



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 31 MAY 2016

Time: 6.00 PM

Venue: COMMITTEE ROOM 5
CIVIC CENTRE
HIGH STREET
UXBRIDGE
UB8 1UW

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

To Councillors on the Committee

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

Published: Friday, 20 May 2016

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

Putting our residents first

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

Useful information for residents and visitors

Watching & recording this meeting

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

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

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



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

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

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A useful guide for those attending Planning Committee meetings

Security and Safety information

Fire Alarm - If there is a FIRE in the building the fire alarm will sound continuously. If there is a SECURITY INCIDENT follow the instructions issued via the tannoy, a Fire Marshall or a Security Officer.

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

Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more 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;

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.

4. The Committee may ask questions of the

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 2
- 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	Land East of the former EMI Site, 120 Blyth Road, Hayes 51588/APP/2016/1423	Botwell	Variation of Conditions 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 20, 22, 24, 27, 28, 30, 31, 32, 33, 34, 36, 37, 39, 40, 42, 43, 46, 47, 48, 50, 52 and 54, plus the removal of conditions 25, 26 and 45 of planning permission ref: 51588/APP/2015/1613 (Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253 for the 'Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or a2 uses), and associated car parking and landscaping') Recommendation: Approval	3- 36 128-148
7	Unit no1, Ventura House, Bullsbrook Road, Hayes 71554/APP/2016/298	Townfield	Erection of three storey extension to provide additional warehousing and office space. Recommendation: Approval	37 - 46 149-163
8	Unit A, Bulls Bridge Centre, North Hyde Road, Hayes 13226/APP/2015/4623	Townfield	Installation of mezzanine floors to provide an additional 4350m2 of additional floorspace, demolition of ancillary structures and replacement with a car wash apparatus, triage shed and ancillary portable cabins. Recommendation: Approval + Section 106	47 - 74 164-179

9	St Andrew's Park, Hillingdon Road, Uxbridge 585/APP/2016/1018	Uxbridge North	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 4 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site). Recommendation: Approval	75 - 94 180-186
10	21 High Street, Yiewsley 26628/APP/2016/462	Yiewsley	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 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) for the subdivision of approved Unit 51 to create two studio units together with the extension of the floorplate at Unit 51 only. Recommendation: Approval	95 - 126 187-198

PART I - Plans for Major Applications Planning Committee

Minutes



MAJOR APPLICATIONS PLANNING COMMITTEE

12 May 2016

Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge UB8 1UW

	Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling (Labour Lead), Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow
1.	ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>) RESOLVED: That Councillor Eddie Lavery be elected Chairman of the Major Applications Planning Committee for the 2016/2017 municipal year.
2.	ELECTION OF VICE CHAIRMAN (<i>Agenda Item 2</i>) RESOLVED: That Councillor Ian Edwards be elected Vice Chairman of the Major Applications Planning Committee for the 2016/2017 municipal year.
	The meeting, which commenced at 9.05 pm, closed at 9.10 pm.

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 LAND EAST OF THE FORMER EMI SITE 120 BLYTH ROAD HAYES

Development: Variation of Conditions 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 20, 22, 24, 27, 28, 30, 31, 32, 33, 34, 36, 37, 39, 40, 42, 43, 46, 47, 48, 50, 52 and 54, plus the removal of conditions 25, 26 and 45 of planning permission ref: 51588/APP/2015/1613 (Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253 for the 'Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or a2 uses), and associated car parking and landscaping')

LBH Ref Nos: 51588/APP/2016/1423

Drawing Nos: 0147_P_0001 Site Location
PL 207 - Courtyard Elevation Block A Rev E
PL 206 - Block A - Service Courtyard Elevation Rev E
PL 202 rev D - Elevation Block C
PL 208 - Courtyard Elevation Block B Rev E
PL 209 - Courtyard Elevation Block C Rev E
PL 210 - Courtyard Elevation Block D Rev E
PL 203 rev D - Elevation Block C
PL 200 rev D - Elevation Block A
PL 100 rev F - Level C
PL 110 rev D - Level 1
PL 120 rev C - Level 2
PL 130 rev C - Level 3
PL 140 rev C - Level 4
PL 150 rev C - Level 5
PL 160 rev B - Level 6
PL 201 rev D - Elevation Block E
PL 205 rec C - Central Core Elevations
PL 204 rev C - North South Elevations

Date Plans Received: 13/04/2016

Date(s) of Amendment(s):

Date Application Valid: 15/04/2016

1. SUMMARY

The application relates to the new Gatefold Building development on Blyth Road, which is at the eastern end of the wider The Old Vinyl Factory development site.

