



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 22 MARCH 2016

Time: 6.00 PM

Venue:

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

To Councillors on the Committee

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

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Putting our residents first

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Head of Democratic Services
London Borough of Hillingdon,
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Useful information for residents and visitors

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more people who live, work or study in the borough, 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 Meeting 9 February 2016 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	103,105 & 107 Ducks Hill Road, Northwood 64345/APP/2016/38	Northwood	Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14 (Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012 (Outline application - Erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road) to allow alterations to cycle storage. Recommendation: Approval	p9- p36 p66- p69

7	15 - 17 Uxbridge Road, Hayes 69827/APP/2015/4719	Townfield	<p>The erection of a 2 to 12 storey (ground plus 12 storeys) apart-hotel (use class C1), including, a basement level, 131 guest rooms; 38 car parking spaces; 23 cycle spaces; and associated facilities including a hotel lounge, meeting room space and gym.</p> <p>Recommendation: Approval + Sec 106</p>	<p>p37- p64 p70- 86</p>
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PART I - Plans for Major Applications Planning Committee p65- 86

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HILLINGD
LONDON

Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

9 February 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 and David Yarrow</p> <p>LBH Officers Present: James Rodger, Head of Planning and Enforcement, Mandip Malhotra, Major Applications and Business Development Manager, Richard Conroy, Planning Officer, Manmohan Ranger, Transportation Consultant, Tim Brown Legal Advisor, Charles Francis, Democratic Services</p> <p>3 DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Peter Curling declared a pecuniary interest in Item 6. He left the room and did not participate in the item.</p>
<p>3</p>	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>)</p> <p>None.</p>
<p>3</p>	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 4</i>)</p> <p>All items were considered in Public.</p>
<p>3</p>	<p>FORMER ARLA FOOD DEPOT VICTORIA ROAD RUISLIP - 66819/APP/2015/3653 (<i>Agenda Item 5</i>)</p> <p>S73 application seeking variation of condition 2 (approved plans) and 3 (approved documents) of planning permission ref 66819/APP/2014/1600 dated 24th December 2014 for: Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.</p> <p>changes sought: 1) Increase of total units on the site from 132 to 163 and associated design/elevation changes. 2) Changes to the approved Energy Strategy AMENDED PLANS RECEIVED 21/1/16 INCREASING THE AMOUNT OF PARKING SPACES TO 163 AND AMENDING THE PARKING LAYOUT.</p>

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

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

The petitioner made the following points:

- The original application was subject to significant scrutiny and delivered a completed package.
- The current proposal would be detrimental to the area.
- The associated construction would create noise, pollution and congestion.
- It was not acceptable for a company to achieve planning permission and then amend it.
- Residents do not want the development.
- Adding a further 31 homes to the site would spoil it.
- The wrong mix of housing types might be created.

The agent spoke in support of the application and made the following points:

- The Developer had worked with the Council to investigate how the scheme could be improved.
- The proposal now provided outside amenity space to all the new homes.
- The privacy to the new homes had been improved.
- The proposal site was close to public transport links.
- The developer acknowledged that South Ruislip Residents Association had concerns but had engaged with Officers about the scheme.
- There been no objections received from external consultees.
- 18 letters of support had been received.
- Increased traffic and vehicular movements would not be significant.

Officers explained that the unit mix and lay out had been changed within the site which had resulted in an increase the total number of units to 163 (28x1 bed, 128x2bed, 6x3bed and 4x4bed houses). Further changes included an amendment to the parking provision and layout had been revised to provide 163 parking spaces and a proposed increase in the number of units, alterations to the height of Blocks F and J and elevation alterations.

The Committee noted that the proposed increase in the number of units had allowed for a higher provision of affordable units to be provided within the site, and all of the existing and additional units proposed met or exceed the required internal unit size standards.

In the course of discussions, the Committee raised a number of points which included the design and appearance of the scheme, the number of disabled units and the defensible space surrounding the bedrooms of the developments. In response, Officers confirmed that the colour scheme depicted in the artists renditions was not accurate and the there were no radical colour changes to the building. With regards to the number of wheelchair units, Officers confirmed that 10% of the spaces would be

disabled and in relation to defensible space, the Committee were informed that the addendum set out the following requirement: *'including details of the screening required for the defensive space at the front and rear of the flats to ensure privacy of these residents'*

On being put to the vote, it was moved, seconded and agreed that the application be approved as per the officer report, addendum and following changes:

Resolved -

That the application be Approved as per officer recommendation and addendum and the following three changes:

1. Condition 18- amend to include in paragraph 2 'All residential parking shall be allocated to a residential property at no cost to the future occupiers. The plan shall.....'.
2. Condition 18- amend to include 'notwithstanding the location of disabled parking spaces shown on the approved plans, a further plan shall be submitted to and approved in writing by the Council to show the location of all disabled parking bays.'
3. Condition 18; for clarification, an amended plan showing disabled parking spaces must be submitted to show dispersal of disabled bays throughout the site and in more accessible locations, closer to the residential unit entrance points.'

3 BRUNEL UNIVERSITY KINGSTON LANE - 532/APP/2015/3349 (Agenda Item 6)

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

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

Officers explained the proposed Multi Storey Car Park would replace 124 existing surface level parking spaces on the application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus would be removed as part of this scheme, in order to ensure that the University's agreed Travel Plan parking target was maintained.

The Committee noted the proposal would result in a net gain of 24 car parking spaces across the University campus. These 24 additional spaces would bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 master plan outline permission.

During the course of discussions, the Committee agreed that the proposal would not increase the developed area of the campus and that the structure would not have a greater impact on the openness of the Green Belt in the location, having regard to the previously developed nature of this part of the campus. As a result, the proposal would not amount to an inappropriate development in the Green Belt or be detrimental to the character of the area.

	<p>In terms of ecology, Officers explained that the proposal would not increase the risk of flooding. The Committee welcomed the landscaping conditions and in particular the land restoration concerning the redundant spaces.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p>Resolved -</p> <p>That the application be approved as per officer recommendation and addendum.</p>
4	<p>HILLINGDON HOSPITAL, PIELD HEATH ROAD - 4058/APP/2015/4041 <i>(Agenda Item 7)</i></p> <p>Formation of 48 additional parking spaces on land adjoining the main car park at Hillingdon Hospital and associated highway, access and landscaping works</p> <p>Officers introduced the report and highlighted the changes set out in the addendum.</p> <p>It was noted that as part of the works, the car park would be segregated into visitor/ patient and staff parking, which was included as part of the previously approved decked scheme and involved a similar alteration to the exit on Royal Lane to allow staff to access this part of the car park.</p> <p>Officers explained that unlike the previous scheme which proposed a barrier free access to the visitor parking area on the Pield Heath Road entrance, controlled by an Automatic Number Plate Recognition system (ANPR) with parking tariffs being paid on exit, this scheme would retain the barrier. The Committee welcomed the additional provision offered by the scheme but requested that condition be added to ensure the bollards on the approved plans which separated the visitor and staff car parking could not be moved.</p> <p>Resolved -</p> <p>That the application be Approved as per officer recommendation and addendum with the additional change to condition 2 to include '<i>...The bollards shown on the approved plans to separate the visitor and staff car parking shall be retained in perpetuity.</i>'</p>
4	<p>HERMAITAGE SCHOOL NURSERY & LANCASTER CENTRE SITE - 68164/APP/2015/4167 <i>(Agenda Item 8)</i></p> <p>Variation of condition 2 (approved plans) of planning permission ref: 68164/APP/2013/758 dated 30/08/13 (Alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats.</p>

Demolition of the existing Hermitage Nursery Building and construction of a two storey (with accommodation in roof) block of 12 flats with associated car parking, soft and hard landscaping (19 residential flats in total)) to change the unit mix from 2 x studio flats, 7 x 1-bed flats and 10 x 2-bed flats to 2 studio flats, 2 x 1-bed, 14 x 2-bed & 1 x 3-bed flats (total 19 units); make associated alterations to internal layouts; increase height of lift shaft; and ancillary minor alterations

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

Officers explained that the changes sought would not detrimentally impact on the residential amenity of neighbouring occupiers. The development was considered to comply with current local, London Plan and national planning policies relating to residential development and, accordingly, the application was recommended for approval, subject to conditions and the signing of a revised S106 Legal Agreement.

It was moved, seconded and on being put to the vote agreed that the application be approved.

Resolved -

That the application be approved as per the Officer recommendation and addendum report.

4 THE GRAND UNION OFFICE PARK, PACKET BOAT LANE, COWLEY - 1197/APP/2015/4164 (Agenda Item 9)

Demolition of Block C and end of Block B and erection of four replacement buildings of five-storeys in height. Extensions to Blocks A and B to five-storeys. Excavation of basement for car parking; provision of landscaping and amenity space; enhancement of site boundaries including improved access to Grand Union Canal. Total provision of 144 residential units (32 replacing those already approved under permitted development rights in existing loft space of Blocks A and B), comprising 12 x studio, 51 x 1-bed, 53 x 2-bed, 28 x 3-bed; car parking provision of 251 spaces and cycle parking provision of 273 spaces.

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

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

The petitioner made the following points:

- The applicant had worked closely with Planning Officers to achieve a sympathetic design.
- It was hoped the design would achieve a high standard of accommodation.
- The applicant had adapted its initial ideas to ensure they met the needs of the Council.

- Officers had prepared a thorough report on the application.

Officers explained that until early 2015, the site was in use as an office (Use Class B1(a)) which is an employment use. However, a number of prior approval applications had been granted or allowed at appeal for the change of use of buildings within the site from office to residential. The full planning application before Committee sought consent for 144 units through new build development which would provide a total of 251 units within the site, an increase of 61 units from which had been consented, under the prior approvals.

The Committee heard that the development made better and more efficient use of this previously developed site in comparison with the consented scheme, as it would provide better quality internal and external living space. It also incorporated enhancements of the canal environment and setting of the site; provided a range of affordable units; provided ecological and sustainability improvements and improved parking arrangements.

During the course of discussions, the Committee enquired about noise and air quality details and were informed that this information would be sought through legal agreements. Examining the amenity space and in particular the children's play area, the Committee expressed concern at the lack of fencing and requested that this be conditioned. The topic of overlooking was also raised and Officers assured Committee this was not an issue as the design incorporated recessed balconies.

On being put to the vote, it was moved, seconded and agreed that the application be approved.

Resolved -

That the application be approved as per officer recommendation and addendum and the following change:

Amend condition 7, part 2 to include: '2e. Details of the children's play area and boundary treatment, to ensure the provision of a secure play area is provided on site'.

4 **21 HIGH STREET, YIEWSLEY - 26628/APP/2015/4622** (*Agenda Item 10*)

Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained residential units (22 x 1 bedrooms and 29 x 2 bedrooms) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle spaces, communal and private amenity areas and landscaping works) to allow for a change of use from A1 (Retail) to a flexible A1 (Retail) and A2 (Financial & Professional Services) use.

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

Officers explained that the proposed change of use from A1 to a flexible

	<p>A1/A2 use was considered to be acceptable and would not harm the viability or vitality of the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre.</p> <p>The Committee agreed that the proposal would not cause harm to the character and appearance of the street scene or impact on the residential amenity of neighbours and future occupiers of the development.</p> <p>On being put to the vote, it was moved, seconded and agreed that the application be approved.</p> <p>Resolved -</p> <p>That the application be approved as set out in the officer report and the addendum report.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.10 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Charles Francis on 01895 556454. 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 103, 105 AND 107 DUCKS HILL ROAD NORTHWOOD

Development: Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14 (Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012 (Outline application - Erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road) to allow alterations to cycle storage.

LBH Ref Nos: 64345/APP/2016/38

Drawing Nos: BAS96/AEX003 Cycle Store Details
BAS96-01 Rev B Proposed Site Plan

Date Plans Received: 05/01/2016 **Date(s) of Amendment(s):**

Date Application Valid: 06/01/2016

1. SUMMARY

This application seeks to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14, for the variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012, for the erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

This application seeks permission to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044 to allow alterations to cycle storage. It is noted that the proposed cycle storage has been implemented on site.

The location and design of the proposed cycle storage is considered to be acceptable and would not cause harm to the character and appearance of the residential dwellings, the street scene or the surrounding area. An acceptable amount of cycle storage would be retained for the development. The alteration to the cycle storage complies with Policies AM14, BE13 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

2. RECOMMENDATION

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

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

2. That in respect of the application for planning permission, the applicant meets

the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 6th April 2016, or any other period deemed appropriate by the Head of Planning and Building Control then delegated authority be granted to the Head of Planning and Building Control to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, health, libraries and construction and employment training facilities). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5. That subject to the above, the application be deferred for determination by the Head of Planning and Building Control 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.

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

1 OUT1 Time Limit- outline planning application

The development hereby permitted shall be begun before the expiration of three years (23 June 2017) from the date of the last of the Section 73 application to be approved.

REASON

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

2 OUT3 Approval of Details

No development approved by this permission shall be carried out otherwise than in accordance with the details of the landscaping of the site (hereinafter called the "reserved matters") approved via reserved matters ref: 64345/APP/2012/1966, dated 18-10-2012.

REASON

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

3 OUT4 Reserved matters - submission and approval

Plans and particulars of the reserved matters referred to in condition 2 shall be carried out in accordance with the approved reserved matters ref: 64345/APP/2012/1966, dated 18-10-2012.

REASON

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

4 TL1 Existing Trees - Survey

No development approved by this permission shall be carried out otherwise than in accordance with the tree survey approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

6 TL3 Protection of trees during site clearance and development

No development approved by this permission shall be carried out otherwise than in accordance with those details of tree protection approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

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

7 TL4 Landscaping Scheme (outline application)

The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme to be submitted to and approved in writing by the Local Planning Authority as part of the details of the proposed development required by condition No. 2.

The scheme shall include:-

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

· Implementation programme.

The scheme shall also include details of the following:-

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

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

8 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 TL7 Maintenance of Landscaped Areas

No development approved by this permission shall be carried out otherwise than in accordance with the schedule of landscape maintenance approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 TL8 **Screen Planting**

The screen planting and/or hedges shown on the approved landscaping scheme shall be allowed to grow to and thereafter be maintained at a minimum height of 1.5 metres and any gaps which may occur shall be filled with replacement planting of a similar size and species within the next planting season or such other period as may be agreed in writing by the Local Planning Authority.

REASON

In order to preserve and enhance the visual amenities of the locality in accordance with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

11 OM1 **Development in accordance with Approved Plans**

Except as required by other conditions in this permission, the development hereby permitted shall be carried out in accordance with the following approved plans: BAS96 - 02, BAS96 - 03, BAS96 - 04, BAS96 - 05, BAS96-01 Rev B Proposed Site Plan and BAS96/AEX003 Cycle Store Details unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

12 OM13 **Demolition Protocols**

No development approved by this permission shall be carried out otherwise than in accordance with those details of demolition approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To establish an 'audit trail' for demolition materials based on an established Demolition Protocol which will encourage more effective resource management in demolition and new builds, in accordance with London Plan (July 2015) Policy 5.20

13 OM19 **Construction Management Plan**

No development approved by this permission shall be carried out otherwise than in accordance with the demolition and construction management plan approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

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).

14 M1 **Details/Samples to be Submitted**

No development approved by this permission shall be carried out otherwise than in accordance with those details of materials approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

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

15 M3 Boundary treatment - details

No development approved by this permission shall be carried out otherwise than in accordance with those details of boundary treatment approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 MCD10 Refuse Facilities

No development approved by this permission shall be carried out otherwise than in accordance with those details of refuse storage approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.1.

17 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

18 H12 Closure of Existing Access

The existing vehicular access at the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 H15 Cycle Storage - In accordance with approved plans

The cycle storage for 13 bicycles hereby approved shall be carried out in accordance with Drawing ref: BAS96/AEX003 Cycle Store Details, unless otherwise approved in writing by the Local Planning Authority. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

20 OM14 Secured by Design

No development approved by this permission shall be carried out otherwise than in accordance with those details of Secured by Design approved via planning permission ref: 64345/APP/2014/1829, dated 13-02-2015.

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, and to reflect the guidance contained in Circular 5/94 'Planning Out Crime' and the Council's SPG on Community Safety By Design.

21 NONSC Importation/Utilisation of clean soil

No development approved by this permission shall be carried out otherwise than in accordance with those details of soil validation approved via planning permission ref: 64345/APP/2015/3124, dated 16-11-2015.

REASON

To ensure that all soil utilised within the landscaped areas are free from contaminants and do not pose a risk to human health in compliance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

22 OM2 Levels

No development approved by this permission shall be carried out otherwise than in accordance with those details of levels approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

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

23 NONSC Noise mitigation air source heat pumps

No air source heat pumps shall be used on the site until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall 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 amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan.

24 DIS5 Lifetime Homes & Wheelchair Standards

No development approved by this permission shall be carried out otherwise than in accordance with those details of Lifetime Homes and wheelchair standards approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.8, 7.1 and 7.5.

25 H6 Car parking provision - submission of details

No development approved by this permission shall be carried out otherwise than in accordance with those details of parking arrangements approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

26 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the piling method statement approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policy 5.15 of the London Plan (2015).

27 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the detailed energy assessment approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

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

28 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the water reduction scheme approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan. (2015).

29 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the ecological enhancement plan approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure the development can meet the aims of NPPF and Policies 5.3 and 7.19 of the London Plan (2015) by delivering biodiversity enhancements.

30 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the sustainable water management scheme approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To prevent the increased risk of flooding in accordance with NPPF and Policy 5.13 and to increase water efficiency in accordance with Policy 5.15 of the London Plan (2015).

31 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in

accordance with those details of external lighting approved via planning permission ref: 64345/APP/2015/267, dated 11-03-2015.

REASON

To ensure the safety and security of occupants while safeguarding the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

32 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with those details of balconies approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

33 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with those details of electric vehicle charging points approved via planning permission ref: 64345/APP/2013/631, dated 24-09-2013.

REASON

To encourage sustainable travel and to comply with London Plan Policy 5.3 (2015).

34 RES13 Obscure Glazing

The dressing room rooflight facing Elm House and secondary living/dining room rooflight and secondary first and second floor bedroom windows facing No. 111 Ducks Hill Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

INFORMATIVES

1 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.

2 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive,

Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

3 I12 **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

4 I13 **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

5 I15 **Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 I18 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

7 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc,

Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

8 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

9 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.

10 I23A Re-instatement of a Vehicle Access.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

11 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).

12 I33 Tree(s) Protected by a Tree Preservation Order

Within the application site there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Planning & Community Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

13 I34 Building Regulations 'Access to and use of buildings'

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

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled

people - Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

14 I45 Discharge of Conditions

Your attention is drawn to condition(s) 7, 20 and 23 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

15 I46 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

16 I47 Damage to Verge

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

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

17 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

18 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).

19 I53 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.19	(2011) Biodiversity and access to nature
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
H4	Mix of housing units
H5	Dwellings suitable for large families
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
POBS	Planning Obligations Supplementary Planning Document, July 2008

20 I55 Audit Trail

To encourage more effective resource management in demolition and new builds, it is recommended that you establish an 'audit trail' for demolition materials based on an established demolition protocol. The protocol should demonstrate that the most valuable or potentially contaminating materials and fittings can be removed from the site safely and intact for later re-use or processing.

