accordance with the outline consent and approved conditions, the overall site is to provide 2079 car parking spaces of which 1649 are for residential use. The current application proposes 71 parking spaces for residential use and 2 for the retail unit.

The parking is provided as follows:

Nine of the 3 bed units have curtilage parking, at 2 each = 18 spaces

The remaining nine 3 bed units have 1 space each plus 6 communal parking spaces = 15 spaces

Twenty four 2 bed units have 1 space each = 24 spaces

Fourteen 1 bed units have 1 space each = 14 spaces

Total = 71 spaces

There are 7 disabled parking spaces proposed, which equates to 10% provision.

15 parking spaces are proposed to have active electric charging points, whilst 16 further spaces have a passive provision in line with requirements.

Cycle stores are provided for flats and within the garages of the houses.

It is worth noting that there is parking shown to the south of the Phase outside of the red line boundary for this application. This parking has already been allocated to Phase 2 to the south and does not constitute part of this Phase.

The Council's Highway Engineer has reviewed the proposals and raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan.

7.11 Urban design, access and security

URBAN DESIGN

The outline masterplan for the application site approved a number of apartment blocks and residential terraces with unbroken runs of car spaces provided in front of the dwellings. The form of the development has been amended from the long terraces to sets of semi-detached dwellings and small runs of terraces, which is considered to provide a better urban form to the residential estate. The landscaped pedestrian link to the north is considered to be a positive addition to the urban form of the area. The overall development is considered to be in accordance with the principle of the approved Design Code and in accordance with Policy BE19 of the Hillingdon Local Plan.

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design. Each dwelling would have a front boundary of at least 1 metre in depth, this would ensure that each property would have a sufficient area of defensible space in front of their dwellings.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards. In addition 6 units would be wheelchair accessible. Therefore, 11% of the dwellings across the Reserved Matters phase would be wheelchair accessible in accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The S106 which supported the original outline consent required a provision of 15% of the residential units across the site to be affordable. Affordable housing for this phase of the development will be provided within Flat Block F, which comprises of 20 units; two x one-bed disabled units, eight x one-bed units and ten x two-bed units, delivering circa 35% affordable housing within this phase.

This equates to an over-provision for this phase of the development, however the future Phase 3C will provide a slightly reduced provision and across the two Phases combined (3B and 3C) a 15% provision will be provided. This has been discussed with the Council's Resident's Services team who are in agreement with the provision proposed.

7.14 Trees, landscaping and Ecology

The application site contains a number of soft landscaped areas, including the creation of a new linear pocket park and pedestrian link to the north of the Phase that is bounded by two lines of protected Horse Chestnut trees. This link was approved as part of the outline consent and provides an additional area of amenity for the dwellings in the vicinity, together with providing an attractive pedestrian route through to the district park. It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The Council's landscape Architect has reviewed the proposals and raised no objection to the development.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the rear curtilage of each house and within the apartment blocks for the storage of waste and recycling during the week, and the waste will be presented in front of each dwelling on the day of collection. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements.

The Waste Officer has raised no objection to the proposals, though they have provided guidance for the developer as to how waste storage should be provided such as litres of capacity etc. This information has been included within an informative attached to the application. It is considered that the accommodation provided is sufficient to meet the requirements for waste provision for the proposals.

The location of the bin storage areas to the rear of each dwelling is considered to have an acceptable impact as they will not be visible from the streetscene. Likewise the bin storage structure for the apartment blocks is deemed appropriately located.

Condition 30 of the original outline consent (ref: 585/APP/2009/2752) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 51 of the outline consent (ref: 585/APP/2009/2752) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4.

The applicant has submitted a letter from 'JSP Sustainability' that confirms they have

completed an analysis of Phase 3b to determine the contribution of PV panels to the Code for Sustainable Homes Level 4 carbon reduction strategy. Upon review of the proposed house types and utilising the SAP calculations completed for other phases, they have calculated that the development has a Part L Target Emission Rate of 73,625.05kg/year. Following the incorporation of energy efficiency measures this is expected to shrink to 62,651.89kg/year.

As such the Section 106 renewable clause necessitates the incorporation of PV panels capable of offsetting 9,397.78kg/year of CO2. The installation of 11.5kWp PV arrays on the roof spaces of Blocks E and F will generate sufficient electricity to offset this amount of CO2 and will furthermore ensure each flat block achieves a Code for Sustainable Level 4 emission rate.

Each dwelling would be built to CSH Level 4, therefore, the proposal is in accordance with Policy 5.2 of the London Plan.

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

The scheme has been designed with appropriate levels and gradients to ensure appropriate drainage and surface water run off. Each dwelling has also been provided with a water butt to collect rainwater as required by the site wide SUDS strategy. The Council's Flood and Water Management Officer has reviewed the proposals and raises no objections to the application.

Furthermore, the S106 also requires an Estate Management Plan to be submitted to the Council for its approval prior to the occupation of any dwelling. The Council has approved the SUDS management plan. It is considered that the SUDS would provide an acceptable capacity and greenfield run-off rate and would not increase flood risk in the surrounding area. Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan.

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No further issues for consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

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

The dwellings would be built in accordance with the London Plan floor space standards and Lifetime Homes Standards, ensuring a good standard of residential accommodation is being provided. The development will provide 20 affordable units with Phase 3B, meeting the 15% requirement across the development when considered with Phase 3C, as required by the S106 for St Andrews Park.

It is noted that a small number of the dwellings would be provided with external amenity areas which do not meet the HDAS standards, however, the dwellings are in close proximity to the pockets parks and the significant district park, which provide a large amount of publicly accessible amenity space within the surrounding area. The new dwellings would comply with the distance separations standards of HDAS Residential Layouts, ensuring no significant harm would occur to the residential amenity of the neighbouring occupiers.

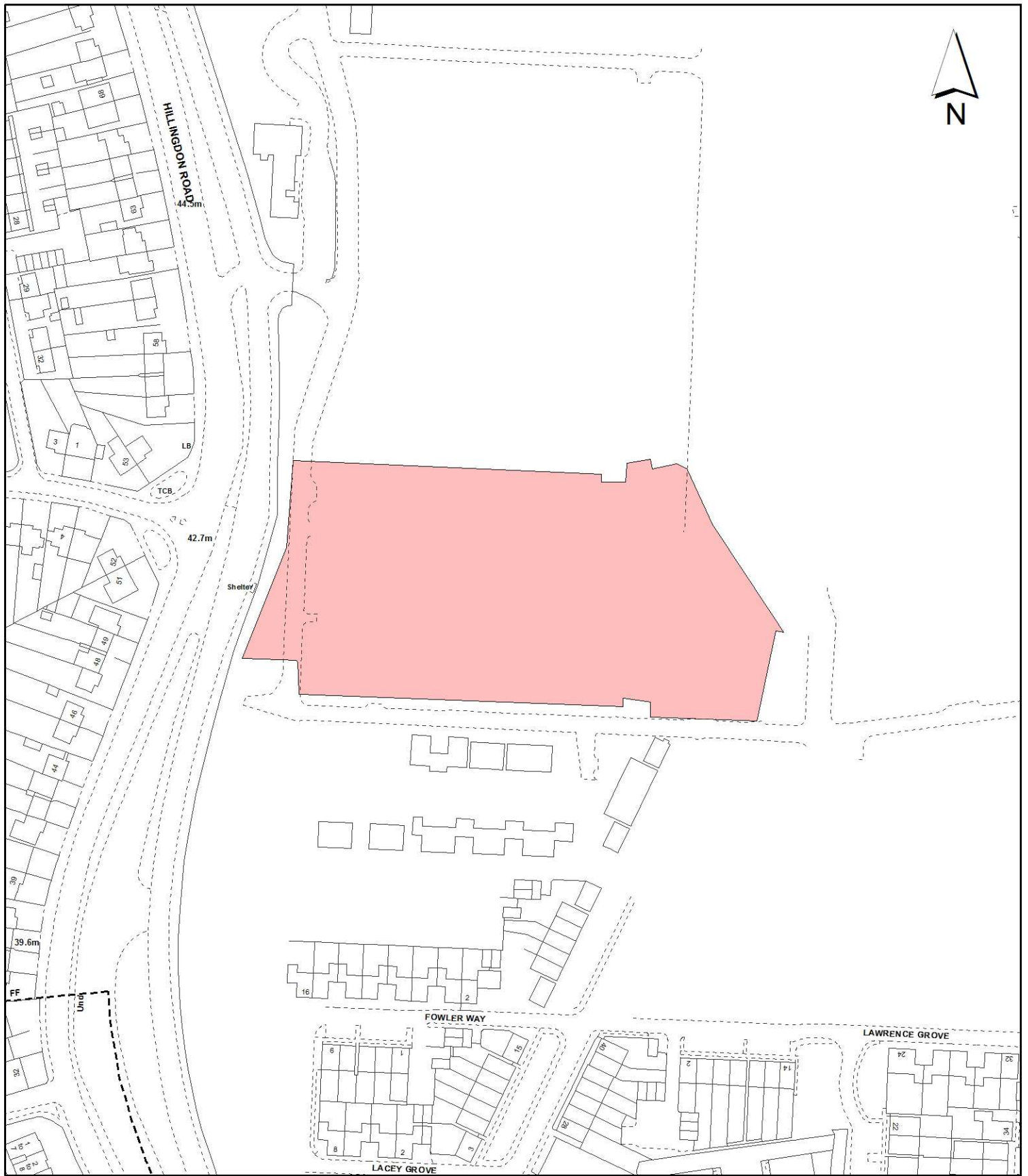
The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

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

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.
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Site Address:

**St Andrew's Park
 Hillingdon Road
 Uxbridge**

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

Planning Application Ref:

585/APP/2015/4494

Scale:

1:1,800

Planning Committee:

Major Page 164

Date:

March 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE
- Development:** Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 73 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping
- LBH Ref Nos:** 12156/APP/2015/4166
- Drawing Nos:**
- PART 1
 - PART 2
 - 210-PL-010-01
 - 210-PL-011-01
 - 210-PL-012-01 Demolition Site Plan
 - 210-PL-100-01
 - 210-PL-200-01 Proposed Ground Floor Plan
 - 210-PL-201-01 Proposed First Floor Plan
 - 210-PL-202-01 Proposed Second Floor Plan
 - 210-PL-203-01 Proposed Third Floor Plan
 - 210-PL-204-01 Proposed Fourth Floor Plan
 - 210-PL-205-01 Proposed Fifth Floor Plan
 - 210-PL-206-02 Proposed Sixth Floor Plan
 - 210-PL-207-01 Proposed Seventh Floor Plan
 - 210-PL-208-01
 - 210-PL-209-01 Proposed Basement Plan
 - 210-PL-300-02 Proposed North West Elevation
 - 210-PL-301-02 Proposed North East Elevations
 - 210-PL-302-02 Proposed South East Elevation
 - 210-PL-303-02 Proposed South West Elevation

Date Plans Received: 12/11/2015 **Date(s) of Amendment(s):**

Date Application Valid: 12/11/2015

1. **SUMMARY**

Planning permission is sought for a residential led mixed-use development, comprising a total of 73 new residential apartments (forty studio and thirty three, one bedroom units) within a part four, part seven, part eight storey building with three distinct but coherent elements arranged alongside Harefield Road and Oxford Road roundabout.

The site has extant planning permission ref. 12156/APP/2014/3099 for a similar proposal which is almost identical in external design, height, bulk, and appearance. The changes would be largely to the internal layout to facilitate an increase in the number of units from 48 to 73, which would be achieved by changing the housing mix from twelve 1-bed; thirty three 2-bed; and three 3-bed units; to provide forty studio and thirty three 1-bed units. While it would be preferable to secure a higher proportion of two and particularly three bedroom units in order to address a borough shortfall in family housing, no objection is raised having regard to the sites town centre location, car free profile and policy preferences. The previous scheme failed to provide sufficient family sized dwellings and

given the nature of the development and its location within the Uxbridge Metropolitan Centre and close proximity to Uxbridge Tube Station, it is considered that this location would be better suited to the provision of smaller scale units that would still serve a need in the borough.

The developer has offered to double the affordable housing contribution from that secured in the previous application to eight shared ownership units (five studio and three 1-bed units) of which five would be wheelchair accessible and the remainder wheelchair adaptable.

The site has excellent access to public transport including local services and facilities in the vicinity of the site and although the scheme is for a car free development, the proposal is acceptable with respect to highway, pedestrian safety and traffic flows.

All dwellings would comply with the unit size standards as prescribed by the London Plan (FALP 2015) and National Technical Housing Standards.

As per the previous approval, the scheme would provide a replacement community dining hall with a combined 255m² of modern floorspace flexibly designed and capable of accommodating a full range of compatible community uses and activities. A condition has been imposed to ensure that the community dining hall is built to 'shell and core' prior to occupation of the residential units within the scheme.

It is considered that the proposal would provide an increase in modern and flexible community floor space, which would promote, in turn, a greater footfall to the site and increase the vitality of this part of the town centre for community uses.

The building would considerably improve the appearance of the existing site as the proposal is for a high quality contemporary design development which would enhance the appearance of the streetscene whilst respecting the setting of adjacent grade II listed buildings and the areas urban features. The proposal will not have an adverse impact upon the nearby Rockingham Bridge Conservation Area to the south or Old Uxbridge and Windsor Street Conservation Area, immediately adjacent to the north and east of the site.

The height and bulk on this scheme can satisfactorily be accommodated in this urban 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. Indeed, the design, height, bulk, and massing are similar to the previously consented scheme for the site under application ref. 12156/APP/2014/3099 and is consistent with those considered acceptable in the immediate vicinity of the site. Subject to conditions, the proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

The scheme includes a range of energy efficiency measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

The current proposal for the redevelopment of the site with a residential led mixed use building is considered to be acceptable in this location and will represent an enhancement to the Uxbridge Metropolitan Centre.

It is recommended that the application be approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing Affordable Housing, Highways Works, a Servicing Management Plan, a formal Travel Plan, contributions

towards public realm improvements to include but not be limited to the works identified within the PERS Audit, 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: Eight shared ownership units comprising five studios and three 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.

ii) Affordable Housing Review Mechanism

iii) Highways Works S278/S38.

iv) A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

v) 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.

vi) A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

vii) 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.

viii) Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £100,000.

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 Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (July 2011).'

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, numbers 210-PL-010-01, 210-PL-011-01, 210-PL-012-01, 210-PL-100-01, 210-PL-200-01, 210-PL-201-01, 210-PL-202-01, 210-PL-203-01, 210-PL-204-01, 210-PL-205-01, 210-PL-206-02, 210-PL-207-01, 210-PL-208-01, 210-PL-209-01, 210-PL-300-02, 210-PL-301-02, and 210-PL-302-02, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with 'saved' policies of the Unitary Development Plan (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:

- Design and Access Statement (Part 1-2)
- Planning Statement (November 2015)
- Extended Phase I Ecological Assessment (September 2014)
- Transport Assessment (November 2015)
- Air Quality Assessment (November 2015)
- Drainage Statement (November 2015)
- Heritage and Townscape Assessment (November 2015)
- PERS Audit (October 2014)
- Safety Audit (November 2014) & Designer's response (4th November 2014)

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

REASON

To ensure that the development complies with the policy objectives of the Unitary Development Plan (2012) and National Planning Policy Framework (2012).

4 NONSC Non Standard Condition

Prior to first occupation of the residential accommodation hereby approved, the community dining hall (Class D1) hereby approved shall be completed to 'shell and core'. Details of the shell and core finish shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the community/social use is re-provided to a suitable standard, in accordance with policy 3.16 'Protection and enhancement of social infrastructure' of the London Plan (FALP 2015).

5 NONSC Archaeological Evaluation

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development or demolition shall take place other that in accordance with the Written

Scheme of Investigation approved under Part (B).

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

REASON

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).

6 COM7 Materials (Submission)

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)

7 NONSC Construction Environmental Management Plan

Prior to commencement of development, a Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including but not limited to vibration & TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority. The report shall assess impacts during the demolition and construction phases of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details approved at all times and no change there from shall take place without the prior written consent of the Local Planning Authority.

REASON

In order to ensure that the proposal does not cause harm by way of vibration or loss of TV signal in accordance with sections 5 and 11 of the National Planning Policy Framework (2012).

8 H17 Washing of Construction Vehicles

Provision shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

REASON

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with 'saved' policy AM7 of the Unitary Development Plan (2012).

9 OM19 Construction Management Plan

Prior to commencement of development, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan

shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (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 demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012).

10 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).

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

Prior to occupation of the development, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To protect the visual amenity of the area and to enhance ecology, in compliance with 'saved' policy BE38 of the of the Unitary Development Plan (2012) and policies 7.4, 7.6 and 7.19 of the London Plan (FALP 2015).

12 NONSC Bird Hazard Management Plan

Prior to the stage whereby construction works are at damp proof course level, details of a Bird Hazard Management Plan shall have to be 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 prior to occupation of the development, 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.

13 RES16 Water Efficiency

No part of the residential development hereby approved shall be occupied until evidence has been submitted to the LPA 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).

14 COM25 Car Parking Layout

Prior to occupation of the development, the car parking and service area will be marked out as shown on drawing No. 210 PL 209 Rev 01 and shall include two disabled spaces of which one shall be served by an electrical charging point.

Thereafter, the two disabled spaces shall be allocated for the sole use of disabled

occupiers of the residential buildings (or disabled visitors to the building) and the remaining two parking spaces shall be allocated for the sole use of the community hall. The parking spaces shall be used for no other purpose and the associated servicing area shall not be used for any parking purposes.

REASON

In order to meet the future needs and users of the development in accordance with 'saved' policy AM7 of the Unitary Development Plan (2012) and policy 6.13 of the London Plan (FALP 2015)

15 NONSC Vehicular Access

Prior to the stage whereby construction works are at damp proof course level, details of the proposed pedestrian and vehicular access shall be submitted to and approved 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 retained.

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 'saved' policy AM7 of the Unitary Development Plan (2012).

16 NONSC Cycle Parking

Prior to occupation of the development, the proposed cycle parking spaces as shown on drawing No. 209 Rev 1 shall be provided and thereafter, maintained and retained for the lifetime of the development.

REASON

To ensure that an appropriate level of cycle parking provision is provided on site in accordance with 'saved' policy AM9 of the Unitary Development Plan (2012) and policy 6.9 of the London Plan (FALP 2015).

17 NONSC Measures to Prevent 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 shall be submitted to and approved in writing by the Local Planning Authority prior to 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.

REASON

To safeguard the amenity of future occupiers in accordance with 'saved' policy BE24 of the Unitary Development Plan (2012).

18 NONSC SUD's

Prior to the stage whereby construction works are at damp proof course level, 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 the Drainage Statement (November 2015) 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, 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).

19 NONSC Air Quality 1

A scheme designed to minimise the ingress of polluted air shall be submitted and approved in writing by the Local planning Authority by the stage whereby construction works are at damp proof course level. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

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

REASON

In order to safeguard the amenities of the area, in accordance with 'saved' policy OE1 of the Unitary Development Plan (2012) and policy 7.14 of the London Plan (FALP 2015).

20 NONSC Air Quality 2

The details of any plant, machinery or fuel burnt, as part of the energy provision for each of the development shall be submitted to and approved in writing by the LPA by the stage whereby construction works are at damp proof course level. 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 'saved' policy OE1 of the Unitary Development Plan (2012).

21 NONSC Land 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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with 'saved' policy OE11 of the Unitary Development Plan (2012).

22 NONSC Imported Soil

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 to 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 the occupants of the development are not subject to any risks from soil contamination in accordance with 'saved' policy OE11 of the Unitary Development Plan (2012).

23 NONSC Traffic Noise Mitigation

A scheme shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level for protecting the proposed development from road traffic noise and from the dining hall noise. 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 in perpetuity.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise or noise from the non-residential use in accordance with 'saved' policy OE5 of the Unitary Development Plan (2012) and policy 7.15 of the London Plan (FALP 2015).

24 NONSC Works Adjacent to Public Footpath

Prior to commencement of the development, detailed drawings for the proposed treatment, including boundary walls and planting, lighting and hardsurface materials, alongside the south eastern public footpath shall have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed hard and soft landscaping and boundary treatment shall not exceed the height of the existing walls 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 'saved' policy OE1 of the Unitary Development Plan (2012).

25 NONSC Extract Systems - Community Hall

No cooking shall take place in the community hall 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 non-residential 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 'saved' policy S6 of the Unitary Development Plan (2012).

26 NONSC Impact Piling

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

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure and mitigation may be required to ensure that there is no detrimental impact on water supply or quality in accordance with the Water supply, wastewater and water quality section of the National Planning Practice Guidance.

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 (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (FALP 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. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| BE1 | Development within archaeological priority areas
Proposals detrimental to the setting of a listed building |

BE10	
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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
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
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 2.6	(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 3.13	(2015) Affordable housing thresholds
LPP 3.16	(2015) Protection and enhancement of social infrastructure
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 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 5.15	(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 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 6.9	(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 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
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 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
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

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

4 115 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 Councils Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5

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

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

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

This would relate to Part A of the condition with further investigation to follow if significant remains were encountered.

6 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.

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 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).

10 148 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).

11 158 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

12 160 Cranes

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

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.

14 128 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the

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

15

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated at the south eastern end of Harefield Road in close proximity to the south western end of Uxbridge High Street and occupies an area of 0.24ha to the rear of The Cedars and the Old Bank sites. The site itself is located approximately 350 metres from Uxbridge Underground station and falls within the Uxbridge Town Centre with the site located less than 100 metres from the defined Primary Shopping Frontage. The site maintains frontages to both the Harefield Road and the Oxford Road roundabout, whilst the rear of the site adjoins the pedestrian path alongside the Cedars car park.

The site is located to the rear of 'The Cedars', which is a three storey Grade II listed building fronting the High Street while the Fassnidge Memorial Hall currently occupies the site. The corner of 'The Cedars' adjoining the junction of the High Street and Harefield Road is stepped as a result of an adjoining building being demolished. The Hall comprises a portacabin building which functions primarily as a pensioners dining centre with capacity for 70 persons. It is also used as a venue for social activities and provides a range of services for the elder community. The land between 'The Cedars' and the Hall is gravelled and used for car parking, with landscaping around the site periphery.

The site falls in gradient along Harefield Road with the ground level adjacent to the Oxford Road roundabout being some three metres below that of the High Street. The site is bounded by a high brick wall adjacent to Harefield Road which steps down and reduces in height as the site slopes away from the High Street frontage to an area of embankment adjacent to the Oxford Road roundabout (Uxbridge Ring Road roundabout) to the southwest. A public right of way runs immediately outside the southern boundary of the site.

The site is located within the Uxbridge Metropolitan Centre and the north eastern most boundary of the site abuts the Old Uxbridge and Windsor Street Conservation Area, which extends from 'The Cedars' south eastwards towards the Underground station. The surrounding built environment is varied and reflects these designations with the buildings within the Conservation Area being typically two or three storeys in height and a number of buildings within the immediate vicinity of the site being listed. These include the 'Old Bank House' located at 64 High Street, 118 and 122-123 High Street, and the Falcon Public House (all are Grade II).

A number of multi-storey modern buildings are also located within the vicinity of the site. The Cedars car park and Telephone Exchange (both six storeys in height) are located to the south of the site. 'The Atrium' is a seven storey office block located on the opposite side of Harefield Road and to the north of 'The Atrium' lies a former cinema, which has been converted to a gym. The Uxbridge Court House, Police Station and retail warehouses are located to the north along Harefield Road, with two storey houses beyond. Flatted residential developments up to eight storeys in height are also located further west along the High Street and less than 80 metres to the south west of the site lies Fassnidge Park, a public park covering approximately 3.1ha as well as the Rockingham Bridge Conservation Area.

3.2 Proposed Scheme

The proposal seeks permission for the demolition of the existing Fassnidge community dining hall and garage, and the erection of a part four, part seven, part eight storey car free development comprising a mixed use building providing a replacement community dining facility and 73 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas and landscaping.

The main entrance to the building is positioned to address Harefield Road. Four car parking spaces would be provided, including two disabled spaces and two parking bays dedicated to the community hall with secure cycle parking to be provided on site at basement level and also to the side of the site adjacent to the public footway. However, in terms of the proposed residential use the scheme is for a car free development.

Vehicle access to the site is proposed from the southern corner of the site, allowing level access for cars and sufficient room for manoeuvring service vehicles up to 7.5 metre long. Level pedestrian access to the dining hall and the residential units is provided via the public footpath from the High Street.

The replacement community hall would be integrated within the envelope of the main building and provides some 255m² of floorspace (a net gain of 35m² on the existing site's provision) located at ground floor level on the northern portion of the site. Refuse collection for the hall is proposed to continue as existing with the refuse bins positioned and collected by the Council from Darren House on collection days (Mondays and Tuesdays).

The residential element of the scheme would provide 73 new residential apartments (40 studio units and 33 1-bed) within a building with three distinct but coherent elements arranged alongside Harefield Road and Oxford Road roundabout. All dwellings would comply with the unit size standards as prescribed by the Mayor's Housing SPG and the National Housing Technical Standards.

The proposed building would be set back from the street edge and range from four storeys in height to a maximum of eight storeys in a stepped formation with the longer part of the development fronting Harefield Road including a westward projecting element at the northern end of the building and a southern projecting element at the south eastern corner.

The lowest part of the building would be located at its northern end adjacent to the rear boundaries of the listed properties fronting the High Street with the upper floors set back at strategic points from the building's outer edge to reduce the mass of the resulting structure. This response helps protect the setting of the Listed Buildings and Conservation Area and the amenity and privacy of existing occupiers. As ground levels gradually fall the building steps up in height to first seven storeys and then eight storeys at its south eastern

end along the Harefield Road and Oxford Road roundabout frontages where the slender and highest part of the building is most appropriately nested on the south eastern edge adjacent to The Cedars car park and the Telephone Exchange building where it will form as a new urban edge and gateway element into the Uxbridge Town Centre and also be seen against the backdrop of the residential elements erected above The Pavilions shopping mall.

A new pedestrian access route into the site is to be positioned off Harefield Road in a central position of the site. The proposal would retain, with alterations, the existing level access from the High Street along the north eastern boundary of the site whilst a new access to the south would provide vehicular access to the basement car park with a forecourt with space for larger servicing vehicles manoeuvring.

Tracking plans have been provided showing how service vehicles can access and manoeuvre within the site, entering and leaving the site in a forward movement. Refuse and recycling facilities for the residential units would be provided within the basement of the building. This will be managed via the adoption of a dedicated refuse management plan. Servicing is in part accommodated on site with larger vehicles.

The development would have ground level landscaped features and an upper floor roof terrace (on the northern element) providing an amenity space of sufficiently large dimensions to be able to offer a range of passive recreational activities as well as soft planting features. Many of the flats would have access to their own private terrace or balcony while the roof of the tallest element of the building will house the scheme's photo-voltaic panels.

3.3 Relevant Planning History

12156/APP/2014/3099 Fassnidge Memorial Hall - R/O High Street Uxbridge

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

Decision: 08-01-2015 Approved

Comment on Relevant Planning History

12156/APP/2014/3099

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

GRANTED, SUBJECT TO CONDITIONS AND LEGAL AGREEMENT - 1/09/2014

The current scheme is very similar to the granted scheme in terms of its external appearance. The proposal retains the height and scale of the approved mixed use building with internal layout alterations and fenestration alterations only to reflect the increase in the number of proposed units. The main change is the increase in number of units from 48 to 73 which would be achieved by changing the housing mix from twelve 1-bed, thirty three 2-bed and three 3-bed to provide forty studio and thirty three 1-bed units. The level of affordable housing provision has also been doubled to reflect the change in the overall

quantum of units within the scheme.

The level of social community use would remain unchanged in this proposal.

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.EM6 (2012) Flood Risk Management

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.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- 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.
- BE4 New development within or on the fringes of conservation 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
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 2.6	(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 3.13	(2015) Affordable housing thresholds
LPP 3.16	(2015) Protection and enhancement of social infrastructure
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 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 5.15	(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 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 6.9	(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 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
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 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
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

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 & 2nd December 2015

Neighbouring households, amenity groups, and local businesses were notified of the proposal on 23rd November 2015. The consultation period expired on 23rd December 2015.

So far five responses have been received from four respondents objecting to the proposal. The objection responses raise the following concerns:

(i) Excessive number of studio and one bedroom units.

(ii) The appearance of the building is out of keeping with the character of the area.

(iii) The balconies will expose people to pollution from road traffic and overlook neighbouring

properties.

(iv) Loss of trees from the site.

(v) Concern that the addition of 73 residential apartments across the way from a commercial venue will cause issues with licensing laws in regards to noise.

(vi) Inadequate parking

(vii) Old Bank House is not at No 66. Old Bank House is not Trinity Housing.

Officer's response: The issues raised have been considered in the main body of the report.

In addition, two letters in support of smaller scale units have been received from estate agents/surveyors. Their argument in support was largely economic (that there was a significant market need for this type of accommodation) and that the smaller units would provide those who could not afford elsewhere an opportunity to get onto the housing ladder.

These homes are likely to be of interest to those looking to down size, given the high accessibility standard of the development and its proximity to the town centre.

HISTORIC ENGLAND

Comments (summary): No objection.

Officer's response: Noted.

TFL

Comments (summary): No objection.

An additional 2 short stay cycle spaces should be provided. A Travel plan should be secured by legal agreement and to minimise the impact of the development on the highway during construction a Delivery Service Plan and Construction Logistics Plan will need to be secured.

Officer's response: A condition will be imposed to ensure an acceptable level of cycle parking provision. A separate condition will require the submission of a Construction Management Plan to include a Delivery Service Plan to ensure there is not any adverse impact on the highway during construction of the development. As agreed in the previous application, the applicant has agreed to a monetary contribution for public realm improvements to carry out works identified within the PERS audit and a Travel Plan will be secured by legal agreement.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

Comments (summary): No comments received, however comments were received regarding the previous application whereby they stated that heritage assets of archaeological interest may survive on the site. No objection was raised subject to a condition to provide an appropriate archaeological investigation.

Officer's response: Subject to a condition to secure an appropriate archaeological investigation it is considered that the proposal would be acceptable in terms of archaeology.

NATS SAFEGUARDING

Comments (summary): No objection provided a condition is imposed which would require the submission of a Bird Hazard Management Plan.

Officer's response: Noted. Should the application be granted, a condition would be imposed to

require the submission of a Bird Hazard Management Plan to manage the roof space on the associated buildings in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

THAMES WATER

Comments (summary): No objection. However it is recommended that a condition be imposed to ensure that no piling takes place until a piling method statement is submitted.

Officer's comments: Noted. Should the application be granted, a condition shall be imposed to require the submission of a piling method statement prior to any piling.

Internal Consultees

ACCESSIBILITY OFFICER

Comments (Summary): No objection.

Subject to a condition to ensure that 10% of the proposed residential units 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.

Officer's response: Noted. Should the application be granted, a condition as suggested above will be imposed to ensure the delivery of a range of housing types that meet the diverse needs of Londoners and an ageing population.

CONSERVATION AND URBAN DESIGN

Comments (summary): No objection.

The proposed external changes to the approved building appear to be largely minor alterations to the fenestration of the structure, the overall scale and massing of the building would be unchanged. It is considered that they would not have any significantly greater impact on the setting of the conservation area or the nearby listed buildings than the approved scheme and that the overall design of the new building would remain of an appropriate quality in this sensitive location.

No objection subject to the same conditions being applied and the retention of the existing garden wall to the south east of the site.

Officer's response: Noted. Should the application be granted, conditions regarding the detailed design and materials of the new building will be imposed to ensure that the proposal has an appropriate finish.

ENVIRONMENTAL PROTECTION UNIT

Comments (summary):

Air Quality

The air quality assessment could not assess the air quality due to a lack of information, but does indicate the EU limit value for nitrogen dioxide is likely to be exceeded at this location and recommends mitigation will be required at the development on air quality grounds. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design.

On the presumption that the NO₂ levels are likely to exceed at the facade of the building, and given the junction location and the proximity to a multi-storey car park, this is likely, the following ingress of polluted air condition is recommended for any permission that may be given.