The scheme has already been granted planning consent under application reference 51588/APP/2011/2253 (for the Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or A2 uses), and associated car parking and landscaping).

This consent was amended under application reference 51588/APP/2015/1613 and the

current application is to vary and remove a number of conditions attached to the amended consent.

The variation and removal of the conditions will change the trigger points for information be submitted in relation to the discharge outstanding conditions from 'prior to commencement' to 'prior to occupation'. This allows the flexibility required by the developer but maintains the Council's ability to secure the required elements covered by these conditions.

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

2. RECOMMENDATION

Approval, subject to delegated powers being given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and the following:

a) No objection being received from the Greater London Authority.

b) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 51588/APP/2011/2253 dated 27/03/12).

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

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

e) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised within 3 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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

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

1 T8 Time Limit

The development hereby permitted shall begin either before the expiration of five (5) years from the 27th of March 2012, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

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

2 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans:

0147_P_0001 Site Location

PL 207 - Courtyard Elevation Block A - Rev B

PL 206 - Block A - Service Courtyard Elevation - Rev B

PL 202 rev D - Elevation Block C

PL 208 - Courtyard Elevation Block B - Rev B

PL 209 - Courtyard Elevation Block C - Rev B

PL 210 - Courtyard Elevation Block D - Rev B

PL 203 rev D - Elevation Block D

PL 200 rev D - Elevation Block A

PL 100 rev f - Level 0

PL 110 rev D - Level 1

PL 120 rev C - Level 2

PL 130 rev C - Level 3

PL 140 rev C - Level 4

PL 150 rev C - Level 5

PL 160 rev B - Level 6

PL 201 rev D - Elevation Block B

PL 205 rec C - Central Core Elevations

PL 204 rev C - North South Elevations;

hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Local Plan (November 2012).

3 M1 Details/Samples to be Submitted

The development shall not be occupied until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

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

4 NONSC Balconies/Screens

The development shall not be occupied until full details, including drawings showing the siting, design and finish heights of obscure glazed privacy screens, balustrades, and railings on all balconies and terraces and roof terraces as shown on the plans hereby approved, have been submitted to and approved in writing by the Local Planning Authority

REASON

To ensure that the development presents a satisfactory appearance and adequate privacy in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan (November 2012)

5 CAC8 Record of the building prior to demolition

Demolition works may commence following the submission of a general photographic record of the site to English Heritage Level 1 standards as submitted under application reference 51588/APP/2014/954.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan (November 2012).

6 M3 Boundary treatment - details

The development shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied, or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 M6 Boundary Fencing

A minimum 1.8 metre high imperforate wall shall be maintained on the boundary with Network Rail land for the full depth of the development hereby approved, and shall be permanently retained for so long as the development remains in existence.

REASON

To separate pedestrians from rail traffic and to protect future occupiers from noise and disturbance and to accord with policies OE3 and AM7 of the Hillingdon Local Plan (November 2012).

8 TL5 Landscaping Scheme

The development shall not be occupied until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. 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)
- Landscaped wall to screen car park (including plans, sections, elevations and

specifications).

Details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.caa.co.uk/srg/aerodrome). These details shall include the species, number and spacing of trees and shrubs.

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 (November 2012).

9 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 (November 2012).

10 TL7 Maintenance of Landscaped Areas

The development shall not be occupied until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule for so long as the development remains.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Local Plan (November 2012).

11 T19A Maintenance of Play Areas

The development shall not be occupied until details of a scheme for the provision and maintenance in perpetuity of the children's play area have been submitted to and approved in writing by the Local Planning Authority. The details should include the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved

schedule.

REASON

To ensure that a play area is satisfactorily implemented and properly maintained in accordance with Policy R1 of the Hillingdon Local Plan (November 2012).