21 I58 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

22 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.

23 I9 Community Safety - Designing Out Crime

Before the submission of reserved matters/details required by condition 21, you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning &

Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

24

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

25

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.

Groundwater permit

enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890

or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line

via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal

and may result in prosecution under the provisions of the Water Industry Act 1991.

26

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

27

In seeking to discharge condition 25, the following advice should be taken into consideration:

1. Good practice recommends that communal car parks, as part of a Lifetime Home development, should provide at least one accessible parking space within each zone / lift core. The accessible bay should provide an effective clear width of 3300 mm (3600 mm preferred). Furthermore, the parking layout and landscape design should be conducive to Lifetime Home principles and allow for further accessible parking bays to be created according to demand.

2. The scheme should incorporate at least one dwelling designed in accordance with the Wheelchair Home Standards.

3. To support the Secured by Design agenda, accessible car parking bays should be allocated to a specific unit, allowing a disabled occupant to choose whether the bay is marked.

4. Due to their split-level design, the proposed ground floor units are not conducive to the principles of Lifetime Home accommodation. However, provided it can be demonstrated that a suitable wheelchair platform lift, to provide convenient access down to the bedrooms, could be sourced and retrospectively installed without the need for post-construction material alterations to the building, the design would be satisfactory.

5. The passenger lift shown on plan appears not to comply with Part M to the Building Regulations 2000 (2004 edition). The lift car should provide internal dimensions of 1100 mm wide by 1400 mm deep. Such detail is crucial to provide adequate access for wheelchair users and confirmation of compliance should be sought prior to any grant of planning permission.

6. A minimum of one bathroom designed in accordance with Lifetime Home standards detailed should provide at least 700mm to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

7. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.

28

The applicant is advised that with the exception of condition 33 (details of balconies and obscure screens), where the conditions relating to the original outline application (App. No. 64345/APP/2011/1945 refers) have been discharged, the LPA considers that the approved details are also applicable to this decision and will not require these details to be re-submitted.

29

The application states the bike store will have aluminium doors and PAS 24 locking system.

I should advise that the door itself, door set and locking system should all be tested together as one complete unit. That is the only standard accepted for PAS24.

This will be the same criteria for all residential front doors throughout the development and the same standard for testing LPS 1175 communal doors.

Police preferred standards and advice for Home Security can be found at www.securedbydesign.com.

30

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 application site (0.27 hectares) is located on the south-east side of Ducks Hill Road, opposite its junction with Glynswood Place. The surrounding area is characterised by a mix of large detached houses on substantial plots and more recent infill and re-development schemes, mainly involving flatted blocks, including the adjoining site to the north at 97-101 Ducks Hill Road (Oak House and Elm House) and on the opposite side of the road at 104 Ducks Hill Road (Twin Oaks), 1-3 Glynswood Place and 110 Ducks Hill Road. The site and surrounding area is characterised by mature trees and this and adjoining sites are covered by TPO 281.

3.2 Proposed Scheme

This application seeks to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14, for the variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012, for the erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

This application seeks permission to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044 to allow alterations to cycle storage.

The approved communal cycle store would be replaced with 13 separate compartments located in a block of nine and a block of four. The cycle storage would be located alongside the south-western site boundary. The change in design of the cycle storage is to provide better facilities for the occupants, and to improve access to and from each cycle store.

3.3 Relevant Planning History

64345/APP/2008/1014 103, 105 And 107 Ducks Hill Road Northwood

ERECTION OF 14 FLATS COMPRISING ONE X 1 BEDROOM, SEVEN X 2 BEDROOM AND 6 THREE BEDROOM UNITS (INVOLVING THE DEMOLITION OF NOS.103, 105 AND 107 DUCKS HILL ROAD) (OUTLINE APPLICATION).

Decision: 03-09-2008 Refused **Appeal:** 02-03-2009 Withdrawn

64345/APP/2008/3572 103, 105 And 107 Ducks Hill Road Northwood

Erection of 14 flats (involving the demolition of Nos.103, 105 and 107 Ducks Hill Road) (outline application).

Decision: 25-02-2009 Approved

64345/APP/2009/1590 103, 105 And 107 Ducks Hill Road Northwood

Two three-storey blocks with roofspace accommodation connected by a glazed communal services link, together with elevational changes, to provide fourteen 2-bed flats.(Outline application for approval of access, appearance, layout and scale)
(Amendment to application 64345/APP/2008/3572, dated 27-02-2009 - Erection of 14 flats involving demolition of Nos. 103, 105 and 107 Ducks Hill Road)

Decision: 05-11-2009 Refused

64345/APP/2010/2235 103, 105 And 107 Ducks Hill Road Northwood

Appearance, landscaping, layout, scale

FEE TRANSFERRED TO 64345/APP/2010/2782

Decision: 07-12-2010 NFA

64345/APP/2010/2782 103, 105 And 107 Ducks Hill Road Northwood

The development proposed is described as erection of 14 flats involving demolition of 103, 105 & 107 Ducks Hill Road (amendment to outline planning approval 64345/APP/2008/3572 dated 7/2/2009) (outline application with landscaping matters reserved.)

Decision: 07-03-2011 Refused **Appeal:** 26-10-2011 Allowed

64345/APP/2011/1945 103, 105 And 107 Ducks Hill Road Northwood

Erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application)

Decision: 04-01-2012 Approved

64345/APP/2011/2068 103, 105 And 107 Ducks Hill Road Northwood

Application to extend the period of implementation of outline permission reference: 64345/APP/2008/3572 dated 27/02/2009; Erection of 14 flats (involving the demolition of Nos.103, 105 and 107 Ducks Hill Road) (outline application).

Decision: 28-10-2011 Withdrawn

64345/APP/2012/1290 103, 105 And 107 Ducks Hill Road Northwood

Details in compliance with condition 5 (tree survey), condition 7 (tree protection fencing details), condition 8 (landscape details), condition 10 (landscape maintenance programme), condition 16 (boundary treatment), condition 17 (bin stores), condition 20 (cycle store), condition 34 (car charging point) of Outline Planning Permission 64345/APP/2011/1945 dated 11/01/2012 (Erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application))

Decision: 21-05-2014 NFA

64345/APP/2012/1665 103, 105 And 107 Ducks Hill Road Northwood

erection of a pair of linked part 2, part 3 storey blocks with accomodation in the roof space to provide 12 two bedroom and 1 three bedroom apartments involving demolition of 103, 105 and 107 Ducks Hill Road.

Decision:

64345/APP/2012/1966 103, 105 And 107 Ducks Hill Road Northwood

Reserved matters in compliance with condition 2 of planning permission dated 11/1/12, ref. 64345/APP/2011/1945: Erection of a pair of linked, part two storey, part three storey blocks with accommodation in the roof space to provide 12 two bedroom and 1 three bedroom apartments involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

Decision: 18-10-2012 Approved

64345/APP/2012/353 103, 105 And 107 Ducks Hill Road Northwood

'Details in compliance with conditions 8 (landscape scheme), 10 (landscape maintenance) and 3 (ecological enhancement plan) of planning permission dated 11/1/12, ref. 64345/APP/2011/1945: Erection of a pair of linked, part two storey, part three storey blocks with accommodation in the roof space to provide 12 two bedroom and 1 three bedroom apartments involving demolition of 105 and 107 Ducks Hill Road (Outline application).

Decision: 22-06-2012 Refused

64345/APP/2012/651 103, 105 And 107 Ducks Hill Road Northwood

Approval of reserved matters in compliance with condition 2 of planning permission dated 11/1/12 ref. 64345/APP/2011/1945: Erection of a pair of linked, part two storey, part three storey blocks with accommodation in the roof space to provide 12 two bedroom and 1 three bedroom apartments involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

Decision: 14-06-2012 Refused

64345/APP/2013/3322 103, 105 And 107 Ducks Hill Road Northwood

Non-material amendment to permission 64345/APP/2011/1945 (Erection of a pair of linked part 2, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application)) to alter the elevations and relocate and redesign cycle store.

Decision: 09-12-2013 Refused

64345/APP/2013/631 103, 105 And 107 Ducks Hill Road Northwood

Details pursuant to Conditions 5 (Tree Survey), 7 (Protective Fencing), 10 (Landscape Maintenance), 13, (Demolition Protocol), 14 (Demolition and Construction Management Plan), 15 (Materials), 16 (Boundary Treatment), 17 (Refuse and Recycling Storage), 20 (Cycle Storage), 23 (Levels), 25 (Lifetime Homes Standard), 26 (Parking Arrangements), 27 (Piling Method Statement), 28 (Energy Assessment), 29 (Scheme for the Reduction of Potable Water Use), 30 (Ecological Enhancement Plan), 31 (Sustainable Water Management Scheme), 32 (External Lighting), 33 (Balconies and Screens) and 34 (Electric Charging Point) of 64345/APP/2011/1945 dated 11/1/12: Erection of a pair of linked part 2, part three storey blocks with accommodation in the roof space to provide 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

Decision: 24-09-2013 Approved

64345/APP/2014/1044 103, 105 And 107 Ducks Hill Road Northwood

Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref. 64345/APP/2011/1945 dated 11/01/2012 to allow alterations of the external appearance of the building and relocation of the cycle store.

Decision: 16-06-2014 Approved

64345/APP/2014/1829 103, 105 And 107 Ducks Hill Road Northwood

Details pursuant to condition 21 (Secured by Design) of planning permission 64345/APP/2011/1945 dated 11/01/2012.

Decision: 13-02-2015 Approved

64345/APP/2014/3646 103, 105 And 107 Ducks Hill Road Northwood

Details in compliance with condition 33 (Details of balconies) of planning permission ref. 64345/APP/2014/1044, dated 23/6/14: Variation of conditions 12 (Approved plans) and 20 (Cycle storage) of planning permission ref. 64345/APP/2011/1945, dated 11/06/2012 to allow alteration of the external appearance of the building and relocation of the cycle store.

Decision: 08-12-2014 Refused

64345/APP/2015/116 103, 105 And 107 Ducks Hill Road Northwood

Application under S73 of the Town and Country Planning Act for a minor material amendment to condition 12 of planning permission Ref: 64345/APP/2014/1044 dated 23/6/14 (Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref. 64345/APP/2011/1945 dated 11/01/2012 to allow alterations of the external appearance of the building and relocation of the cycle store) to allow amendment to the car parking layout, the provision of car ports to 13 car parking spaces and alteration of landscape scheme, including tree removal

Decision: 14-04-2015 Refused

64345/APP/2015/267 103, 105 And 107 Ducks Hill Road Northwood

Details pursuant to condition 33 (Details of balconies) of planning permission ref. 64345/APP/2014/1044, dated 23/6/14 (Variation of conditions 12 (Approved plans) and 20 (Cycle storage) of planning permission ref. 64345/APP/2011/1945, dated 11/06/2012 to allow alterations of the external appearance of the building and relocation of the cycle store)

Decision: 11-03-2015 Approved

64345/APP/2015/3124 103, 105 And 107 Ducks Hill Road Northwood

Details in compliance with condition 22 (soil validation) of planning permission ref:64345/APP/2011/1945, dated 12/1/2012 (Erection of a pair of linked part 2 part, 3 storey

blocks with accommodation in the roof space, to provide 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application))

Decision: 16-11-2015 Approved

Comment on Relevant Planning History

Following the submission of a number of applications for the residential redevelopment of this site, an outline application (ref: 64345/APP/2011/1945) for the erection of a pair of linked part 2, part 3 storey blocks with accommodation in the roof space, to provide 12 two-bedroom and 1 three bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road was approved in January 2012. Reserved matters (landscaping scheme) were approved in October 2012 (ref: 64345/APP/2012/1966) and various details were discharged in September 2013 (ref: 64345/APP/2013/631).

A non-material amendment application (ref: 64345/APP/2013/3322) to alter the elevations and relocate and redesign the cycle store was refused in December 2013 for the following reason:-

'The combined impact of the proposed changes is not considered to be non-material and the changes would materially alter the character and appearance of the proposed block to its detriment and have the potential to adversely affect the residential amenities of adjoining occupiers with the re-siting of the cycle store and the addition of new side windows and those neighbours have not had the opportunity of commenting upon the revised details. As such, the proposal does not comply with Policies BE13, BE19, BE21 and BE24 of the Hillingdon Local Plan Part Two: Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.'

An application (ref: 64345/APP/2014/1044) to vary conditions 12 (approved plans) and 20 (cycle storage) of the outline planning permission (ref: 64345/APP/2011/1945) to allow for alterations of the external appearance of the building and relocation of the cycle store was approved in January 2012. The current application seeks to vary these two conditions.

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.H2 (2012) Affordable Housing
- 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.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.19	(2011) Biodiversity and access to nature
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
H4	Mix of housing units
H5	Dwellings suitable for large families
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

POBS Planning Obligations Supplementary Planning Document, July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th February 2016**

5.2 Site Notice Expiry Date:- **4th February 2016**

6. Consultations

External Consultees

Consultation letters were sent to 25 local owners/occupiers and a site notice was displayed. No responses were received.

Northwood Residents Association:

No response was received

Internal Consultees

Highways:

There are no highway objections to revised proposed provision for cycle storage.

Trees/Landscape Officer:

I have no objections to this variation - as it moves the proposed cycle stores away from protected trees.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development was established by the granting of the original outline permission (ref: 64345/APP/2011/1945) and the approved development has been substantially implemented. There is no objection in principle to changing the design of the previously approved cycle storage.

7.02 Density of the proposed development

The acceptability of the proposed residential density on this site was previously established with the granting of the outline planning permission (ref: 64345/APP/2011/1945).

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) the appearance and layout of developments to harmonise with the existing street scene and the surrounding area. The amended design of the cycle storage is acceptable and due to its location and orientation along the side boundary, would not have a detrimental impact on the character and appearance of the street scene. The amended cycle storage complies

with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The proposed cycle storage would be located along the south-western side boundary with 111 Ducks Hill Road. Cycle storage for the development was originally to be located at the rear of the building (planning permission ref: 64345/APP/2011/1945) but was relocated to the south-western side boundary as part of planning permission ref: 64345/APP/2014/1044, where it was considered that cycle storage along this boundary would not adversely impact upon the amenities of 111 Ducks Hill Road. It is considered that the amended design of the cycle storage would not have a greater impact on the neighbouring property than the cycle storage previously approved.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to provide adequate car and cycle parking. The proposed alteration to the approved cycle storage would retain 13 cycle spaces as per the previous approvals and would not impact on the car parking arrangements of the development, thereby complying with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The Council's Highways Engineer has no objection to the revised cycle storage provision.

7.11 Urban design, access and security

Urban design:

The design of the proposed cycle storage is considered to be acceptable.

Access and security:

The proposed change in design of the cycle storage would not impact on access arrangements previously approved as part of the outline planning permission (ref: 64345/APP/2011/1945). The cycle storage would provide individual lockable stores for each individual residential unit which is considered to be acceptable in regards to security.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect existing trees and landscaping. The impact of the residential development on landscaping and the trees protected under TPO 281 was considered to be acceptable at the time of the outline planning permission (ref: 64345/APP/2011/1945). The Council's Trees/Landscape Officer raises no objection to the alterations to cycle storage as the proposed design and location would not impact on any protected trees within TPO 281. The proposal therefore complies with Policy EB38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

- Not applicable to this application.
- 7.18 Noise or Air Quality Issues**
- Not applicable to this application.
- 7.19 Comments on Public Consultations**
- No response were received during the public consultation.
- 7.20 Planning Obligations**
- A Deed of Variation/S106 Agreement would be required for this application, as per the officer recommendation.
- 7.21 Expediency of enforcement action**
- Not applicable to this application.
- 7.22 Other Issues**
- None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

This application seeks to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14, for the variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012, for the erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space, to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road (Outline application).

This application seeks permission to vary conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044 to allow alterations to cycle storage. It is noted that the proposed cycle storage has been implemented on site.

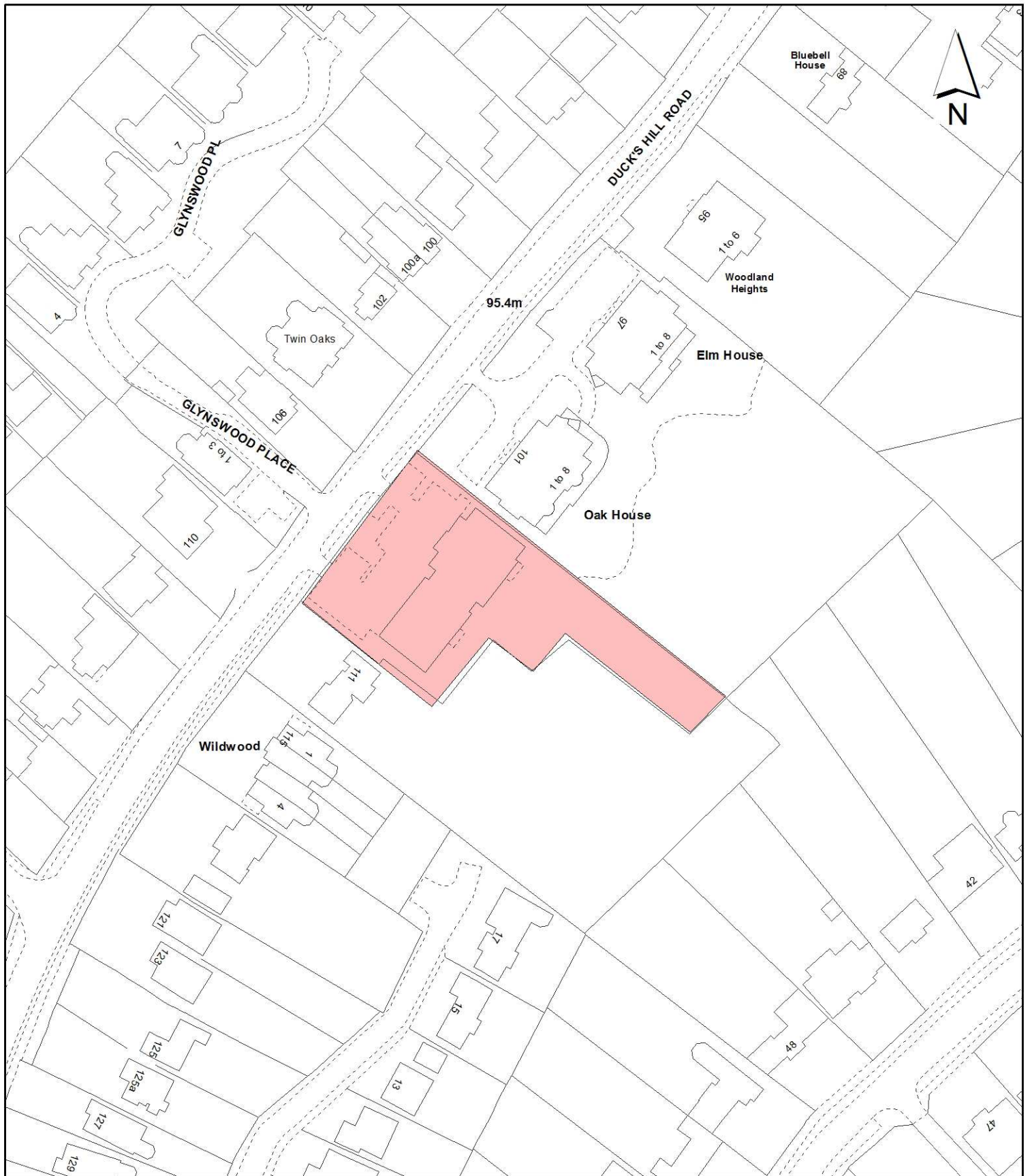
The location and design of the proposed cycle storage is considered to be acceptable and would not cause harm to the character and appearance of the residential dwellings, the street scene or the surrounding area. An acceptable amount of cycle storage would be retained for the development. The alteration to the cycle storage complies with Policies AM14, BE13 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan
National Planning Policy Framework

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**103, 105 & 107 Ducks Hill Road
 Northwood**

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

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

Planning Application Ref:

64345/APP/2016/38

Scale:

1:1,250

Planning Committee:

Major Page 35

Date:

March 2016



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address 15-17 UXBRIDGE ROAD HAYES MIDDLESEX

Development: The erection of a 2 to 12 storey (ground plus 12 storeys) apart-hotel (use class C1), including, a basement level, 131 guest rooms; 38 car parking spaces; 23 cycle spaces; and associated facilities including a hotel lounge, meeting room space and gym.