In addition, before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

Officer's response: Noted. The conditions recommended will be imposed should the application be granted in order to safeguard the amenity of existing and future occupiers.

Land Contamination

No information has been submitted with the application regarding land contamination. The standard contaminated land condition and condition to minimise risk of contamination from garden and landscape areas are recommended for inclusion in any permission given.

Officer's response: Noted. Should the application be granted, the conditions suggested will be imposed to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

HIGHWAYS

Comments (summary): No objection.

The site has very good public transport accessibility (PTAL=5).

The level of car parking is limited to two spaces and correspondingly the traffic generation / impacts are not significant.

The level of cycle parking is acceptable.

The proposal includes provision for delivery vehicles to enter and leave the site in forward gear. Refuse collection will be from Harefield Road.

The access to the service yard / car parking will be off the access road leading to Cedars Car Park. Adequate visibility sight-lines have been provided. These highway works will require a s106 / s278 agreement.

Officer's response: Noted. Should the application be granted, a legal agreement to secure highway works will be agreed and as per the previous granted application, the submission of a Travel Plan will also be required.

SUSTAINABILITY OFFICER

Comments (summary): No objection.

Subject to it being carried out in accordance with the approved plans.

Officer's response: Noted.

TREE AND LANDSCAPING OFFICER

Comments (summary): No objection.

Officer's response: The external areas and landscaping has not changed from the previous granted proposal. Subject the same conditions as per the previous application, the proposal would not be considered to raise any tree or landscaping concerns.

WASTE MANAGEMENT OFFICER

Comments (summary): No objection.

Officers's response: Noted. Waste arrangements for the site would remain as per the previous approval apart from the size of the storage area which would be more than doubled in size to accommodate the needs of the additional residential units.

WATER MANAGEMENT OFFICER

Comments (summary): No objection

Subject to condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The building, as proposed, is a part four, part seven, part eight storey building with main frontages to Harefield Road and the Oxford Road roundabout but also visible from the High Street. The development seeks to provide forty studio flats and thirty three 1-bedroom flats with communal amenity space provided in the form of a roof garden and a ground floor amenity area laid out alongside the Harefield Road and the Oxford Road frontages. A community hall comprising 255m² of floorspace is proposed at the northern end of the site with level access provided directly to the High Street. The building's massing and height rises in a north south direction.

The principle of demolishing and replacing Fassnidge Memorial Hall and provision of residential development on this site has already been established through the previous consented planning permission. The level of community facility provision would remain largely the same. The major change would relate to an increase in the number of units and change to the housing mix.

Paragraph 7.11 of the UDP, states that the Council recognises the importance of residential development in town centres as part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport.

The site is situated in a location which is highly accessible by public transport giving it has, in part, a PTAL rating of 5 and in part a PTAL rating of 6 and is located within 300 metres to the east of the Uxbridge Underground Station, which provides connections to the Piccadilly and Metropolitan Lines. The site is located within the Secondary Shopping Frontage of Uxbridge town centre and less than 50 metres from the Primary Shopping Frontage. The site is considered an appropriate and highly sustainable location for residential development given the high propensity for linked trips and for those without the need for

use of the private car.

Policy H4 of the Local Plan Part 2, states that one and two bedroom development will be preferable within town centres. The scheme proposes a mix of studio and one bedroom units. While it would be preferable to secure a higher proportion of two and particularly three bedroom units in order to address a borough shortfall in family housing, no objection is raised having regard to the site's town centre location, car free profile and policy preferences.

The proposed scheme for a residential led, mixed use development providing a replacement community hall within this site is considered acceptable in principle, subject to compliance with other relevant planning policies and all other national considerations.

It is considered that the National Planning Policy Framework would be permissive of this development which would enable the provision of a desirable combination of uses from within this site located within a town centre of metropolitan importance and a dense urban area.

Furthermore, it is considered that the presence of the proposed residential uses within this site, in the terms proposed, would ensure there is a healthy mix of sustainable housing provided within the Borough, in accordance with the National Planning Policy Framework requirements.

7.02 Density of the proposed development

The scheme would achieve a residential density of 404 dwellings per hectare (441 habitable rooms/ ha) which would be within the upper range of 215 to 405 dwellings per hectare (slightly below the 650 to 1100 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (5) level.

In this instance, whilst 73 residential units are proposed within the site, the overall density of the development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining conservation area, the setting of the adjacent Listed Building and internal floor area standards set out in Policy 3.5 of the London Plan (FALP 2015)

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

The proposal would have no greater impact on the surrounding Heritage Assets than the existing extant permission.

This proposal is considered to be of a high quality design and of a scale that would be acceptable and respect the adjacent listed building and conservation area. It is considered that the high quality design of the proposal, replacing the existing undistinguished building whilst screening parts of the larger building existing to the east, west and south, would enhance the setting of the listed buildings and would provide a considerable improvement in architectural quality in this part of Uxbridge.

It is worth noting that the Council's Conservations and Design Officer as well as Historic England have no objections to the scheme in conservation or listed building grounds.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have reviewed the proposal and raised no objection in relation to airport safeguarding. However, Heathrow Airport Limited (former BAA) has expressed concerns regarding potential bird hazards arising from the proposed roof garden areas. A condition is therefore recommended to request the submission and approval of a Bird Hazard Management Plan.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

There are a few minor changes to the fenestration from the previous approval however nothing substantial. The proposed massing and form of the development would remain the same. The design and appearance of the building would not materially change from the previous proposal which was considered acceptable in this regard. The proposal would be considered to comply with local, regional, and national policy in terms of scale, design and general appearance.

To ensure that the external finishes are of sufficiently high quality, it will be necessary to include a condition that requires the full approval of all facing materials.

Given the standard of the design, it is considered that this building would satisfy the requirements of 'saved' policy BE13 of the Unitary Development Plan (2012) and policies 7.4 and 7.6 of the London Plan (FALP 2015) as it is well designed and will make a positive contribution towards the skyline and the surrounding area.

7.08 Impact on neighbours

The scheme is no larger than the existing approved development. There are alterations/changes to the openings however they are not significant and would not create any new issues with regards to impact on the amenity of neighbouring properties. The proposal would therefore not impact on the amenity of any residents in the surrounding area and, as such, the scheme is considered to be in accordance with 'saved' policies BE19, BE20, and BE21 of the Unitary Development Plan (2012).

7.09 Living conditions for future occupiers

INTERNAL LAYOUT AND ACCOMMODATION

Given the separation distances provided between buildings, it is considered that the proposal ensures sufficient privacy and outlook to each property.

Although most of the units are single aspect, their layout would ensure acceptable levels of outlook and daylight would be available for the future occupiers of the flats.

All units when assessed against the internal floorspace standards in policy 3.5 (table 3.3) of the London Plan (FALP 2015), Technical Housing Standards, Accessible Hillingdon Guidance, and Accessible Hillingdon Wheelchair Standard Homes Guidance would satisfy those standards and overall the standard of accommodation proposed is deemed to be appropriate and acceptable, in accordance with planning policy.

AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m² of amenity space for a studio or 1 bedroom flat. Therefore a total of 1,460m² of external amenity space would be required for the 73 unit proposal. Apart from one studio flat on the first floor level and one studio flat on the second floor level, the development would provide each dwelling with either a balcony or a terrace, totalling

approximately 546m² between the 73 units with access to private balconies or terraces, while 215m² of shared amenity is proposed as a rooftop garden. Therefore, the total amenity space proposed for this site would equate to 761m², resulting in a shortfall of 699m² below the requirements of the HDAS Residential Layouts.

However it is worth bearing in mind that the previous scheme also had a shortfall which was considered acceptable. In addition, this scheme provides smaller sized units which is less likely to attract families. Further, given the proximity of a substantial area of public open space in Fassnidge Park, there would be sound reasons for setting aside the private amenity standards set out in 'saved' policy BE23 of the Unitary Development Plan (2012). In the circumstances, it would be unreasonable to object to the development on these grounds.

Should the application be approved, a condition is imposed requiring details of the position and materials of the roof terrace safety balustrades.

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 will be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten and provision of children's play space would not be necessary on this site.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal for the site comprises studio and one bedroom units within a metropolitan town centre location with a PTAL score of 5 and 6 (excellent). The scheme includes a total of 4 parking spaces, 2 of which will be reserved for the exclusive use of disabled users while 2 of the remaining spaces would be allocated to the community hall.

The development is essentially for car free development, in particular with regard to the residential element of the scheme. Transport for London (TfL) and the Highways Officer reviewed this proposal and considered that as the site is for studio and one bedroom units within a highly accessible location, no objection was raised to a car free development and the parking provision provided at the site for disabled and community hall users. Therefore, the development is considered to comply with 'saved' policy AM14 of the Unitary Development Plan (2012).

The scheme also includes satisfactory provision for the storage of 73 cycles, therefore the proposed development is in accordance with parking standards, in compliance with 'saved' policy AM9 of the Unitary Development Plan (2012) and policy 6.9 of the London Plan (FALP 2015).

The vehicular access details include visibility splays to either side of the proposed access but a condition is included requiring full details of the new access and no obstructions within the splays more than 600mm in height above the adjoining highway. Further

conditions requiring a construction management plan, provision of car parking and to prevent parking within the servicing area, as identified in the submitted Safety Audit, have also been imposed.

A PERS audit with an assessment of the pedestrian environment accompanies the application. The audit concludes the general pedestrian environment is good quality. However, the general observations of the pedestrian environment is that (i) there is scope to improve the sense of place and environmental quality of public areas; (ii) lack of good signage which would otherwise encourage more pedestrian and public transport movements; and (iii) improved tactile paving for blind and partially sighted persons. 'Link 7' in particular, relating to the pedestrian link between the High Street and Oxford Road roundabout, is the only link to score negatively, albeit only marginally and specifically with regard to 'Route 2' between Fassnidge Hall and Fassnidge Park a specific requirement for increased lighting and security / CCTV has been identified to enhance safety of this environment.

In this instance, a monetary contribution has been offered to mitigate the identified improvements from the PERS audit and should be agreed with the Council with contributions secured through the Section 106 agreement.

The Highways officer has also assessed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with 'saved' policy AM2 of the Unitary Development Plan (2012).

7.11 Urban design, access and security

The design, along with access and security arrangements would not be significantly different from that of the previous application which was considered acceptable. The current proposal which is not materially different in appearance or with regards to access and security is also considered acceptable in these regards, in accordance with local, regional, and national policy.

7.12 Disabled access

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that 10% of the proposed residential units 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. Subject to this condition, the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (FALP 2015) and ensure the delivery of a range of housing types that meet the diverse needs of Londoners and an ageing population.

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.

A Financial Viability Assessment has been received which concludes that on the basis of the costings for the project, the scheme will not achieve the 35% affordable housing

provision as the development is deemed to be 'unviable'.

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.

A third party independent review of the Affordable Housing Viability Assessment was carried out which concurs with its findings that the level of affordable housing offered would be the maximum given the viability of the development. The independent assessor has also recommended a review mechanism to ensure that the Council obtains the highest contribution of affordable housing provision possible.

The developer has agreed to offer eight shared ownership units (five studio and three 1-bed units) or 11% which will be secured by legal agreement should planning permission be granted.

7.14 Trees, landscaping and Ecology

The removal of all trees on site was agreed in the previous consent and the new landscaping arrangements are identical. The previous scheme recommended that a financial contribution should be secured through a S106 legal agreement to enable improvements to the green space and path adjacent to the site and alongside the Cedars car park thereby securing a considerable enhancement to the green space/ public realm in very close proximity to the application site. There is still considered a need for this contribution. The current proposal does not raise any new issues with regards to trees, landscaping or ecology, and the proposal, subject to conditions to secure the final details of the landscaping scheme would accord with 'saved' policies BE38, OL2, EC2 and EC5 of the Unitary Development Plan (2012) and policy 7.19 of the London Plan (FALP 2015).

7.15 Sustainable waste management

Waste arrangements for the site would remain as per the previous approval apart from the size of the residential storage area which would be more than doubled in size to accommodate the needs of the additional residential units. Separately, there would be 5sqm of waste and recycling storage the community use. The community refuse will be manually hauled to High Road from the rear of the community hall via the rear garden areas of the Cedars buildings in order for the refuse service to pick up within the required distance.

In this instance, an acceptable level of refuse and recycling storage is considered to have been provided for both uses, in compliance with policy 5.17 of the London Plan (FALP 2015).

7.16 Renewable energy / Sustainability

The applicant has submitted an energy strategy in support of the application which details that the proposed development incorporating a fabric-first design approach, energy efficient fixed building services and renewable energy technology can achieve a 35% reduction in CO2 emissions as required by the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 5.2 of the London Plan (FALP 2015).

The scheme would lead to the loss of pockets of vegetation, which carry an ecological value and play an important role in London's ecology, the condition to ascertain a landscaping scheme will also require the submission of ecological enhancement

measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building.

With this condition attached, the proposed development is considered to comply 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).

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection subject to a condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development. With this condition attached, the proposed development is considered to comply with 'saved' policies OE7 and OE8 of the Unitary Development Plan (2012).

7.18 Noise or Air Quality Issues

In terms of other environmental considerations, the proposed building would not emit any noise or odours beyond those associated with a residential development. Effects arising from the proposed dining hall would be commensurate with the town centre location and should see a marked improvement from the current arrangement. The Council's Environmental Health Officer has previously advised that a satisfactory noise environment can be secured for future occupants by condition. The impact of additional vehicles would be negligible given the levels of proposed parking provision and existing vehicle flows in the surrounding highway network. Key potential nuisance impacts arising from the development could be conditioned in the event of an approval.

The air quality assessment could not assess the air quality due to a lack of information, but does indicate the EU limit value for nitrogen dioxide is likely to be exceeded at this location. As such mitigation will be required at the development on air quality grounds. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

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: Eight shared ownership units comprising five studios and three 1-bed units. Five of these units shall be wheelchair accessible and three shall be wheelchair adaptable.

- . Affordable Housing Review Mechanism

- . Highways Works S278/S38.

- . A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and to utilise joint servicing to minimise disruption along the adjacent highway.

- . 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.

- . A restriction preventing future residents from applying for parking permits within the Parking Management Areas in the vicinity of the site.

Monetary contributions:

- . Construction Training: either a contribution equal to the formula ($\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + \text{number of units}/160 \times \text{£}71,675$) 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.

- . Public Realm improvements, to cover but not to be limited to the works identified within the PERS audit: £100,000.

- . 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 73 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 referable enforcement issues relating to this site.

7.22 Other Issues

TELEVISION AND COMMUNICATION INTERFERENCE

If the development is consented, a certain amount of disruption and disturbance to neighbouring residents and commercial occupiers would be unavoidable. In order to ensure that any disruption and disturbance is kept to an absolute minimum a Construction Environment Management Plan (CEMP) would be secured by condition to protect the amenities of neighbouring residents and business occupiers during the period of works. This would cover issues with respect to: noise, air quality, dust, smoke, odour vibration and TV reception. Further to this, a Construction Management Plan covering issues regarding parking of vehicles of site operatives, loading and unloading of plant and materials, and storage of plant and materials shall also be secured by condition.

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 redevelopment of Fassnidge Dining Hall will replace a derelict and outdated portacabin building which represents a visual blight in this section of Harefield Road with a high quality building comprising 73 self contained residential units. The development makes better and more efficient use of this previously developed site in comparison with the consented scheme. It is considered that this is an adequate location for a car free development. The scheme would provide affordable units helping to meet the housing needs of the local area whilst the planning contributions would meet key infrastructure priorities in the area, including a significant improvement to the land and foot path alongside The Cedars Car park.

The proposal in terms of its appearance is similar to the previous consented scheme. It is considered to be of an appropriate design and scale that would not be out of character with the appearance of the area due to careful design and use of compatible materials that will ensure it is visually integrated in its surroundings. Furthermore it would effectively address its location through the use of stepped taller elements and distinct stepped design which adds rhythm to the new urban edge whilst successfully and contextually distributing the scale and mass within the site.

Overall, the development would strongly 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

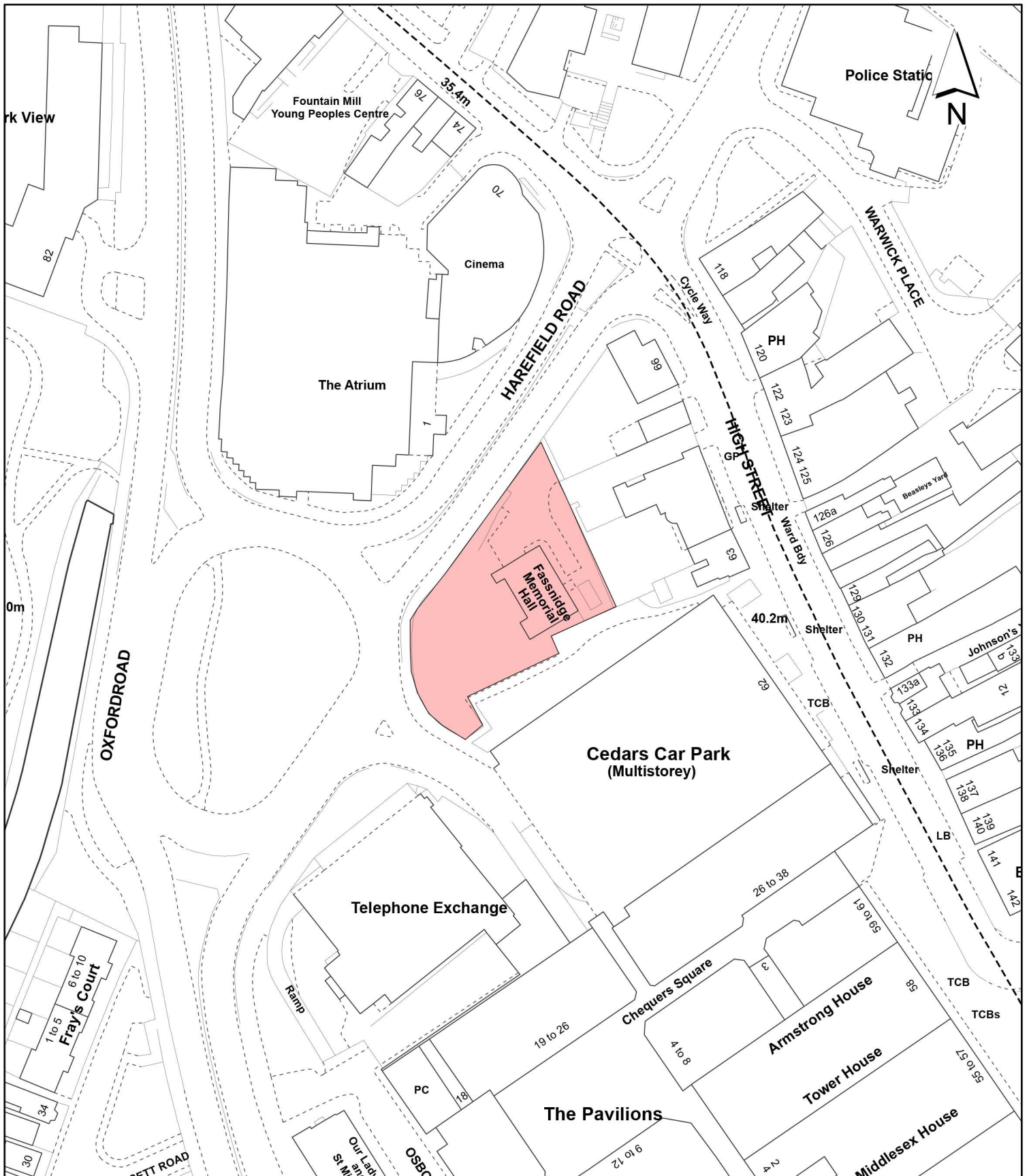
the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.

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

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Site Address:

**Fasnidge Memorial Hall
 R/O High Street
 Uxbridge**

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

Planning Application Ref:
12156/APP/2015/4166

Scale:
1:1,250

Planning Committee:
Major Page 202

Date:
March 2016



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Thursday 3rd March
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

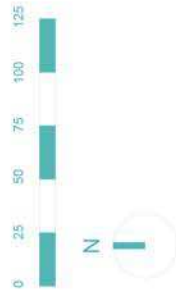
Address LAND SOUTH HOLLOWAY LANE/NORTH HARMONDSWORTH LANE
HOLLOWAY LANE HARMONDSWORTH

Development: Proposed development of a Solar Energy Farm for the local generation of low carbon electricity to the Local Distribution Network, including the installation of solar photovoltaic panels and associated infrastructure.

LBH Ref Nos: 1354/APP/2015/4607

Date Plans Received: 16/12/2015
Date Application Valid: 16/12/2015

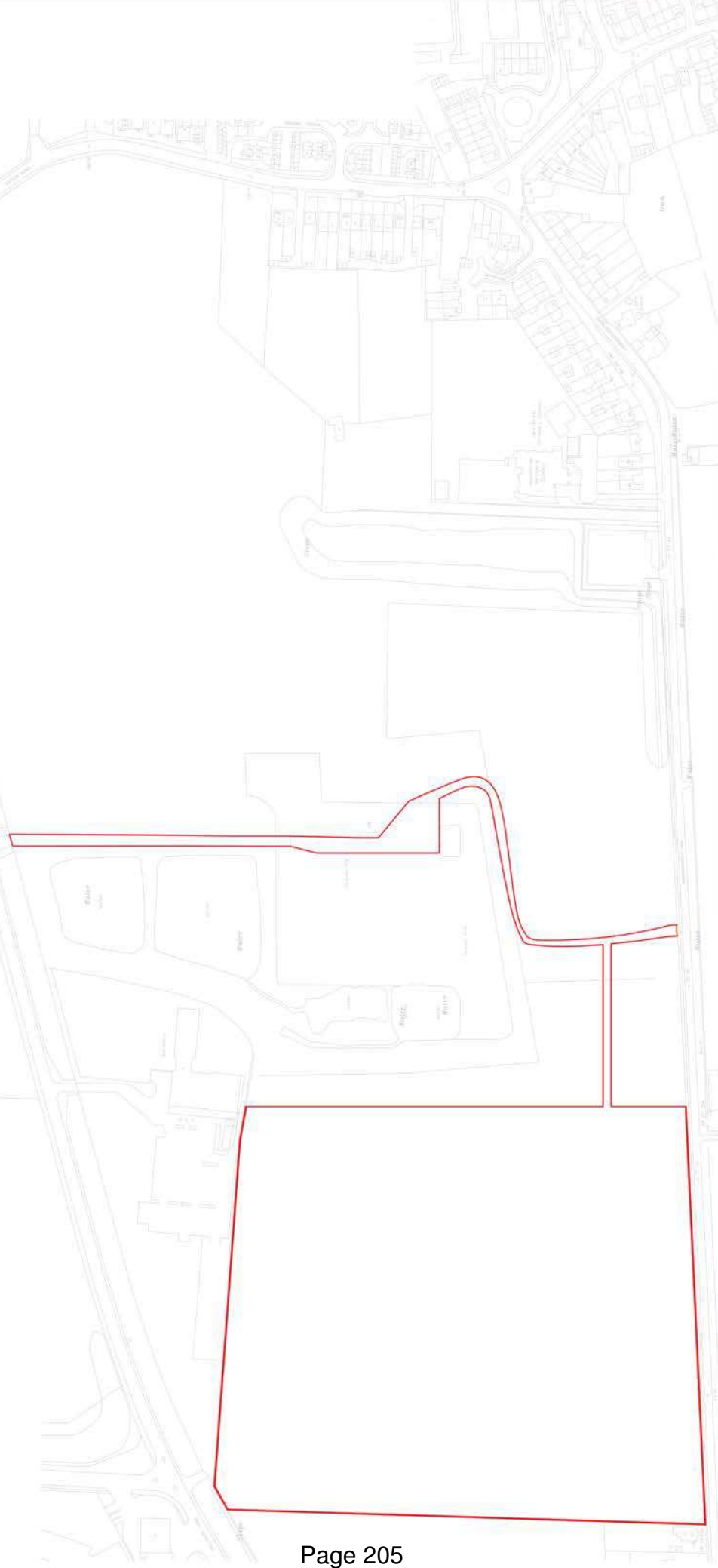
Date(s) of Amendment(s):



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OS License No. - 100022432



Higher Hill Farm,
Buttery, Chastleton
Stowmarket, Suffolk, UK

Project: Holloway Lane
Site: Holloway Lane
Location: Holloway Lane, Chastleton, Suffolk, UK
County: Suffolk
Postcode: IP11 2JG

Product: Holloway Lane
Site: Holloway Lane
Location: Holloway Lane, Chastleton, Suffolk, UK
County: Suffolk
Postcode: IP11 2JG













Design Number: **1267-0200-15**

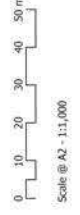
Issue: 01

Rev:	Date:	Revision:	Designer:	DCR No. (if applicable):



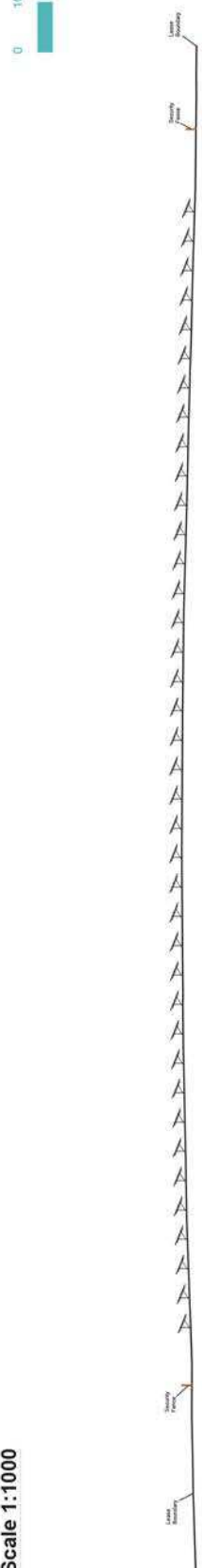
Key

-  Site Boundary
-  Proposed Solar Farm
-  Solar panels
-  3.5m access track
-  Native hedgerow planting
-  Species rich grassland suitable for livestock grazing
-  2.0m deer security fence
-  Security cameras
-  Private substation
-  DNO substation
-  Inverter
-  Spares container





Section View A-A Scale 1:1000



Notes: Unless otherwise stated, this drawing is for information only. It is not to be used for construction purposes without the approval of the Designer. The Designer shall be responsible for the design and construction of the solar farm. The Designer shall be responsible for the design and construction of the solar farm. The Designer shall be responsible for the design and construction of the solar farm.

OS Licence No. ...100025332

British Solar Renewables

Fenced Area (Approx) : 13.8 Acres
 Red Line Area (Approx) : 18.3 Acres
 Red Line Area (Approx) : 7.4 Ha

Higher Hill Farm,
 Budge/Cranbury
 Somerset, BA9 8BW

Project: Holloway Lane
 Location: Holloway Lane, Harmonswoth, ST17 9BU

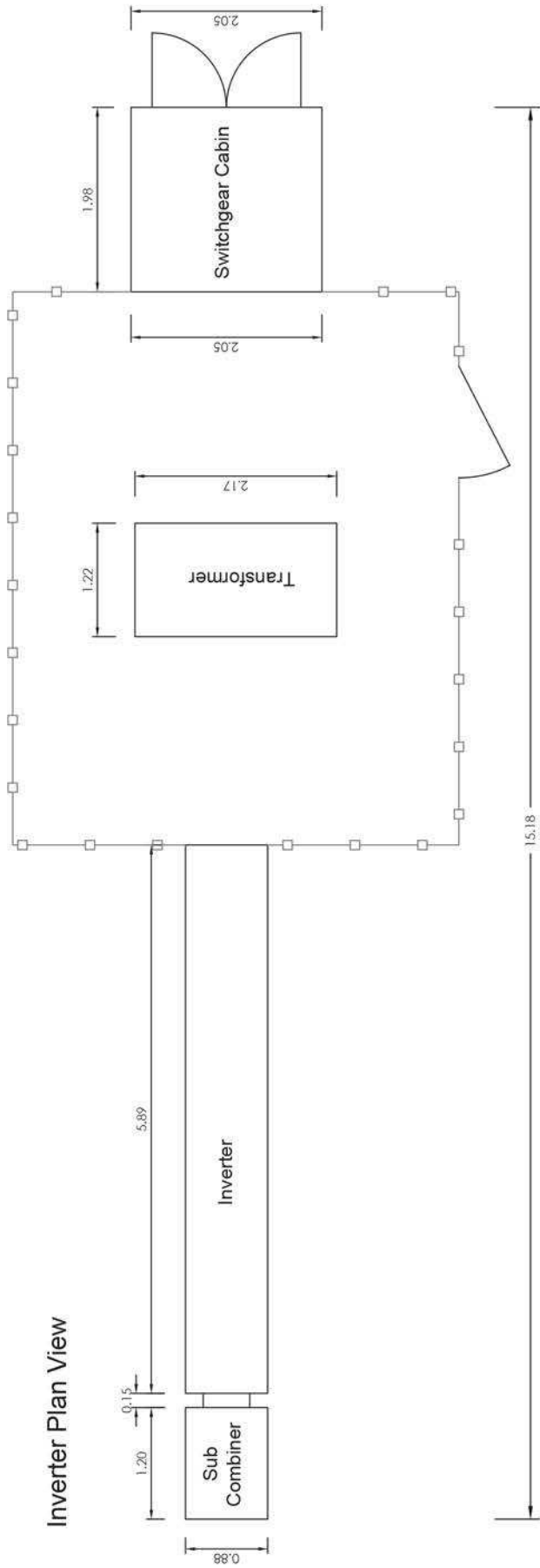
Quantity: 1200
 Area: 1.200 Ha

Planning Layout & Section View

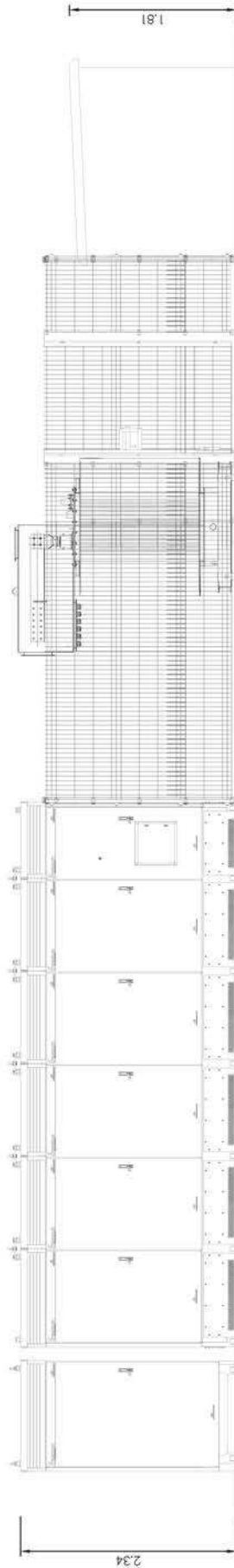
1267-0201-25

Issue: 06

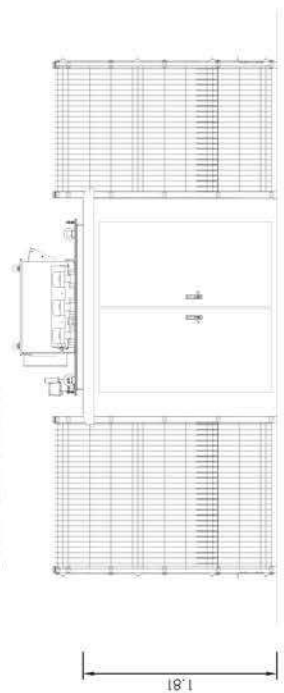
Inverter Plan View



Front Elevation



Side Elevation



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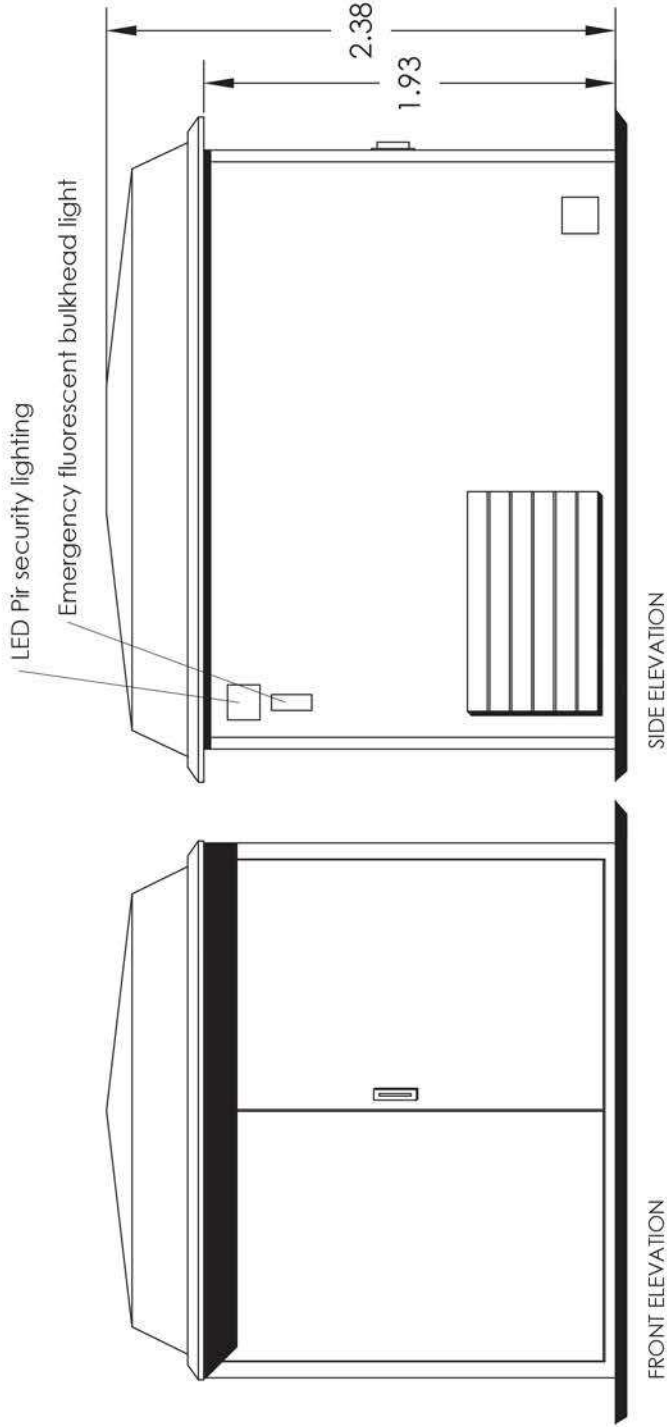
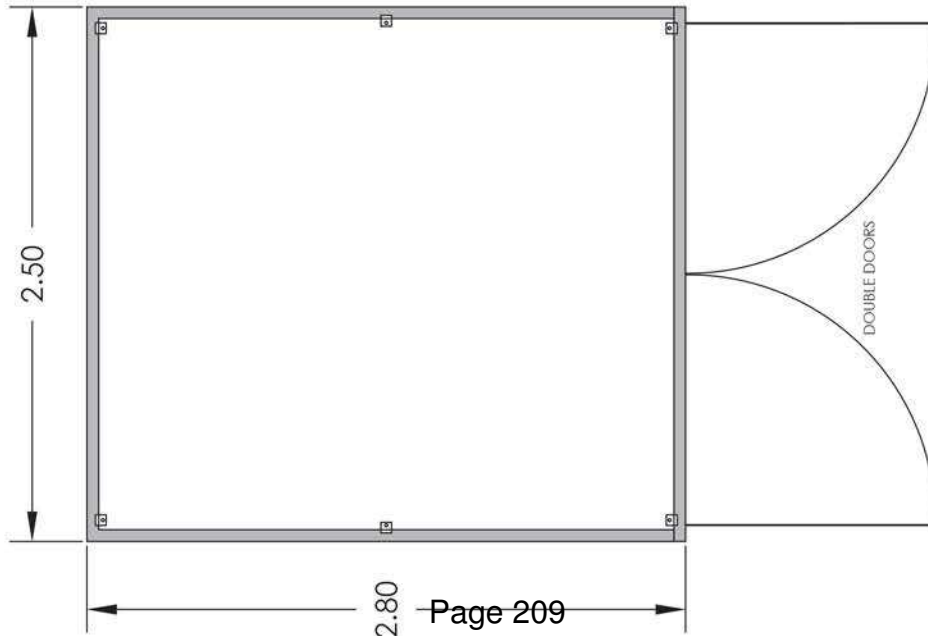
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Holway Hill Farm, Epping, Essex, UK
 Multiple Categories: 131848 224200
 Suppliers: H&B, BTW
 Website: www.britishsolarrenewables.com