12 NONSC Landscape Management Plan

The development shall not be occupied until details of a scheme for the provision and maintenance in perpetuity of the communal landscaped/public realm areas have been submitted to and approved in writing by the Local Planning Authority. The details should include the arrangements for its implementation, management, public access (including the opening and closing of the main entrance gate), security measures, and maintenance. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly managed in accordance with policy BE38 of the Hillingdon Local Plan (November 2012).

13 TL20 Amenity Areas

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

REASON

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

14 NONSC Bird Hazard Management Plan

Development shall commence in accordance with the details set out in the Bird Hazard Management Plan approved by the Local Planning Authority under reference: 51588/APP/2014/1782.

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

REASON

To comply with Policy A6 of the Hillingdon Local Plan (November 2012) and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

15 OM14 Secured by Design

Unless otherwise first agreed in writing by the Local Planning Authority, the development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures, including all play areas and in particular the ground level children's play area,

and controlling access around the deck level and elevated interconnecting walkways, shall be submitted and approved in writing by the Local Planning Authority before development is occupied. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3

16 NONSC CCTV

The development shall not be occupied until a scheme for the provision of Closed Circuit Television (CCTV) on and/or around the building, which is compatible with and can be integrated into the Council's CCTV monitoring system, has been submitted to, and approved in writing by, the local planning authority and the building shall not be occupied until the approved scheme has been implemented. Thereafter the approved scheme shall be permanently retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure that the development provides a safe and secure environment in accordance with policy 7.3 of the London Plan (July 2011).

17 NONSC Sustainability

The Development shall commence in accordance with the details set out in the signed Design Stage Certificate approved by the Local Planning Authority under ref: 51588/APP/2014/3922.

Prior to occupancy of the development, a signed Completion Stage Certificate by a licensed Code for Sustainable Homes assessor shall be submitted to and approved in writing by the Local Planning Authority. The Completion Stage Certificate will confirm the development has been built to Code Level 4.

If the subsequent designs cannot meet Code Level 4 then a further sustainability statement will be required to be submitted and agreed in writing with the local planning authority. This will clearly demonstrate a 25% reduction in CO2 (using a 2010 Part L building regulation baseline). This statement will also need to demonstrate how water recycling and harvesting will be incorporated into the final designs. The development must proceed in accordance with this updated sustainability statement if Code Level 4 will not be achieved.

Reason

To ensure the development is built sustainably and to meet Policies 5.1, 5.2, 5.3, 5.13, 5.14, and 5.15 of the London Plan (July 2011).

18 OM2 Levels

The development shall not be occupied until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

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

19 NONSC Antennas

No antenna, masts, poles, satellite dishes or the like shall be erected atop any of the buildings here by approved.

REASON

To ensure that apparatus do not detract from the visual amenities of the area in accordance with Policy BE37 of the Hillingdon Local Plan (November 2012).

20 NONSC External Lighting

The development shall not be occupied until details of the position and design of external lighting are submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of underground works and measures to eliminate vertical and horizontal light spillage for the car park areas, roads, areas immediately around the buildings and courtyards.

REASON

To ensure that the development presents a satisfactory appearance, and to safeguard the amenities of nearby residential properties in accordance with Policies BE13, and OE1 of the Hillingdon Local Plan (November 2012).

21 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Local Plan (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

22 DIS2 Access to Buildings for People with Disabilities

Development shall commence in accordance with the details of access to building entrances to meet the needs of people with disabilities approved by the Local Planning Authority under ref: 51588/APP/2014/3387. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

23 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further at least 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

24 OM5 Provision of Bin Stores

No occupation shall occur until details of covered and secure facilities to be provided for the screened storage of refuse and recycling bins within the site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Local Plan (November 2012).

25 OM19 Construction Management Plan

Demolition shall commence in accordance with the Demolition Management Plan approved by the Local Planning Authority under ref: 51588/APP/2014/1797. Prior to the completion of the development, the applicant shall submit a construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative 6 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan (November 2012).

26 H1 Traffic Arrangements

Notwithstanding the plans and documents hereby approved, the development shall not be

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (July 2011).

27 H11A Visibility Splays

The proposed vehicular access shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan (November 2012).