LBH Ref Nos: 69827/APP/2015/4719

Drawing Nos: Design and Access Statement and Character Appraisal
P101
P102 - Proposed Block Plan - Rev B - Rendered
P301 - Proposed Basement Floor Plan - Rev A
P302 - Proposed Ground Floor Plan - Rev C
P303 - Proposed 1st 2nd 3rd 4th Floor Plan - Rev B
P304 - Proposed 5th 6th 7th Floor Plan - Rev A
P305 - Proposed 8th 9th Floor Plan - Rev A
P306 - Proposed 10th 11th Floor Plan - Rev A
P307 - Proposed 12th Floor Plan - Rev A
P308 - Proposed Roof Plan - Rev A
P402 - Proposed Elevations - Rev B - Rendered
P501 - Proposed Section AA
P502 - Proposed Section BB
P601 - Proposed Facade Details - Rendered
P900 - Proposed Perspectives

Date Plans Received: 24/12/2015

Date(s) of Amendment(s):

Date Application Valid: 24/12/2015

1. **SUMMARY**

Planning permission is sought for the erection of a 2 to 12 storey, 131 room apart-hotel building with a basement car park on the vacant site at 15-17 Uxbridge Road. At basement and ground level there would be associated parking, gym and back of house area.

The principle of an apart-hotel use on this IBA site is considered acceptable given the strategic need for such accommodation and the high levels (approximately 100 jobs) of employment the use will generate.

The design of the proposed building which steps (through a curved design) from 2 storeys's on the boundary with the retail park to the east to ground plus 12 storeys where it meets the 13 storey existing Hayes Gate House building (which is currently in the process of being converted to a hotel) is considered to be acceptable given its context.

Given the site context, the scheme raises no adverse amenity issues to residential neighbours nor would the new building's massing and outlook prejudice the 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) 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) Highways Works S278/S38 including of provision of 9 dedicated parking spaces for the apart-hotel on adjacent Hyatt Place site. Stopping up of any redundant access and reinstatement of footway as required.**
- ii) A full and formal Travel Plan with associated £20,000 bond.**
- iii) Hospitality Training.**
- iv) Drainage Strategy.**
- v) Investigation of provision of an Heathrow Airport Shuttle Service.**
- vi) Delivery & Service Management Plan.**

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) Air Quality Monitoring: £25,000

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 31st March 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 highways (including travel planning), construction training, hospitality training and employment 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 2015).'

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

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

1 T8 Time Limit - full planning application 3 years

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

- P102 - Proposed Block Plan - Rev B - Rendered
- P301 - Proposed Basement Floor Plan - Rev B
- P302 - Proposed Ground Floor Plan - Rev E
- P303 - Proposed 1st 2nd 3rd 4th Floor Plan - Rev B
- P304 - Proposed 5th 6th 7th Floor Plan - Rev A
- P305 - Proposed 8th 9th Floor Plan - Rev A
- P306 - Proposed 10th 11th Floor Plan - Rev A
- P307 - Proposed 12th Floor Plan - Rev A
- P308 - Proposed Roof Plan - Rev A
- P402 - Proposed Elevations - Rev B - Rendered
- P501 - Proposed Section AA - Rev A
- P502 - Proposed Section BB
- P601 - Proposed Facade Details - Rendered
- P900 - Proposed Perspectives

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

REASON

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

3 NONSC Non Standard Condition

The apart-hotel units hereby approved shall be used solely as serviced apartments and

shall not be used as separate residential units or for any other purpose. Furthermore, before the apart-hotel units are brought into use, a management plan detailing the booking system for the serviced apartments shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall include:

- i) the maximum permitted stay in the serviced apartments,
- ii) a system for keeping a register of customer bookings and a means by which the local planning authority can check the register to ensure that the maximum permitted stays are enforced.

The units shall be operated in accordance with the approved management plan.

REASON

To ensure a sub-standard form of accommodation is not permitted for long-term residential use, contrary to Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

The Apart Hotel facilities hereby approved, including the gymnasium, games room, meeting rooms, lounge/bar area, as part of the development shall be for use by the residents of the apart hotel.

REASON

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

5 NONSC Non Standard Condition

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).

6 N12 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 approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (2015) Policy 7.15

7 N7 Control of site noise

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

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of The Hillingdon Local Plan Part 2 and 7.15 of the London Plan (2015).

8 COM27 Traffic Arrangements - submission of details

Notwithstanding the plans hereby approved the development shall not begin until details of the basement layout, including the layout and location of the parking spaces; shuttle signals for the ramped access/egress and relocation of the loading bay to the ground floor level together with tracking diagrams, have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the basement parking area must be permanently retained and used for no other purpose at any time.

REASON

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).

9 COM30 Contaminated Land

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

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

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

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

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

(iii) All works which form part of the remediation scheme shall be completed and a

verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

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

10 COM7 Materials (Submission)

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

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

REASON

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

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

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Safe & Secure & Covered Cycle Storage (14 long term spaces & 9 short term spaces)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layout for 29 spaces on site (including demonstration that 5% of all parking spaces are served by electrical charging points, and 2 disabled spaces).
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

12 NONSC Non Standard Condition

Prior to the commencement of development a detailed carbon reduction scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the specifications of the proposed CHP unit, its location in the development, the associated emissions and the inputs (gas or otherwise proposed) and its outputs both in kwhr and kgCO₂. The scheme shall also include details of the proposed hot water heat pump system (inputs and outputs in kwhr and KgCO₂) as well as the PVs (specification and location including roof plans and elevations). The scheme shall be accompanied by a statement on the management and maintenance of the proposed technology as well as a mechanism for reporting the effectiveness of the proposed energy solution to the Local Planning Authority. The development shall be completed and operated in accordance with the approved scheme.

Reason

To ensure the development achieves the CO₂ reductions laid out in the energy assessment and its compliance with London Plan Policy 5.2 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 RES15 Sustainable Water Management (changed from SUDS)

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

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

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

REASON

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

14 NONSC Non Standard Condition

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).

15 NONSC Non Standard Condition

Prior to the commencement of development, details that demonstrate that 10% of the proposed guestrooms suites conform to the requirements as set out in BS 8300:2009, Section 12.8 and figure 59 (or other recognised equivalent standard) shall be submitted and approved. In line with the British Standard, it would be acceptable for:

- i. 5% of the guestroom suites not to have a fixed tracked-hoist system; however
- ii. 5% are to have a fixed tracked-hoist system (or similar system giving the same degree of convenience and safety).

2. 50% of the ensuite bathrooms within the required accessible bedrooms should have a level access shower.

3. 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.)

4. 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.

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).

INFORMATIVES

1 152 **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.

BE1	Development within archaeological priority areas
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE5	Small scale business activities within the developed area
LE7	Provision of planning benefits from industry, warehousing and business development
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
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

3

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

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

4

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.

5 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)

6

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

7 I23A Re-instatement of a Vehicle Access.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

8 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.

9 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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is that of the Former Waggon and Horses Public House, and is currently vacant with all the previous buildings having been demolished. The site formerly housed a water pump which has also been removed from the site, this feature was of some local interest but was not listed or protected by planning policy. The other part of the site formerly housed a vehicle repair garage (Use Class B2) although this was demolished in around 2010.

The site is located on the southern side of Uxbridge Road, approximately 290m from the borough boundary with Ealing, and has a Public Transport Accessibility Level (PTAL) of 2.

The site is within the Springfield Road Industrial and Business Area (IBA) and has a 46m frontage to Uxbridge Road, which varies between 25m and 40m in depth.

Uxbridge Road has a mixed character in this location with the southern side being primarily dominated by retail parks and business units and the northern side providing 2 storey dwellinghouses and a short parade of shops, approximately 43m from the application site.

To the north of the site are two storey residential dwellings, to the east is an area of soft landscaping including a number of small silver birch trees. The areas to the east and south consist primarily of 1 or 2 storey retail and industrial buildings within the IBA. Immediately to the west is Hayes Gate House (now known as Hyatt Place). The surrounding industrial uses are part of the designated industrial and business area and are not generally restricted in terms of the uses on site or hours of operation. Hayes Gate House is a 13 storey building, which currently benefits from permission to be converted to a hotel (works are under way in respect of this), and while not currently of particular merit in terms of external appearance it provides a landmark and forms part of the areas character.

3.2 Proposed Scheme

The proposal includes redevelopment of the site to provide a curved building on elevation, achieving ground plus 12 storeys at the highest point. The apart hotel will operate in a similar way to a hotel, in that it offers serviced, short or long-stay accommodation with communal areas. The key difference between the two types of accommodation is that an apart hotel provides a more spacious, flexible, alternative to hotels, whilst maintaining the same level of service. An apart hotel offers customers the option to hire suites, which contain long stay amenities, rather than short stay guestrooms.

The building structure is curved on plan form and curved on elevation. It is 40 metres in height. The building is clad on all elevations and the roof forms a dynamic sweeping curve to the building as a whole.

This proposal comprises 131 rooms in total. This is split as follows:

- 30 x guestrooms;
- 74 x studio kitchen suites;
- 24 x 1-bed kitchen suites; and
- 3 x 2-bed kitchen suites.

The proposal also consists of the following ancillary elements:

- A basement gym and changing rooms;
- Restaurant, bar and lounge; and
- Two meeting rooms.
- 29 Car Parking Spaces.
- 23 Cycle parking spaces.

3.3 Relevant Planning History

Comment on Relevant Planning History

Whilst no direct planning history exists relates to the site, there is some planning history relating to the redevelopment of 15 Uxbridge Road, which is part of the current application site.

5519/APP/2009/2437 - Erection of part five and part nine storey mixed use building

comprising of 44 residential units and 462m² of Class B1 floorspace, including ancillary amenity space, landscaping and car parking. The application was refused on 02/02/2010 for the following reasons:

1. Principle of Development
2. Noise/Amenity
3. Disabled Parking Spaces
4. Refuse/recycling
5. Planning Obligations
6. Affordable Housing
7. Density, design, and layout

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|------|---|
| BE1 | Development within archaeological priority areas |
| 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. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE36 | Proposals for high buildings/structures in identified sensitive areas |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| 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 |
| R16 | Accessibility for elderly people, people with disabilities, women and children |
| R17 | Use of planning obligations to supplement the provision of recreation, leisure and community facilities |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |

LE3	Provision of small units in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE5	Small scale business activities within the developed area
LE7	Provision of planning benefits from industry, warehousing and business development
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
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

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- **2nd February 2016**

6. Consultations

External Consultees

A total of 77 neighbouring properties were consulted. Site notice were displayed and a press advert undertaken. No comments were received.

GLA (Summary)

London Plan policies on principle of land use: apart / hotel, employment, urban design, access, sustainable development/energy, flooding and transport are the key strategic issues relevant to this planning application. The proposed development broadly complies with the London Plan. However, there are few issues that must be addressed as set out below:

- i) Principle of land use: The proposed apart / hotel is supported in terms of land use principle.
- ii) Employment: The scheme generates 100 full-time jobs and will provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry. This is welcomed and should be secured through section 106 agreements.
- iii) Urban design: The proposed design is supported. All the measures should be conditioned.
- iv) Inclusive access: The revised access statement incorporates inclusive design fully compliant with policies 7.2 and 4.5 of the London Plan. The proposed measures and the submission of the accessibility management plan need to be secured.
- v) Sustainable development/energy: The carbon savings exceed the target set within Policy 5.2 of the London Plan. However, the comments provided in the energy section should be considered and clarified before compliance with London Plan energy policies can be verified.

- vi) Flooding: As the site is less than 1 hectare, flood risk assessment is not required. However, a drainage strategy should be submitted to and agreed by LB Hillingdon Lead Local Flood Authority.
- vii) Transport: Following revisions and further information, TfL is now content to support the proposals. The provision of the detailed plan documents and the shuttle bus arrangements discussed above should all be secured by appropriate planning conditions and obligations.

GLAAS

No objection

HEATHROW AIRPORT LIMITED

No safeguarding objections

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.

BAA

No objection subject to Cranes and Wind Turbines informatives.

Internal Consultees

DESIGN & CONSERVATION

No objection is raised subject to a condition requiring details of materials to be submitted. The materials should be of a lightweight appearance.

HIGHWAYS

No objection subject to conditions requiring amended basement car parking layout to be submitted with the loading bay removed as it currently does not work and swept paths with 300mm errors to be satisfactorily accommodated within proposed parking layout. Turning space for parking spaces 20 and 21 is substandard. The basement car parking layout therefore needs to be amended. A condition is also required to ensure that the cycle storage is provided for long-stay spaces in a secure store on the ground floor, within the envelope of the building. A s106 Agreement is also required to secure the 9 car parking spaces on the adjoining Hyatt Place site (27 Uxbridge Road). Facilities within the hotel, including gym, games room, meeting rooms, lounge/bar/restaurant area must also be for sole use of residents of the hotel and cannot be let out to the public. Any crossovers no longer in use will have to be stopped up and footways reinstated.

ACCESS OFFICER

No objection raised subject to a condition to secure the following:

Details that demonstrate that 10% of the proposed guestrooms suites conform to the requirements as set out in BS 8300:2009, Section 12.8 and figure 59 (or other recognised equivalent standard). In line with the British Standard, it would be acceptable for:

- i. 5% of the guestroom suites not to have a fixed tracked-hoist system; however
- ii. 5% are to have a fixed tracked-hoist system (or similar system giving the same degree of convenience and safety).

2. 50% of the ensuite bathrooms within the required accessible bedrooms should have a level access shower.

3. 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.)

4. 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.

EPU - CONTAMINATED LAND

No objection subject to standard contaminated land condition.

EPU - NOISE

No objection subject to a standard noise condition and a control of noise and odour condition (emanating from the air extraction system).

S106 OFFICER

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £25,000 subject to comments from LBH air quality specialists.
4. Travel Plan: to include £20,000 Bond
5. Employment Training Strategy
6. Hospitality Training
7. To identify whether it is possible to include Hoppa Bus Provision
8. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

SUSTAINABILITY OFFICER

No objection subject to a condition requiring a detailed carbon reduction reduction to be submitted prior to the commencement of development.

FLOOD RISK OFFICER

Concerns are raised about the groundwater conditions on the site and the impact of the basement on groundwater within the site and neighbouring sites. The applicant has demonstrated that adequate measures can be implemented to prevent a risk of flooding. No objection is raised therefore subject to a condition/S106 to ensure a detailed surface and ground water strategy to be submitted prior to commencement of development.

AIR QUALITY OFFICER

The results produced by the assessment and subsequent addendum supporting the planning application indicate the following:

- 1) the impact of the emissions associated with the operation of the proposed site on local air quality and public exposure is not insignificant as stated in the report conclusions.

Hillindon follows the London Councils' APEC system to classify the impacts of proposed schemes on air quality and, according to this, given current levels at the application site being well above 38ug/m³, it is a material consideration and mitigation measures are required.

In addition, applying the IAQM criteria (used by the applicant), the impact of the scheme on local air quality is moderate adverse (with a 0.3 change in concentrations (1% of the limit value) in a level 125% above limit value).

Therefore please see below the requirements for Air Quality.

Condition Air Quality - Low Emission 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 1) the fleet composition serving the apart -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) an electric vehicle charging bay. This is to be implemented as part of the proposal with a minimum of three charging points.

4) 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 London Councils '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 - As the the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

Condition Air Quality - Mechanical Ventilation using NOx/NO2 removal systems

No development shall commence until a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NOx/NO2 from outdoor ambient air and secure indoor NO2 levels below 40ug/m3 has 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.

Reason - As the the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

TREES & LANDSCAPING

This application has been subject to pre-application meetings (PRC/2015/74). While the landscape issues last discussed on 8 September 2015 have been addressed by the current application, further details / refinement should be secured through conditions.

No objection, subject to the above observations and COM6, COM7, COM9 (parts 1,2,3,4,5, and 6).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is currently vacant with the previous use comprising of the Waggon and Horses Public House, with visitor accommodation. This has been established in the LB Hillingdon and GLA pre-application advice, as well as the planning history. The site is located within the Springfield Industrial Business Area within the Local Plan Part 1. Within the emerging Site Allocations and Designations Document, the site is located within the Hayes Industrial Area. The relevant policy in relation to this designation is policy E2 of the Local Plan Part 1 and policy LE2 of the current Local Plan Part 2 and emerging policy DME 1 of the emerging Local Plan Part 2. Policies 2.17 and 4.5 of the London Plan are also relevant.

Local Plan Policy LE2 of the Local Plan: Part 2 does not permit development within the Springfield Industrial Area which is not B1, B2, B8 or an appropriate sui generis use unless

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

The site has been vacant since around 2010, with no planning permissions in place to redevelop the site, indicating there is little prospect of redeveloping the site for B2/B8 uses.

The London Plan clearly defines the Apart Hotel as self contained hotel accommodation (C1 Use Class) that provides for short/long term occupancy purchased at a nightly rate with no deposit against damages. They will usually include concierge and guest room service, and include formal procedures for checking in and out. The applicant has stated that the maximum stay will be 90 days, which accords with the established definition of apart hotel uses.

London Plan Policy 4.5 bullet point (e) states that the Mayor, and borough and relevant stakeholders should recognise the need for apart-hotels in the context for the broader policies of the Plan.

The apart-hotel will operate in a similar way to a hotel, in that it offers serviced, short or long stay accommodation with communal areas. The key difference between the two types of accommodation is that an apart-hotel provides more spacious flexible, alternative to hotels, whilst maintaining the same level of service. An apart-hotel offers customers the option to hire suites which contain long stay amenities, rather than short stay guest rooms.

Considering the above points and given the fact that there is evidence at a strategic planning level for a demand for such accommodation and the fact that the use will generate a high level of employment (100 jobs), the proposal is supported in principle.