Project: Holway Lane
 Title: Inverter Station Detail
 Drawing Number: 1267-0207-16

Location: Holway Lane, Harlow, Essex, UK
 Client: SITA
 Project: RC 200105
 Date: 08/03/16
 Issue: 01



Building material - GRP construction

PLAN

Lighting to be installed to DNO safety requirements

Rev	Date	Revision

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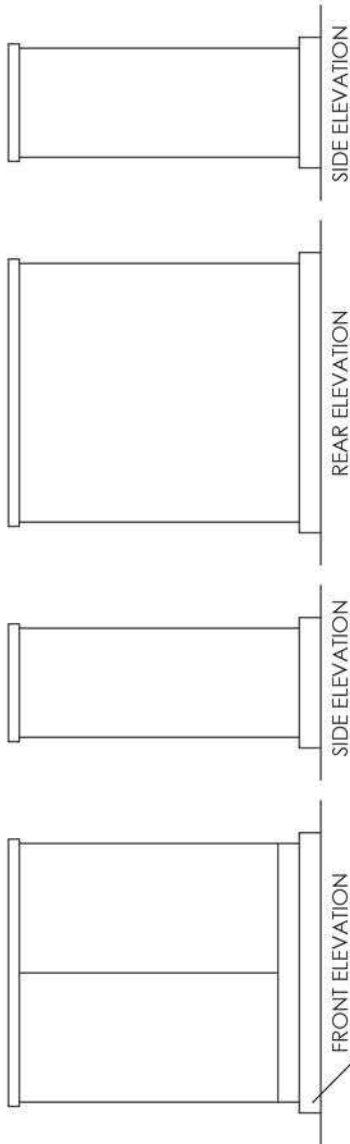
Higher Hill Farm,
Bathurst, Gloucestershire
ST16 2JH, UK
Tel: 01286 812240
www.britishsolarrenewables.com

Project: Holloway Lane,
Hemel Hempstead, Herts, UK
Drawing Number: **1267-0208-72**

Issue: 01

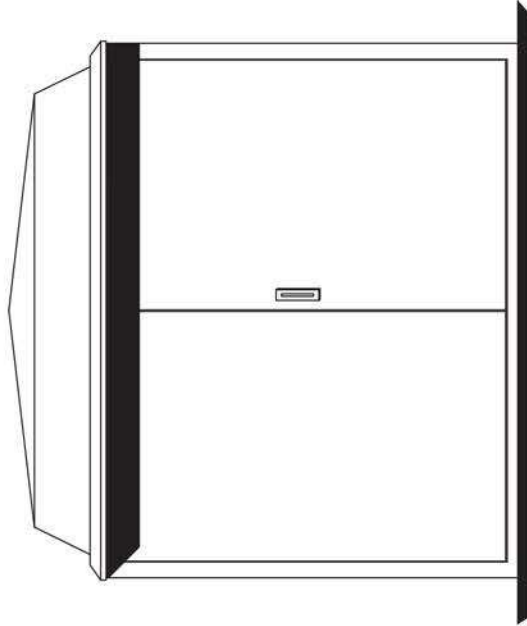
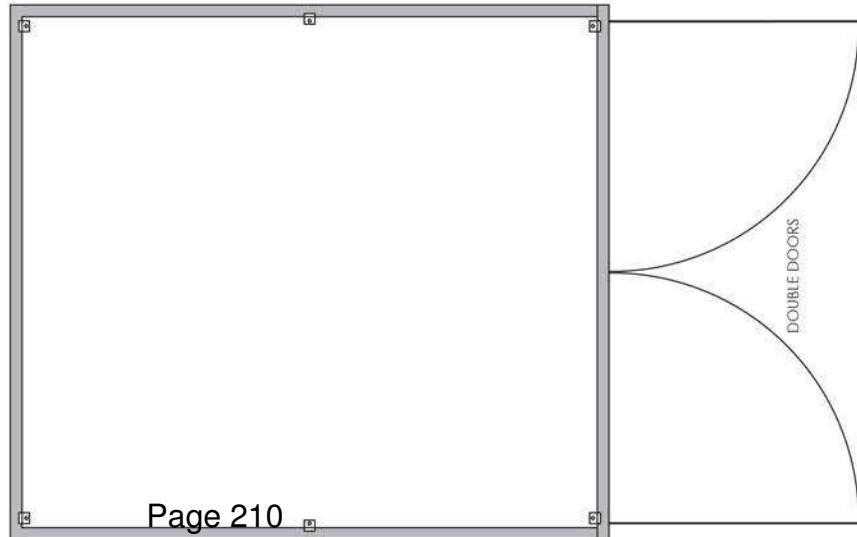
COMMS BOX ELEVATIONS

(located next to switchgear, position will vary to minimize thermal gain)



300mm thick C30 mass concrete foundation, raised 100mm above ground level. Plinth to protrude 50mm over the dimensions of the coms cabinet.

PRIVATE SWITCHGEAR ELEVATIONS



FRONT ELEVATION

SIDE ELEVATION

Building material - GRP construction

Designer

Rev: Date: Revision:

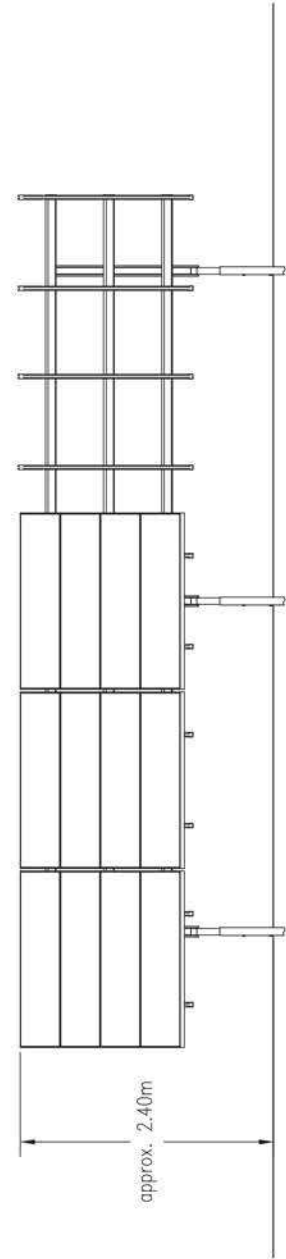
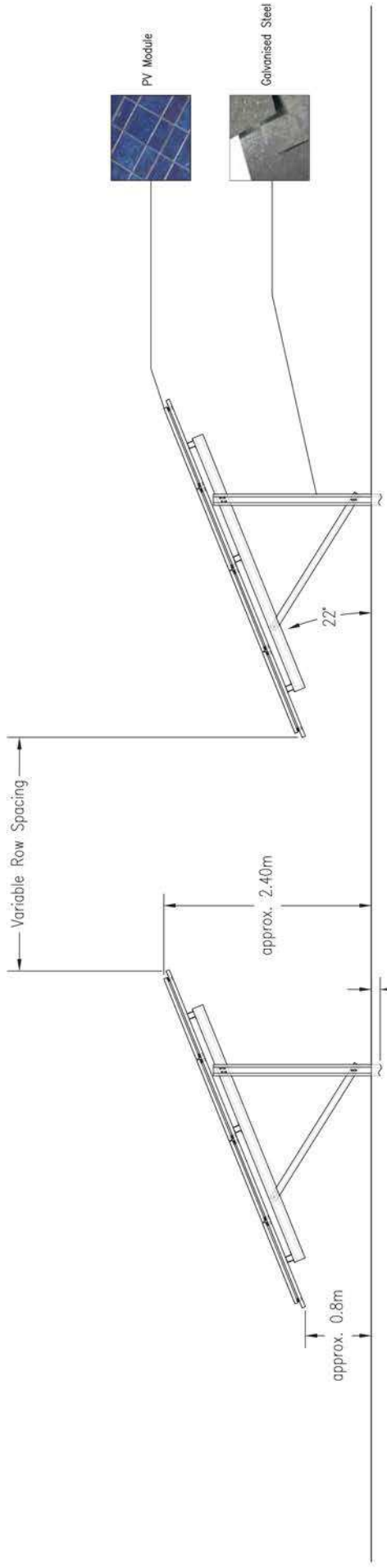
British Solar Renewables

Higher Hill Farm, Buntingford, Cambridgeshire, SG8 5JH
 01753 834444 | www.britishsolarrenewables.com

Project: SSE & Private 11kV Switchgear
 Location: Holloway Lane, Hemmings Lane, Hemmingsworth, WOT 7RH
 Drawing Number: 1267-0208-52
 Date: 05/08/2014 12:58:03 CD Issue: 01

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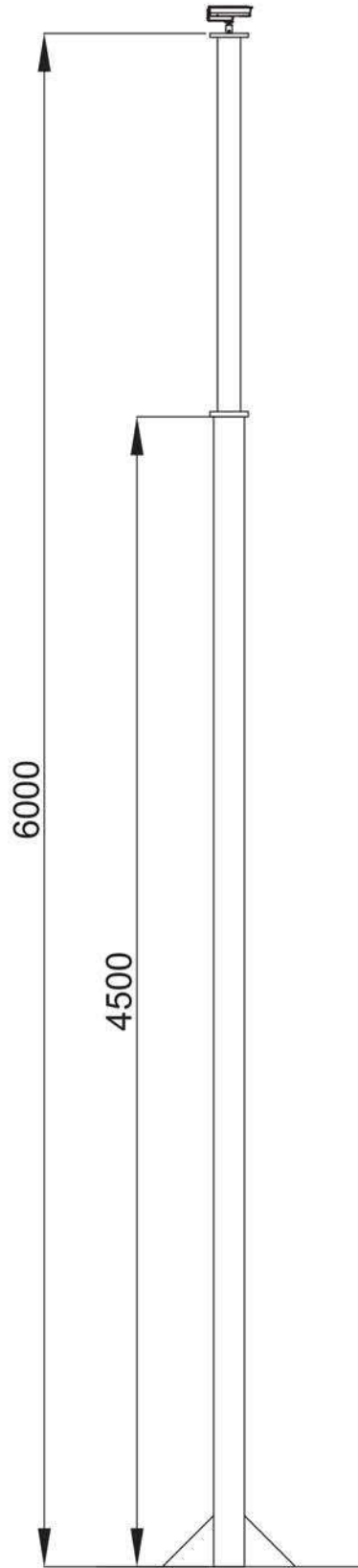
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Project: Hobboway Lane
 Subject: System 3.0 Mounting Detail @ 22 degrees
 Scale: 1:50 @ A3
 Project Ref: 1267
 Drawing No: 1267-0206-00 Issue: 01

Revision:
 20/04/2015 12:43:57
 21/08/17 - STTA Hobboway Lane 05 Site Plan 06 Issue 02 Planning Issues (PDF) Planning Dept (1267-0206-00)
 Hobboway Lane System 3.0 Mounting 22 Degree Angle - Iss. 1.dwg





** Galvanised steel pole

Rev	Date	Revision	Designer	DCR No. (if applicable)

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Plot Date
18/05/2015 10:45:43

File Name:

Z:\1267 - SITA Holloway Lane\05 Site Plans\06 Issued\02 Planning Issued (PDF)\Planning Pack\1267-0204-00 Holloway Lane CCTV Detail ISS01.dwg

Page 212



Higher Hill Farm,
Butleigh, Glastonbury
Somerset, BA6 8TW

E: info@britishrenewables.com
T: 01458 224900
W: www.britishrenewables.com

Project:
Holloway Lane

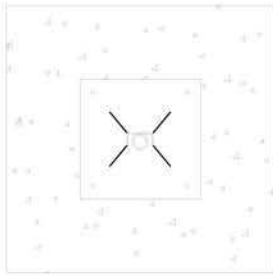
Title:
CCTV Detail

Location:
Holloway Lane,
Harmondsworth, UB7 9HU

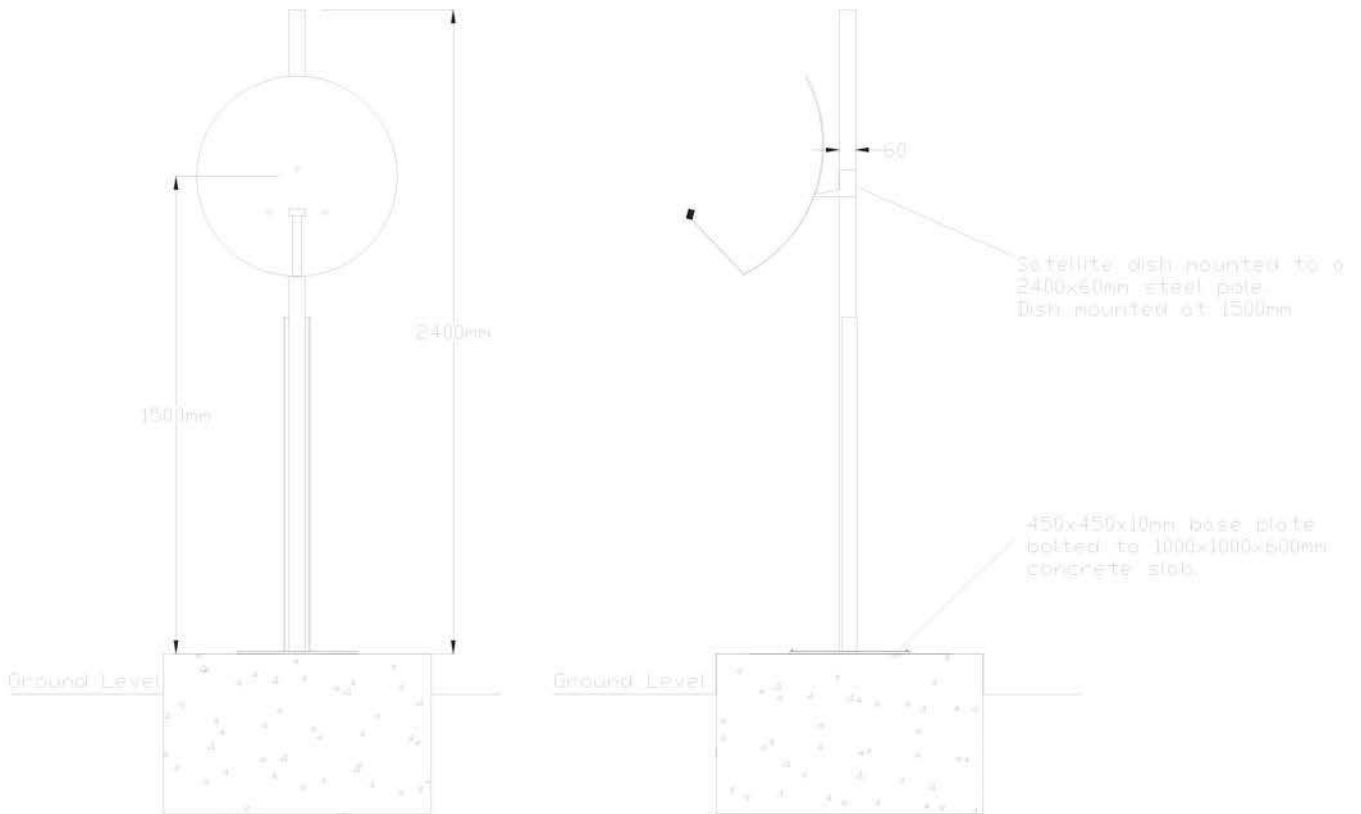
Drawing Number:
1267-0204-00

Drawn By: Date: Scale: Checked By:
RC 18/05/15 1:20@A3 SF

Issue: 01



Satellite Plan 1:20




Satellite Elevations 1:20

Plot Date: 05/03/2015 12:30:17
 File Name: 2:1267 - SITA Holloway Lane 05 Site Plans/06 Issued/02 Planning Issued (PDF)/Planning Pack/1267-0207-20 Hollow Lane Satellite Mounting System V3.dwg

Rev	Date:	Revision:	Designer:	DCR No. (if applicable)
02	06/02/2014	Added sat dish stabilisation arm bracket.	RC	
03	05/03/2015	Revised Sat Dish mounting system	MB	

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Higher Hill Farm,
 Butleigh, Glastonbury
 Somerset, BA6 5TW

E: info@britishrenewables.com
 T: 01458 224900
 W: www.britishrenewables.com

Project: Holloway Lane
 Title: Satellite Mounting System

Location: Holloway Lane, Harmondsworth, UB7 9HU
 Drawing Number: 1267-0207-20

Drawn By: RC 18/05/15
 Date: 18/05/15
 Scale: 1:20
 Checked By: SF
 Issue: 03

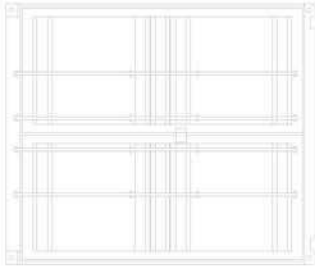
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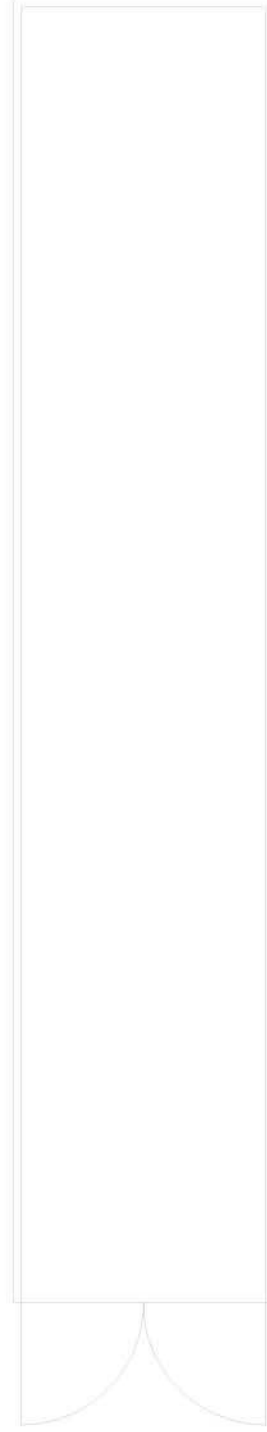
Rear View



Front View



Side View



Plan View

Higher Hill Farm,
Bulleigh/Castworthy
Somerset, BA3 1BTW
Tel: 01458 22466
www.britishsolarrenewables.com

Project:
Halloway Lane
Spares Container Detail

Location:
Halloway Lane,
Hamondsworth, BS7 9BU

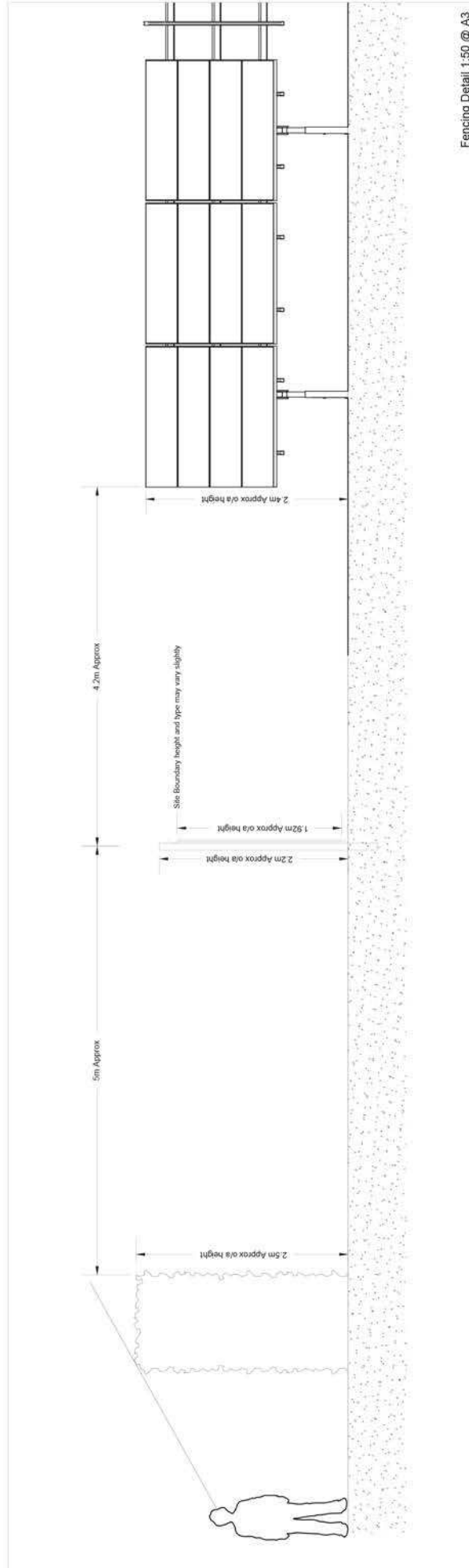
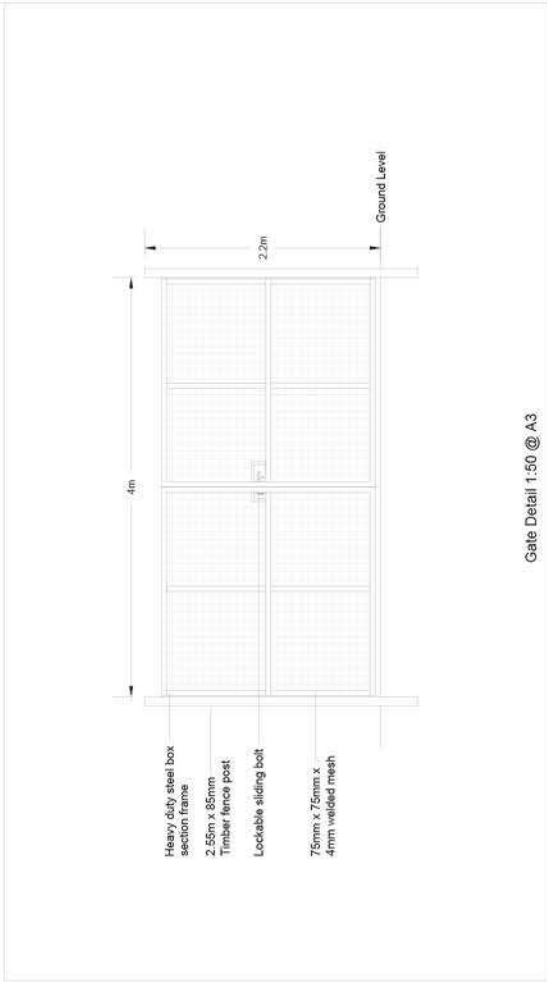
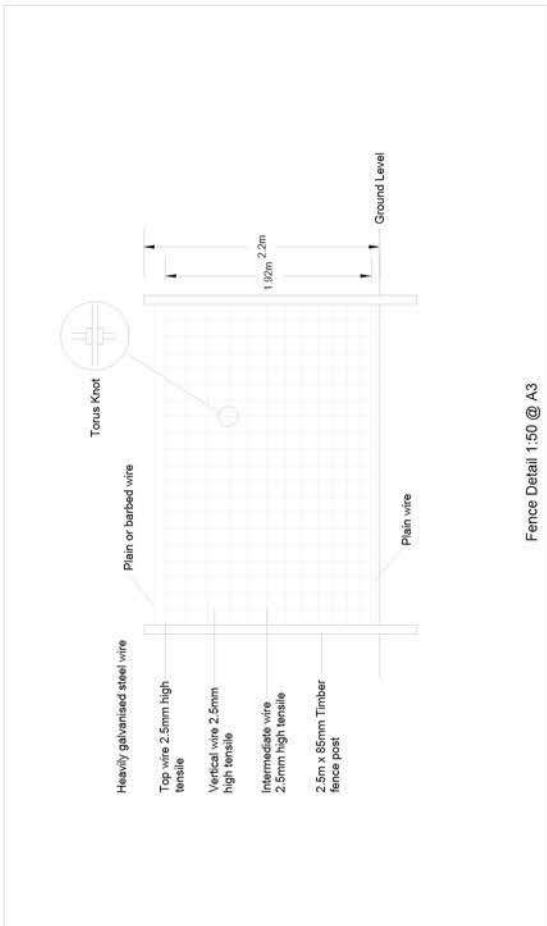
Quantity:
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Drawing Number:
1267-0207-40

Issue:
01

Rev	Date	Revision	Designer	DCR No. (if applicable)

This drawing is to be used for the fencing detail only. For details of the mounting system please 'Mounting System Detail'.



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Project: Holloway Lane

Subject: Steel and Timber Fencing Detail - 22 Degrees From Angle

Scale: 1:50 @ A3

Date: 21/04/2015

Project Ref: 1287

Drawing No: 1287-0205-03 Issue: 01

Plot Date: 05/05/2015 14:40:08

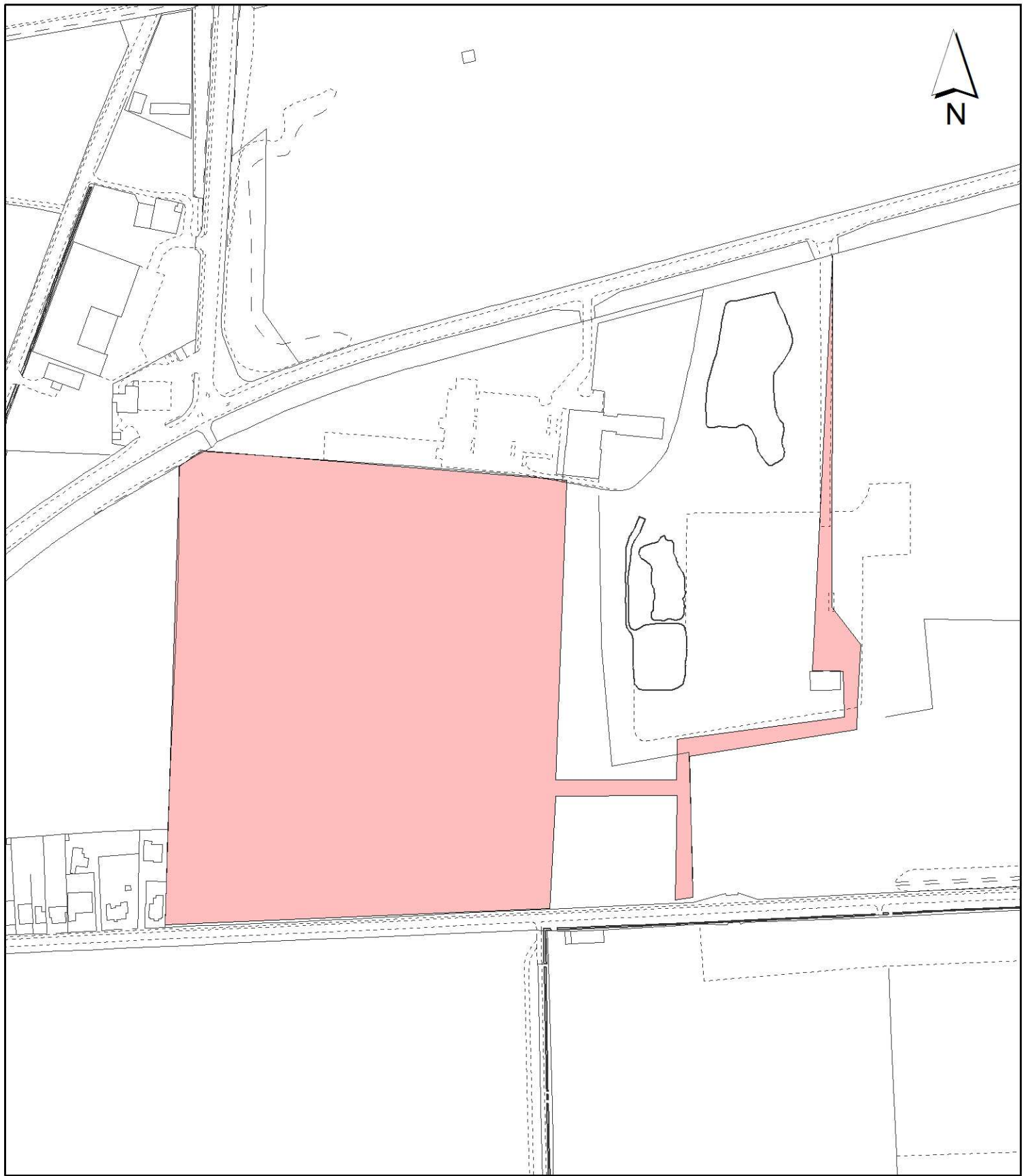
File Name: Z:\1287 - STA Holloway Lane\05 Site Plans\08 Issued\02 Planning Issued (PDF) Planning 21/04/2015.dwg

Author: BSR

Check all data for verities but cannot accept responsibility for any loss incurred by any third party as a result of installing data.