28 H14 Cycle Storage

The development shall not be occupied until details of covered and secure cycle storage facilities for both the non-residential uses hereby approved and separate covered and secure cycle storage facilities for the residential component of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by 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 (November 2012) and Chapter 6 of the London Plan (July 2011).

29 SUS8 Electric Charging Points

The development shall not be occupied until plans and details are submitted to and approved in writing by the Local Planning Authority, which confirm the following:

- i) That there will be passive provision of infrastructure for electric vehicle charging point to 20% of all car parking spaces;
- ii) That not less than 4% of all parking spaces shall be fitted with electric vehicle charging points;
- iii) The electric vehicle charging points shall be fast charging points and capable of charging multiple vehicles simultaneously.
- iv) At least 1 charging point being dedicated for use by the non-residential uses hereby approved.

Thereafter the development shall be carried out in accordance with the approved details,

and the charging points retained and maintained in good working order for the life of the development.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3.

30 NONSC Car Park Allocation

Prior to occupation of the development, a Car Parking Allocation and Management Plan for the entire site shall be submitted to and approved in writing to the Local Planning Authority

The car parking allocation and management plan shall clearly identify and delineate parking spaces which are allocated and dedicated for the non-residential and residential components of the development. Each unit designed for wheelchair users shall be allocated at least 1 car parking space.

The provisions of the Car Parking Allocation and Management Plan will be carried out for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the suitable management of parking on site and to impact on the surrounding area in accordance with policies Pt1.10, AM14, AM15, AM16 of the Hillingdon Local Plan (November 2012).

31 NONSC Construction Logistics Plan

Prior to occupation of each phase, a construction logistics plan for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The construction logistics plan shall include measures to minimise the impact of construction impact on the strategic highway network in accordance with the London Freight Plan and shall include, but not be limited to measures such as consolidated deliveries, off site prefabrication and the use of recycled materials on site and avoiding peak periods.

The provisions of the construction logistics plan shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To minimise the impact of the construction phase on the strategic highway network in compliance with Policy AM2 of the Hillingdon Local Plan (November 2012).

32 NONSC Service/Delivery Plan

Prior to occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan (November

2012).

33 NONSC Delivery Hours

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

REASON

To safeguard the amenity of surrounding areas in compliance with Policy OE1 of the Hillingdon Local Plan (November 2012).

34 NONSC Drainage

The construction of the surface and foul water drainage system shall be carried out in accordance with the details that have been submitted to and agreed by the Local Planning Authority under reference: 51588/APP/2014/2962. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

To prevent pollution of the water environment and to prevent increased risk of flooding in compliance with policy 5.12 of the London Plan (July 2011).

35 NONSC Contamination

The development shall commence in accordance with scheme to deal with contamination approved by the Local Planning Authority under application reference: 51588/APP/2014/1781. All works which form part of the approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

Upon completion of any remedial works, this condition will not be discharged until a verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology. The report shall also include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON

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

36 NONSC Soils

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subjected to any risks from land contamination in accordance with Policy OE11 of the Hillingdon Local Plan (November 2012) and Policy 5.21 of the London Plan (July 2011).

37 NONSC Sound Insulation

The development shall commence in accordance with the scheme for protecting the proposed residential development from road and rail traffic noise approved by the Local Planning Authority under ref: 51588/APP/2014/2965. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012).

38 NONSC Vibration Protection

Development shall commence in accordance with the scheme for protecting the proposed development from vibration approved in writing by the Local Planning Authority under ref: 51588/APP/2014/2965. 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 vibration in accordance with policy OE5 of the Hillingdon Local Plan (November 2012).

39 NONSC Building Plant

The rating level of the noise emitted from the plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 -Method for rating industrial noise affecting mixed residential and industrial areas.

REASON

To protect the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

40 NONSC Sound Insulation Commercial

The development shall commence in accordance with the sound insulation scheme for the control of noise transmission to the adjoining residential premises approved by the Local Planning Authority under ref: 51588/APP/2014/2965. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the future occupants of development in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

41 NONSC Polluted Air

The development shall commence in accordance with the scheme for protecting the proposed residential accommodation from external air pollution approved by the Local Planning Authority under ref: 51588/APP/2014/2968. Works which form part of the approved scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON

To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

42 HLC1 Cafe

No persons other than staff (who may undertake preparation/cleaning work from 07.00 hours to 23.30 hours) shall be permitted to be on the premises of the Cafe between the hours of 23.00 hours and 08.00 hours.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Local Plan (November 2012).