7.02 Density of the proposed development

This is not applicable to this type of development.

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

The application site does not lie within proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

In relation to archaeology GLAAS have advised that the site that the development would not impact on archaeology at this location. The proposal would therefore comply with Policy BE1 of the Hillingdon Unitary development Plan Saved Policies.

7.04 Airport safeguarding

BAA have been consulted on the proposal and have raised no objection, subject to Cranes and Wind Turbine informatives.

7.05 Impact on the green belt

The site is not located within the Green belt.

7.07 Impact on the character & appearance of the area

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

Uxbridge Road has a mixed character in this location with the southern side being primarily dominated by retail parks and business units and the northern side providing 2 storey dwellinghouses and a short parade of shops, approximately 60m from the application site. Whilst there is a 13 storey building adjoining the proposal site, which is currently in the process of being converted from an office to a hotel, this is a stand alone development and tall buildings are not a character of the local area.

The design of the proposed apart hotel is curved on elevation and plan stepping from 2 storeys to the east up to ground plus 13 storeys on the west. This creates a cohesive design which relates to the retail park and industrial buildings to the east and south of the site, which are of a smaller scale and the existing hotel to the west. This directly responds to the character and built form of area and is therefore in line with policy BE13 of the Local Plan: Part 2. This creates a building which is responsive to the surrounding area in regards to scale, massing and bulk.

In addition to this, a character appraisal has been conducted to ensure that the building is informed by the immediate and wider context of the site as well as the intended end use of the building, and it remains subservient to Hyatt Place to the west. The current design seeks to sit comfortably within the surrounding built form, as well as provide sufficient space for accessing and servicing. This is line with policy BE1 of the Local Plan: Part 1, which requires new development to "be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views".

As well as this, policy BE1 requires that in the case of tall buildings, they should not adversely affect their surroundings including the local character, or impact on key views. The benchmark for height in this context is set by neighbouring Hyatt Place which is 13 storeys in height and is a landmark in its own right. The building has been reduced in scale and bulk to ensure that it remains subservient to the adjacent hotel. Therefore, the massing and scale of the building has been sensitively thought out to consider the built form of the surrounding area and take account of policy BE1.

7.08 Impact on neighbours

The application site is primarily surrounded by industrial and retail units, these units are not sensitive in terms of amenity and will therefore not be discussed in this section of the

report. However, the impact of the proposal on the viability of these adjacent uses is discussed within 'The principle of the development' section.

The closest sensitive uses are the residential dwellings on the opposite side of Uxbridge Road and Hayes Gate House hotel development which adjoins the site.

Policies BE20, BE21, and BE24 seek to protect the amenity of residential occupiers through preventing loss of light, overlooking and overdominance.

Accompanying the planning application is a daylight and sunlight assessment which considers the impact of the proposed scheme on the availability of daylight and sunlight of the adjacent buildings and amenities. The assessment has been carried out in line with up to date BRE guidance.

The result of sunlight assessment indicates that the windows of all the identified neighbouring properties will continue to receive adequate level of daylight with the proposed development in place. The sunlight assessment for the identified surrounding buildings also indicates that all surrounding developments will receive adequate levels of annual and winter sunlight with the proposed development in place.

An overshadowing analysis was carried for the amenity spaces associated with the residential developments located on the Uxbridge Road. The assessment showed that even with the proposed development in place more than half of their area would receive at least 2 hours of sunlight on 21 March, thus meeting the BRE criteria.

Therefore the development meets the requirements of emerging policy DMHB 11 of the Local Plan Part 2 which states that, development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The residential units are separated from the application site by both the Uxbridge Road and a smaller service road, which combined have a width of approximately 43m and by 54m to the facade of the proposed building. This level of separation is such that there would be no detrimental impact on these occupiers in terms of overlooking, overdominance, overshadowing or noise from the proposed B1 commercial use.

7.09 Living conditions for future occupiers

The proposal is for a erection of an apart hotel. Accordingly the living conditions of future residential occupiers is not considered strictly relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for aparthotel visitors.

Daylight level within the meeting rooms on the ground floor level and suites on floors above was also tested. The levels were checked against the British standard BS 8206-02. The assessment confirms that daylight levels within all the tested spaces are above the minimum standards and all rooms receive ADF values exceeding the minimum standards. Therefore, it can be concluded that all these rooms will be well day lit throughout the year.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

London Plan (March 2015) policy 5.17 states that proposals for waste management should be evaluated against the full traffic impact of all collection, transfer and disposal movements. Policy 6.3 notes that Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. It also requires that development should not adversely affect safety on the transport network.

Local Plan requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states that the LPA will not grant permission for developments whose traffic generation is likely to (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety.

The amended layout provides a total of 29 car parking spaces on site, 9 at ground floor level (including 2 disabled) and 20 in the basement, with a further 9 being provided on the adjoining Hyatt Place hotel site. Both sites in the same ownership and officers are satisfied that the 9 spaces can be secured by way of a S106 Agreement. Furthermore, the Highways Officer is satisfied that sufficient parking would remain for the existing site and that no adverse impacts would occur.

7.11 Urban design, access and security

Urban Design issues are discussed in section 7.07 of this report.

Considerations on security have been incorporated into the design of the development with the new accommodation designed to allow for natural surveillance.

7.12 Disabled access

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

The Council's Access Officer has reviewed the proposals and requested that some alteration are incorporated in the scheme:

1. The scheme should demonstrate that 10% of the proposed guestrooms suites conform to the requirements as set out in BS 8300:2009, Section 12.8 and figure 59 (or other recognised equivalent standard). In line with the British Standard, it would be acceptable for:

- i. 5% of the guestroom suites not to have a fixed tracked-hoist system; however
- ii. 5% are to have a fixed tracked-hoist system (or similar system giving the same degree of convenience and safety).

2. 50% of the ensuite bathrooms within the required accessible bedrooms should have a level access shower.

3. 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.)

4. 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.

The scheme is considered capable of being an inclusive environment for future users, subject to a condition requiring details of the above to be submitted, in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

This is not relevant to this type of development.

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 Council's Trees and Landscaping Officer has reviewed the scheme and raised no objections to the proposals subject to standard landscaping conditions.

7.15 Sustainable waste management

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

The refuse management for the site works by utilising a refuse area, located at ground floor level easily accessible and is of sufficient size and capacity for a development of this scale.

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

7.16 Renewable energy / Sustainability

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

The scheme has been designed to optimise its sustainability in accordance with the Mayor's targets of achieving a 35% reduction from 2013 Building Regulations TER. The Mayor's targets also include a 20% target for on-site renewables. The energy and sustainability report submitted with the application takes into account the Mayor's standards as well as policy 5.9 of the London Plan and the Mayor's Supplementary Planning Guidance (April 2015) on preparing energy statements.

It concludes that in terms of tonnes of CO₂ emitted by the development, a 5% reduction (27 tonnes per annum) could be expected through passive and active design measures. A further 13% (76 tonnes per annum) is being achieved through the use of on-site CHP. In addition to this, using energy efficient hot water pump system as the primary source of fuel for heating and cooling along with the introduction of PV panels on the roof gives a further improvement of 37% (219 tonnes per annum).

The development is considered to accord generally with policy 5.2 of the London Plan

(FALP 2015), although a condition requiring a detailed carbon reduction scheme is suggested.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone. The Water Management Officer has reviewed the submitted information and raised concerns regarding the ground water conditions on the site. The submitted details indicate that the groundwater could be breached by the proposed development. No objection is however raised, subject to a condition to require the submission of a scheme for the provision of detailed surface water and ground water strategy 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 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.18 Noise or Air Quality Issues

Planning policy states that planning permission will not normally be granted for uses that are detrimental to the character of an area because of noise and vibration (policy OE1 of the Local Plan Part 1). Policy OE3 and EM8 go on to state that those potentially noise generating uses will be required to mitigate the impact within acceptable levels. This is further reiterated in policy OE5 which relates to the effect of external noise and vibration.

The application is accompanied by a noise report which assesses in detail the principal noise sources of concern which are heating, ventilation, air conditioning and energy equipment. It also assesses the principal noise-sensitive receivers which are the houses on the north side of Uxbridge Road. The assessment takes account of the most up to date standards: BS8233:2014 (1) and BS4142:2014 (2) to determine the environmental noise climate and establish noise impact on existing and future sensitive uses.

It concludes that the internal sound levels at the loudest elevation, for both the largest and smallest room types, remain below the reasonable daytime and night-time noise limits. The internal sound levels with more typical sound levels at the elevation, for both the largest and smallest room types, remain below the equivalent residential daytime and night-time noise limits. These limits are 5dB(A) lower than are deemed reasonable. Such a wide margin between achievable and reasonable sound insulation means there is more than sufficient scope to address periodic variations in noise levels due to either the Industrial Business Area or overall noise climate.

It also concludes that the proposed development will not adversely affect the amenity of the existing residents of the houses on the north side of Uxbridge Road. However, the technical design of the building will develop the acoustic performance to ensure reasonable internal and external noise levels are maintained. This is therefore in line with policy EM8 of the Local Plan Part 1 which requires noise impacts to be adequately controlled and mitigated.

In addition to this, following officers concerns that such a use may impinge on the operation and activity of the surrounding industrial uses, the report also investigates the prevailing ambient noise levels due to the IBA and the local road traffic. The report concludes that the risk of such a constraint on the IBA is negligible. The bedrooms would remain suitable for sleep and rest during all periods of the night and day.

The noise report submitted with the application concludes that the development is in line with local planning policy and meets in particular policies, OE 1, OE3, OE5 and EM8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (FALP 2015) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

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

With respect of air quality and air quality monitoring, it is recommended that a £15,000 monitoring contribution is secured through the S106.

-

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

None.

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 following heads of terms will be required:

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £25,000 subject to comments from LBH air quality specialists.
4. Travel Plan: to include £20,000 Bond
5. Hospitality Training
6. Use of no. car parking use on the adjoining Hyatt Place Hotel Site for sole use by the application site.
7. Drainage: Submission of a detailed surface and groundwater strategy.
8. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

CIL

The development will be liable for the Mayoral CIL and Hillingdon CIL.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

circumstances.

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

9. Observations of the Director of Finance

10. CONCLUSION

The principle of an apart-hotel use on this IBA site is considered acceptable given the strategic need for such accommodation and the high levels (approximately 100 jobs) of employment the use will generate.

The design of the proposed building which steps (through a curved design) from 2 storeys's on the boundary with the retail park to the east to ground plus 12 storeys where it meets the 13 storey existing Hayes Gate House building (which is currently in the process of being converted to a hotel), is considered to acceptable given its context.

Given the site context, the scheme raises no adverse amenity issues to residential neighbours nor would the new building's massing and outlook prejudice the 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.

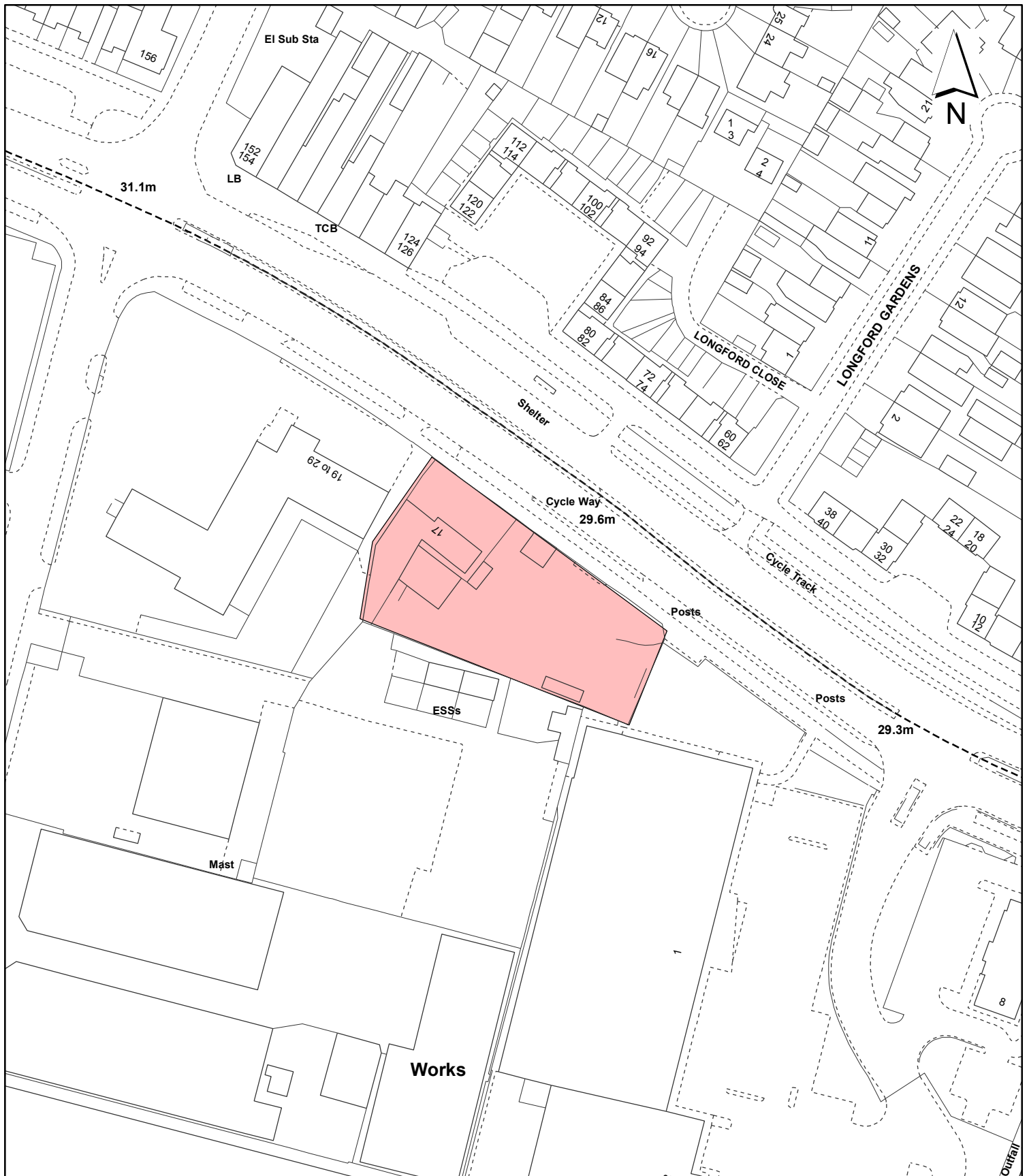
The scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies, and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

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: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**15 - 17 Uxbridge Road
 Hayes**

Planning Application Ref:

69827/APP/2015/4719

Planning Committee:

Major Page 63

Scale:

1:1,250

Date:

March 2016

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

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



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

Tuesday 22nd March
2016



HILLINGDON
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INVESTOR IN PEOPLE

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Page 65

Report of the Head of Planning, Sport and Green Spaces

Address 103, 105 AND 107 DUCKS HILL ROAD NORTHWOOD

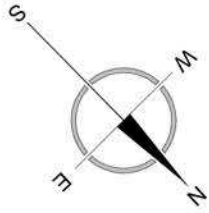
Development: Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2014/1044, dated 23-06-14 (Variation of conditions 12 (approved plans) and 20 (cycle storage) of planning permission ref: 64345/APP/2011/1945, dated 11/01/2012 (Outline application - Erection of a pair of linked part 2 part, 3 storey blocks with accommodation in the roof space to provide, 12 two-bedroom and 1 three-bedroom apartments, involving demolition of 103, 105 and 107 Ducks Hill Road) to allow alterations to cycle storage.

LBH Ref Nos: 64345/APP/2016/38

Date Plans Received: 05/01/2016

Date(s) of Amendment(s):

Date Application Valid: 06/01/2016



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Notes

Planning

Rev.	Description	Date
B	Cycle stores revised.	Jan 1
A	Cycle store ramps clarified.	May