Revisions:





Notes:

 Site boundary

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Site Address:

**Land south Holloway Lane/
 North Harmondsworth Lane
 Holloway Lane
 Harmondsworth**

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

Planning Application Ref:
1354/APP/2015/4607

Scale:
1:3,300

Planning Committee:
Major Page 216

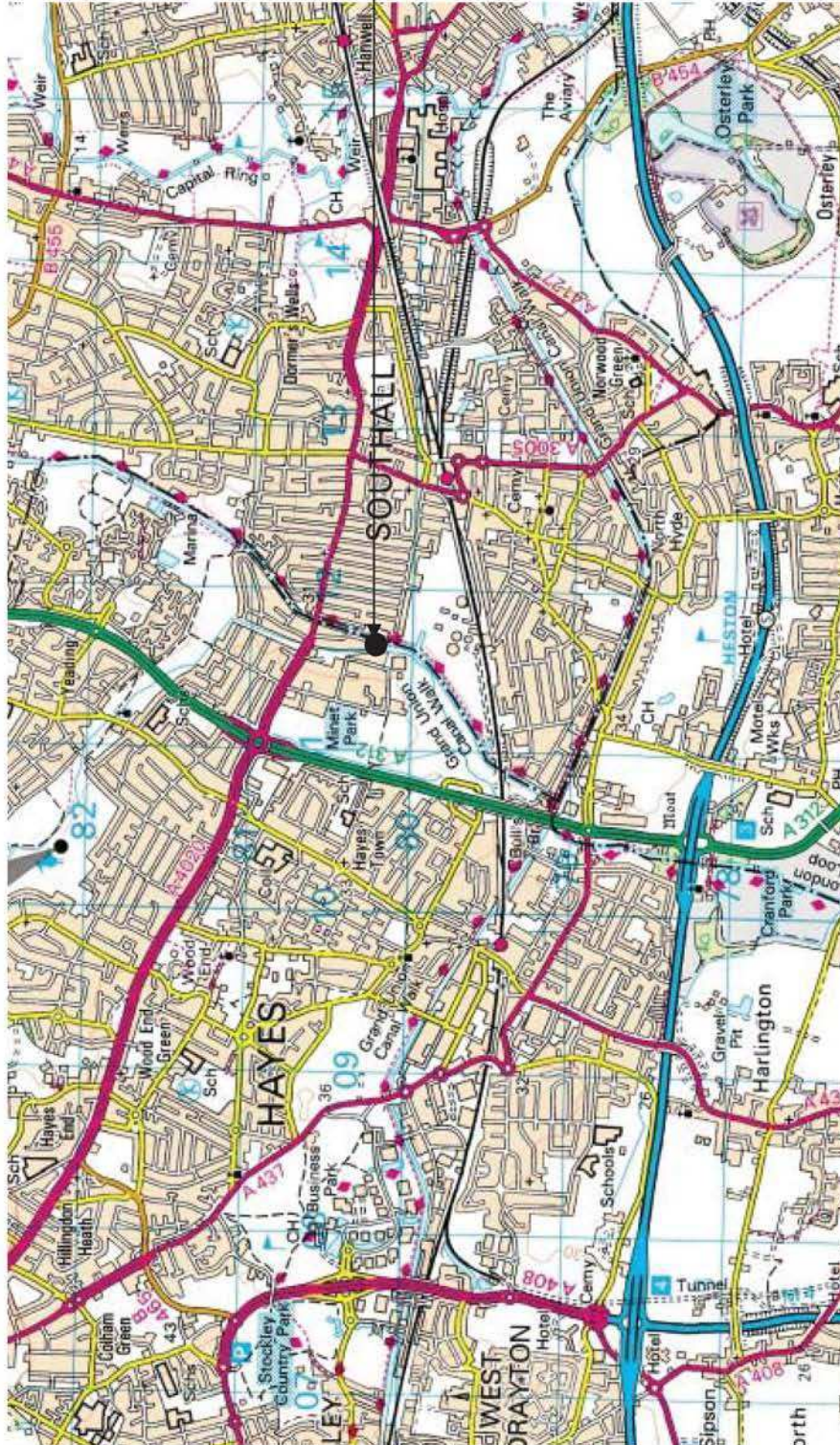
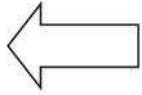
Date:
March 2016



Report of the Head of Planning, Sport and Green Spaces

Address UNIT 4, 1 UXBRIDGE ROAD HAYES
Development: Change of Use of Unit 4 to Absorbent Hygiene Products (AHP) Recycling Facility
LBH Ref Nos: 1911/APP/2015/3211

Date Plans Received: 24/08/2015 **Date(s) of Amendment(s):** 24/08/2015
Date Application Valid: 26/08/2015 25/08/2015



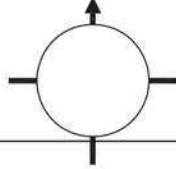
The Site

Client – Knowaste Limited
Project – Unit 4, 1-3 Uxbridge Road
Site Location
Drawing No: KNOW01/44461/LOC/01
Scale NTS @ A4
Prepared by ARC
Date August 2015



Integrated Skills Limited
Specialists in Environmental Management

Bell House, 32 Bell Street
Romsey, Hampshire SO51 8GW
Tel. 02380 737 983
E-mail ukinfo@integrated-skills.com
Web site www.integrated-skills.com




INTEGRATED SKILLS LIMITED
 BELL HOUSE
 32 BELL STREET
 Romsey, SO51 8GW
 TEL: 02380 737 983
 EMAIL: ukinfo@integrated-skills.com
www.integrated-skills.com

SITE LAYOUT PLAN
 Date: 3.08.15 Scale: 1:500 @ A3
 Dwg No: KNOW014448LAV.04
 Dwg: ARC

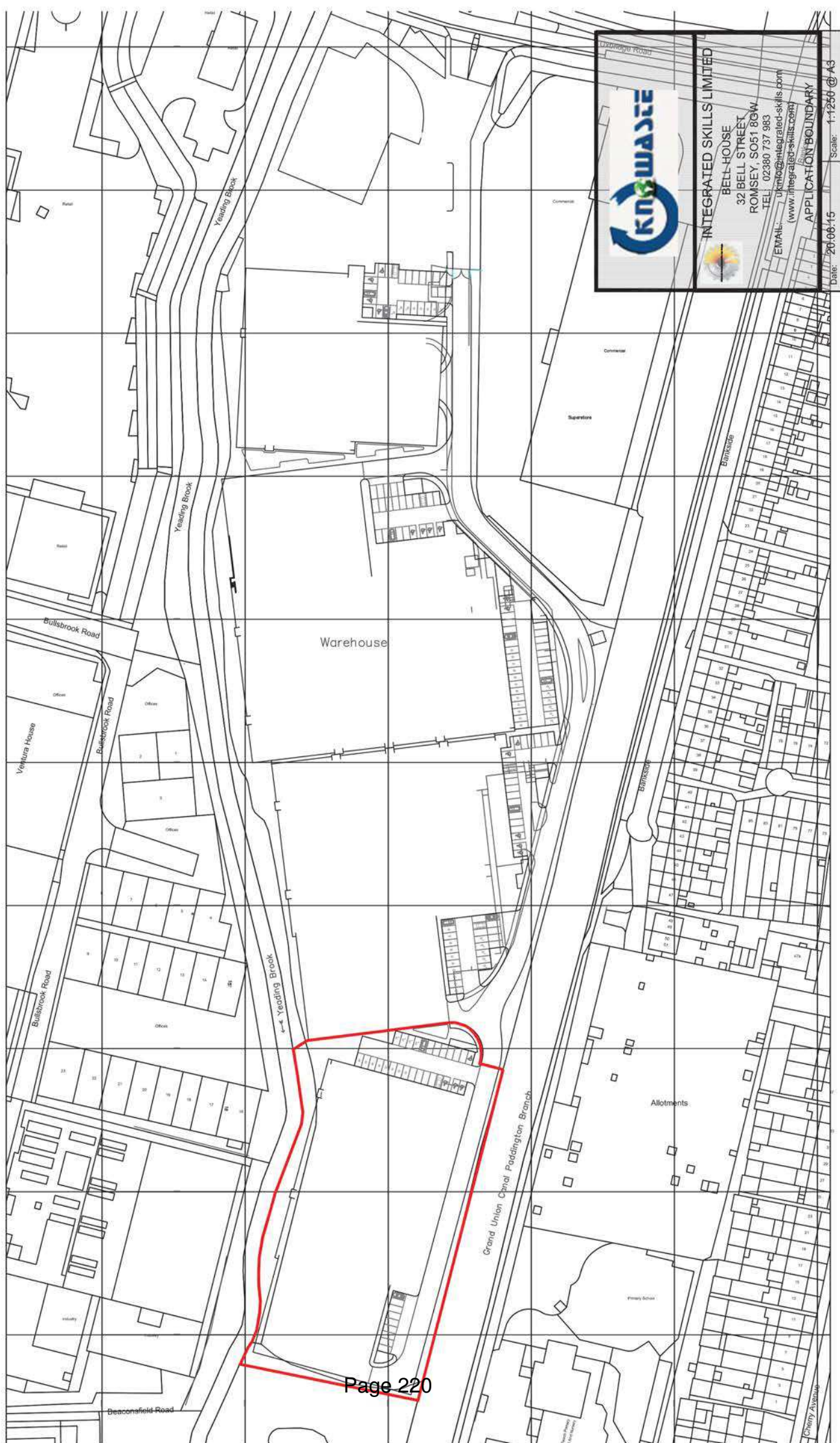
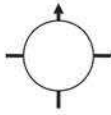
← Yeading Brook

Tank

Unit 4

Surface Water Tank

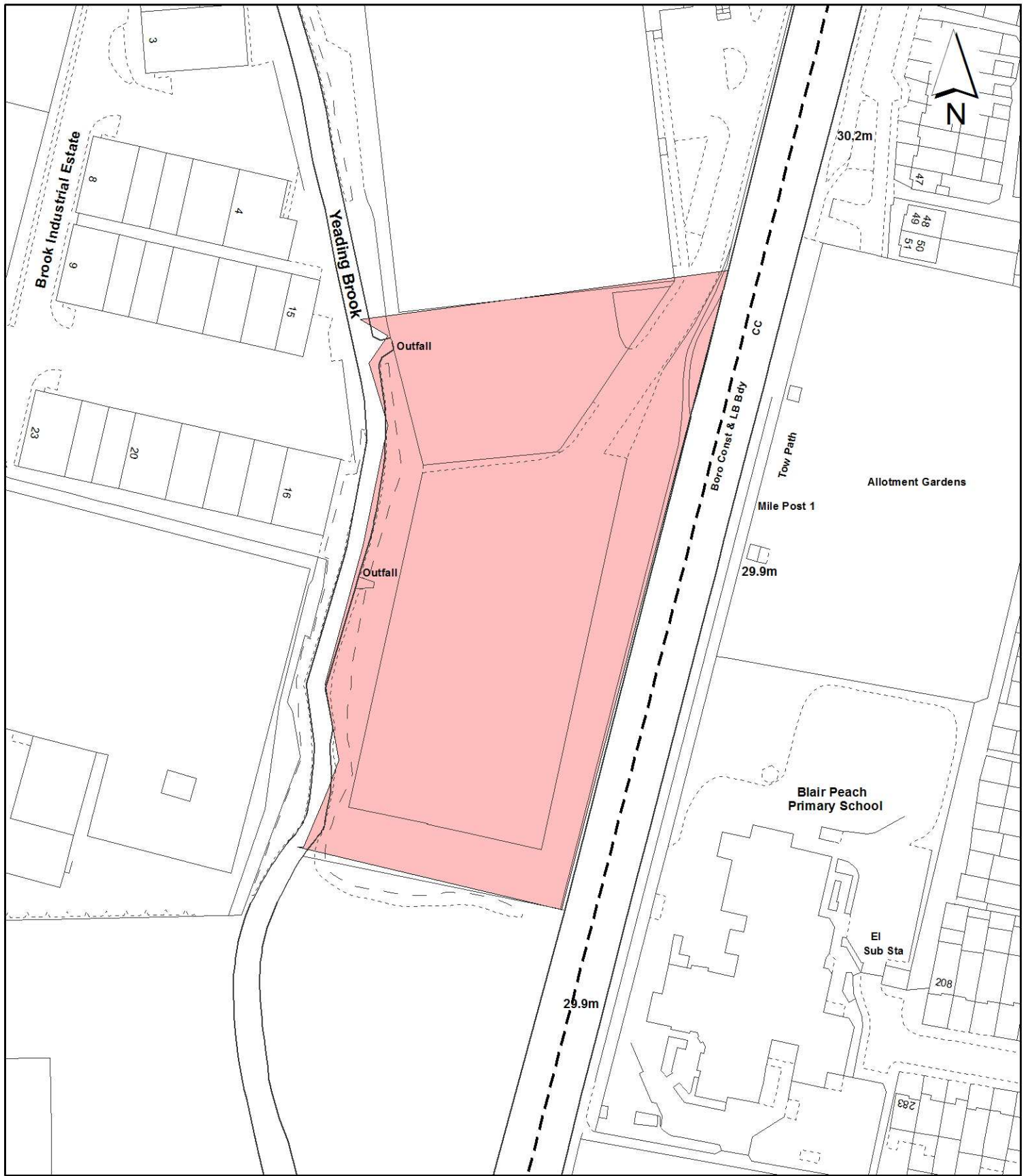
Grand Union Canal Paddington Branch




INTEGRATED SKILLS LIMITED
 BELL HOUSE
 32 BELL STREET
 ROMSEY, SO51 8GW
 TEL: 02380 737 983
 EMAIL: UKinfo@integrated-skills.com
www.integrated-skills.com

APPLICATION BOUNDARY

Date: 20.06.15 Scale: 1:1250 @ A3
 Dm: ARC Dwg No: KNCW0144461APP01



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 1 Uxbridge Road
 Hayes**

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

Planning Application Ref:
1911/APP/2015/3211

Scale:
1:1,250

Planning Committee:
Major Page 221

Date:
March 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

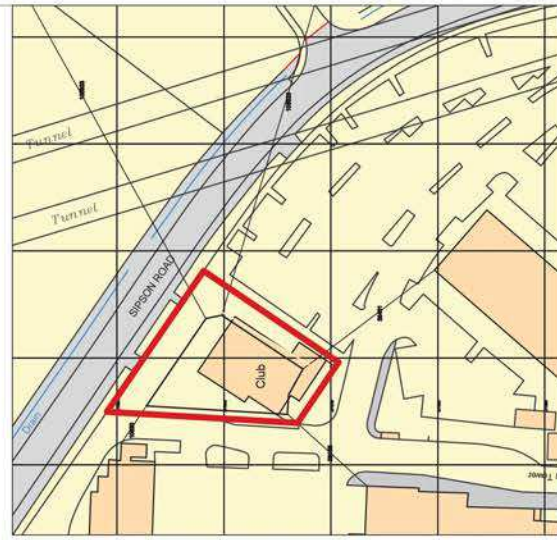
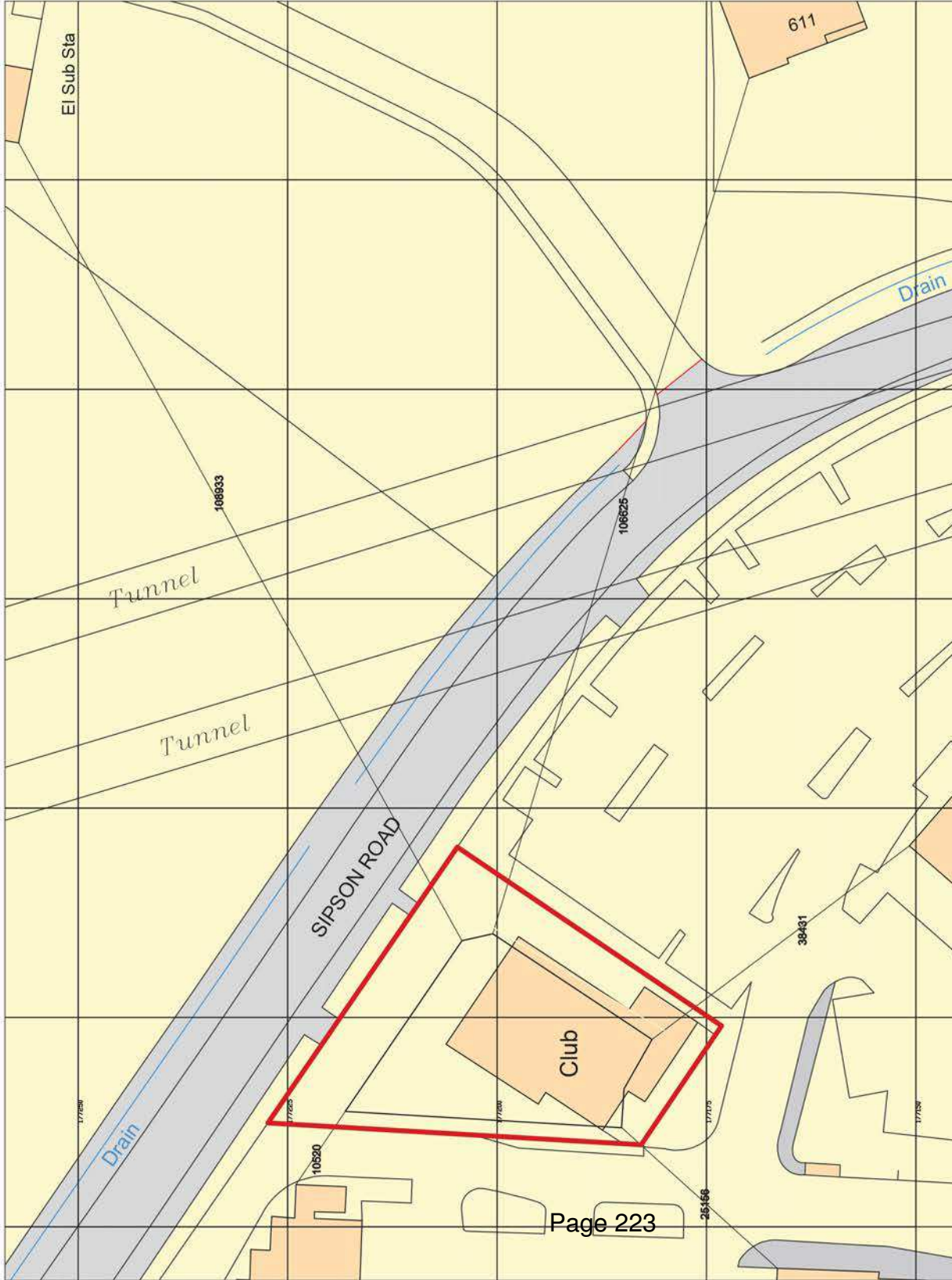
Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST DRAYTON
Development: The redevelopment of the site to accommodate a 6 storey 90 room hotel with :
basement level and associated parking, breakfast area, bar and landscaping.
LBH Ref Nos: 829/APP/2015/4725

Date Plans Received: 23/12/2015
Date Application Valid: 23/12/2015

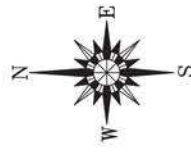
Date(s) of Amendment(s):

NOTES

1. All dimensions and levels to be checked on site. Client to be notified of any discrepancies.
2. All structural details to be checked against the structural engineers drawings.
3. This drawing to be read in conjunction with the other relevant project drawings and in addition with structural, M & E engineers, approved sub-contractors drawings and current instructions.
4. All work to be undertaken with the requirements of the current Building and Water Regulations.

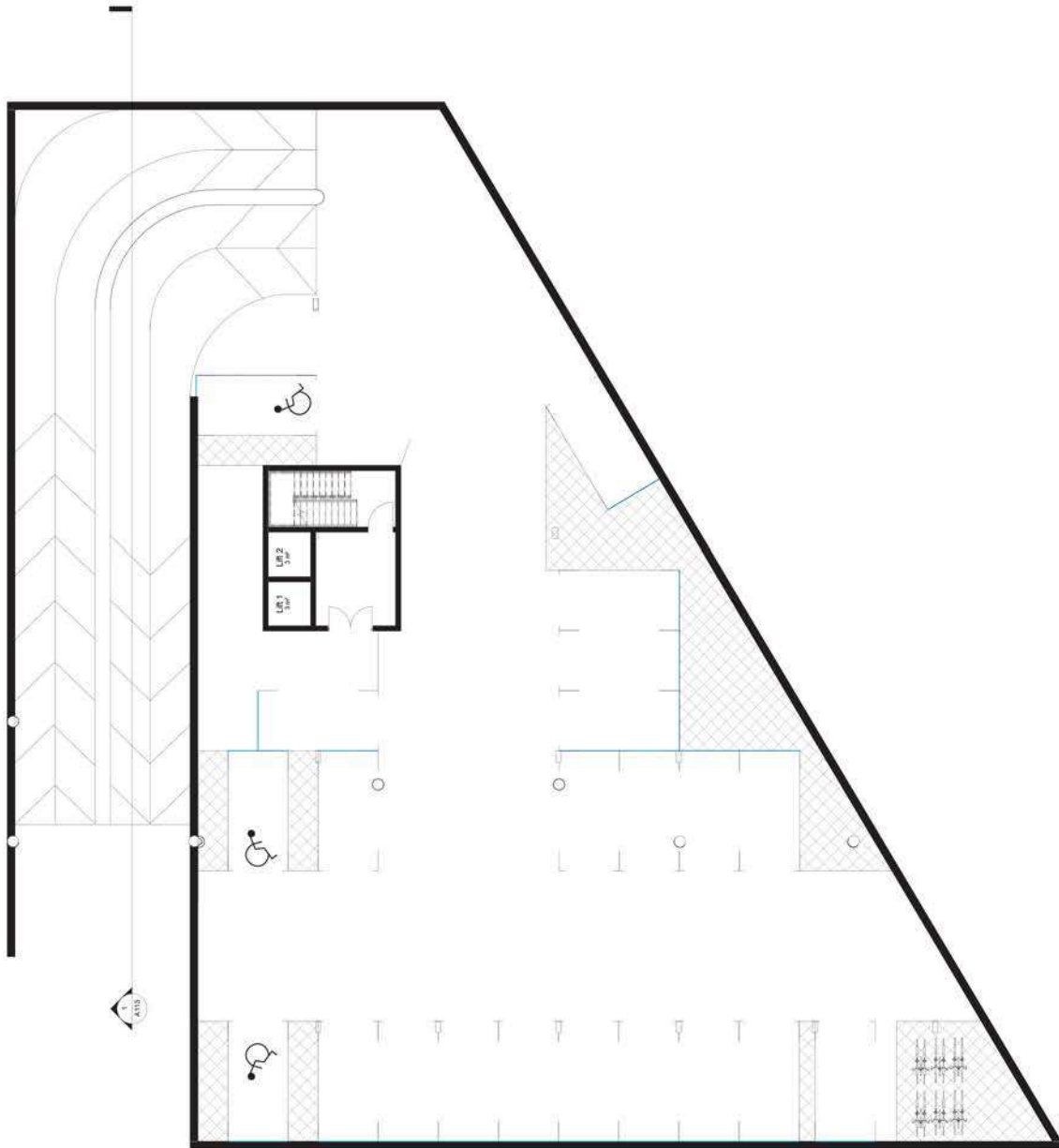


Block plan 1/1250



Location plan 1/500

560 SIPSON ROAD WEST DRAYTON UB7 0JD		Block and location plan	
		Project number 408	Scale 1/500 1/1250
No.		Date	408
Description		Date	MAY 2014
Date		Drawn by	ASM
Date		Checked by	



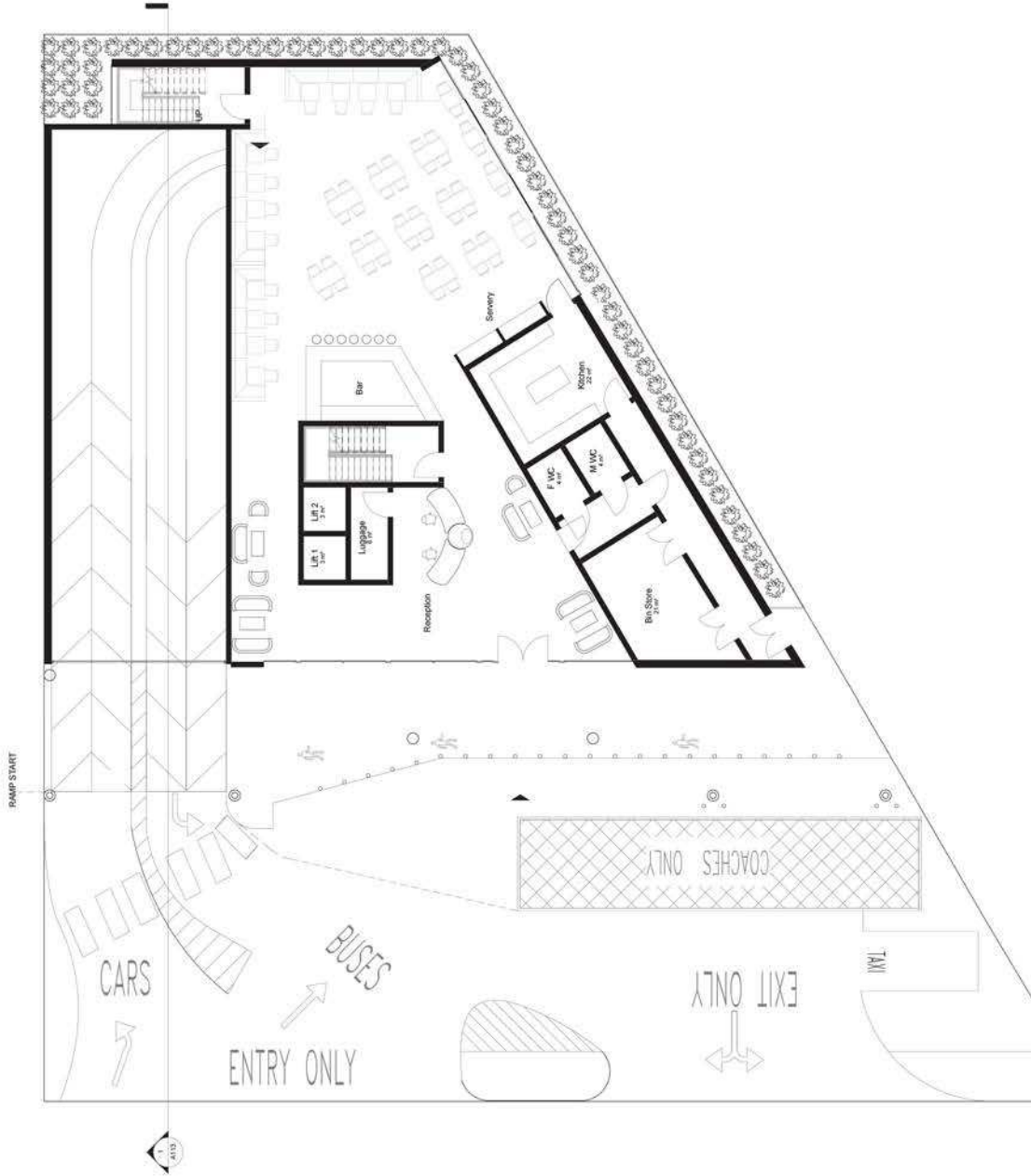
1 Basement
1 : 100

NOTES

1	2	3	4	5	6	7	8	9	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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GA&A DESIGN LTD

Client: Hays Investments
 Project: 500 SPINSON ROAD
 Drawing Title: Proposed Basement Plan
 Drawing No: 408 A100
 Revision: B
 Date: 01/10/2014
 Scale: 1:100
 Project No: KB SSB



1 Ground Floor
1 : 100

NOTES

SCALE 1:100
SCALE 1:200
SCALE 1:500
SCALE 1:1000
SCALE 1:5000

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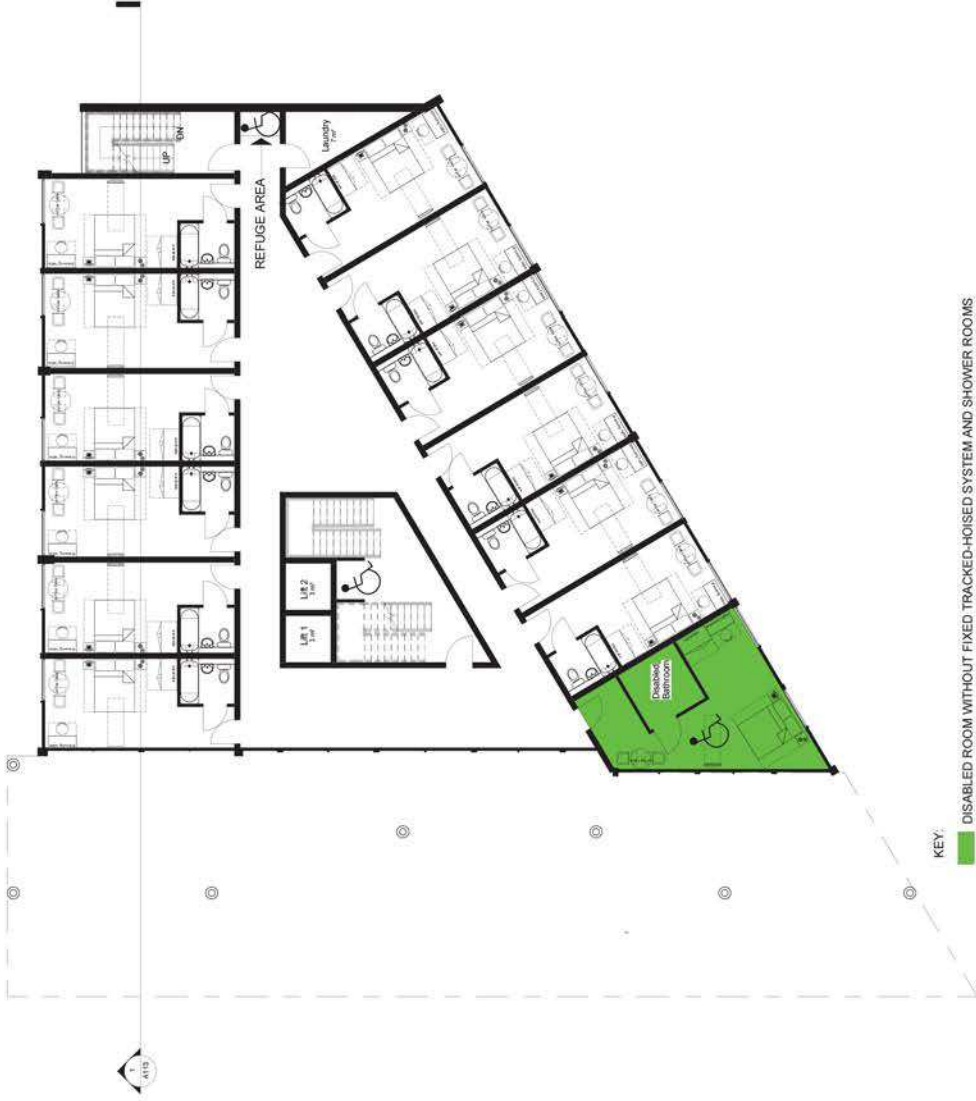
GA&A DESIGN LTD