43 N15 Hours restriction for audible amplified music/sound

No music and/or other amplified sound arising from the cafe shall be audible from the inside of surrounding or adjacent premises outside the hours of 0800 and 1800, Monday to Friday, and the hours of 0800 and 1300 on Saturdays, and not at all on Sundays, Bank Holidays or Public Holidays.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (July 2011) Policy 7.15

44 HLC5 Industrial and Commercial Development

The commercial premises hereby approved (excluding the cafe) shall not be used except between 08.00 hours and 20.00 hours Mondays to Fridays, between 08.00 hours and 18.00 hours on Saturdays and at no time on Sundays, Public and Bank Holidays.

REASON

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

45 NONSC Commercial Units

Prior to any occupation of the residential component of the development, the commercial units (including the Cafe) shall be constructed to a minimum of shell and core level (basic watertight structure but with no internal fixtures or fittings).

REASON

To ensure the appearance of the locality is protected and enhanced in accordance with

Policies BE13, BE28 and BE38 of the Hillingdon Local Plan (November 2012).

46 NONSC Frontages

All glazing at the ground floor of the commercial units (including the Cafe) shall be transparent to enable views into the building, and shall not otherwise be obscured by any temporary or permanent hoarding or similar obstruction, and shall be maintained as such.

No roller shutters or grills shall be fitted at ground floor of the commercial units (including the Cafe) unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and policy BE13 of the Hillingdon Local Plan (November 2012).

47 NONSC Non Standard Condition

The development shall commence in accordance with the revised drawings showing the removal of the proposed emergency access/crossover and associated road markings on Blyth Road that were approved by the Local Planning Authority under ref: 51588/APP/2014/2966. There after the development shall be carried out in accordance with the approved plans.

REASON

In the interests of highways and pedestrian safety and to comply with policy AM7 of the Hillingdon Local Plan (November 2012).

48 NONSC Non Standard Condition

The servicing of the development from Blyth Road is restricted to a temporary 5 year period (from first occupation of the development) after which a scheme must be submitted to and approved by the Local Planning Authority, which shall provide for servicing of the site from an alternative location within the wider 'Old Vinyl Factory' site identified and encompassed within the Blue Line site boundary on Plan No. 0147 P_0001 Rev 00.

REASON

In the interests of highways and pedestrian safety and to comply with policy AM7 of the Hillingdon Local Plan (November 2012).

49 NONSC Non Standard Condition

The development shall commence in accordance with the detailed water management scheme (including maintenance arrangements) approved by the Local Planning Authority under ref: 51588/APP/2014/2962. The development shall proceed in accordance with the approved scheme and be retained for the life of development.

REASON

To prevent the increased risk of flooding in accordance with PPS25 and Policies 5.13 and 5.15 of the London Plan (March 2015).

50 NONSC Non Standard Condition

Any gate installed at the vehicular access shall be designed to be operable by persons with disabilities, including in the event of power failure, and shall be positioned at least 5m within the site measured from the back of the footway.

REASON

To ensure the installation of a gate does not lead to traffic backing up onto the highways and to ensure any gate is of a design which can be used by all persons and to accord with policies AM7 and AM13 of the Hillingdon Local Plan (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

51 NONSC Non Standard Condition

The development shall not be occupied until details of permanently obscure glazed screening/balustrading for the proposed balconies has been submitted to and approved in writing by the Local Planning Authority and until the approved screening relating to that unit has been erected.

REASON

In the interests of visual amenity in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
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.

H4	Mix of housing units
H5	Dwellings suitable for large families
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.3	(2015) Increasing housing supply
LPP 3.10	(2015) Definition of affordable housing
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 4.1	(2015) Developing London's economy
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.13	(2015) Sustainable drainage
LPP 5.21	(2015) Contaminated land
LPP 6.2	(2015) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality

- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

3 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 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).

5 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.

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 I17 **Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 I18 **Storage and Collection of Refuse**

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

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

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

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 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.

11 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.

12 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

13 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).