Project

**PROPOSED DEVELOPMENT AT
103-107 DUCKS HILL ROAD
NORTHWOOD
HA6 2SQ**

Drawing title

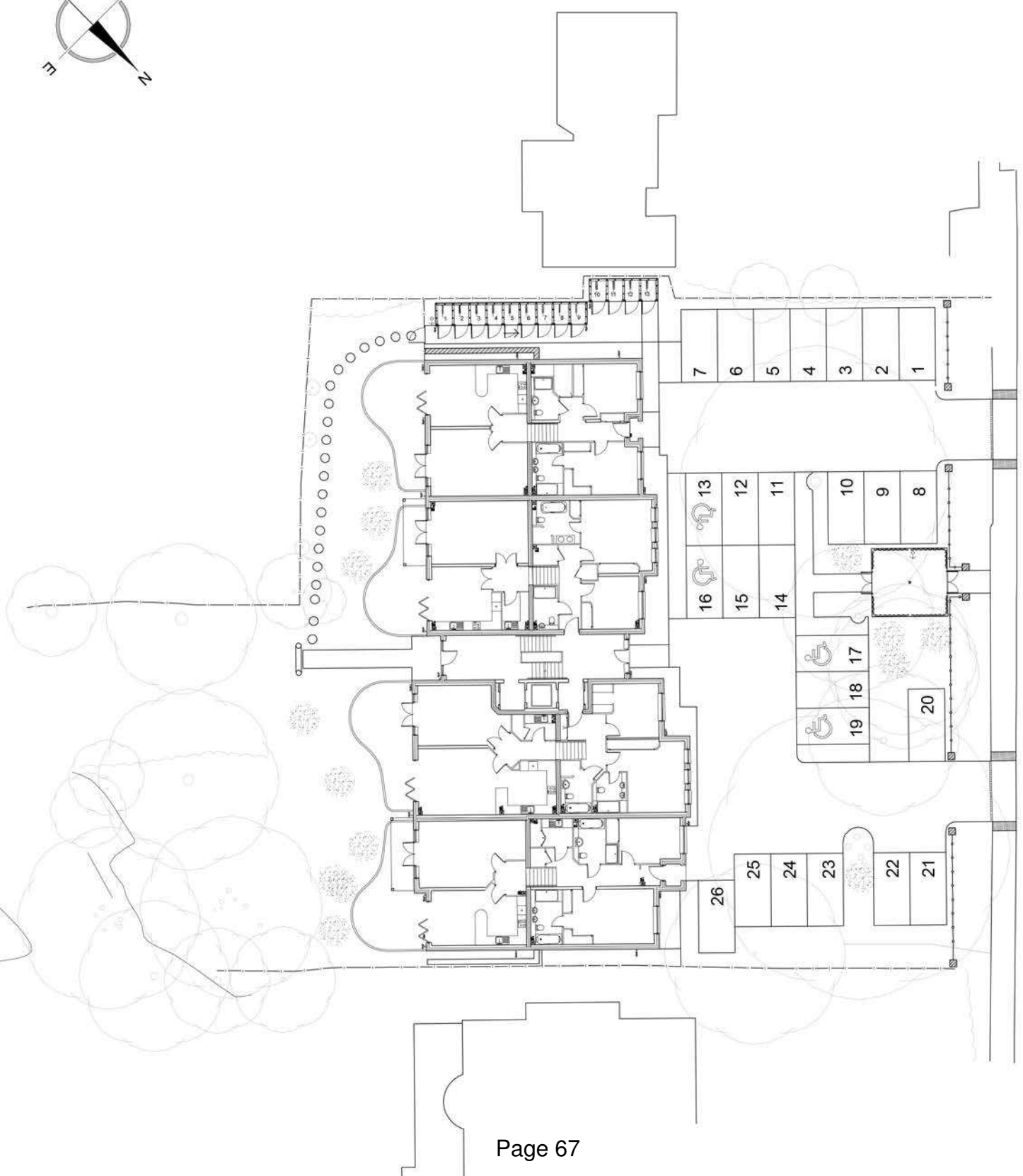
Proposed Site Layout

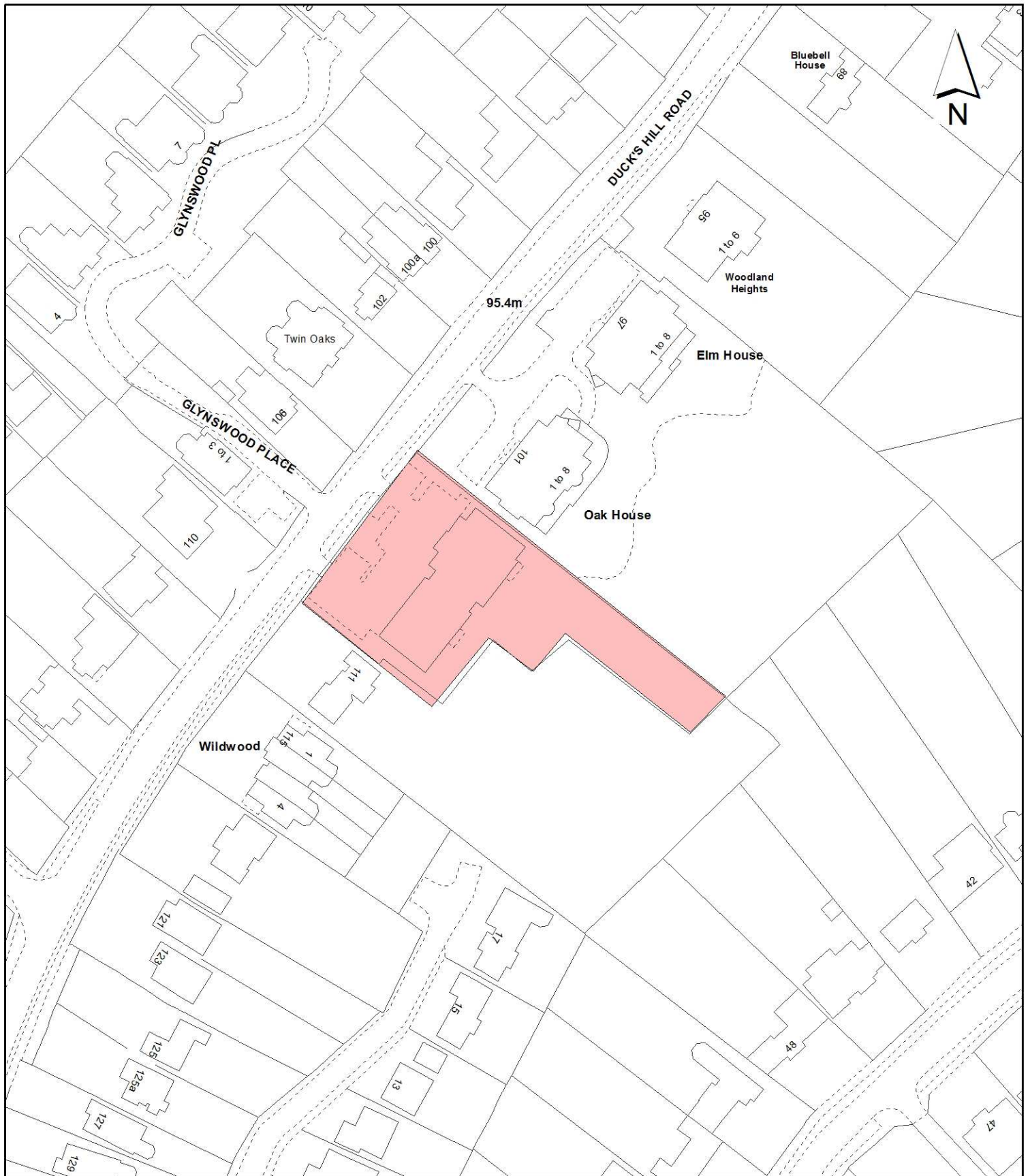


Drawing Size: A3

Scale: 1:250 Date: Oct 13

Drawing No. BAS96 - 01
Revision B





Notes:

 Site boundary

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Site Address:

**103, 105 & 107 Ducks Hill Road
 Northwood**

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

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

Planning Application Ref:

64345/APP/2016/38

Scale:

1:1,250

Planning Committee:

Major Page 69

Date:

March 2016



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

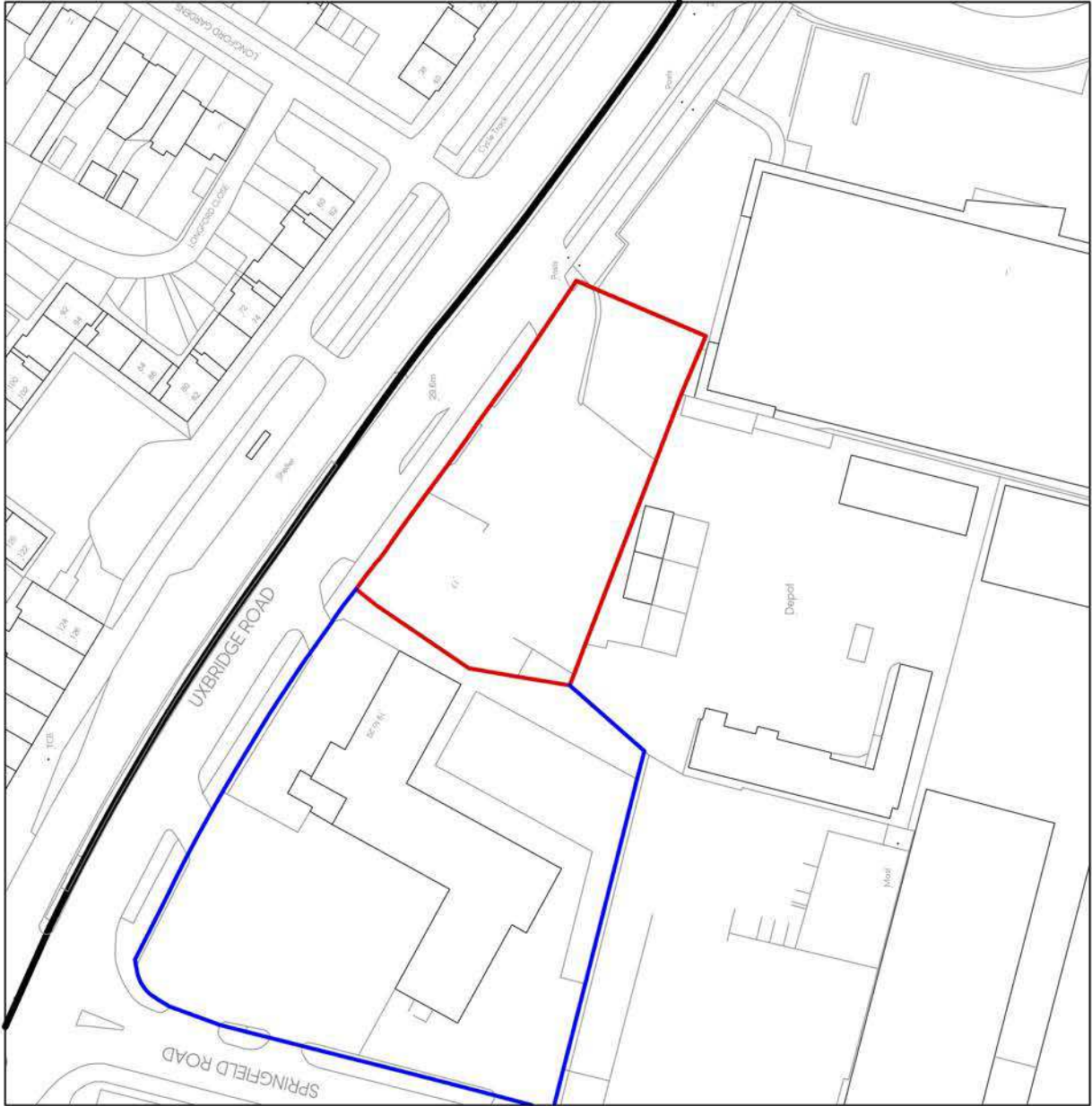
Address 15-17 UXBRIDGE ROAD HAYES MIDDLESEX

Development: The erection of a 2 to 12 storey apart-hotel (use class C1), including 131 guest rooms; 13 car parking spaces; 22 cycle spaces; and associated facilities including a hotel lounge, meeting room space and gym.

LBH Ref Nos: 69827/APP/2015/4719

Date Plans Received: 24/12/2015
Date Application Valid: 24/12/2015

Date(s) of Amendment(s):



Rev.	Date	Description	Int.

Client
ROCK VENTURE HOLDINGS LTD
 Project Title
PROPOSED APARTMENT HOTEL
 15-17 UXBRIDGE ROAD, HAYES, UB4 0JN
 Drawing Title
LOCATION PLAN

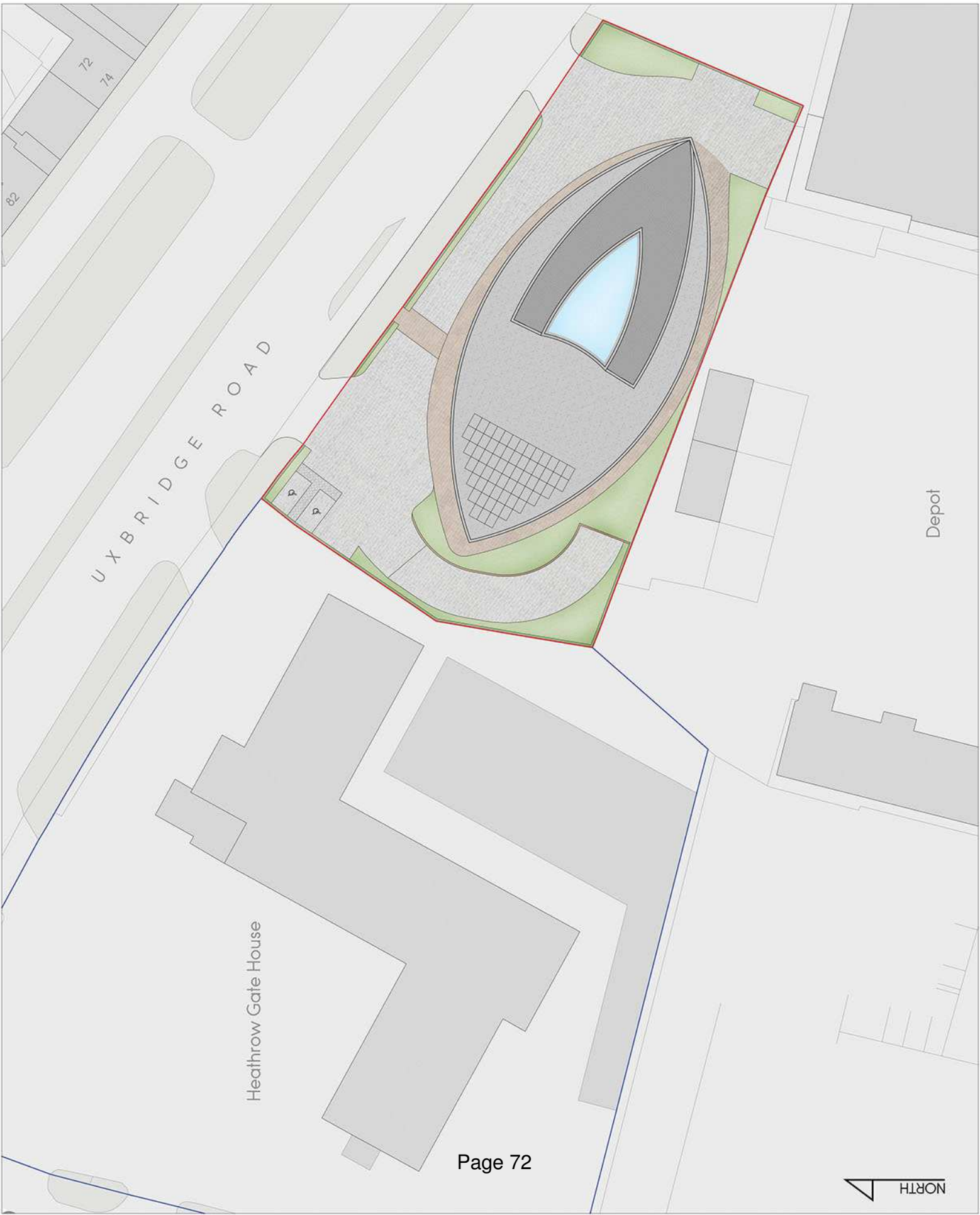
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P101	A4	1:1250
Drawn by	Drawing Date	Approved by
RP	SEP 2015	NJ
Project No.	Drawing No.	Revision
1521	P101	-



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 Richmond Hill, Wokingham, RG4 0NR
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PLANNING ISSUE



Ref	Date	Description	Iss
B	01/12/18	GENERAL DESIGN DEVELOPMENT UPDATES	BP
A	11/11/18	INVESTED TO SUBMIT PLANNING APPLICATION	BP

Client: ROCK VENTURE HOLDINGS LTD.

Project Name: PROPOSED APARTMENT HOTEL
 15-17 UXBIDGE ROAD, HAYES, UXA 0UN

Drawing Title: PROPOSED BLOCK PLAN

Drawn By	Scale
1521	B

Approved By: JUTTLA ARCHITECTS
 Date: 15/12/2018

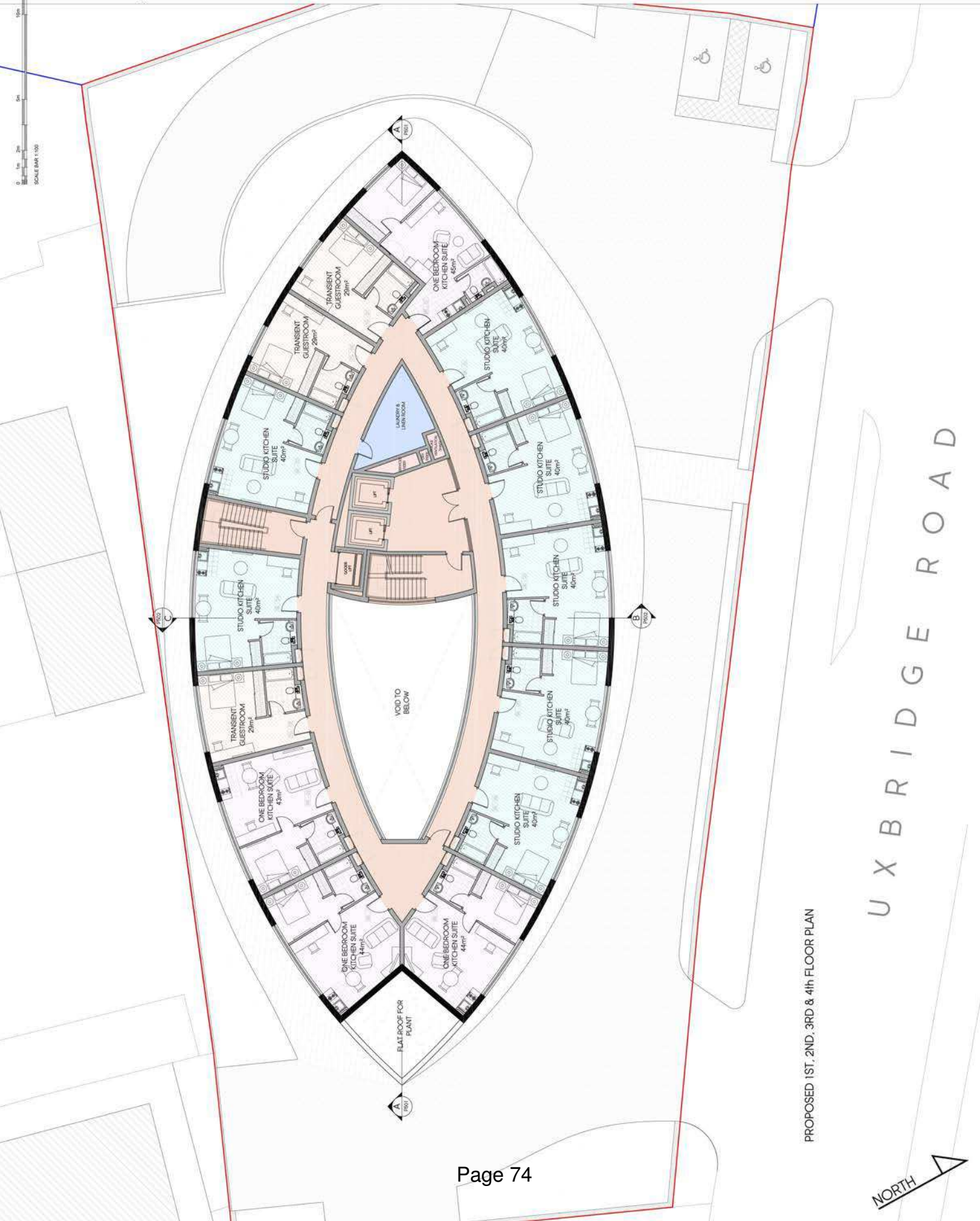
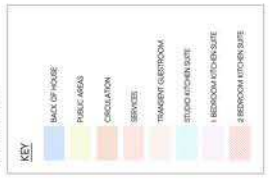
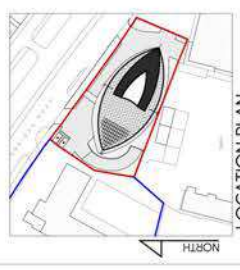
Jutla Architects
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PLANNING ISSUE



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B	13/18	GENERAL DEVELOPMENT UPDATES	SP
A	11/18	HOMED TO BUT CLARIFY MEETING	SP
		Rev	Date
		Description	
		Client	

ROCK VENTURE HOLDINGS LTD.