Head Office: 100, Victoria Road, Weymouth, Dorset, DT9 8AA, UK
 Tel: +44 (0)1305 831111 Fax: +44 (0)1305 831112
 Email: info@gaandesign.co.uk

CLIENT NAME: Hays Investments
 PROJECT NAME: 500 SPINSON ROAD
 DRAWING TITLE: Proposed Ground Floor Plan

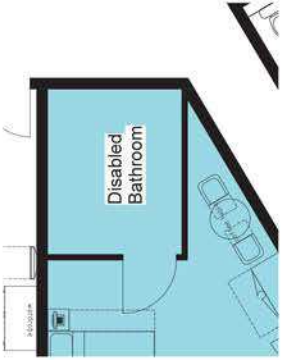
REV	DATE	BY	CHECKED BY
C	01/10/2014	KB	SSB

408 A101
 1 : 100 / Planning



KEY:

- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
- DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
- ADAPTABLE DISABLED ROOM



2 Disabled Bathroom with a fixed tracked-hoist system with level showering facilities
1 : 50



3 Disabled Bathroom without a fixed tracked-hoist system
1 : 50

1 First Floor
1 : 100

NOTES

GA&A DESIGN LTD

CLIENT NAME: Hays Investments
 PROJECT NAME: 500 SPINSON ROAD
 DRAWING TITLE: Proposed First Floor Plan
 DRAWING NO: 408 A102
 REV: B
 DATE: 01/10/2014
 DRAWN BY: As / Planning
 CHECKED BY: RB / SSB

SCALE 1:100
 SCALE 1:50
 SCALE 1:20
 SCALE 1:10



- KEY:
- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
 - DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
 - ADAPTABLE DISABLED ROOM

1 Second, Third and Fourth Floor Typical Plan
1:100

GA&A DESIGN LTD

CLIENT NAME: Hayco Investments
 PROJECT NAME: 500 SPINON ROAD
 DRAWING TITLE: Proposed Second, Third and Fourth Typical Plan
 HOUSE NO: 408 A103
 DRAWING NO: A
 SCALE: 1:100 / Planning
 DATE: 01/10/2014
 CHECKED BY: RB
 CHECKER: RB

1:1000
 1:500
 1:200
 1:100
 1:50
 1:20
 1:10
 1:5
 1:2
 1:1

NOTES



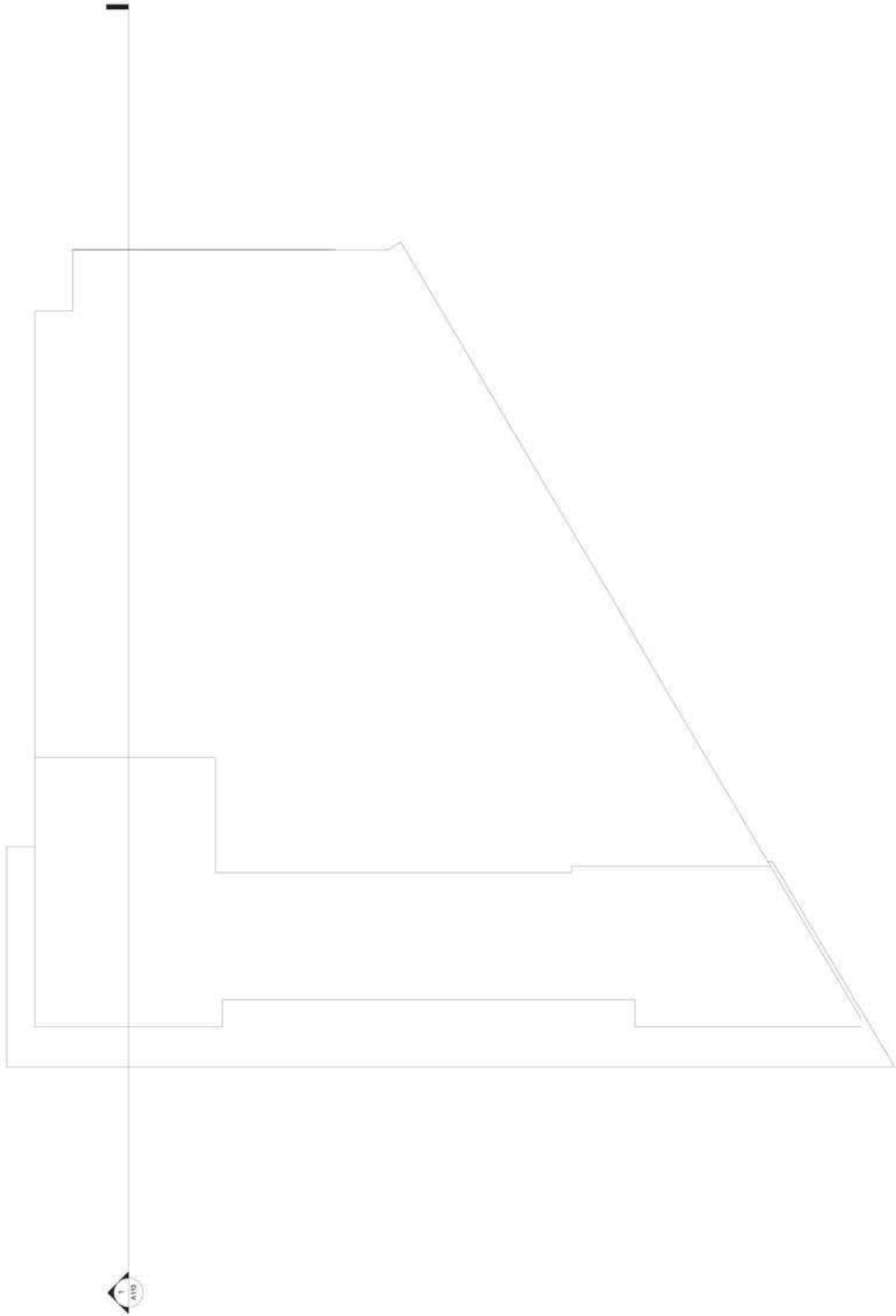
- KEY:**
- DISABLED ROOM WITHOUT FIXED TRACKED-HOISED SYSTEM AND SHOWER ROOMS
 - DISABLED ROOM WITH FIXED TRACKED-HOISED SYSTEM WITH LEVEL SHOWERING FACILITIES
 - ADAPTABLE DISABLED ROOM

1 Fifth Floor
1 : 100

NOTES

<p>Scale 1:100 Scale 1:200 Scale 1:500 Scale 1:1000 Scale 1:5000</p>	<p>GA&A DESIGN LTD</p>	<p>Client Name: Hayco Investments Project Name: 500 SPINSON ROAD Drawing Title: Proposed Fifth Floor Plan</p>	<p>Project No: 408 Drawing No: A106 Rev: C Scale: 1:100 Status: Planning</p>	<p>Drawn By: KB Checked By: SSB Date: 01/10/2014</p>
--	----------------------------	--	---	---

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1 Sixth Floor
1:100

NOTES

GA&A DESIGN LTD

Head Office: 100, Victoria Road, Weybridge, Surrey, Middlesex, TW20 0EX, UK
 Tel: +44 (0)181 606 4444 Fax: +44 (0)181 606 4445
 Email: info@gaandad.com

CLIENT NAME: Hayco Investments
 PROJECT NAME: 500 SPINSON ROAD
 DRAWING TITLE: Proposed Roof Plan

PROJECT NO: 408 DRAWING NO: A107
 REV: C DATE: 11/10/2014
 DRAWN BY: RB
 CHECKED BY: SSB

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Roof Plan
28000

Seventh Floor
24500

Roof
21000

Fifth Floor
17570

Fourth Floor
14170

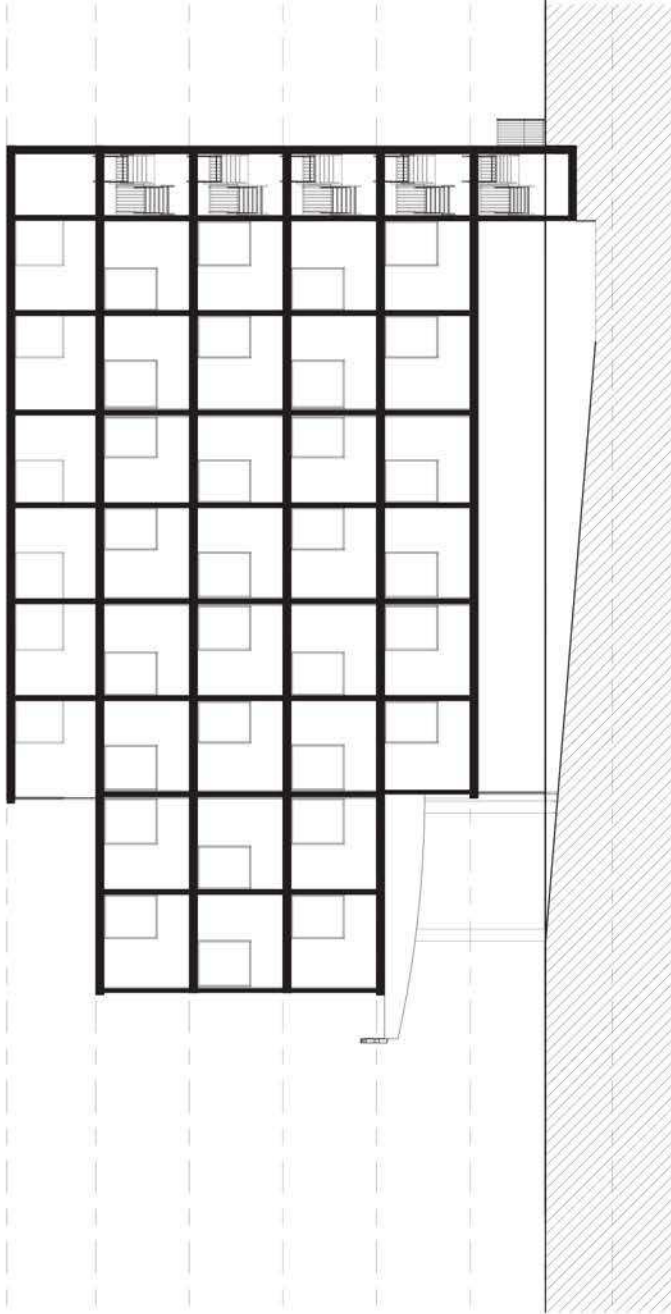
Third Floor
10670

Second Floor
7170

First Floor
3670

Ground Floor
80

Basement
-1650



20mm	SCALE 1:100
10	SCALE 1:200
5	SCALE 1:100
10	SCALE 1:50

DISCLAIMER: These plans are of assumed accuracy, having not been prepared with the same liability as that which would be required.

GA&A DESIGN LTD
 PROJECT NAME: Hays Investments
 PROJECT NAME: 500 SPINON ROAD
 DRAWING TITLE: Proposed Section 1
 DRAWING NO: 408_A113
 REV: C
 DATE: 01/10/2014
 DRAWN BY: RB
 CHECKED BY: SSB

Roof Plan
28000

Seventh Floor
24500

Roof
21000

Fifth Floor
17570

Fourth Floor
14170

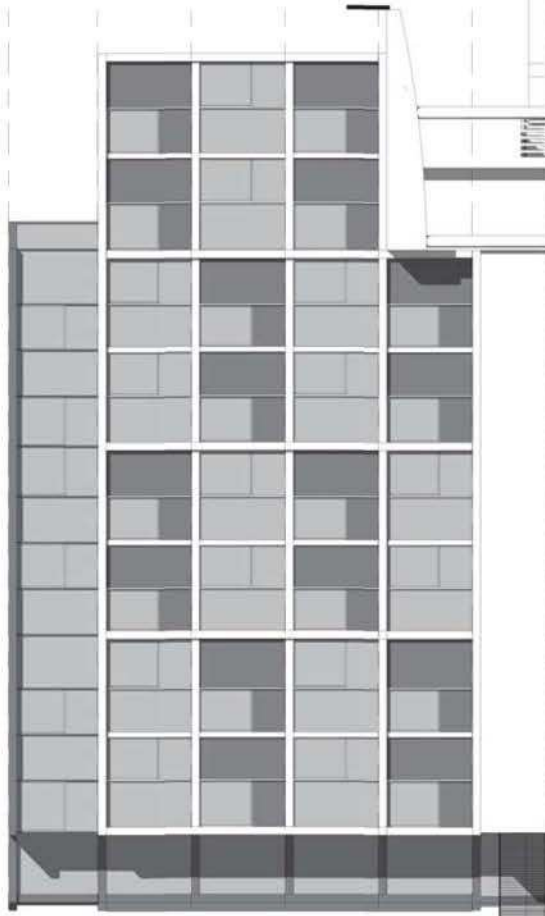
Third Floor
10670

Second Floor
7170

First Floor
3670

Ground Floor
0

Basement
-1650



1 North Elevation

1 : 100

NOTES

1. All dimensions are in millimeters unless otherwise stated.
2. The client is responsible for providing accurate data and information to the architect at the start of the project.

1:200	SCALE 1:200
1:100	SCALE 1:100
1:50	SCALE 1:50
1:25	SCALE 1:25

3. The client is responsible for providing accurate data and information to the architect at the start of the project.

GA&A DESIGN LTD

PROJECT NAME: **Hayes Investments**
 PROJECT NAME: **500 SPINON ROAD**
 DRAWING TITLE: **Proposed North Elevation**

ISSUED NO: **408** | A110 | REV: **D** | DATE: **1/10/2014** | DRAWN BY: **KB** | CHECKED BY: **SSB**

Seventh Floor
24500

Roof
21000

Fifth Floor
17570

Fourth Floor
14170

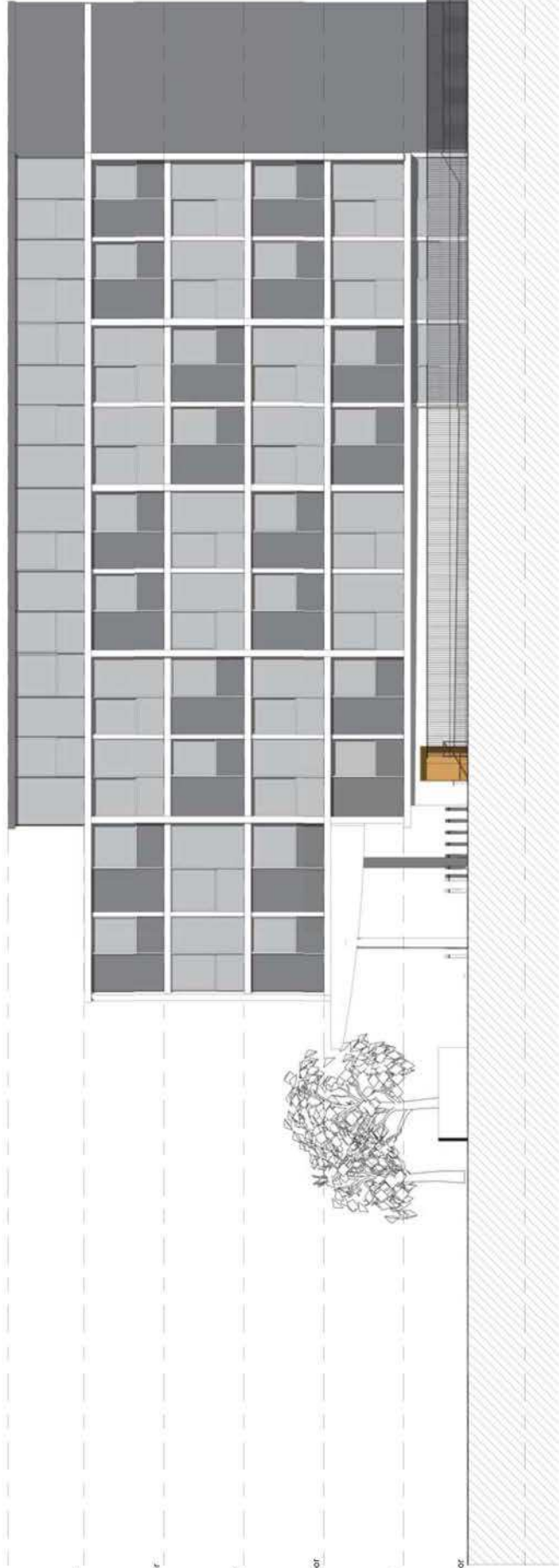
Third Floor
970

Second Floor
3870

First Floor
850

Ground Floor
850

Basement
-1650



1 South Elevation

1 : 100

NOTES

1. All elevations are shown as proposed. The client is responsible for ensuring that all necessary permits and approvals are obtained prior to construction. The architect is not responsible for any delays or cost overruns caused by the client's failure to obtain necessary permits and approvals in a timely manner.

2. The client is responsible for providing all necessary information and data for the architect to complete the design. The architect is not responsible for any errors or omissions in the design caused by the client's failure to provide accurate information and data.

SCALE 1:100	SCALE 1:200
SCALE 1:500	SCALE 1:1000
SCALE 1:1000	SCALE 1:2000
SCALE 1:5000	SCALE 1:10000

GA&A DESIGN LTD

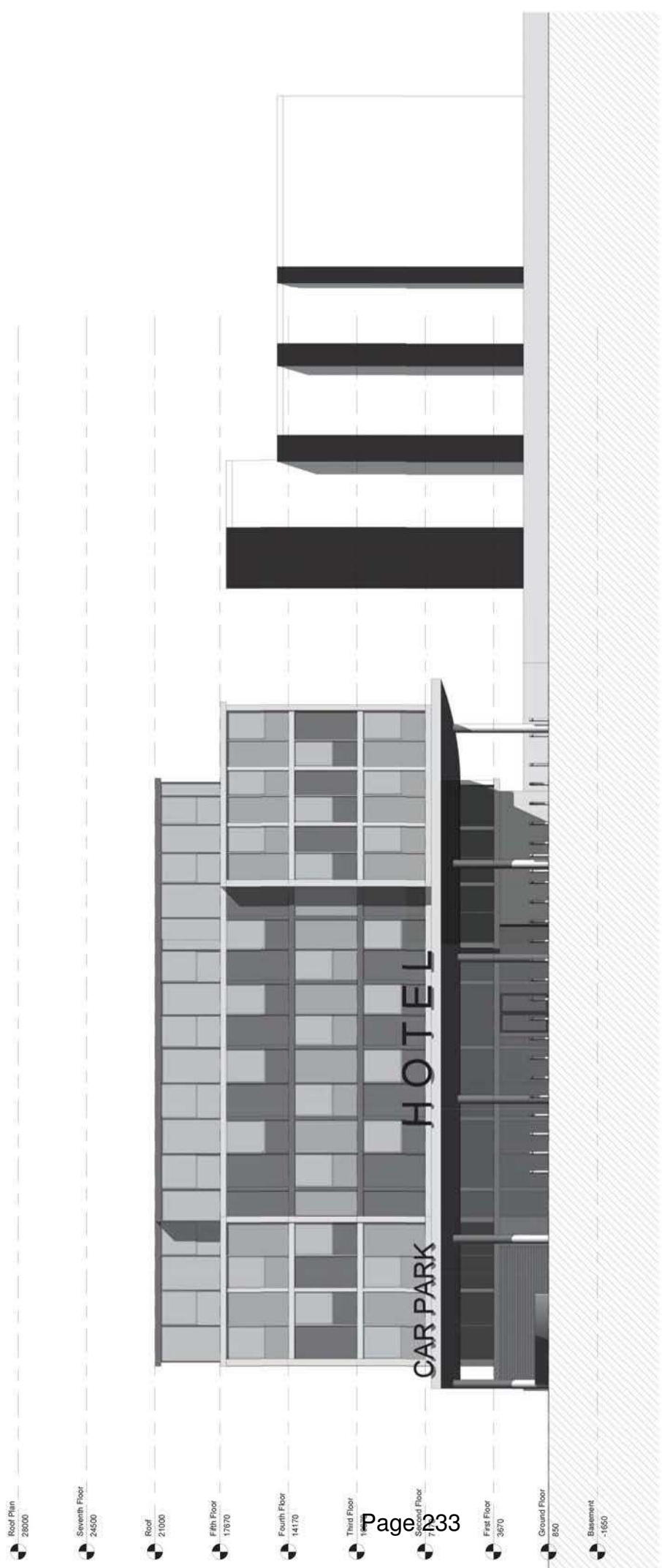
Head Office: 500 Spigon Road, Suite 100, Mississauga, Ontario L4W 1A7
 Phone: (905) 276-1111 | Fax: (905) 276-1112 | Email: info@gaandesign.com

CLIENT NAME: **Hayco Investments**
 PROJECT NAME: **500 SPIGON ROAD**
 DRAWING TITLE: **Proposed South Elevation**

PROJECT NO: **408** | DRAWING NO: **A111** | DATE: **1/10/2014** | SCALE: **1:100** | STATUS: **Planning**

DESIGNED BY: **D** | CHECKED BY: **KB** | DRAWN BY: **SSB**

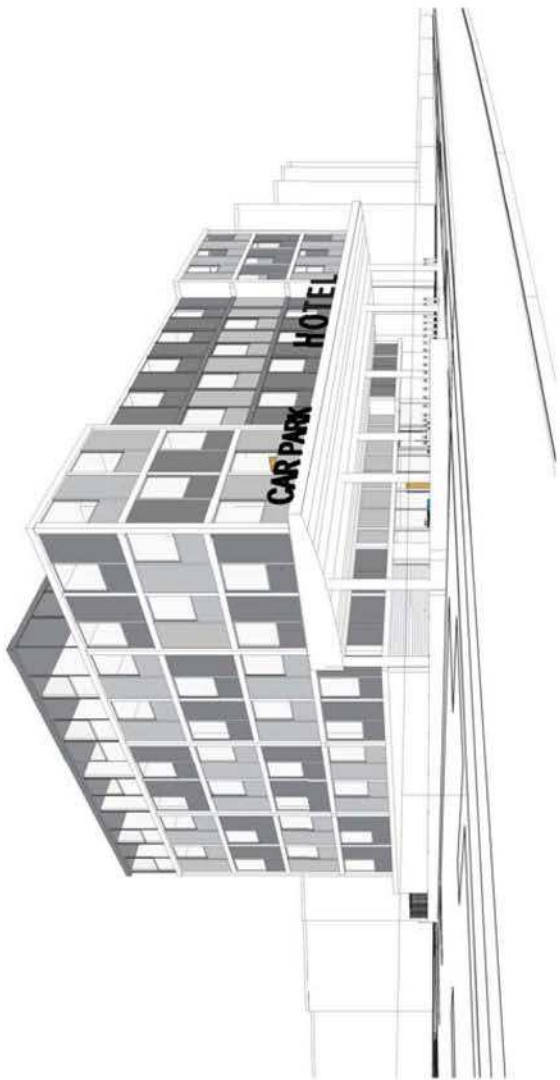
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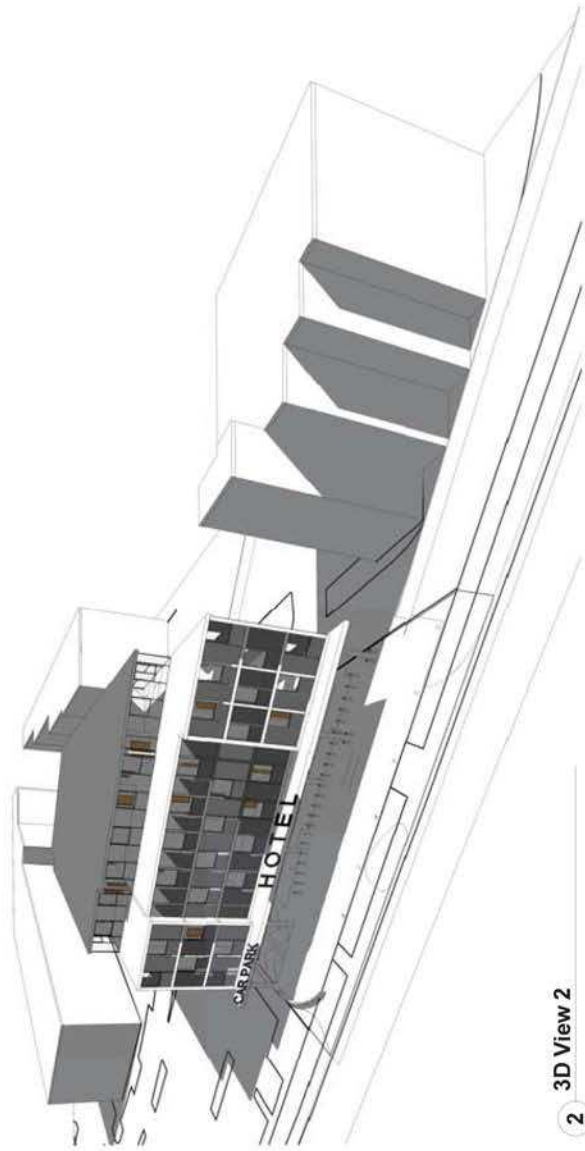
1 West Elevation
1 : 100

Page 233

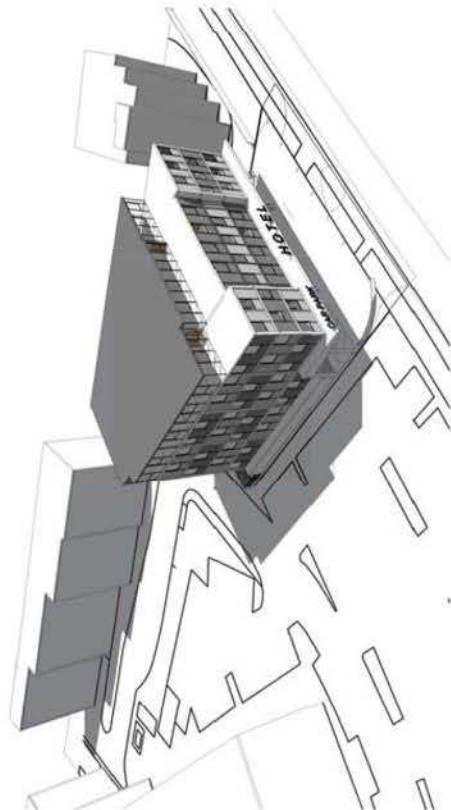
<p>GA&A DESIGN LTD</p>	
<p>GA&A DESIGN LTD 117-119, High Street, London, E15 2DG, U.K.</p>	<p>GA&A DESIGN LTD 117-119, High Street, London, E15 2DG, U.K.</p>
<p>PROJECT NAME: Hays Investments PROJECT NAME: 500 SPINSON ROAD DRAWING TITLE: Proposed West Elevation</p>	<p>DATE: 01/10/2014 SCALE: 1 : 100 / Planning DRAWING NO: 408_A112</p>
<p>DESIGNED BY: D CHECKED BY: RB SSB</p>	<p>DATE: 01/10/2014 SCALE: 1 : 100 / Planning DRAWING NO: 408_A112</p>
<p>NOTES</p>	
<p>1. This drawing is a design concept and should not be used for construction purposes without the approval of the architect.</p>	



1 3D View 1



2 3D View 2



3 3D View 3

NOTES

SCALE 1:100
SCALE 1:200
SCALE 1:500
SCALE 1:1000
SCALE 1:5000

1:1000000 - Street view of Car Park Hotel, showing the building and its surroundings. The image is a 3D rendering of the building and its surroundings.

1:1000000 - Street view of Car Park Hotel, showing the building and its surroundings. The image is a 3D rendering of the building and its surroundings.