14 I48 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

15 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)

16

Plant, Scaffolding and Cranes:

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

17 I62 **Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

18

Drainage:

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary.

19

Railway Safety:

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail at AssetProtectionWestern@networkrail.co.uk before works begin.

20

Ground Levels:

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

21

Landscaping:

In the interests of safety, all new trees to be planted near Network Rail's land should be located at a distance of not less than their mature height from the boundary fence. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata Zebrina

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

22

Boundary Treatment:

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

23

The Council expects that when the wider master-plan is developed that the servicing and refuse arrangements for the former EMI site, including the development hereby approved, are considered as a whole to ensure that the most acceptable arrangement is agreed with respect to highway and pedestrian safety.

24

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be resubmitted as part of this new planning permission where those details would remain the same.

25

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the southern side of Blyth Road, opposite the junction with Clarendon Road and the originally approved building is substantially complete. The site sits at the eastern end of the former EMI site. It is roughly rectangular in shape and lies to the south-west of Hayes Town Centre, approximately 250 metres west of Harlington Railway Station (via the subway under Station Road). The site has a PTAL Rating of 4.

The site is relatively self-contained and lies to the north of the Paddington to Reading mainline, which forms the southern boundary of the site. The site previously contained an industrial building, which was an extension to the adjacent Apollo House building. Significant building work on the approved scheme has already commenced. The site is accessed from Blyth Road.

The surrounding area contains a mix of uses including the remainder of the former EMI site to the west, which contains a mixture of industrial/office buildings, some of which are vacant and derelict. A small terrace of two-storey dwellings sits opposite the site across Blyth Road to the north, with a number of smaller commercial buildings also opposite. To the north-east lies a further large terrace of two-storey dwellings. A further industrial building lies to the east

of the site.

The site is located adjacent to the Botwell: Thorn EMI Conservation Area, and Apollo House, which is a Locally Listed Building. The site is within a developed area as designated by the policies contained within the Hillingdon local Plan (November 2012).

3.2 Proposed Scheme

The application is for the variation of conditions 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 20, 22, 24, 27, 28, 30, 31, 32, 33, 34, 36, 37, 39, 40, 42, 43, 46, 47, 48, 50, 52 and 54, plus the removal of conditions 25, 26 and 45 of planning permission ref: 51588/APP/2015/1613 (Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253 for the 'Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or a2 uses), and associated car parking and landscaping').

The variation of condition 2 is to amend the approved plans so as to enable minor alterations to be made to the balcony details and to replace the proposed community use space with a residential unit. The section 106 legal agreement attached to the original consent reference 51588/APP/2011/2253 allowed for a financial contribution to be made in lieu of the community facility. Be:here have concluded that a dedicated unit would be underused and additional amenity related concerns are recognised due to its location between two residential units. The loss of this unit is therefore supported in terms of it's potential detrimental impact on the adjacent residential properties and the principle of removing the community facility was approved under the original consent.

The variation of conditions 3, 4, 6, 8, 10, 11, 12, 15, 16, 18, 20, 28, 30, 31, 32, 33, 34, 37 and 54 are to alter the timing of the conditions from prior to commencement to prior to occupation.

The variation of conditions 5, 14, 17, 22, 24, 36, 39, 40, 42, 43, 50 and 52 are to ensure the proposals are completed in accordance with details already submitted and approved to discharge these conditions.

Conditions 25 and 26 are proposed to be removed as they relate to waste management and the details are also required to be provided under condition 24.

The variation of condition 27 removes the reference to a demolition plan as all demolition works have now been completed.

It is proposed to remove condition 45 as it relates to details pertaining to the community facility, which is no longer part of the proposals. The variation of conditions 46, 47 and 48 also remove reference to the community facility.

3.3 Relevant Planning History

Comment on Relevant Planning History

The scheme has already been granted planning consent under application reference 51588/APP/2011/2253 (for the Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units,

cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or A2 uses), and associated car parking and landscaping).

This consent was amended under application reference 51588/APP/2015/1613 (for Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253). The current application is to vary or remove a number of conditions attached to the amended consent.