Project File
 PROPOSED APARTMENT HOTEL
 15-17 UXBIDGE ROAD, HAYES, URM, UYX
 Drawing Title
 PROPOSED 1ST, 2ND, 3RD & 4TH FLOOR PLAN

Client File	Scale
Project No.	Revision
Drawn By	Approved By
Check By	Issue No.
1521	P303
	B

Jutla Architects
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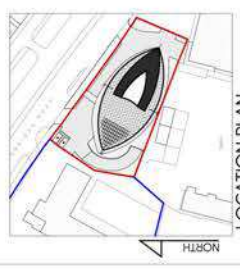
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PLANNING ISSUE

PROPOSED 1ST, 2ND, 3RD & 4TH FLOOR PLAN

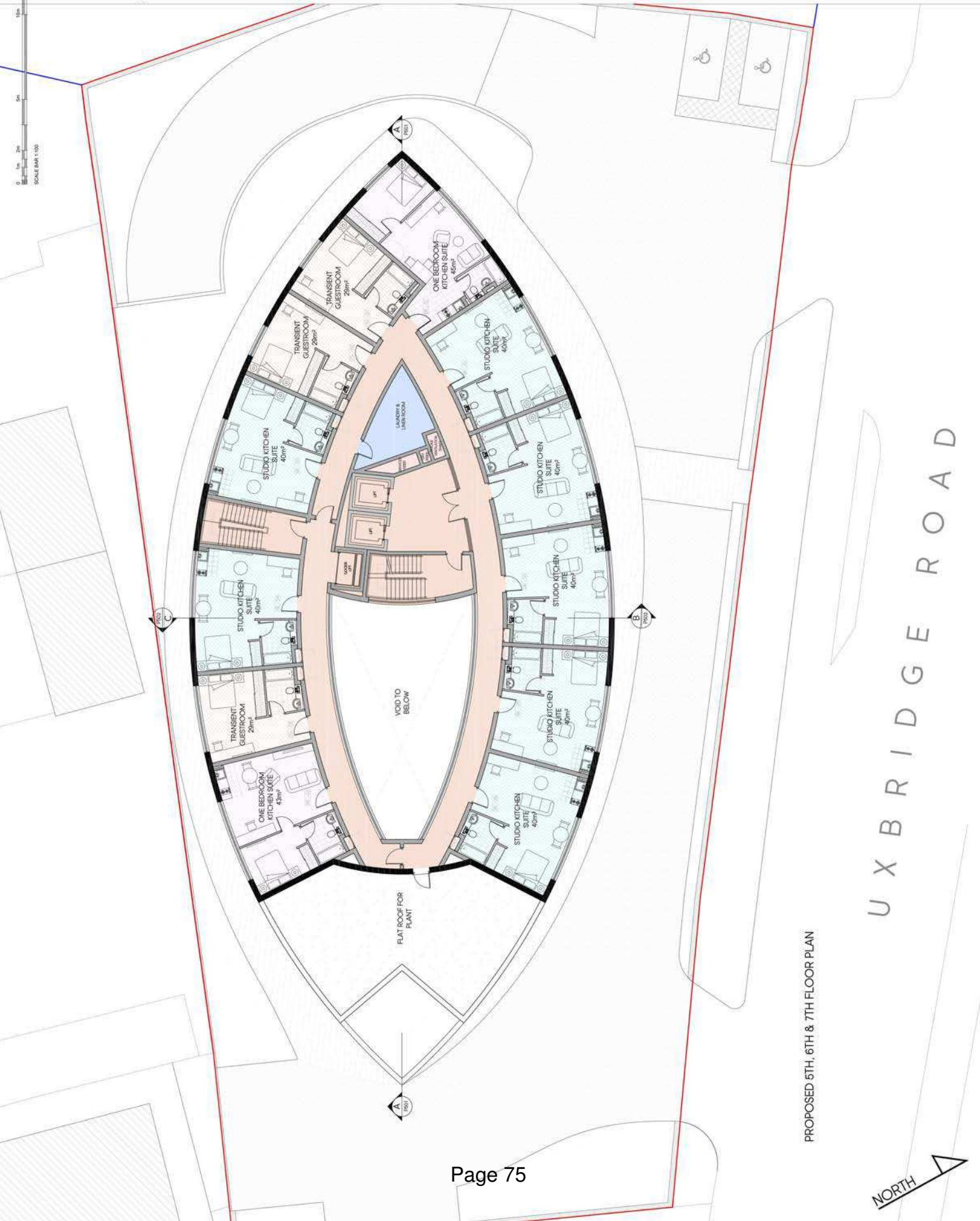
UXBRIDGE ROAD





KEY

BACK OF HOUSE
PUBLIC AREAS
CIRCULATION
SERVICES
TRANSIENT GUESTROOM
STUDIO KITCHEN SUITE
1 BEDROOM KITCHEN SUITE
2 BEDROOM KITCHEN SUITE



PROPOSED 5TH, 6TH & 7TH FLOOR PLAN

Ref	Date	Description	By	Check
A	01/12/18	GENERAL PERMITS DEVELOPMENT UPDATES		

ROCK VENTURE HOLDINGS LTD.
 PROJECT FILE
 PROPOSED APARTMENT HOTEL
 15-17 UXBIDGE ROAD, HAYES, URM LUN
 DRAWING FILE
 PROPOSED 5TH, 6TH & 7TH FLOOR PLAN

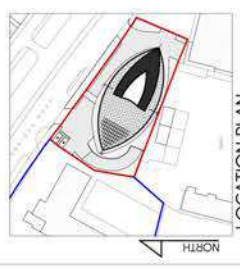
Client File: []
 Scale: []
 Drawing Date: []
 Approved By: []
 Date: DEC 2018
 Drawing No: []
 Revision No: P304
 Revision: A

Jutla Architects

10002 66077 | 01832 86033
 info@jutla.com

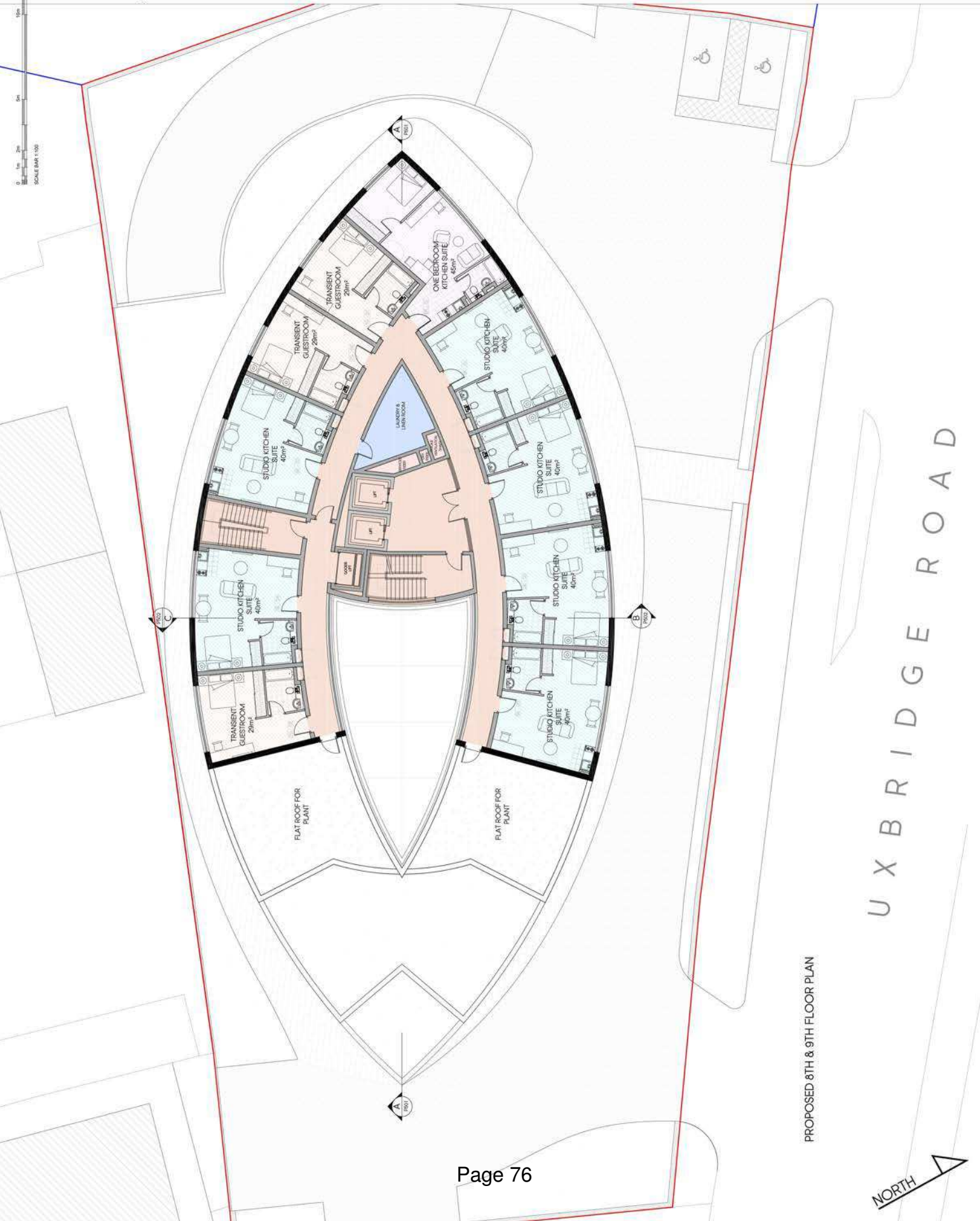
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PLANNING ISSUE



KEY

BACK OF HOUSE
PUBLIC AREAS
CIRCULATION
SERVICES
TRANSIENT GUESTROOM
STUDIO KITCHEN SUITE
1 BEDROOM KITCHEN SUITE
2 BEDROOM KITCHEN SUITE



PROPOSED 8TH & 9TH FLOOR PLAN

A	01/12/18	GENERAL PDR/DA DEVELOPMENT UPDATES	RP
	Rev	Date	Description
			1st
			2nd
			Client

ROCK VENTURE HOLDINGS LTD.

Project File
 PROPOSED APARTMENT HOTEL
 15-17 UXBIDGE ROAD, HAYES, URM, URM
 Drawing Title
 DRAWING NO. 1521
 PROJECT NO. P309

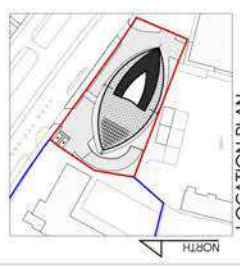
Client Name
 Scale
 Drawing Date
 Approved By
 Date of Issue
 Revision

1521
 P309
 A

Jutla Architects
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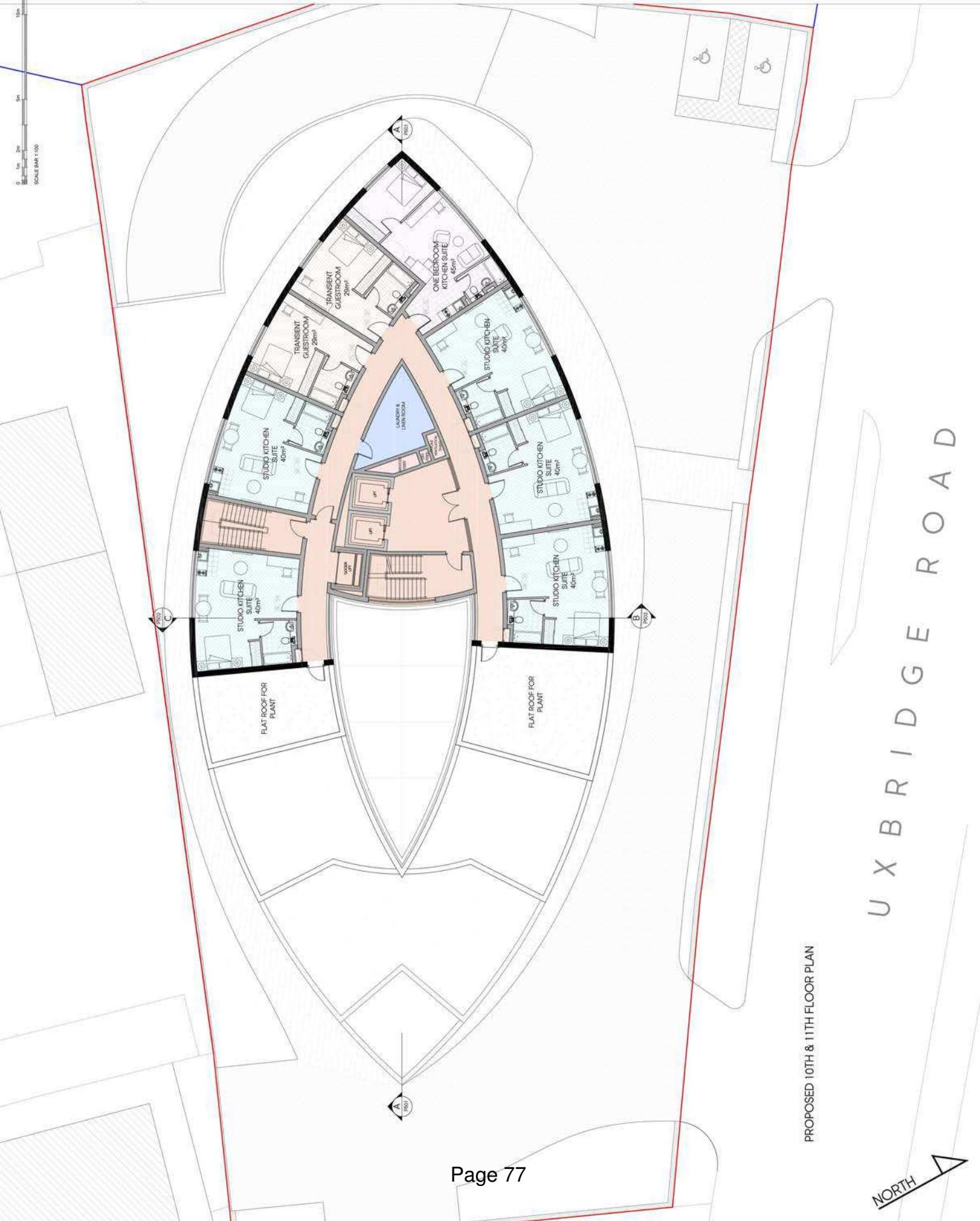
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PLANNING ISSUE



KEY

- BACK OF HOUSE
- PUBLIC AREAS
- CIRCULATION
- SERVICES
- TRANSIENT GUESTROOM
- STUDIO KITCHEN SUITE
- 1 BEDROOM KITCHEN SUITE
- 2 BEDROOM KITCHEN SUITE



PROPOSED 10TH & 11TH FLOOR PLAN

UXBRIDGE ROAD

Ref	Date	Description	By	For
A	01/12/18	GENERAL PERMITS DEVELOPMENT UPDATES	JL	JL
Client				

ROCK VENTURE HOLDINGS LTD.

Project File
 PROPOSED APARTMENT HOTEL
 15-17 UXBRIDGE ROAD, HAYES, URBAN
 Drawing Title

Proposed 10TH & 11TH FLOOR PLAN

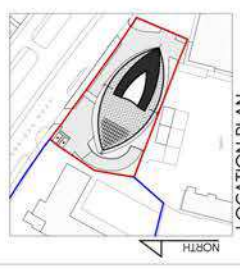
Code File	Sheet Size	Scale
1521	A3	1:500

Drawn by: DEC 2018
 Approved by: NJ
 Checked by: P306
 Version: A

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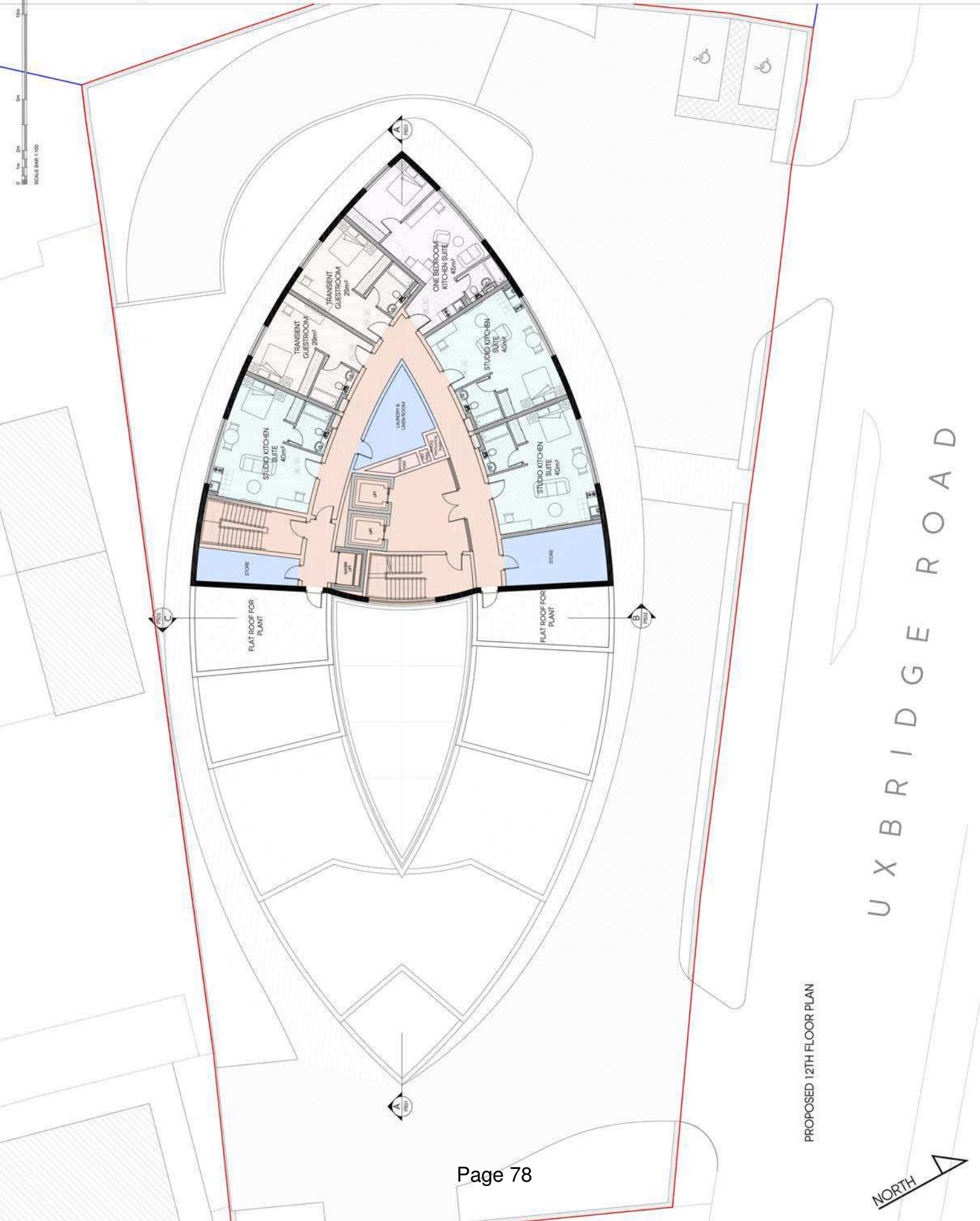
PLANNING ISSUE



LOCATION PLAN
SCALE 1:1250

KEY

BACK OF HOUSE
PUBLIC AREAS
CIRCULATION
SERVICES
TRANSIENT GUESTROOM
STUDIO KITCHEN SUITE
1 BEDROOM KITCHEN SUITE
2 BEDROOM KITCHEN SUITE



PROPOSED 12TH FLOOR PLAN

Ref	Date	Description	By	For
A	01/12/18	GENERAL PERMITS DEVELOPMENT UPDATES		

ROCK VENTURE HOLDINGS LTD.