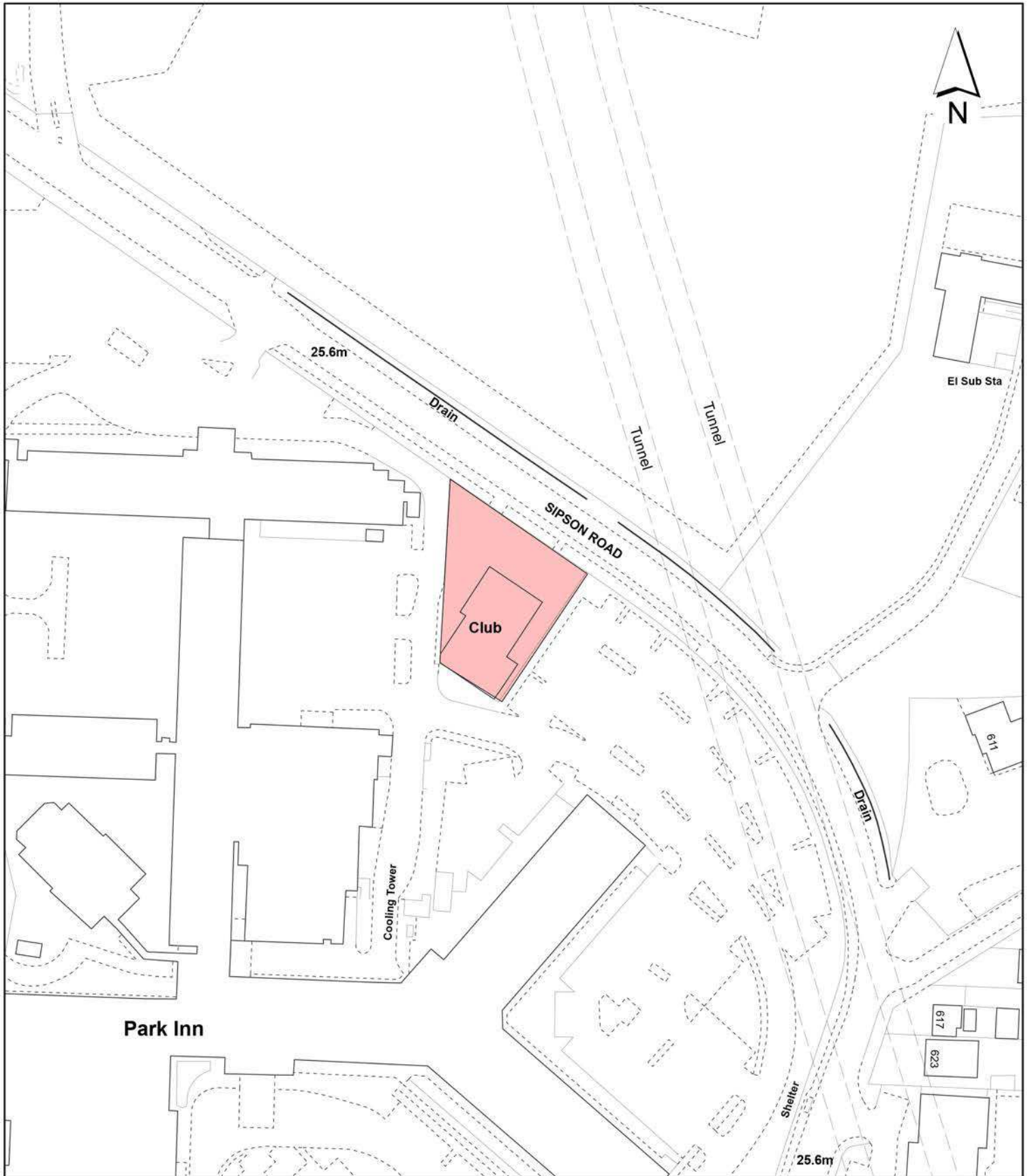
GA&A DESIGN LTD

Head Office: 100, High Street, London, E15 2ET
 Phone: +44 (0) 20 3 25 4 1 1 1
 Fax: +44 (0) 20 3 25 4 1 1 1

CLIENT NAME: Nays Investments
 PROJECT NAME: 500 SPINSON ROAD
 DRAWING TITLE: Proposed 3D Views

PROJECT NO: 408
 DRAWING NO: A114

DATE: 01/10/2014
 AUTHOR: Checker
 CHECKED BY: [Blank]
 DATE: [Blank]
 DRAWN BY: [Blank]
 DATE: [Blank]
 PLOTTED BY: [Blank]
 DATE: [Blank]



Notes:

 Site boundary

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Site Address:

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

**LONDON BOROUGH
 OF HILLINGDON**

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

Planning Application Ref:
829/APP/2015/4725

Scale:
1:1,250

Planning Committee:
Major Page 236

Date:
March 2016



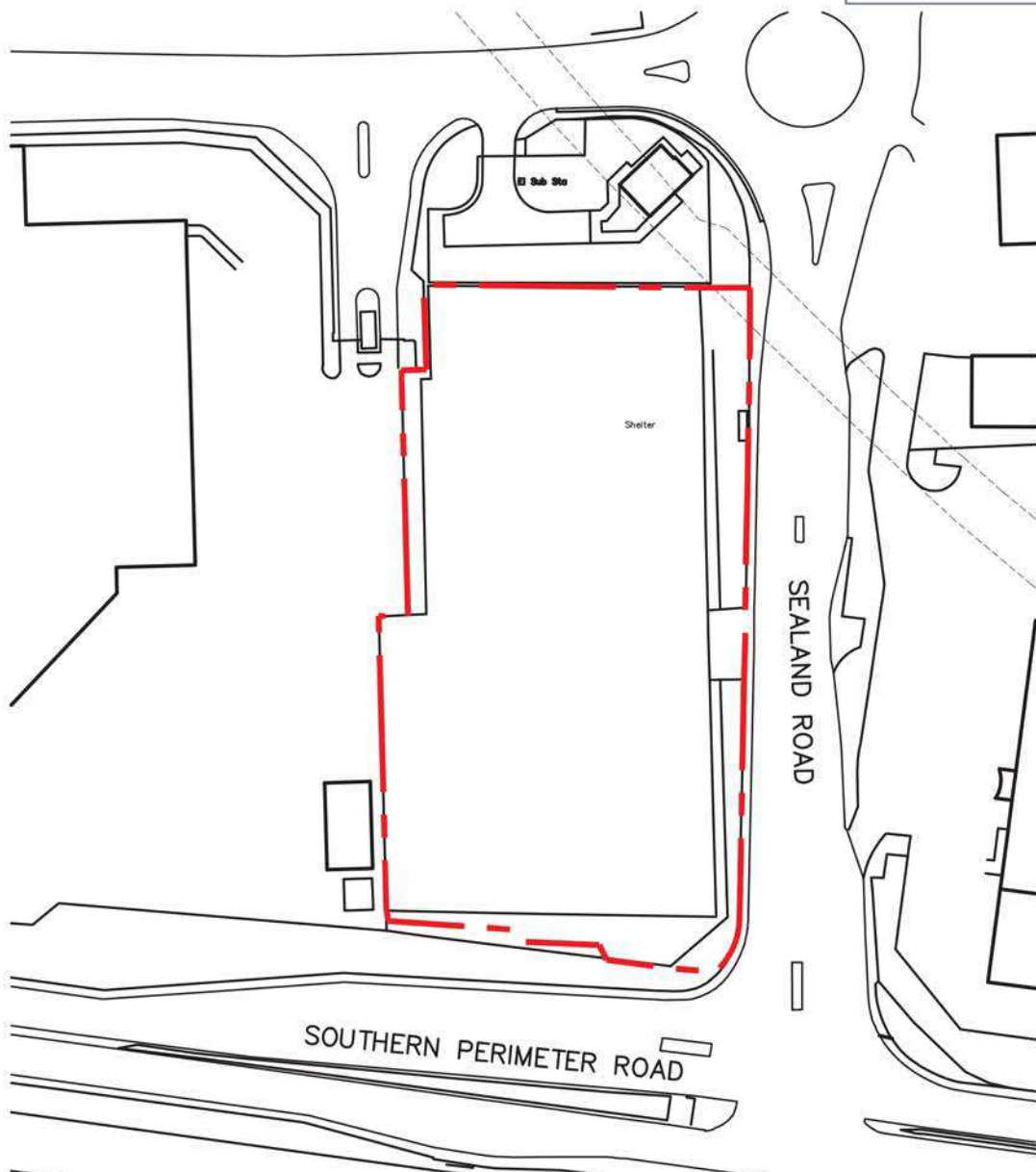
HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

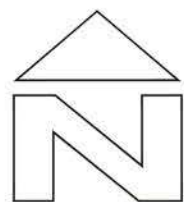
Address TEMPORARY CAR PARK SITE SEALAND ROAD HEATHROW AIRPORT
Development: ERECTION OF MULTI-DECK CAR PARK FOR USE BY GATE GOURMET AND BRITISH AIRWAYS STAFF. (OUTLINE APPLICATION WITH DETAILS OF ACCESS, APPEARANCE, LAYOUT AND SCALE)
LBH Ref Nos: 65688/APP/2016/94

Date Plans Received: 11/01/2016 **Date(s) of Amendment(s):** 08/02/2016
Date Application Valid: 14/01/2016 11/01/2016

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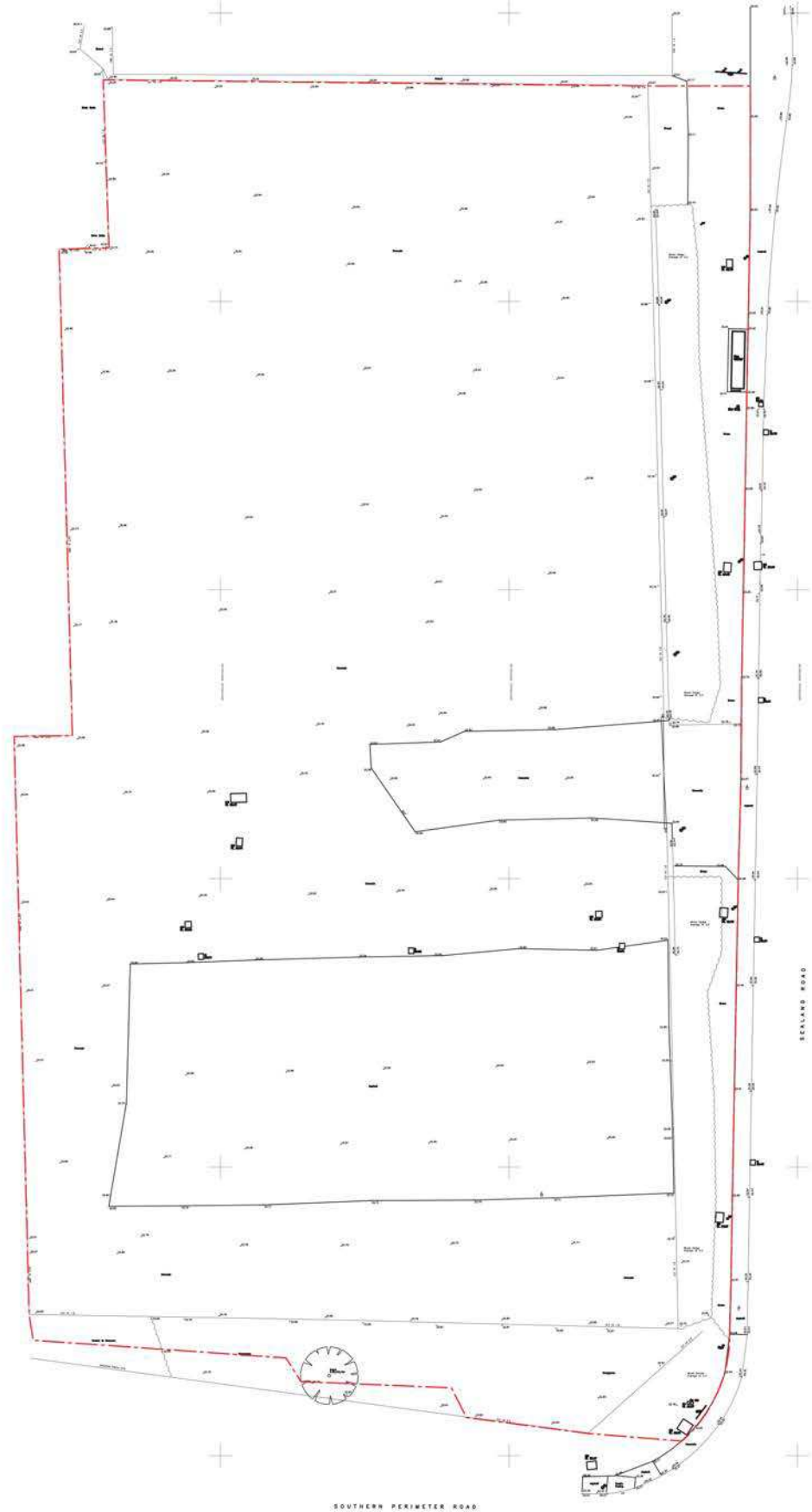


11 Lynedoch Street t. 0141 353 2745
 Glasgow, G3 6EF e. TBC

PLANNING				
Client				
Arora Management Services Ltd				
Project Title				
Proposed multi deck car park Sealand road, Heathrow airport				
Drawing Title				
Location Plan				
Date	Scale	Drawn	Checked	A4
July 14	1:1250	MJR	MJR	
Drawing No.				Rev
048-GA-100				-

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Δ. 000000.3. Δ



SOUTHERN PERIMETER ROAD

SEALAND ROAD



Site survey as prepared by
Caidus building surveys ltd
Ref: 8091



PLANNING

Client:
Arora Management
Services Ltd

Project Title:
Proposed multi deck car park
Sealand road, Heathrow airport

Drawing Title:
Site plan
as existing

Drawn	Scale	Checked	Drawn No.	Scale	Checked	Drawn No.
Jan 14	1:200	Jan 14	098-EX-200	1:200	Jan 14	098-EX-200

- 1. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 2. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 3. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 4. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 5. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 6. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 7. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 8. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 9. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.
- 10. Proposed site plan showing the layout of the proposed multi-deck car park, including the location of the substation and the proposed multi-deck car park.

Gale Gourmet site



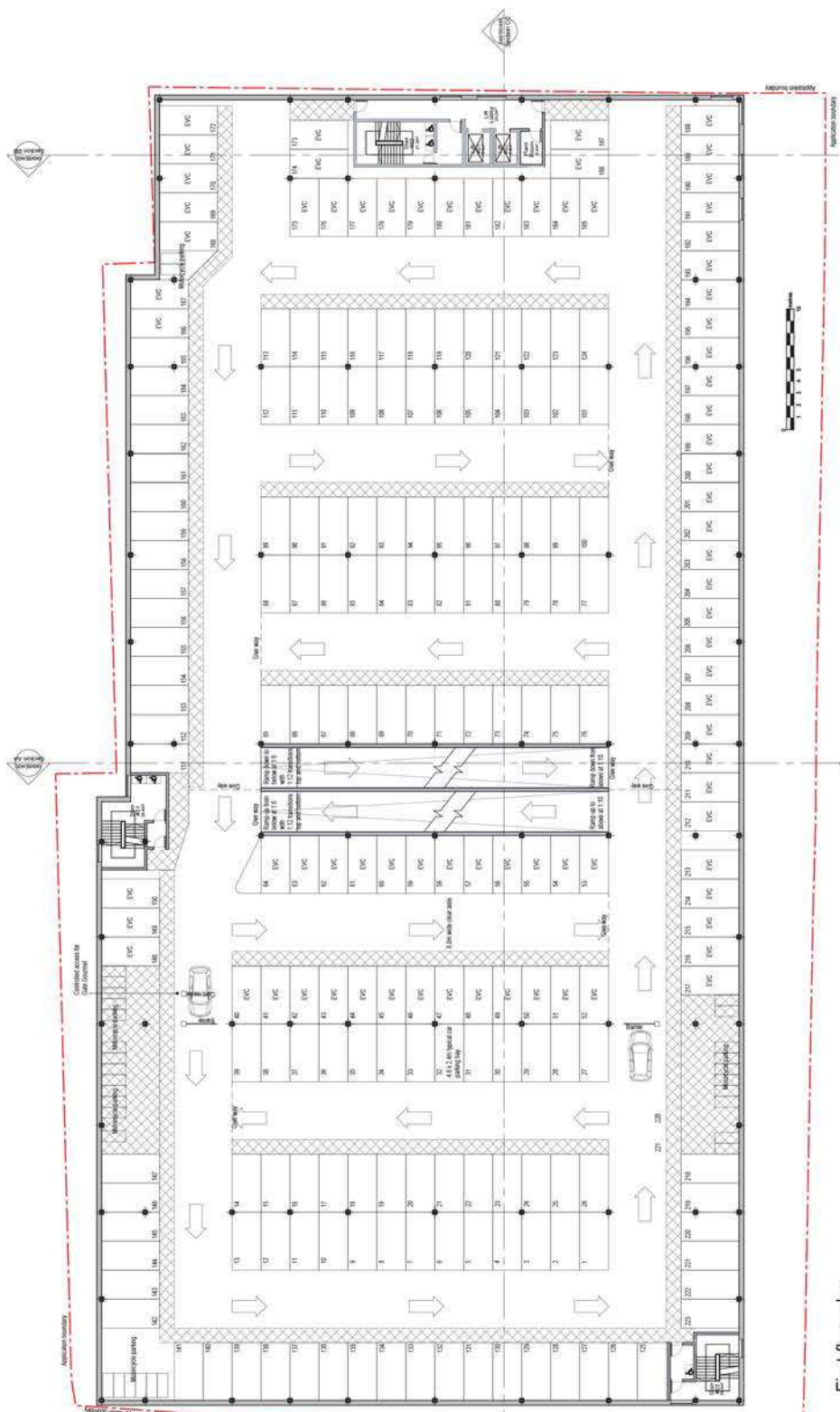
Ground floor plan
Level +0.000 (=22.600 +/-)



URM
URBAN & REGIONAL
PLANNING & DESIGN

PLANNING	
Client:	Arora Management Services Ltd
Project Name:	Proposed multi deck car park, Sealand road, Heathrow airport
Scale:	Ground Floor / site plan as proposed
Date:	May 15, 2020
Drawn by:	DN
Checked by:	MB
Scale:	A1
Sheet No.:	048-GA-300
Scale:	C

Please refer to each sheet for the drawing's description and to the relevant specifications and standards. The drawing is for information only. It is not to be used for construction without the approval of the Engineer.	
Revision	Date
A	28/07/16
B	07/01/16
C	
D	
E	
F	
G	
H	
I	
J	
K	
L	
M	
N	
O	
P	
Q	
R	
S	
T	
U	
V	
W	
X	
Y	
Z	



First floor plan
Level +3.600

ZJM
ZARAD & JACOBS CONSULTANTS

PLANNING

Avra Management Services Ltd
Proposed multi deck car park
Sealand road, Heathrow airport

Project Title
Drawing Title
Drawing No.

Rev	Date	Author	Checked	Scale
A1	July 14	ME	MAR	1:200

Sheet No.
048-GA-301

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Project: **Avira Management Services Ltd**
 Date: **28.07.14**
 Scale: **1:200**
 Drawing No: **048-CA-302**



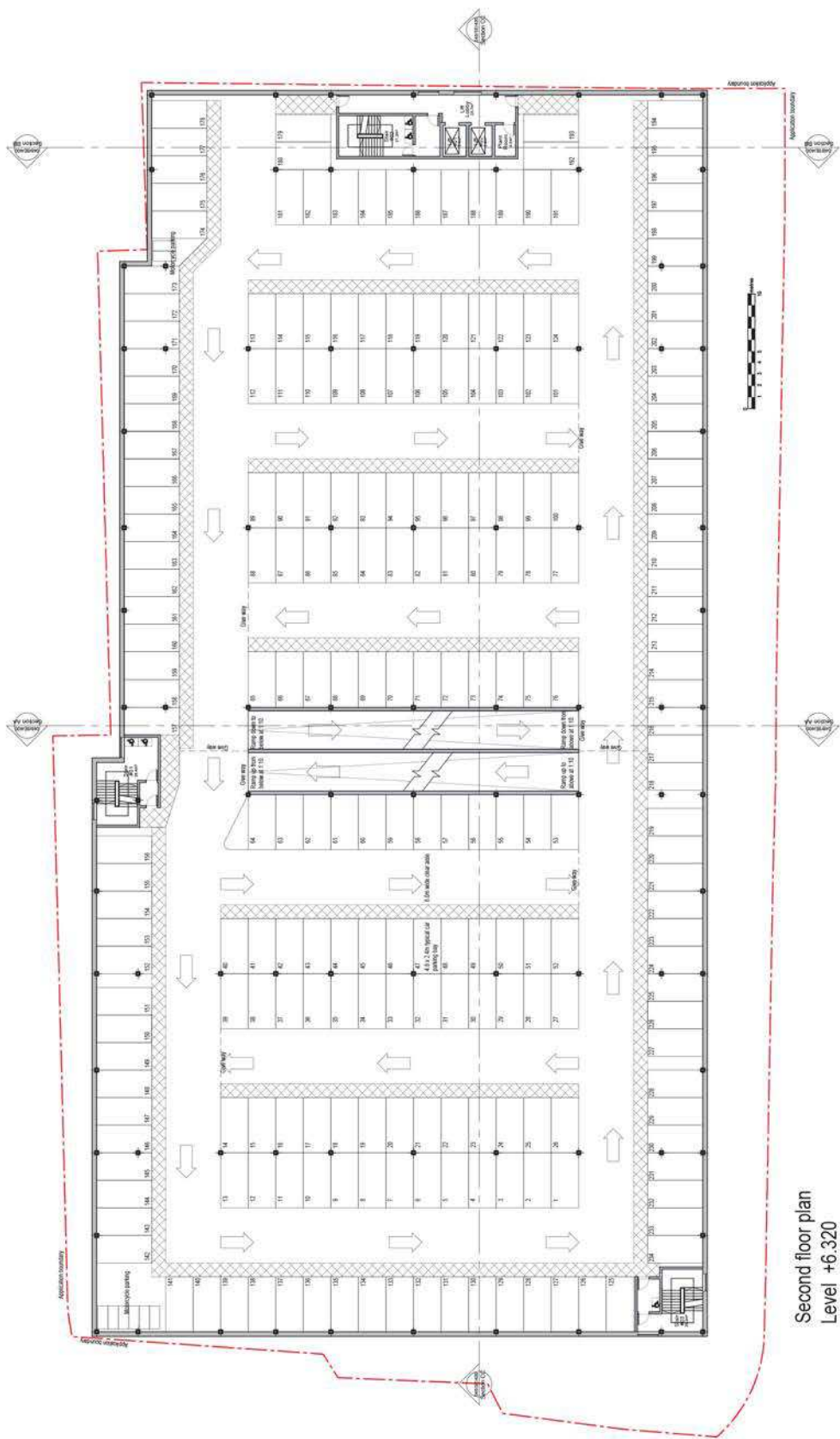
ZJM
 ZACHRY JOHNSON MARSH
 ARCHITECTS

PLANNING

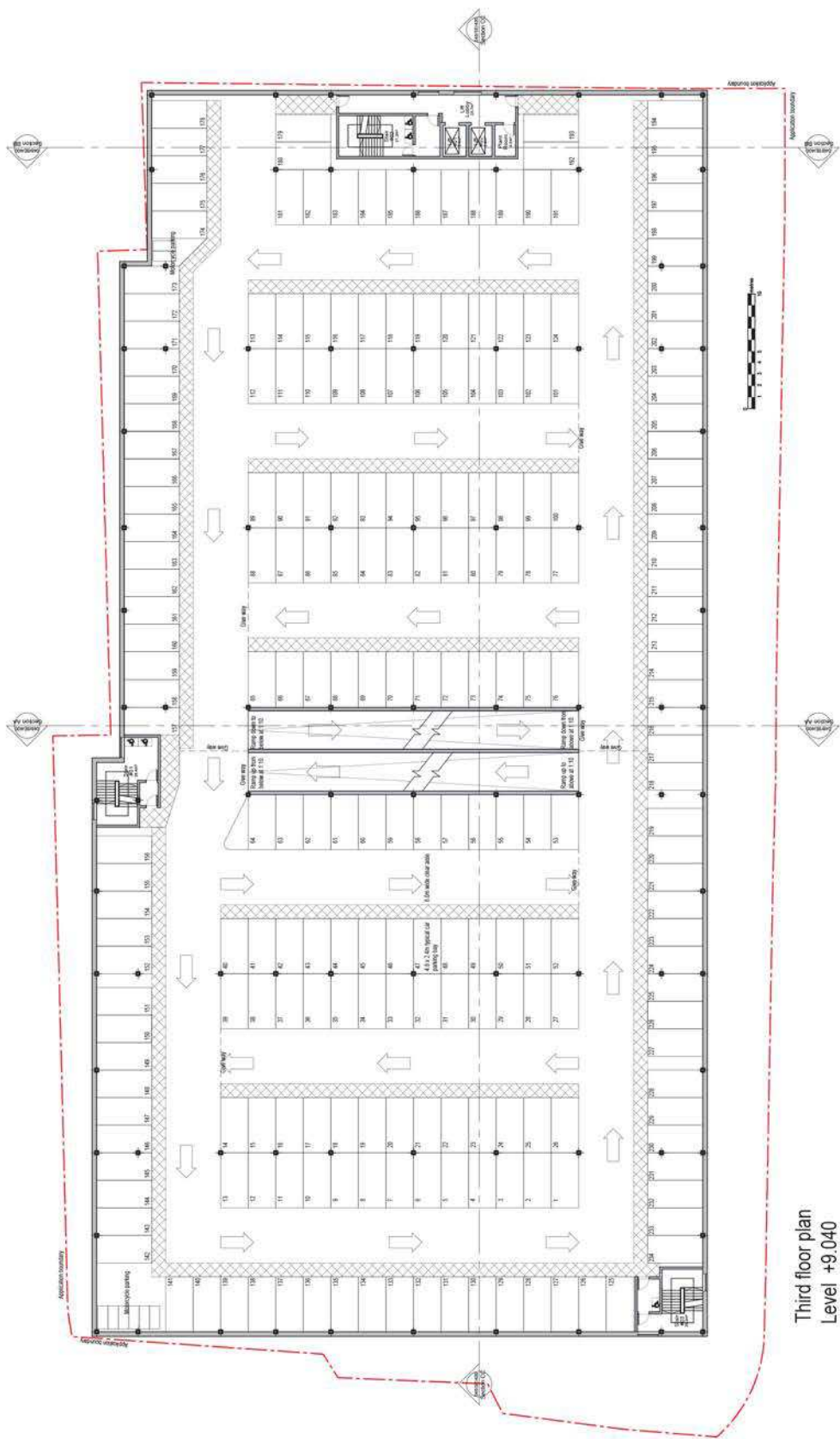
Avira Management Services Ltd
 Proposed multi deck car park
 Sealand road, Heathrow airport

Second Floor
 as proposed

Date	Scale	Drawn	Checked	Appr.
July 14	1:200	MC	MAR	A1
Drawing No.	048-CA-302		Rev.	
				A



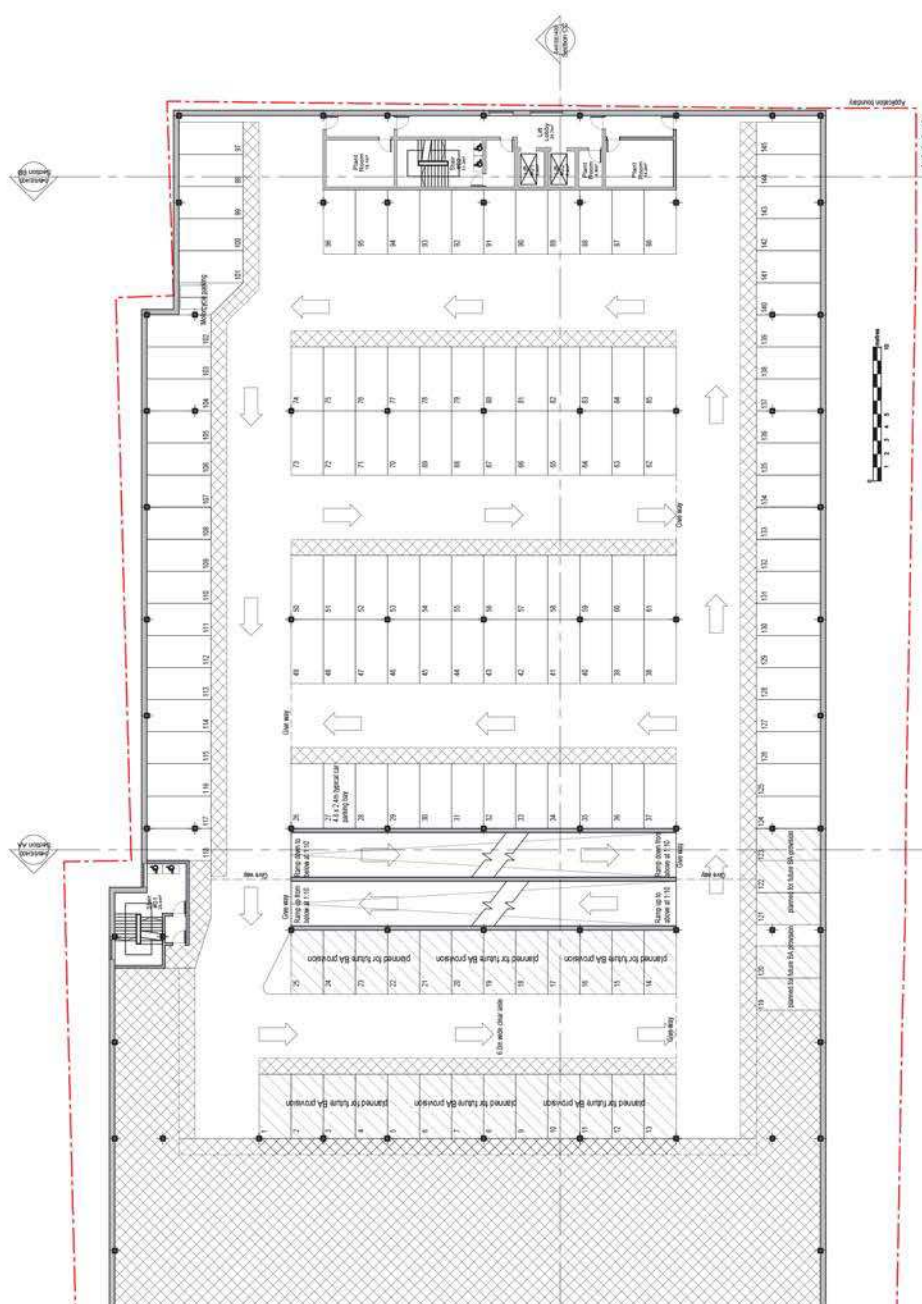
Second floor plan
 Level +6.320



Third floor plan
 Level +9.040

Approved for use on the drawings and drawings only. No other use without the written consent of the author. The author shall not be held responsible for any errors or omissions in the drawings.

- | No. | Description | Date |
|-----|---|----------|
| A | Approved Project Planning (E) & (F) | 28.03.16 |
| B | Approved Project Planning (E) & (F) & (G) | 29.03.16 |
| C | Approved Project Planning (E) & (F) & (G) & (H) | 01.02.16 |
| D | Approved Project Planning (E) & (F) & (G) & (H) & (I) | 01.02.16 |



Fourth floor plan
Level +11.760



PLANNING

Avira Management Services Ltd

Proposed multi deck car park, Sealand road, Heathrow airport

Fourth Floor as proposed

Scale: 1:200

Date: July 14

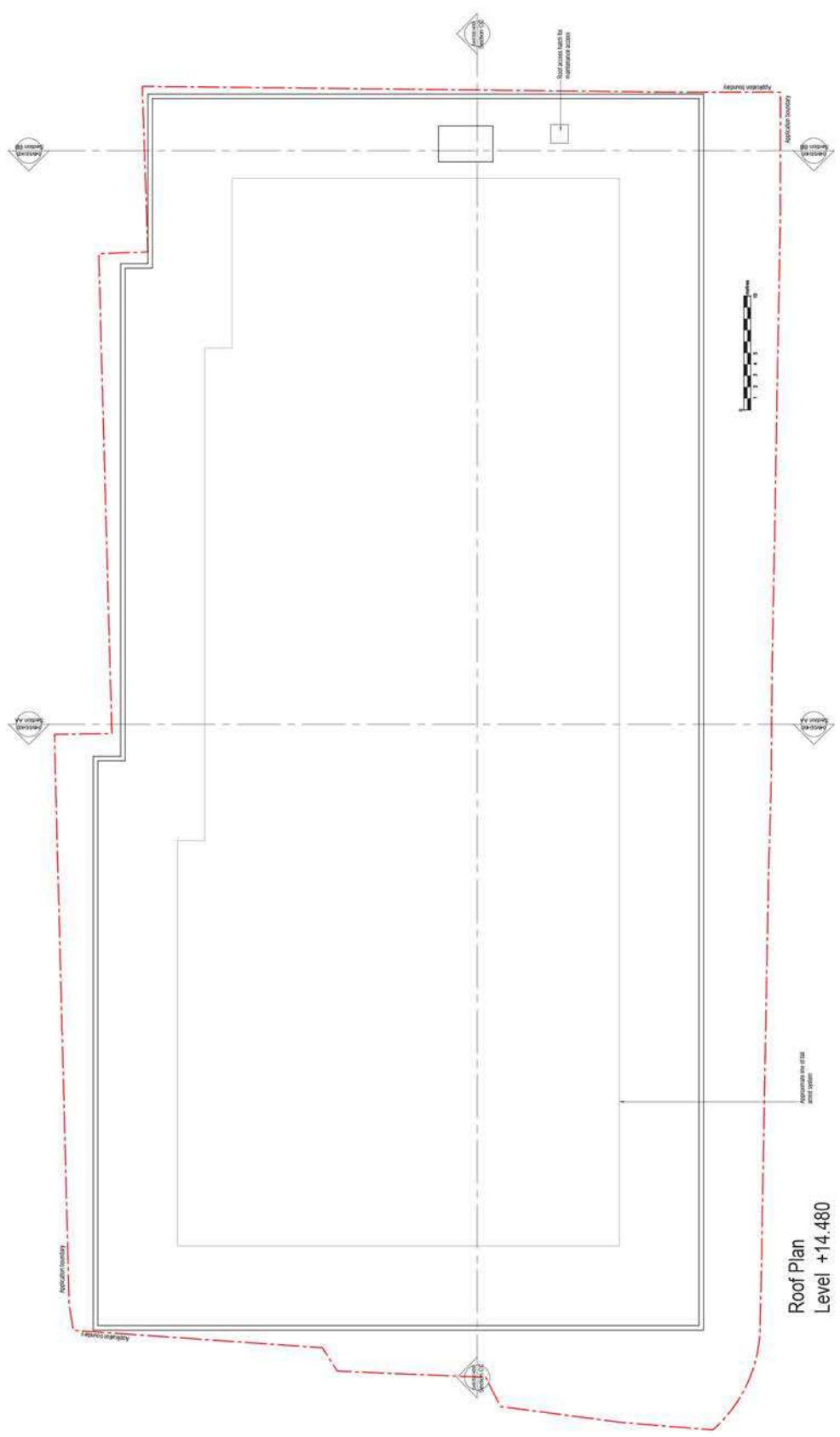
Drawn by: ME

Checked by: A1

Issue: MAR

Ref: 048-CA-304

Rev: C

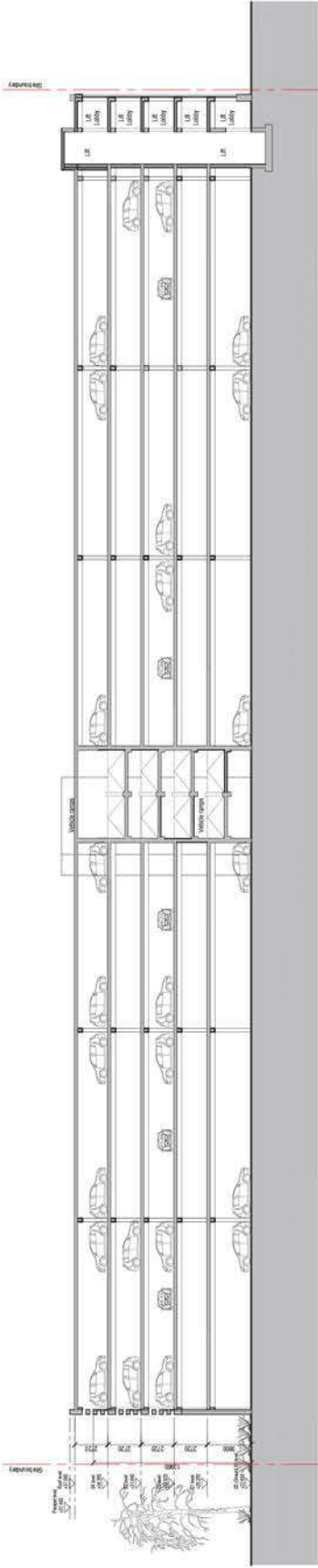


Please do not scale drawings. Dimensions and levels are indicated on drawings. All dimensions are in millimeters unless otherwise stated.