In addition to the applications listed above, the following application is also relevant:

59872/APP/2007/3060 - Change of use of, and external alteration to, Apollo and Jubilee House to provide a new creative quarter comprising vinyl production, studios, visitors centre, training, office and exhibition space with associated cafe/bar, retail and leisure facilities (Use classes A1, A3, A4, A5, B1, B2, D1 & D2). Change of use and external alterations to Neptune House for mixed use (Use classes A3, A4, A5, B1, D1 & D2). New build residential development of 244 units with associated ground floor uses (Use classes A1, A3, A4, A5, B1, D1 & D2) and associated access, parking, servicing and landscaping (involving part demolition of Neptune, Apollo and Jubilee buildings). This application was approved on 09/01/2009.

It should be noted that this application established the principle of residential development on the application site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2015)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

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

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
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.
H4	Mix of housing units
H5	Dwellings suitable for large families
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.3	(2015) Increasing housing supply
LPP 3.10	(2015) Definition of affordable housing
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 4.1	(2015) Developing London's economy
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions

- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.21 (2015) Contaminated land
- LPP 6.2 (2015) Providing public transport capacity and safeguarding land for transport
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th May 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 32 local owner/occupiers, the application was advertised in the local press and site notices were posted. No comments or objections have been received.

CROSSRAIL LTD

Crossrail limited do not wish to make any comments on this application as submitted.

NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not

conflict with our safeguarding criteria. Accordingly NATS has no safeguarding objection to the proposal.

TRANSPORT FOR LONDON (TfL)

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

THAMES WATER

No objection

MINISTRY OF DEFENCE (MOD)

I can confirm that the MOD has no safeguarding objections to this proposal.

Internal Consultees

LANDSCAPE ARCHITECT

I understand that this variation of conditions application will have no impact on the external works, for which previous conditions should still apply.

SECTION 106/CIL OFFICER

No comments as obligations are unlikely to be required to make the development acceptable in planning terms.

ACCESS OFFICER

The proposed Variation of Conditions 8, 18 and 22 raises no concerns from an accessibility perspective.

In terms of Condition 32 (car parking allocation and management plan), any amendments approved should ensure that the provision remains for one car parking space to be allocated to each wheelchair user unit.

Conclusion: acceptable, subject to 1:1 parking remaining for the wheelchair user units.

Case Officer's comments:

Condition 32 requires that each unit designated for wheelchair users shall be allocated at least 1 car parking space. It is not proposed to amend this requirement as part of the current application. Details of parking provision will be discharged under a separate application and the current proposal designates 22 disabled car parking spaces, which is more than sufficient to meet the above requirement.

ENVIRONMENTAL PROTECTION UNIT (EPU)

I am happy to accept the variation of conditions.

WASTE SERVICES

Waste storage generally satisfactory. LBH ask for: -

The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber. I would ask that the external doors open outwards.

Please ensure width of doorway and passageway meet this.

Case Officer comments: Condition 24 states that no occupation shall occur until details of covered and secure facilities to be provided for the screened storage of refuse and recycling bins within the site have been submitted to and approved in writing by the Local Planning Authority.

HIGHWAYS OFFICER

The proposal involves the removal of the community use and replacing it with an additional residential unit. This proposal will not have any significant transport/highways implications

The highway layout and car, cycle and motorcycle parking have not changed significantly since the previous approved scheme.

My only comment would be that electric vehicle charging does not comply with the 20% active provision but the 20% passive provision is met.

On the basis of the above comments I have no significant objection to the proposals on highway and traffic grounds.

Case Officer's comments:

The level of active electric vehicle charging points has already been approved under application reference 51588/APP/2015/1613.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed uses and scale of development was considered and approved as part of the original consent (reference 51588/APP/2011/2253) and the use was established as part of the previous consent (reference 59872/APP/2007/3060). The current application seeks minor amendments to the approved scheme and therefore this report considers these amendments and their impact on the approved scheme and surrounding area/occupiers.

- Conditions

Granting a Section 73 application has the effect of providing the applicant with a new planning permission. The Council therefore must ensure that any controls or restrictions imposed via condition on the previous planning approval, if they remain relevant, are copied across onto any new consent granted.

Some of the conditions on the previous application have been discharged. In these scenarios the wording of the conditions transferred across have been amended to ensure compliance with the previously approved details.