PROPOSED APARTMENT HOTEL
15-17 UXBIDGE ROAD, HAYES, URM, URM

PROPOSED 12TH FLOOR PLAN
Client: Rock Venture Holdings Ltd.
Scale: 1:500
Drawing Date: DEC 2018
Approved By: Jutta
Drawing No: P307
Revision: A

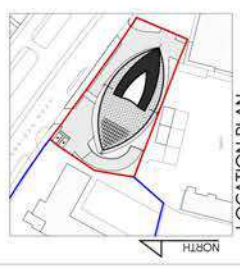
Jutla Architects
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jutta@jutla.com

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PLANNING ISSUE

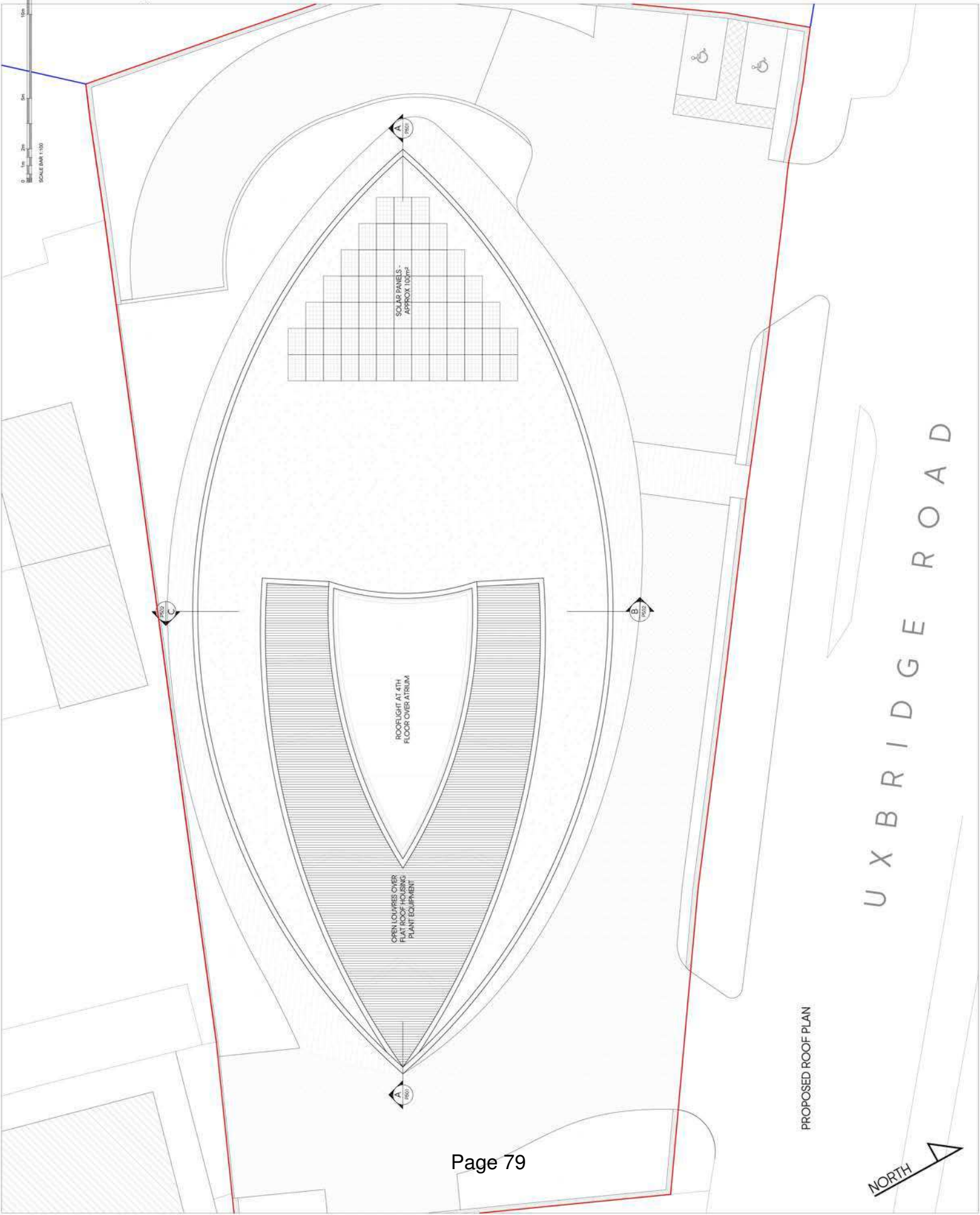
U X B R I D G E R O A D





KEY

- BACK OF HOUSE
- PUBLIC AREAS
- CIRCULATION
- SERVICES
- TRANSIENT GUESTROOM
- STUDIO/REHEARSAL/STAGE
- 1 BEDROOM KITCHEN SUITE
- 2 BEDROOM KITCHEN SUITE



PROPOSED ROOF PLAN

UXBRIDGE ROAD



Ref	Date	Description	By	For
A	01/12/18	GENERAL PERMITS DEVELOPMENT UPDATES		JUL
		Client		

ROCK VENTURE HOLDINGS LTD.

Project File
 PROPOSED APARTMENT HOTEL
 16-17 UXBIDGE ROAD, HAYES, URM, URM

Drawing Title
 PROPOSED ROOF PLAN

Code File	Sheet Size	Scale

Drawn by	Checked by	Approved by
DEC 2018		

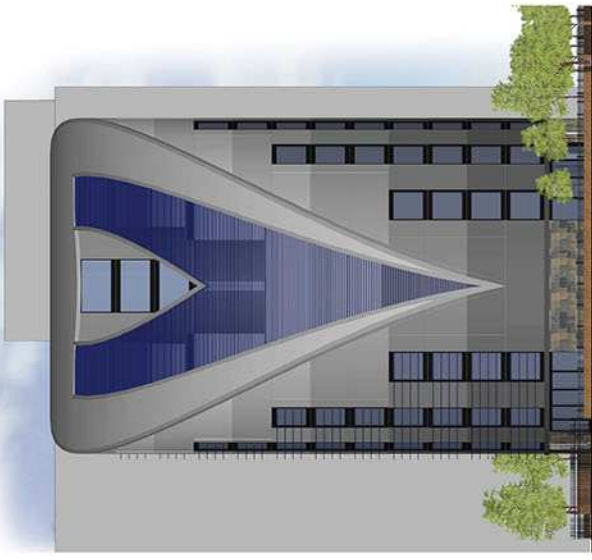
Drawing No.	Revision No.	Revision
1521	P308	A

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PLANNING ISSUE



PROPOSED REAR ELEVATION - SOUTH



PROPOSED SIDE ELEVATION - WEST



PROPOSED FRONT ELEVATION - NORTH

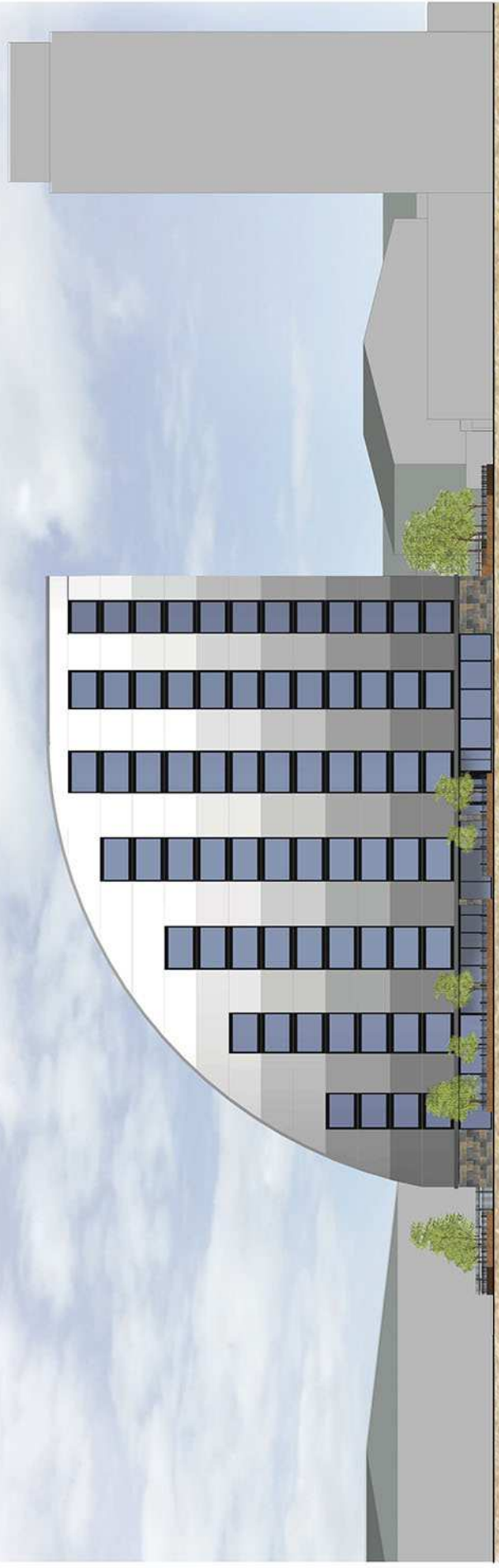
INSULATED GLAZING
BOARDS TO BE INSTALLED
OUTSIDE OF BUILDING

PROVIDE METAL SOLAR
SHADING DEVICES TO GLAZING
ON SOUTH ELEVATION

FULL HEIGHT
GLAZED WINDOWS

TEMPORARILY
GLAZED TO
GROUND FLOOR

PROPOSED SIDE ELEVATION - EAST



Rev	Date	Description	By	Check
B	01/12/18	GENERAL DESIGN DEVELOPMENT UPDATES	BP	
A	11/11/18	REVISED TO PUT GLAZING APARTMENTS	BP	

ROCK VENTURE HOLDINGS LTD.

Project File:
PROPOSED APARTMENT HOTEL
16-17 WARBURG ROAD, HAYES, URM 02N
Drawing Title:

PROPOSED ELEVATIONS - RENOVATED

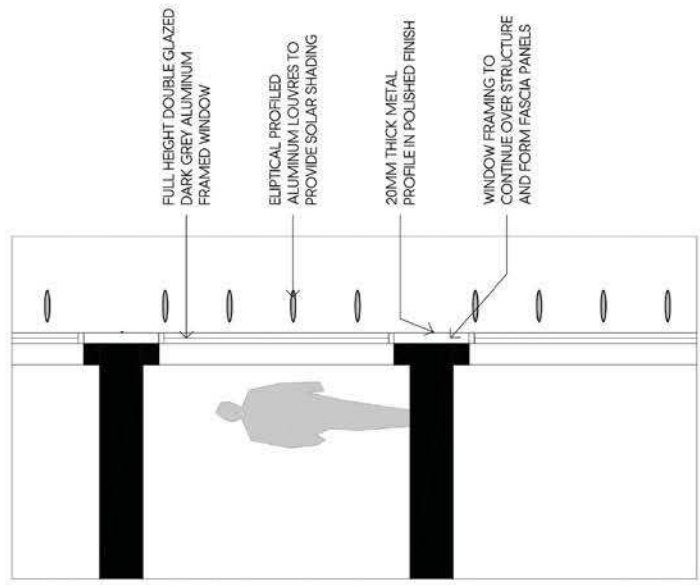
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Drawing Date: 12/11/18
Approved By: BP
Date: DEC 2018
Drawing No: 1521
Revision: B

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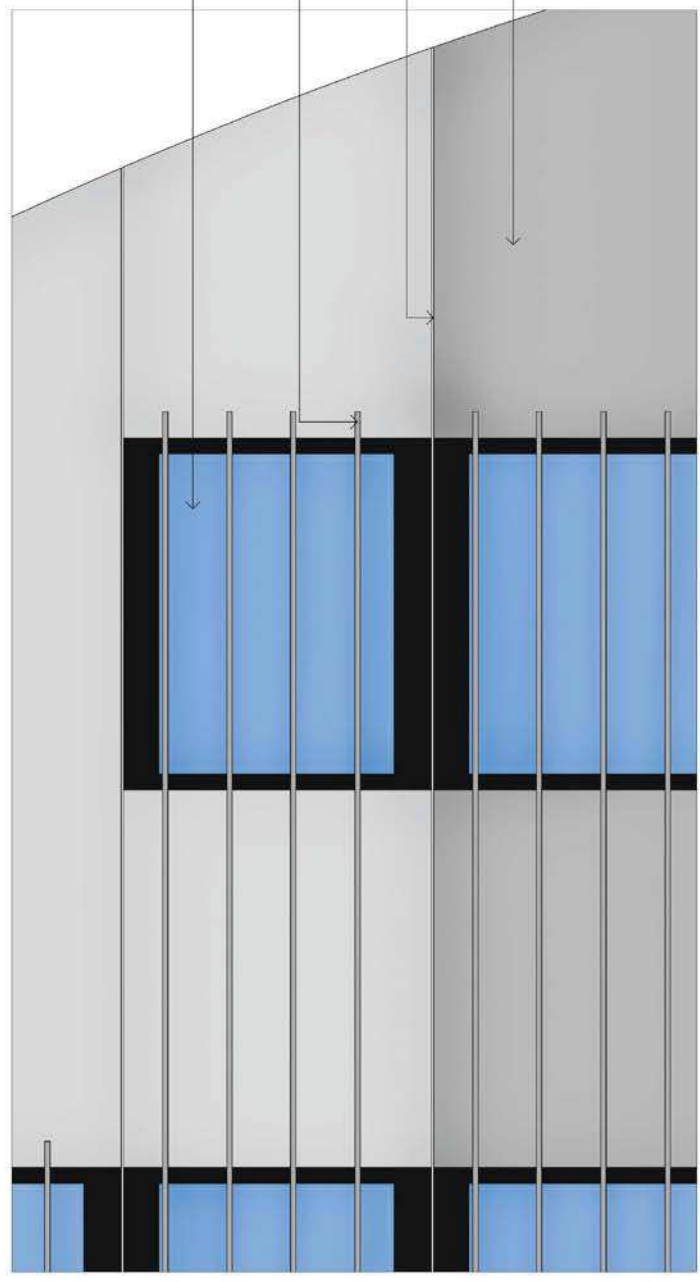
High Street, Southfield
Newbury Road, Moolambra, VIC 3608
1300 244007 / 0393 240019
info@jutla.com.au
www.jutla.com.au

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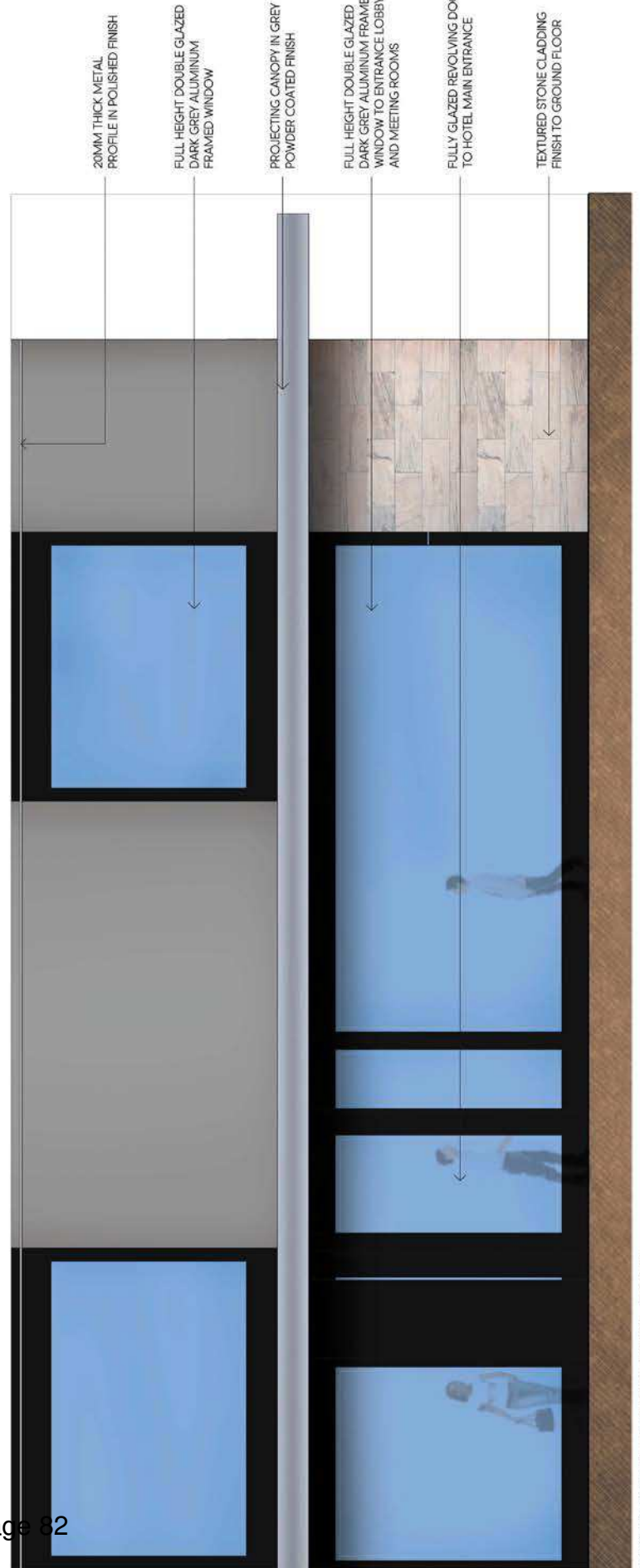
PLANNING ISSUE



PROPOSED PART FACADE SECTION - SOUTH



PROPOSED PART REAR ELEVATION - SOUTH



PROPOSED PART FRONT ELEVATION - NORTH

Rev	Drawn	Description	Date

Client: ROCK VENTURE HOLDINGS LTD.