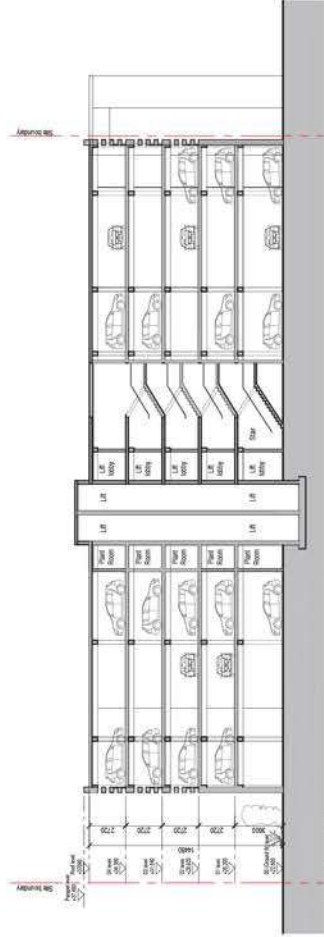


ZJM
ZACHRY JOHNSON MANNING
ARCHITECTS

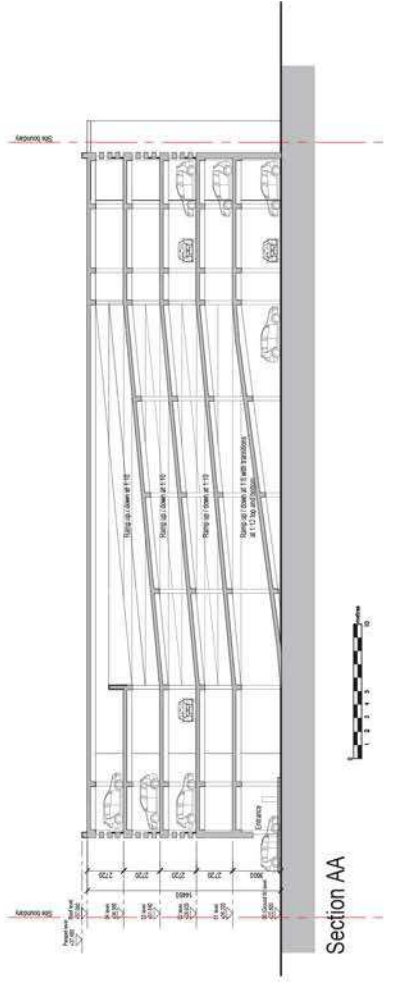
PLANNING			
Client	Avira Management Services Ltd		
Project Title	Proposed multi deck car park, Sealand road, Heathrow airport		
Drawn By	Scale	Checked	Rev.
Jan 15	1:200	CC	MAR
Drawn By No.	048-CA-30R		Rev.
			-



Section CC



Section BB



Section AA

Please do not scale drawings. All dimensions are given in millimetres unless otherwise stated. Dimensions are given to the centre of lines unless otherwise stated.

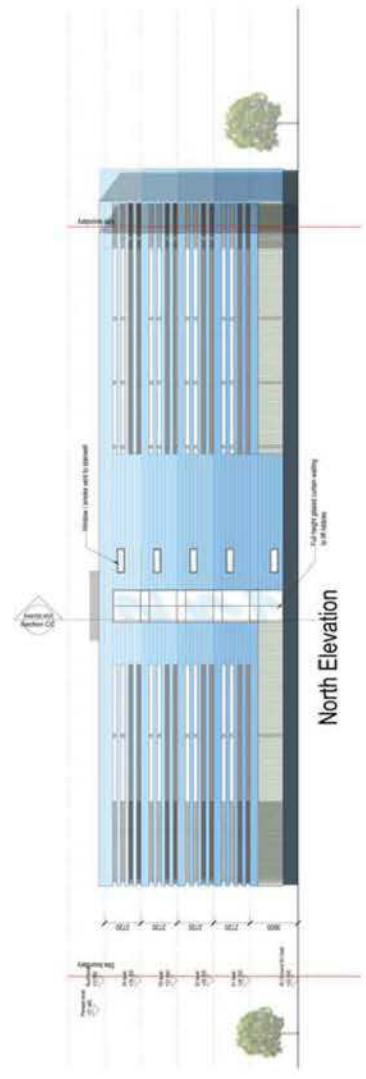
Revision
 A Approved for construction (1/2/2018)
 B Approved for construction (1/2/2018)
 C Approved for construction (1/2/2018)
 D Approved for construction (1/2/2018)

URM URBAN REGENERATION MANAGEMENT

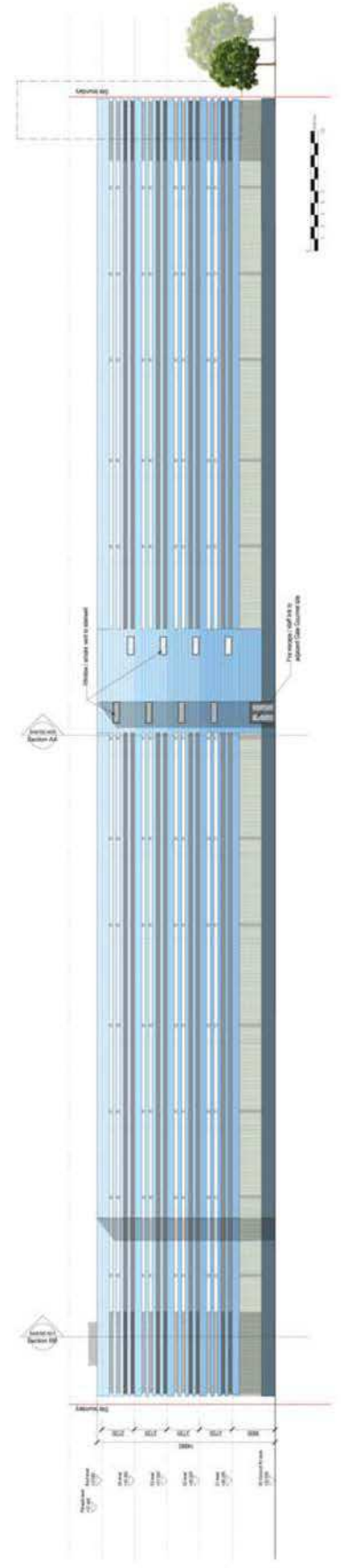
PLANNING

Avra Management Services Ltd
 Proposed multi deck car park
 Sealand road, Heathrow airport

Project No: 048-SE-400
 Date: July 14
 Scale: 1:500
 Drawn: ME
 Checked: A1
 Date: MAR



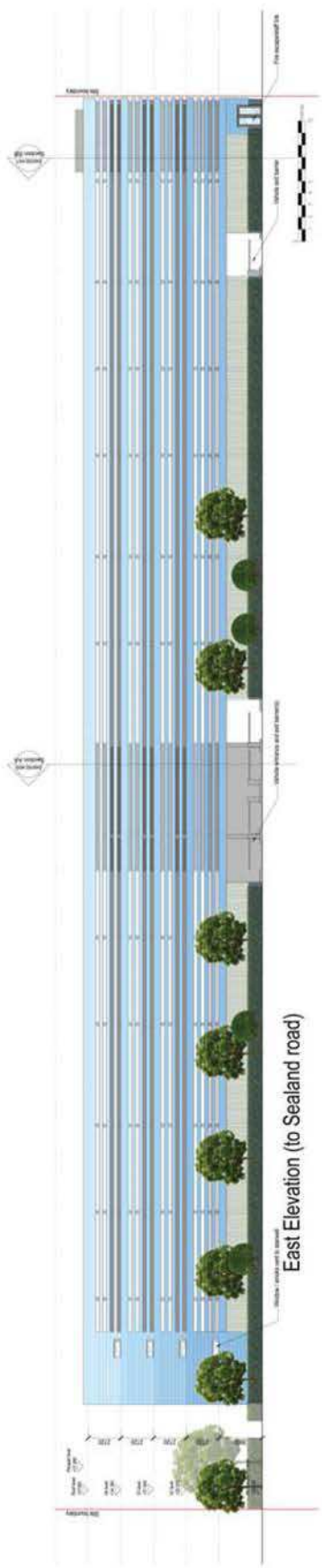
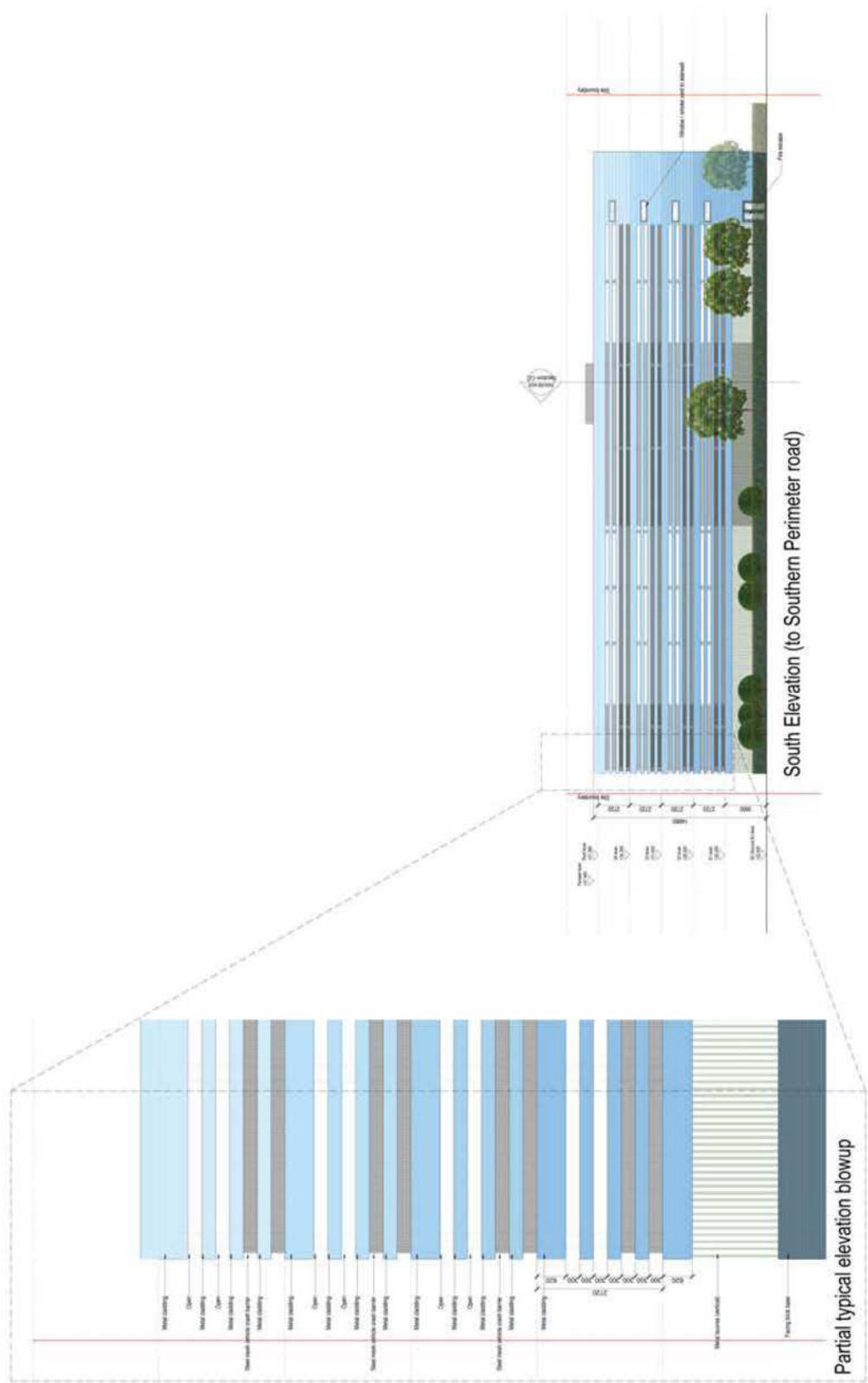
North Elevation

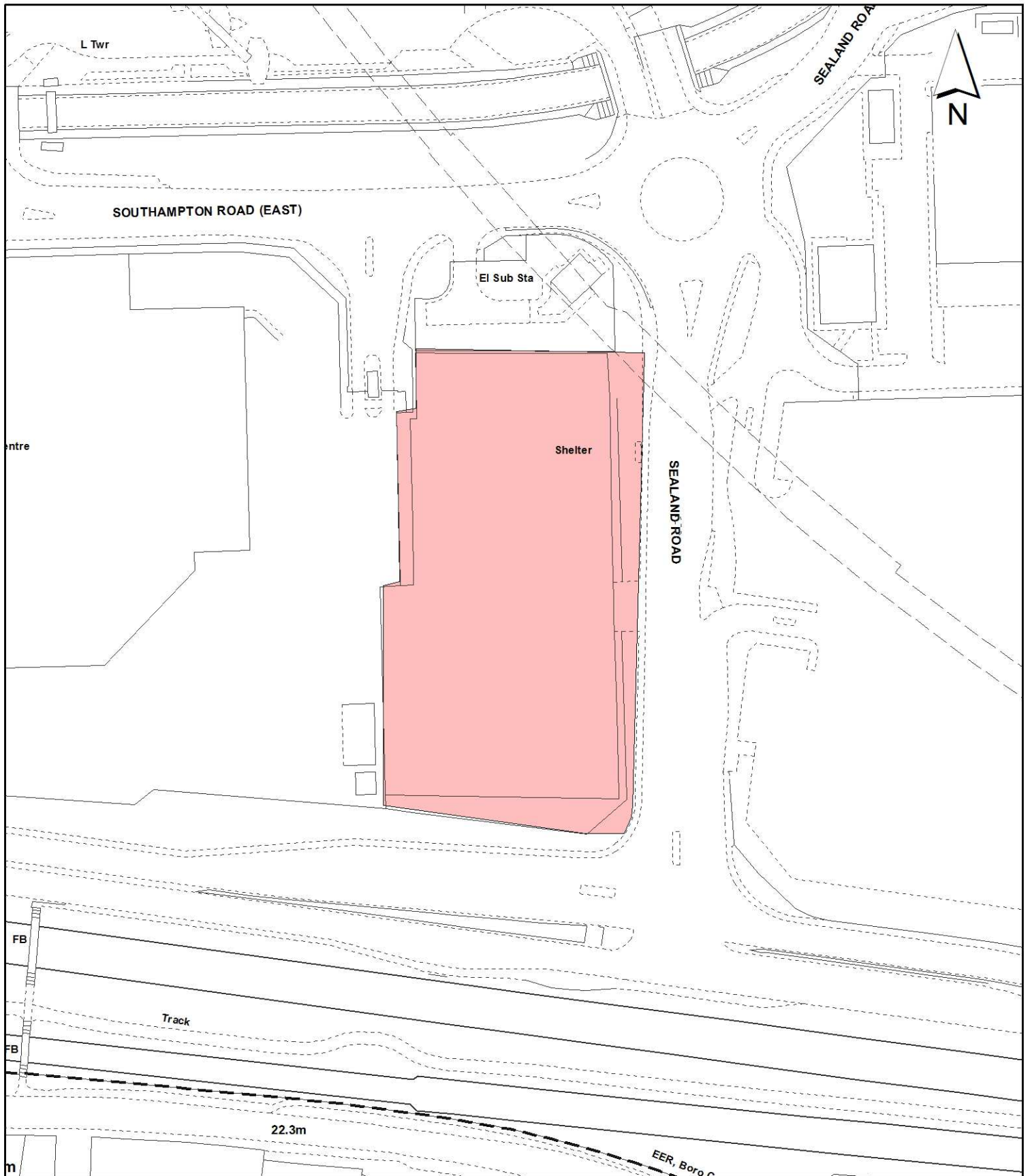


West Elevation

Project: **Sealand East Elevation**
 Location: **Sealand East**
 Drawing No: **045-EU-500**
 Date: **11/20/14**
 Scale: **1:1000**
 Author: **CC**
 Checker: **CC**
 Status: **Final**
 Project: **Sealand East Elevation**

UNM
 UNIVERSITY OF NORTHERN MICHIGAN
PLANNING
 Areas Management Services Ltd.
 Prepared multi-deck car park
 Sealand road, Heathrow airport
 South East Elevation
 3x431 of 02
 Date: 11/20/14
 Scale: 1:1000 A1
 Drawing No: 045-EU-500
 Sheet: A





Notes:

 Site boundary

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Site Address:

**Temporary Car Park Site
 Sealand Road
 Heathrow Airport**

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

Planning Application Ref:

65688/APP/2016/94

Scale:

1:1,250

Planning Committee:

Major Page 249

Date:

March 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance and landscaping) in compliance with condition 2 and 3 for Phase 3B (Southern area) of planning permission ref: 585/APP/2009/2752, dated 18-01-12 (Outline application (all matters reserved except for access) including demolition of some existing buildings and mixed used redevelopment of the Former RAF Uxbridge site)

LBH Ref Nos: 585/APP/2015/4494

Date Plans Received: 08/12/2015

Date(s) of Amendment(s):

Date Application Valid: 15/12/2015

NOTES

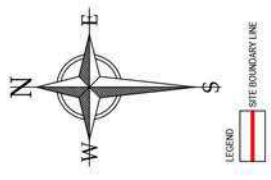
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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Updated in line with Layout Rev M	10/09/15	JNW	CW



PROJECT
St Andrews Park, Uxbridge
 Phase 3B
 Persimmon Homes (Thames Valley)

SCALE
 1:1250 @ A2

DATE
 01/09/15

AUTHOR
 JNW

CHKD
 MWP

DRAWING NO.
 LP-01

REV
 A

PROJECT
St Andrews Park, Uxbridge
 Phase 3B
 Persimmon Homes (Thames Valley)

SCALE
 1:1250 @ A2

DATE
 01/09/15

AUTHOR
 JNW

CHKD
 MWP

DRAWING NO.
 LP-01

REV
 A

Homology Office
 111116

PERSIMMON
 Building a better tomorrow for all years

ST ANDREW'S PARK
 U X B R I D G E

NOTES

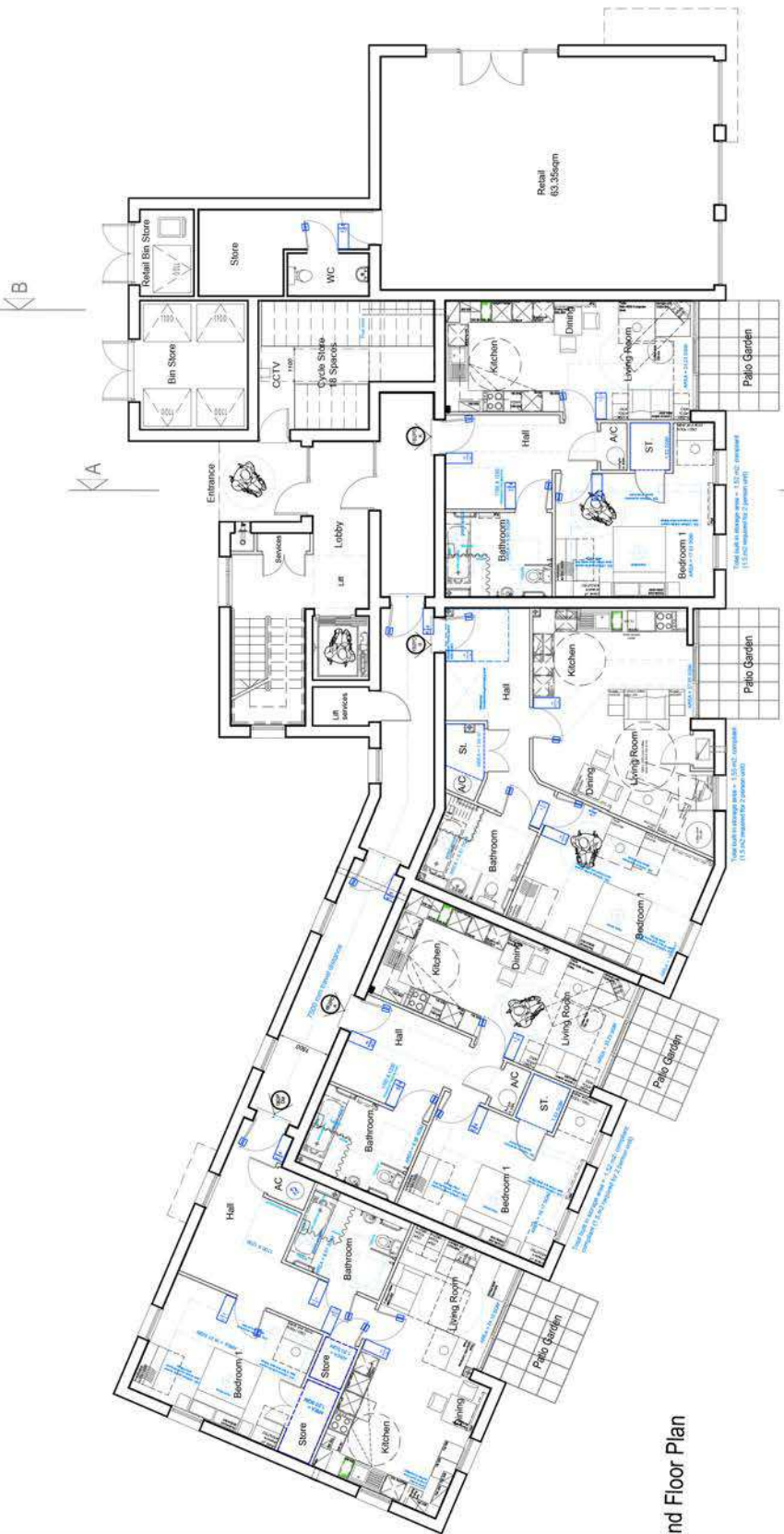
1. Permission is granted to scale from this drawing for the purpose of Local Authority Planning Approval only. In all other circumstances DO NOT scale from this drawing. Please contact this office for any additional information required.

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Advertising glazing panels added to ground floor retail.	04/09/15	JNW	JNW



Ground Floor Plan

Room/Type	1B2P	Variation	Dis
Bedrooms	1	Finishes	2
Sk. B. Finish	760.68	Sk. B. Finish	70.67
Sk. B. structural	770.37	Sk. B. structural	71.57
1B2P	1	Variation	Dis A
Bedrooms	1	Finishes	2
Sk. B. Finish	676.40	Sk. B. Finish	62.84
Sk. B. structural	684.36	Sk. B. structural	63.58
1B2P	1	Variation	Dis B
Bedrooms	1	Finishes	2
Sk. B. Finish	754.87	Sk. B. Finish	70.49
Sk. B. structural	765.42	Sk. B. structural	71.11

PROJECT
St Andrews Park, Uxbridge
Phase 3B

DRAWING
Plots 346-363
Flat Block E
Ground Floor Plan

SCALE
1/1100 @ A2

DATE
March 2015

AUTHOR
JNW

CHKD
MWP

DRWING NO.
PERS130437

REV
A

PERSIMMON
Building the future, one home at a time.

REGENCY OFFICE
Building 305, The Grange, Remond Road, Northwood, Middx, HA8 7JH, UK
www.persimmon.co.uk

ST ANDREW'S PARK
U X B R I D G E

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REV	DESCRIPTION	DATE	AUTH	CHKD
A	Issued in line with Site Layout Rev M	15/09/15	JNW	CW
B	Issued in line with Site Layout Rev N	21/11/15	AG	CW



LEGEND

Affordable Housing Areas

scale 1:500

0 10m 20m 30m



ST ANDREW'S PARK
 URBAN VILLAGE

PERSIMMON
 Building a better tomorrow for all

RMBC
 Recovery Office
 Building with the Village - Recovery Based
 Rehabilitation (RBR) Unit
 1827P X 8
 1827P X 10
 1827P X 10

PROJECT
 St Andrews Park, Uxbridge
 Phase 3B
 Persimmon Homes (Thames Valley)

SCALE
 1:500 @ A2

DATE
 01/09/15

AUTHOR
 JNW

CHKD
 MWP

DRAWING NO
 PERS130437

REV
 B

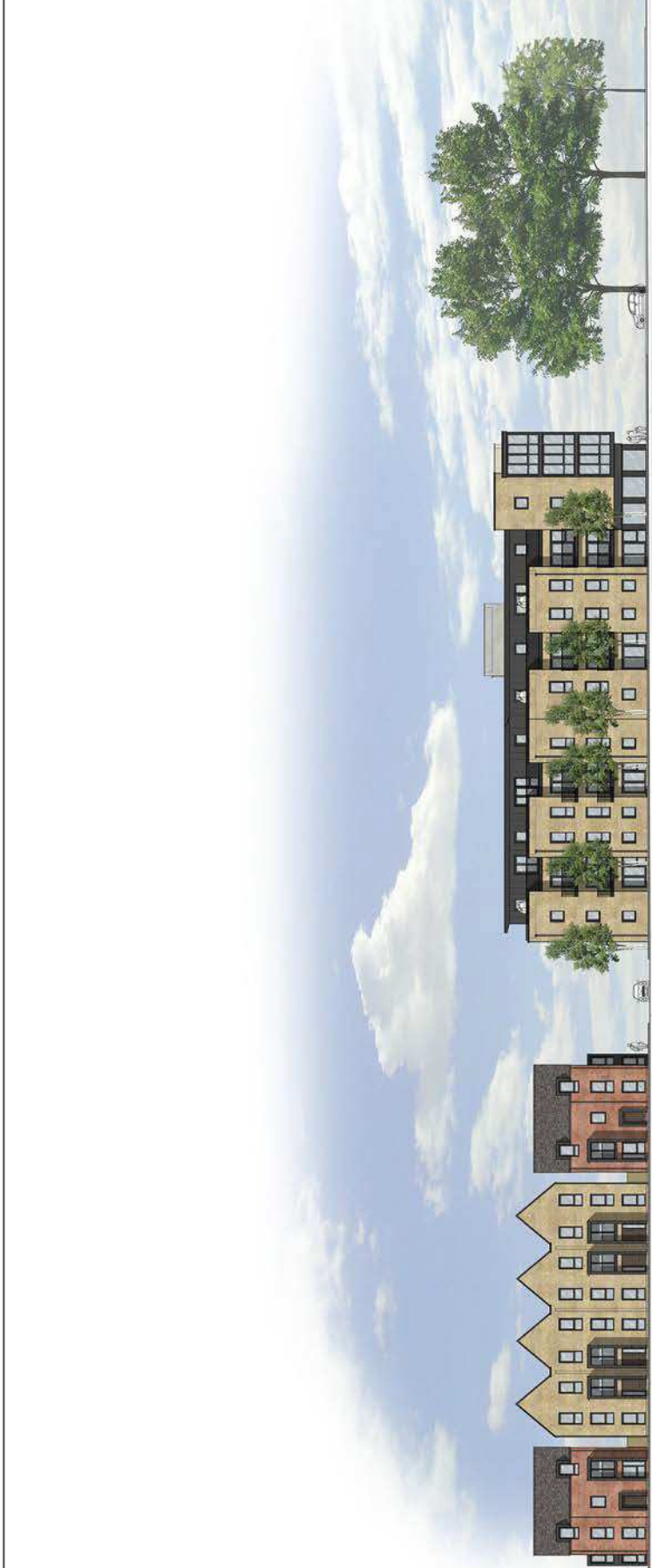
NOTES

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Scale: 1:1000. All dimensions and levels are given in metres unless otherwise stated. Dimensions and levels of the site and building before commencing any site or building work. Any discrepancies should be referred to the Architect.

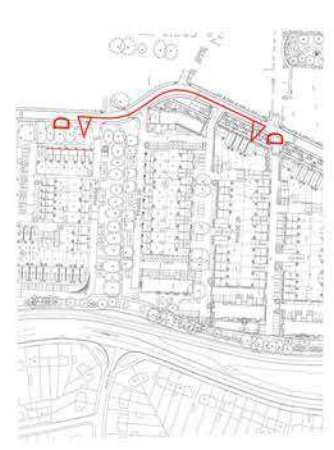
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REV	DESCRIPTION	DATE	APPROVED	DRAWN

APPROVE APPLICATION PHASE 2A PHASE 3B APPLICATION BOUNDARY OUTLINE PHASE 3C



Section Location Key	
PROJECT	St Andrews Park, Uxbridge Phase 3B
CLIENT	Persimmon Homes (Thames Valley)
SCALE	1:500 @ A1
DATE	September 2015/16
REV	CP
PROJECT NO.	PERS130437
REV	CSE.01

Residential Office
 +TIVE
 15000 Old Windsor Road, Uxbridge, Middlesex, UB8 3JZ
 Tel: 01895 827000
 www.tive.co.uk

PERSIMMON
 Building Britain's Homes for 40 years

ST ANDREW'S PARK
 U X B R I D G E

PROJECT	St Andrews Park, Uxbridge Phase 3B
CLIENT	Persimmon Homes (Thames Valley)
SCALE	1:500 @ A1
DATE	September 2015/16
REV	CP
PROJECT NO.	PERS130437
REV	CSE.01

NOTES

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4. The architect is not responsible for the accuracy of the information provided by others. The architect is not responsible for the accuracy of the information provided by others.

5. The architect is not responsible for the accuracy of the information provided by others. The architect is not responsible for the accuracy of the information provided by others.

6. The architect is not responsible for the accuracy of the information provided by others. The architect is not responsible for the accuracy of the information provided by others.

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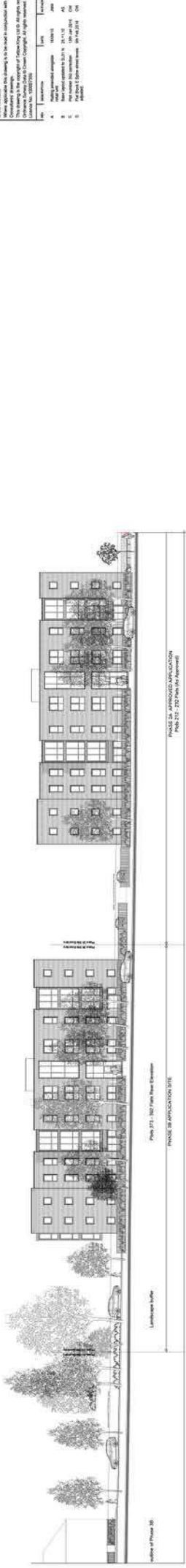
8. The architect is not responsible for the accuracy of the information provided by others. The architect is not responsible for the accuracy of the information provided by others.

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10. The architect is not responsible for the accuracy of the information provided by others. The architect is not responsible for the accuracy of the information provided by others.