Project Title: PROPOSED APARTMENT HOTEL
 18-17 LOYDCE ROAD, HAVES, LB4 0JN

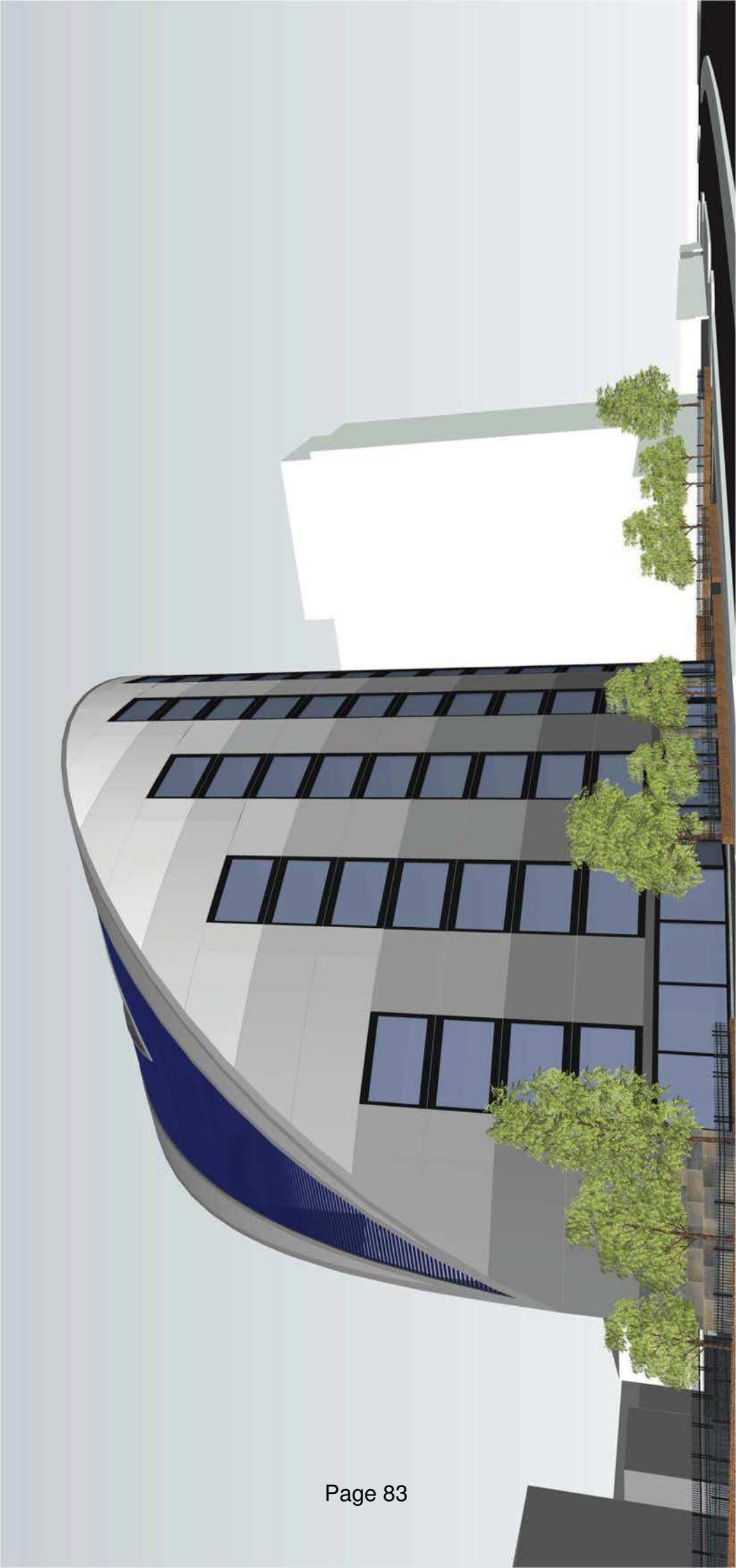
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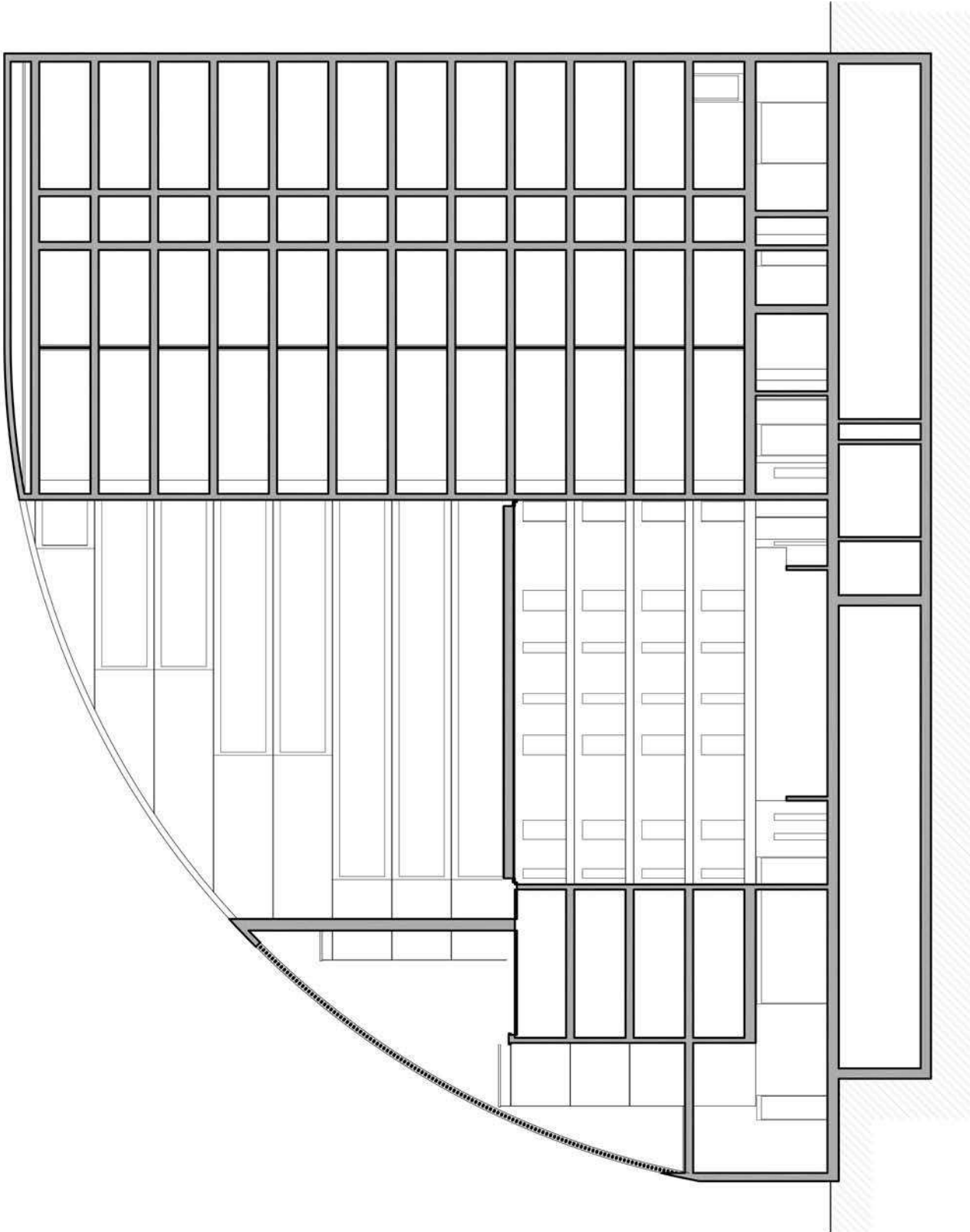
Scale: 1:50
 Drawing Code: DCT 2016
 Drawn By: NI
 Approved By: NI
 Project No.: P801
 Revision: -

Jutlla Architects
 10-12/24-0071, 10-222 240/79
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PLANNING ISSUE





PROPOSED SECTION AA

Ref	Date	Description	By
A	06/21/16	ISSUED FOR PERMIT	JUTTLA

Client: ROCK VENTURE HOLDINGS LTD

Project Title: PROPOSED APARTMENT HOTEL
 15-17 UNBRIDGE ROAD, HAYES, URM, URM

Drawing Title: PROPOSED SECTION AA

Code File	Sheet Size	Scale
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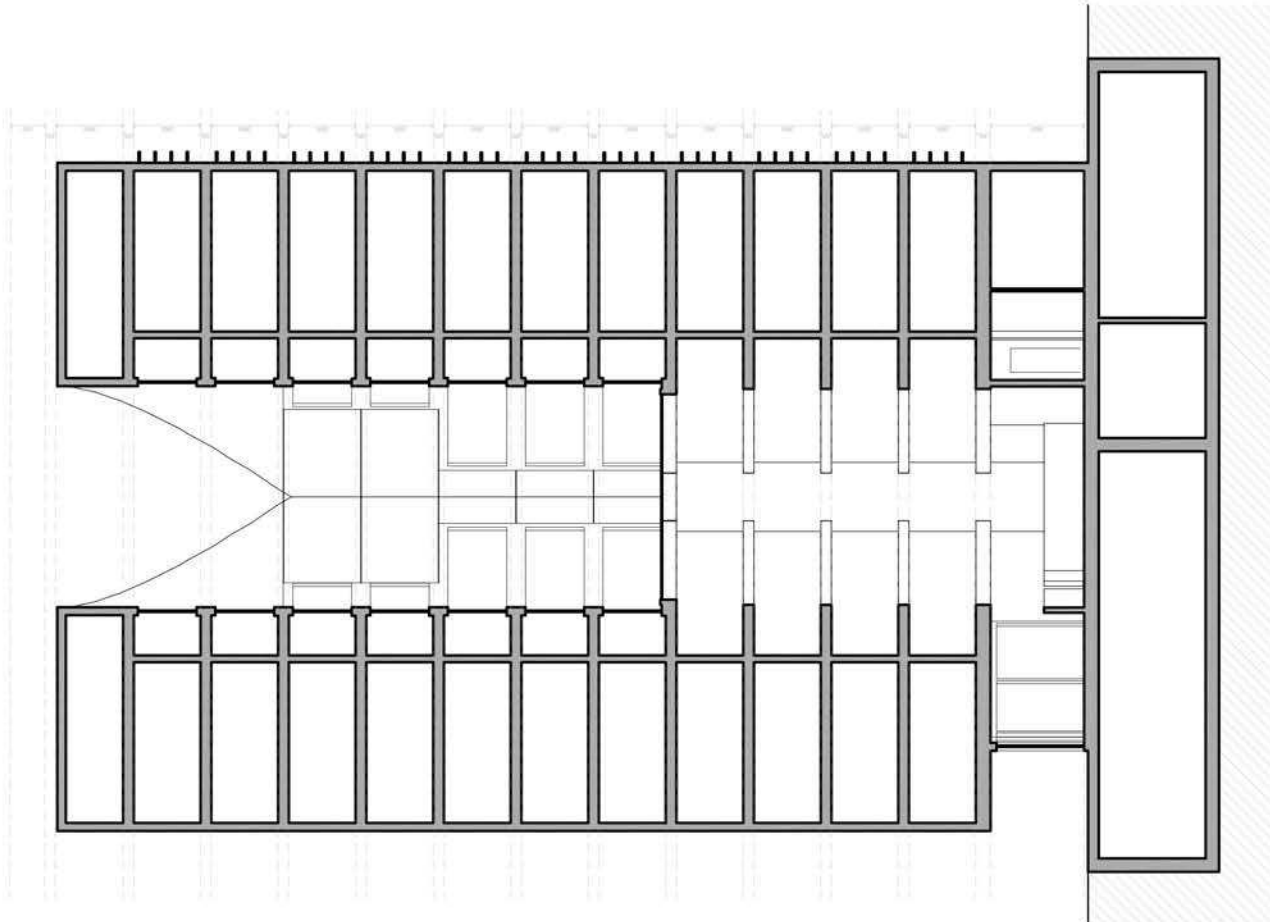
Drawn By	Checked By	Scale
MAB 2016	JUTTLA	1:1

Approved By: JUTTLA
 Date: 06/21/16
 Revision: A

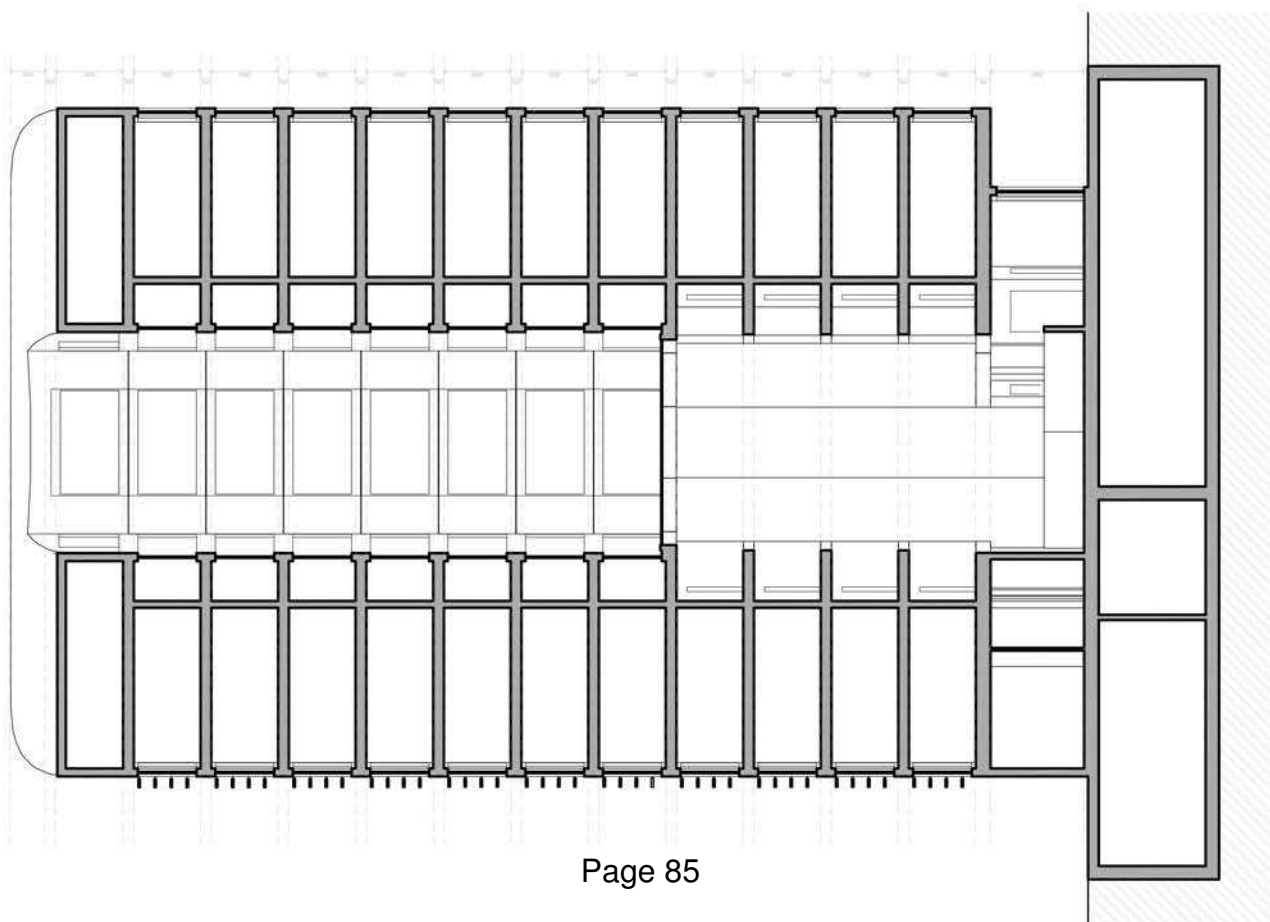
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 jutta@jutla.com

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PLANNING ISSUE



PROPOSED SECTION BB



PROPOSED SECTION CC

A	WCS 18	REVISION	DATE	BY	CHK

Client: ROCK VENTURE HOLDINGS LTD

Project Title: PROPOSED APARTMENT HOTEL
15-17 UNBRIDGE ROAD, HAYES, URM, ON

Drawing Title: PROPOSED SECTION BB

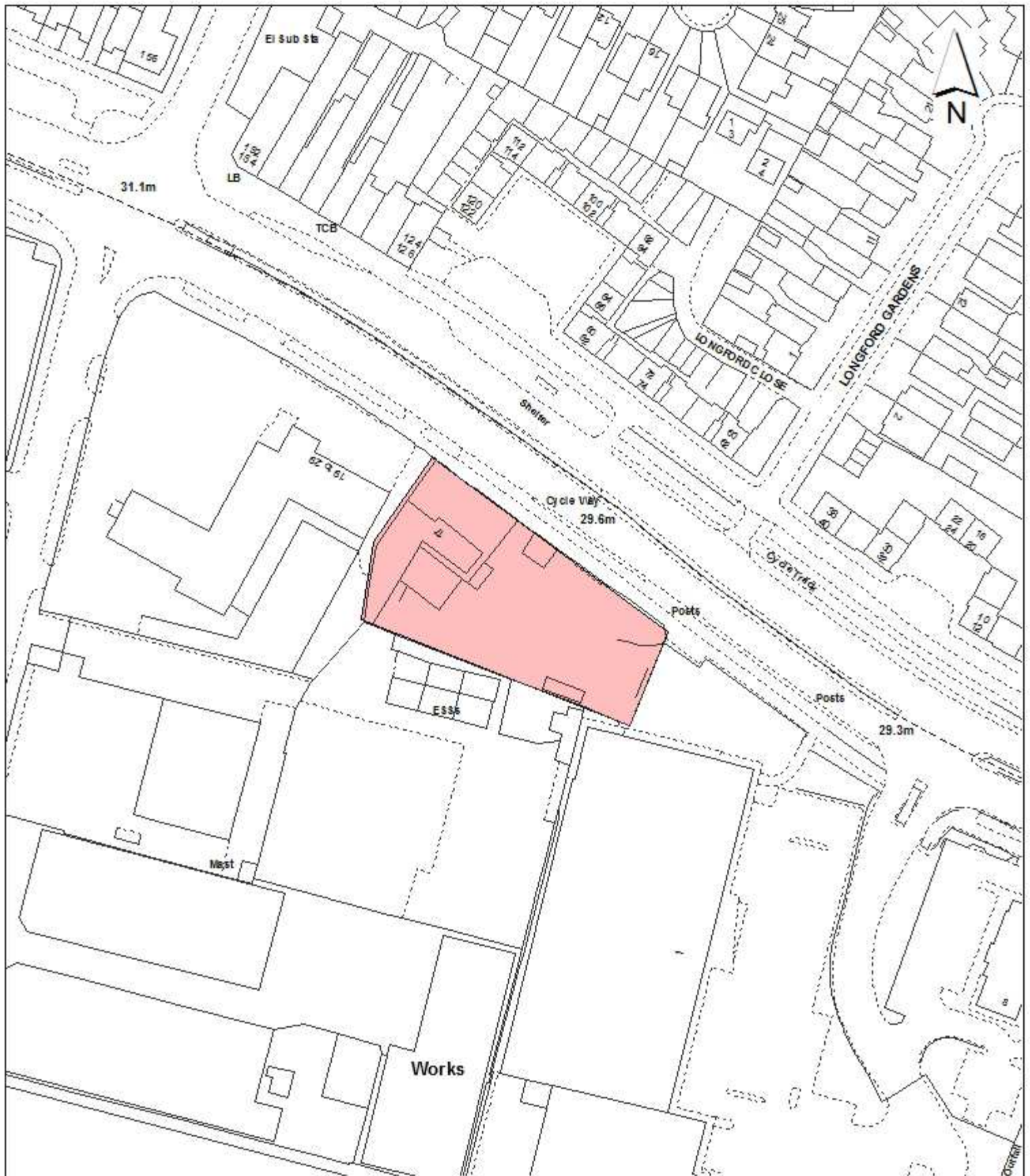
Code File	Sheet Size	Scale
Drawn by: MAB 2016		
Checked by: 1521		
Approved by: P502		
Revision: A		

Jutla Architects

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jutla-architects.com

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PLANNING ISSUE



Notes:

 Site boundary

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Site Address:

**15 - 17 Uxbridge Road
Hayes**

Planning Application Ref:

69827/APP/2015/4719

Planning Committee:

Major Page 86

Scale:

1:1,250

Date:

March 2016

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

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



HILLINGDON
LONDON