Item	Description	Quantity	Unit	Notes
1	Asph/Flt concrete paving	10000	Sq M	AS
2	Asph/Flt concrete kerbs	100	M	AS
3	Asph/Flt concrete gutters	100	M	AS
4	Asph/Flt concrete drains	100	M	AS
5	Asph/Flt concrete curbs	100	M	AS
6	Asph/Flt concrete kerbs	100	M	AS
7	Asph/Flt concrete gutters	100	M	AS
8	Asph/Flt concrete drains	100	M	AS
9	Asph/Flt concrete curbs	100	M	AS
10	Asph/Flt concrete kerbs	100	M	AS

A1

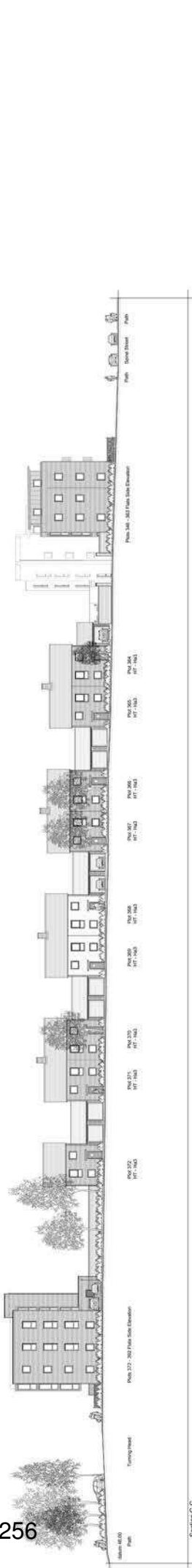


Section A-A
Date: 12/15/15

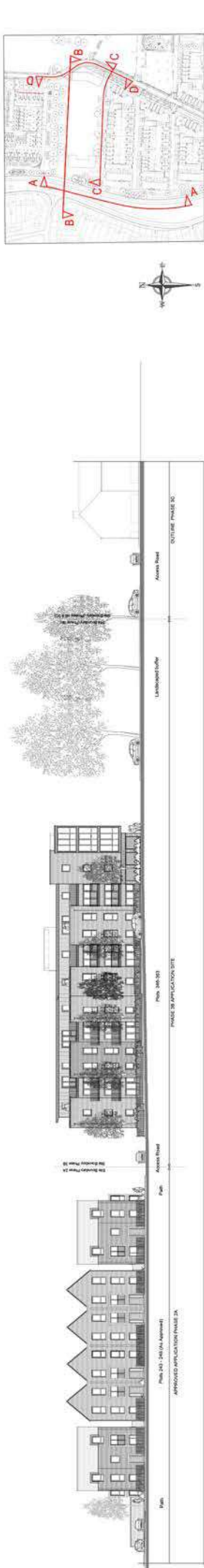


Section B-B
Date: 12/15/15

Page 256



Section C-C
Date: 12/15/15



Section D-D
Date: 12/15/15



Section Location Key

St Andrews Park, Uxbridge
 Phase 3B
 Persimmon Homes (Thames Valley)
 Date: 1/20/16 @ A0
 Author: JMW MWP
 Reference: P-SS.01

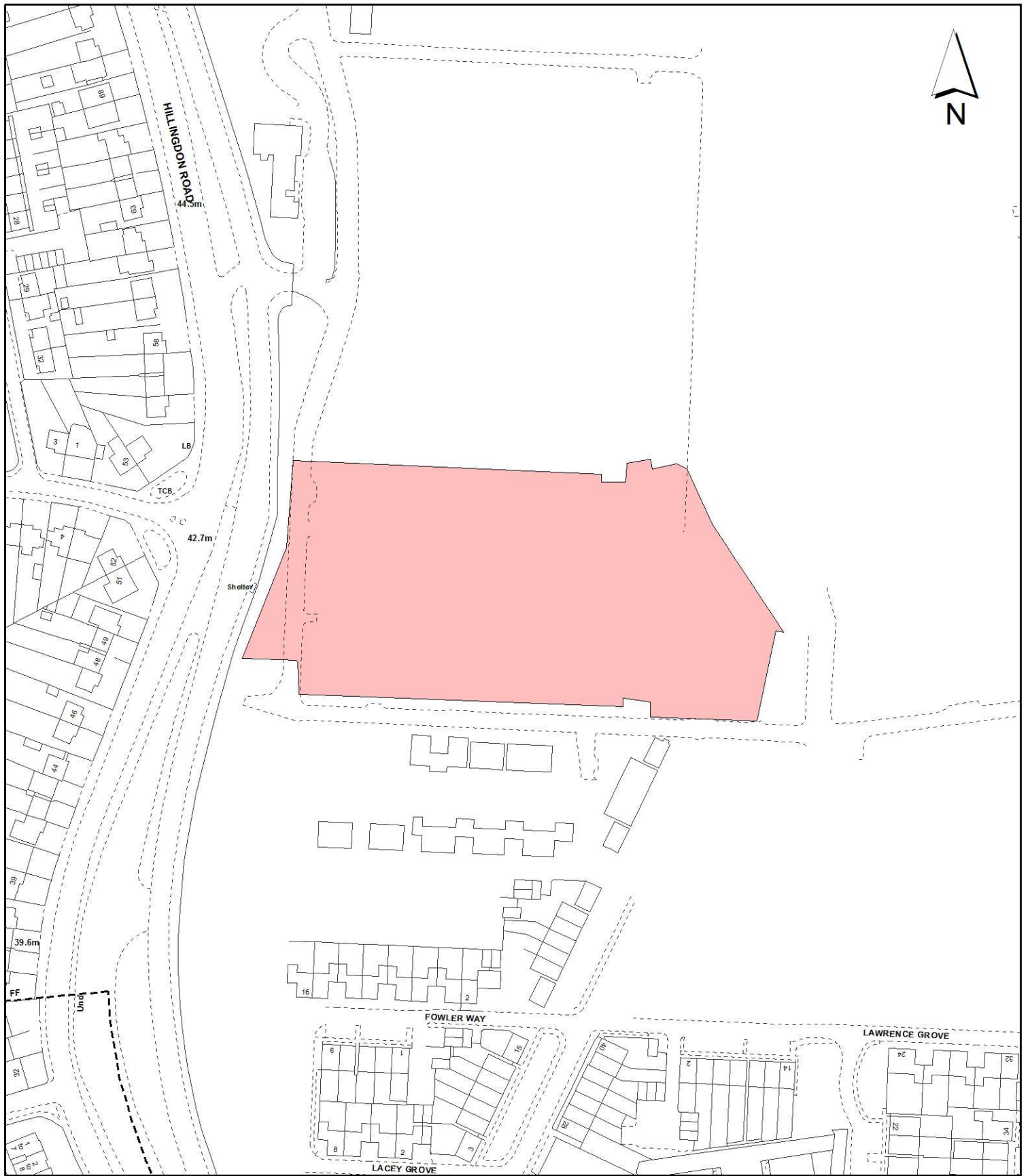
PERSIMMON
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ST ANDREWS PARK
 A RESIDENTIAL DEVELOPMENT

St Andrews Park, Uxbridge
 Phase 3B
 Persimmon Homes (Thames Valley)
 Date: 1/20/16 @ A0
 Author: JMW MWP
 Reference: P-SS.01

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ST ANDREWS PARK
 A RESIDENTIAL DEVELOPMENT



Notes:

 Site boundary

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Site Address:

**St Andrew's Park
 Hillingdon Road
 Uxbridge**

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

Planning Application Ref:
585/APP/2015/4494

Scale:
1:1,800

Planning Committee:
Major Page 257

Date:
March 2016



Report of the Head of Planning, Sport and Green Spaces

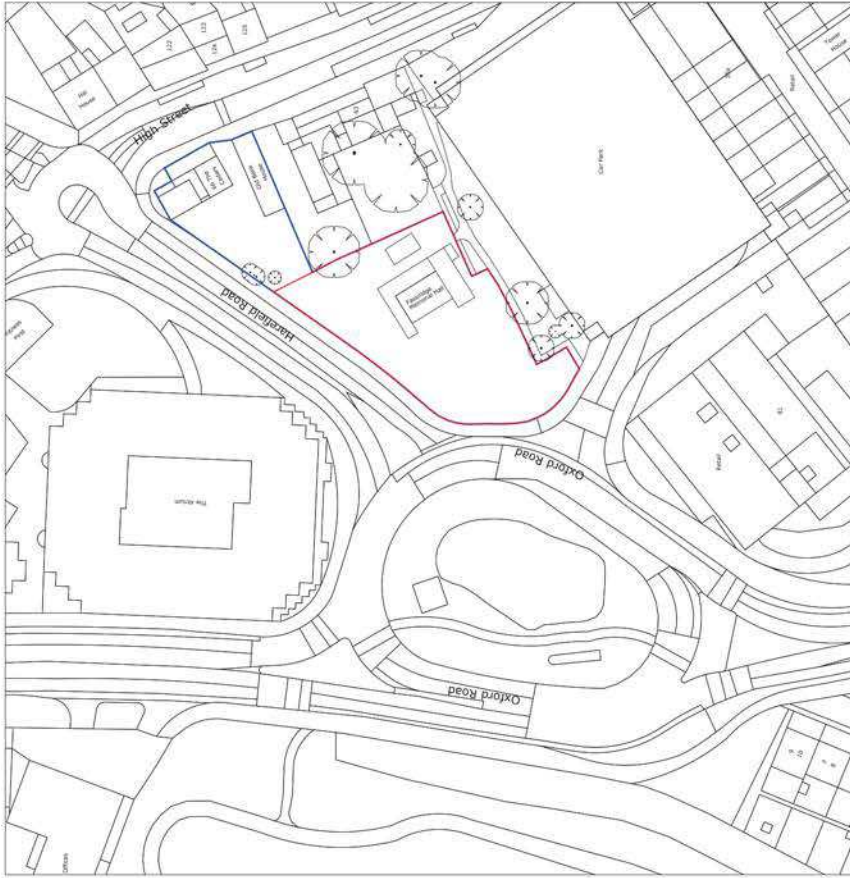
Address FASSNIDGE MEMORIAL HALL - R/O HIGH STREET UXBRIDGE

Development: DEMOLITION OF EXISTING FASSNIDGE COMMUNITY DINING HALL AND GARAGE, AND ERECTION OF PART 4, PART 7, PART 8 STOREY BUILDING TO PROVIDE A REPLACEMENT COMMUNITY DINING FACILITY AND 73 SELF-CONTAINED RESIDENTIAL UNITS WITH ASSOCIATED UNDERCROFT CAR AND CYCLE PARKING, NEW VEHICLE ACCESS POINT, COMMUNAL AND PRIVATE AMENITY AREAS, AND LANDSCAPING

LBH Ref Nos: 12156/APP/2015/4166

Date Plans Received: 12/11/2015
Date Application Valid: 12/11/2015

Date(s) of Amendment(s):



DRAWING TITLE	Location Plan	REV	01	SCALE	1:1250 @ A3
PROJECT No.	210	DWG No	010	STATUS	For Approval
DATE	01/10/2015	DRAWN	JP	CHECKED	SM

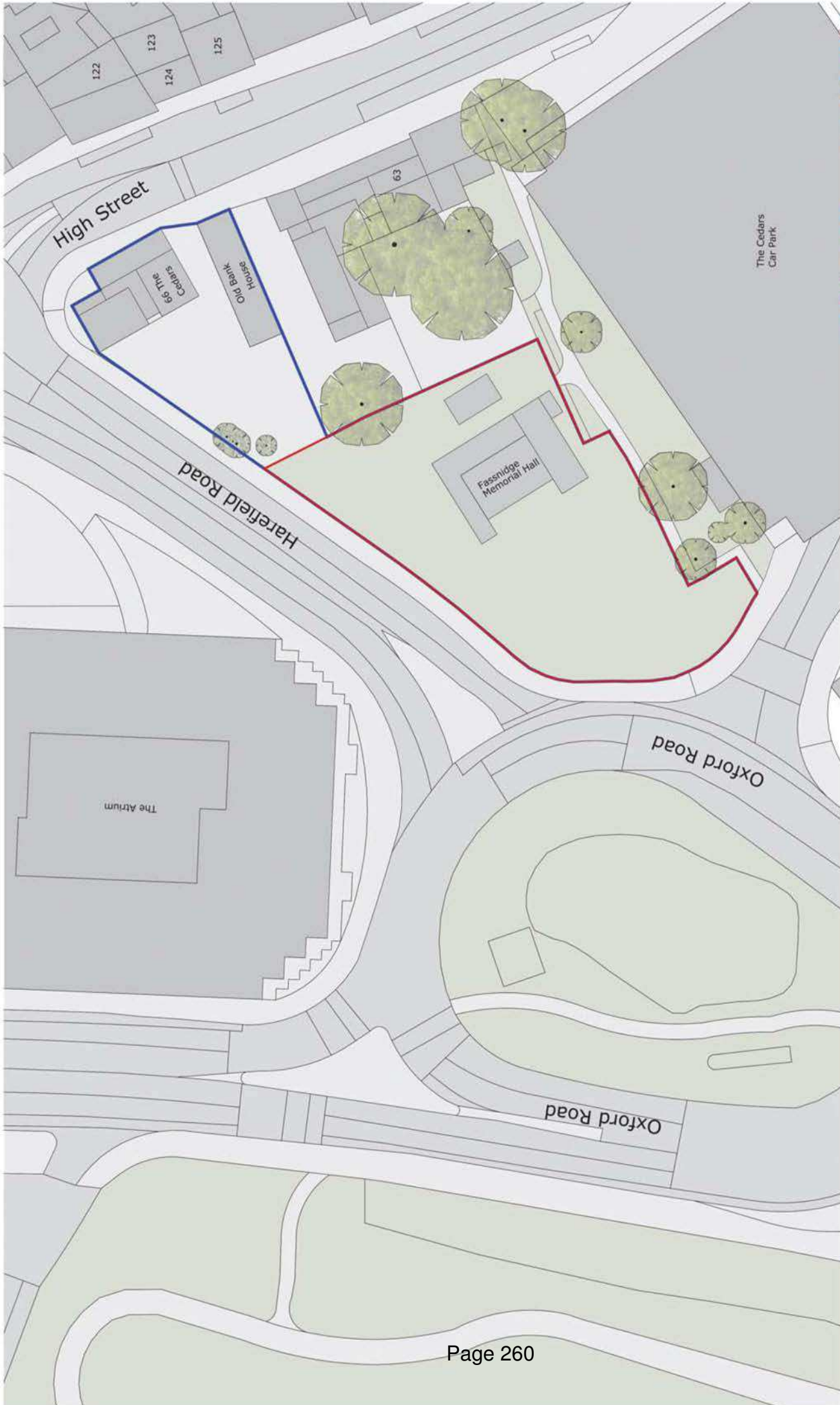
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CLIENT	Howarth Homes
PROJECT	Fassnidge Memorial Hall Site Land r/o Uxbridge High Street

Willcox and Meilwies, 153 Castle Hill,
Windsor, Berkshire, SL4 1PD
T: +44 (0) 1753 839666 F: +44 (0) 1753 831113
www.willcoxandmeilwies.com

REV	DATE	DESCRIPTION	DRAWN
01	15/10/15	Issued for planning	JP





willcoxandmeilwies

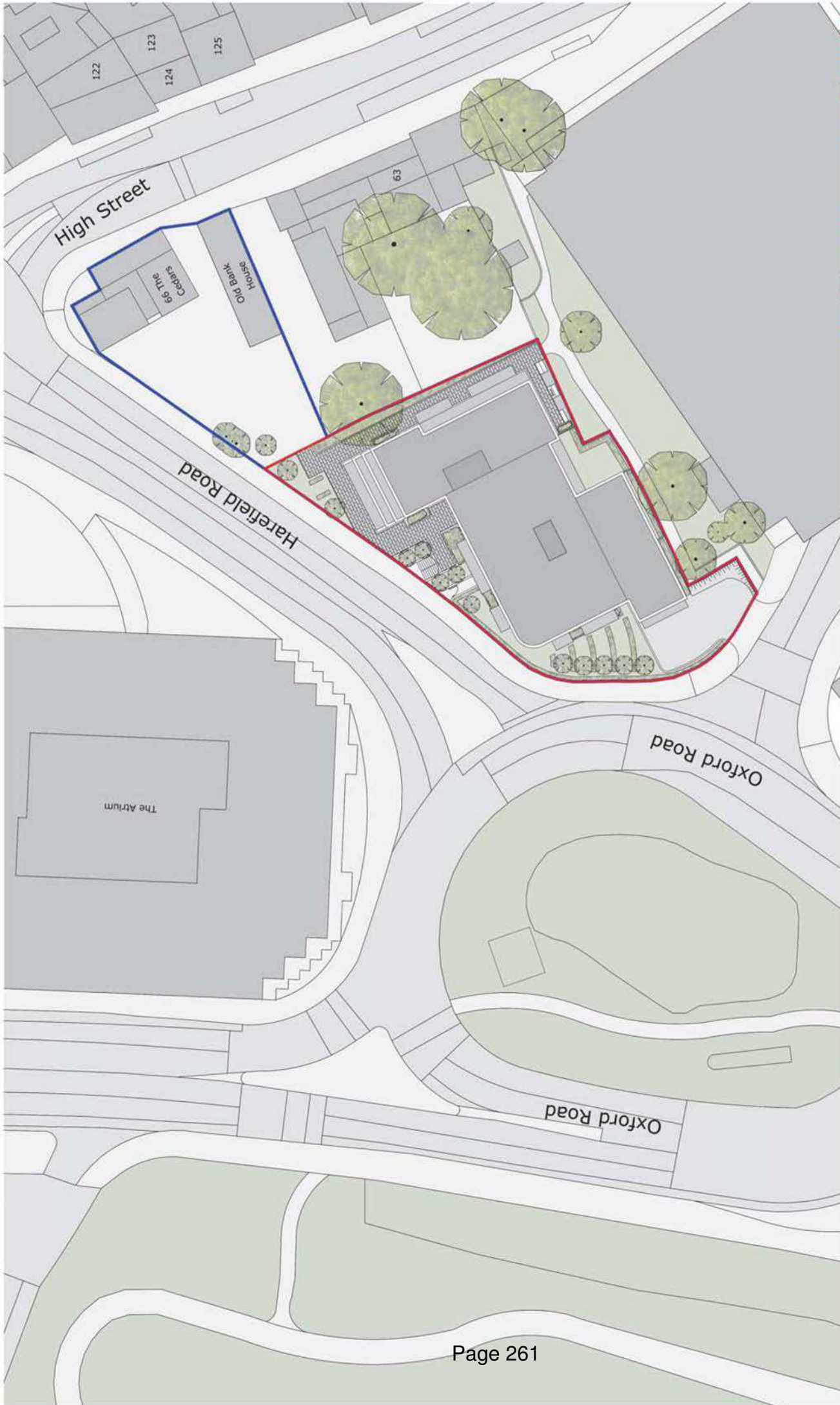
DRAWING TITLE		CLIENT		EXISTING SITE PLAN		SCALE	
Existing Site Plan		Howarth Homes		PROJECT No. 210		1:500 @ A3	
PROJECT No. 210		PROJECT Fasnidge Memorial Hall Site Land r/o Uxbridge High Street		DWG TYPE PL		REV 01	
DATE 01/10/2015		DRAWN JP		CHECKED SM		STATUS For Approval	

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 T: +61 (0) 2 9515 8766 F: +61 (0) 2 9515 81113
 www.willcoxandmeilwies.com.au

REV	DATE	DESCRIPTION	DRAWN
01	01/10/15	Issued for planning	JP





willcoxandmeilwies

DRAWING TITLE	Proposed Site Plan	REV	01	SCALE	1:500 @ A3
PROJECT No.	210	DATE	01/10/2015	CHKD	SM
PL	PL	DRAWN	JP	STATUS	For Approval

CLIENT
Howarth Homes

PROJECT
Fasnidge Memorial Hall Site
Land r/o Uxbridge High Street

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Willcox and Meilwies, 13 Colston Street, Birmingham, B3 3LQ
T: +44 (0) 121 875 8750 F: +44 (0) 121 875 83111
www.willcoxandmeilwies.com

REV	DATE	DESCRIPTION	DRAWN
01	10/01/15	Issued for planning	JP









Harfield Road

Oxford Road





Harefield Road

Oxford Road









willcox and meilwies

Architects

11100 6th St
 Suite 100
 San Diego, CA 92161
 Phone: (619) 594-1100
 Fax: (619) 594-1101
 Email: info@willcoxandmeilwies.com
 Website: www.willcoxandmeilwies.com

Project: [Redacted]
 Date: 01/18/2013
 RIBA #:





Harefield Road

Oxford Road

300 SCM
90% i.e. 270 sqm usable for PV

Lift
Overrun

70
1-Bed Duplex

71
1-Bed Duplex

72
1-Bed Duplex

Kitchen fue design and
detailing compliant with
Debra Regulations

Project Name	Development of 300 SCM PV	Site No	11000 0 41
Client	Willcox and Meilwies	Scale	1:1000
Project No	11000 0 41	Date	11/10/2013
Author	W. Meilwies	Drawn	W. Meilwies
Checked	W. Meilwies	For Approval	
Approved		RIBA #	





Client Information	
Client Name:	[Redacted]
Client Address:	[Redacted]
Client Contact:	[Redacted]
Client Email:	[Redacted]
Client Phone:	[Redacted]
Client Website:	[Redacted]
Client Reference:	[Redacted]

Project Details	
Project No:	[Redacted]
Project Name:	[Redacted]
Project Address:	[Redacted]
Project Contact:	[Redacted]
Project Email:	[Redacted]
Project Phone:	[Redacted]
Project Website:	[Redacted]
Project Reference:	[Redacted]

Drawing Information	
Drawing No:	[Redacted]
Drawing Title:	[Redacted]
Drawing Date:	[Redacted]
Drawing Scale:	[Redacted]
Drawing Author:	[Redacted]
Drawing Checker:	[Redacted]
Drawing Approver:	[Redacted]

Revision History	
Rev No:	[Redacted]
Rev Description:	[Redacted]
Rev Date:	[Redacted]
Rev Author:	[Redacted]
Rev Checker:	[Redacted]
Rev Approver:	[Redacted]

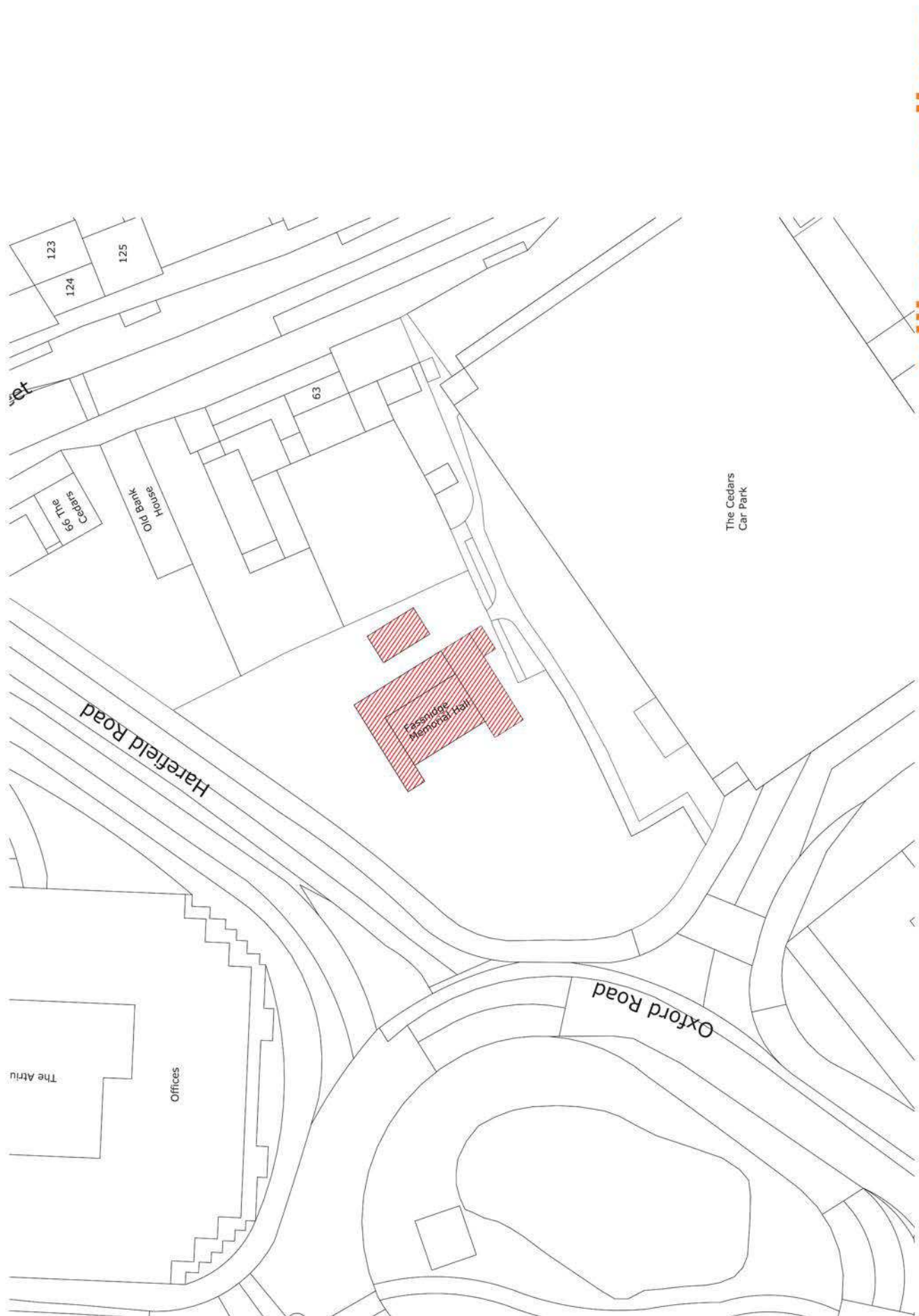
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Note Description:	[Redacted]
Note Date:	[Redacted]
Note Author:	[Redacted]
Note Checker:	[Redacted]
Note Approver:	[Redacted]

Materials Schedule	
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Material Description:	[Redacted]
Material Quantity:	[Redacted]
Material Unit:	[Redacted]
Material Supplier:	[Redacted]

Bill of Materials	
Item No:	[Redacted]
Item Description:	[Redacted]
Item Quantity:	[Redacted]
Item Unit:	[Redacted]
Item Supplier:	[Redacted]

Index	
Index No:	[Redacted]
Index Description:	[Redacted]
Index Date:	[Redacted]
Index Author:	[Redacted]
Index Checker:	[Redacted]
Index Approver:	[Redacted]

Appendix	
Appendix No:	[Redacted]
Appendix Description:	[Redacted]
Appendix Date:	[Redacted]
Appendix Author:	[Redacted]
Appendix Checker:	[Redacted]
Appendix Approver:	[Redacted]



willcoxandmeilwies

DRAWING TITLE	Demolition Site Plan	SCALE	1:500 @ A3
PROJECT No.	210	REV	01
DATE	01/10/2015	CHECKED	SM
DRAWN	JP	STATUS	For Approval

CLIENT
Howarth Homes

PROJECT
Fasnidge Memorial Hall Site
Land r/o Uxbridge High Street

Caple Hill House, 13 Caple Hill,
Wimbor, Bexley, SA 4 1PQ
E: +44 (0) 1753 839669 F: +44 (0) 1753 831113
www.willcoxandmeilwies.com

REV	DATE	DESCRIPTION	DRAWN
01	10/11/15	Issue for planning	JP

LEGEND:

 Buildings to be demolished

Refer to drawing no. 210-PL-030-01 for elevations of existing building.





ELEVATION 2



ELEVATION 3





ELEVATION 1





SECTION 4

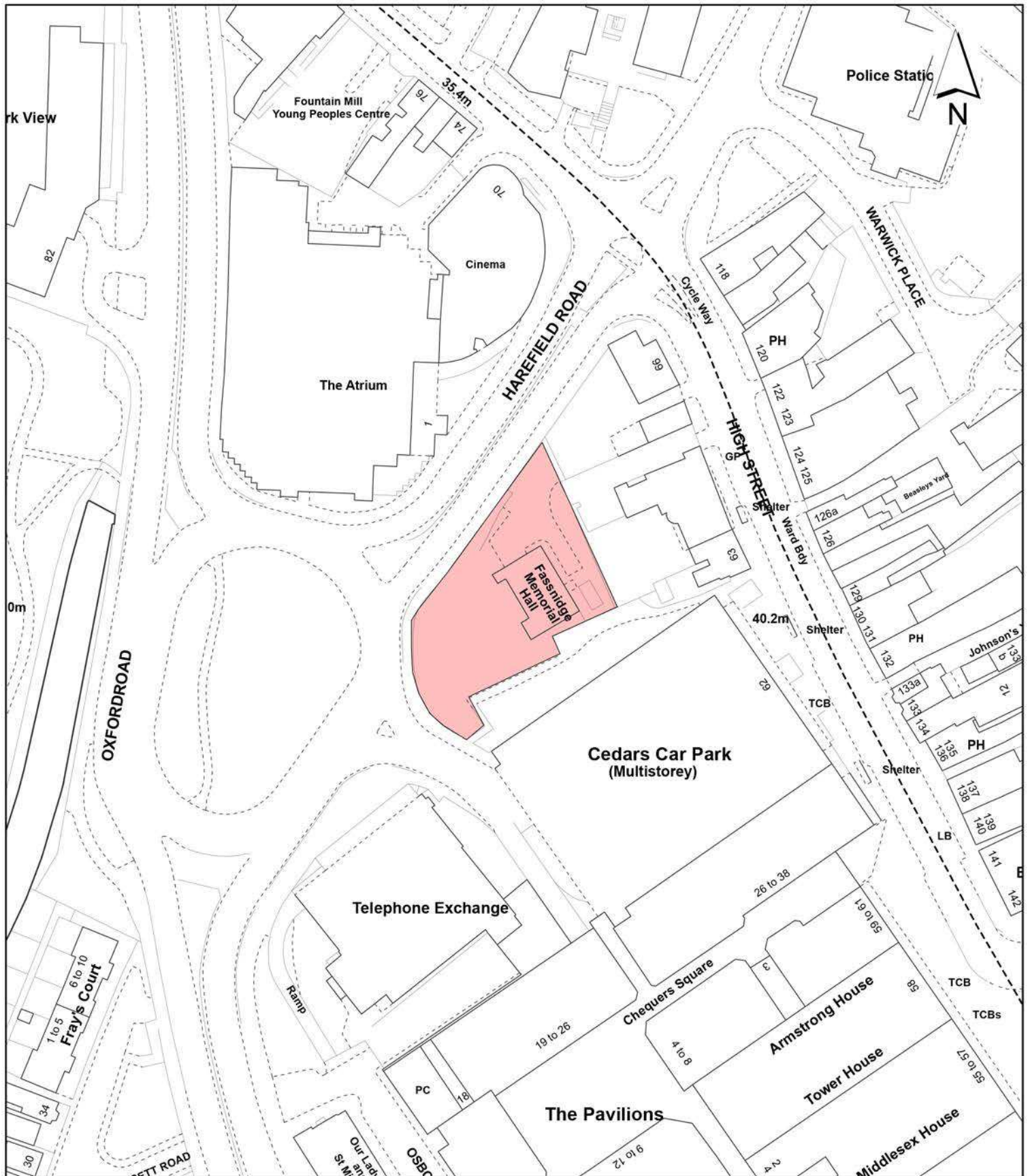




willcox and meilwies

PROJECT NAME	2024-2025 State Budget	DATE	12/2024
PROJECT NO.	2024-2025 State Budget	SCALE	1:1000 & 4:1
PROJECT ADDRESS	1111 11th Street, Phoenix, AZ 85002	DATE	12/2024
PROJECT TYPE	Land Use Change/Reg. District	DATE	12/2024
PROJECT DESCRIPTION	Land Use Change/Reg. District	DATE	12/2024

RIBA #:



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Site Address:

**Fasnidge Memorial Hall
 R/O High Street
 Uxbridge**

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

Planning Application Ref:
12156/APP/2015/4166

Scale:
1:1,250

Planning Committee:
Major Page 277

Date:
March 2016



HILLINGDON
 LONDON

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