For those outstanding conditions that have not been agreed, it is proposed when they are transferred across that the trigger points for information to be submitted in relation to the discharge of each condition be changed from 'prior to commencement' to 'prior to occupation'. Recognising that the development has commenced on-site, this proposed change allows the flexibility required by the developer but maintains the Council's ability to secure the required elements covered by these conditions.

- Community Use

The unit identified as being suitable for a potential community use was originally proposed within the development, however the attached Section 106 allowed for a payment in lieu to be provided to the Council should it not be delivered.

Be:here have reviewed the requirement for a dedicated unit for community use and following feedback from tenants in other developments in the locality concluded that there is sufficient space elsewhere in the development to meet expectation in this respect, particularly the opportunity to use the new podium area, roof garden and cafe unit for community based events.

Be:here have concluded therefore that a dedicated unit would be underused and additional amenity related concerns are recognised due to its location between two residential units. The loss of this unit is therefore supported in terms of it's potential detrimental impact on the adjacent residential properties.

The principle of a payment in lieu of the provision of a community facility was included in the Section 106 and this payment in lieu has been made. The principle of the development is therefore deemed acceptable and in accordance with policies BE19 and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

The density of the proposed development was considered as part of the original application and was deemed acceptable. The proposed amendments will introduce a single additional unit, however the impact on the overall density of the development will be minimal and as such is deemed acceptable.

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

The archaeological impact of the proposed development was considered as part of the original application and was deemed acceptable. The proposed amendments will not affect the archaeological impact of the development.

7.04 Airport safeguarding

The proposed amendments to the development will not impact upon the height of the approved scheme. National Air Traffic Services have been consulted and raised no objection to the current application. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding.

7.05 Impact on the green belt

The site is not located within or adjacent to the Green Belt. As such, the scheme would not impact on the Green Belt.

7.06 Environmental Impact

The environmental impact of the proposed development was considered as part of the original application and was deemed acceptable. The proposed amendments will not affect the environmental impact of the development.

7.07 Impact on the character & appearance of the area

The applicant has been involved in lengthy discussions regarding the proposed development with the Council's Design Officer. The proposed amendments to the approved scheme are minor in detail and will not have a detrimental impact on the character of the area.

It is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.08 Impact on neighbours

The proposed amendments are minor and deal with internal layouts and elevational detailing. It is considered that the changes would have no significant impact on neighbouring occupiers above the consented scheme. As such the proposed amendments to the

approved scheme will not significantly effect the impact of the scheme on neighbouring occupiers, which has already been considered acceptable as part of the original consent.

7.09 Living conditions for future occupiers

The proposed amendments include changes to the layout of development to replace the community facility with an additional residential unit. The proposed additional unit meets the required standards and this change will not significantly impact on the living conditions for future occupiers.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The amendments proposed have been reviewed by the Council's Highways Officer who confirm they have no objections.

7.11 Urban design, access and security

Urban design and access matters are addressed in other sections of this report. The security of the development is controlled via the imposition of a condition on any grant of permission requiring the scheme comply with the requirements of Secured by Design. Such a condition is recommended (Condition 15) and the Metropolitan Police Designing out Crime Officer has raised no objections to the proposals.

7.12 Disabled access

Policies 3.1 and 7.2 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users.

The Council's Access Officer reviewed the details submitted as part of the existing consented scheme and considered that the proposal would represent a development which, subject to a condition requiring further details, complies with Lifetime Homes Standards and would provide a wheelchair unit with two potential access routes.

The proposed minor amendments to the consented scheme will not impact on Accessibility issues and accordingly, subject to the attachment of the recommended condition, the proposal complies with policies 3.1 and 7.2 of the London Plan and guidance within HDAS - Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The level of affordable housing provision remains unchanged from that approved under the existing consent. The tenure split is also unchanged. This will be secured by way of the S106 Agreement and it's subsequent Deed of Variation should the current proposal be granted consent.

7.14 Trees, Landscaping and Ecology

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

The proposed amendments will have no impact on the hard and soft Landscaping Strategy Plan submitted and approved under the existing consent. The Council's Landscape Architect has reviewed the amended proposals and raised no objections to the changes proposed. The relevant conditions attached to the existing consent is recommended to be attached to any approval of the current proposal.

Overall it is considered that, subject to conditions, the development would achieve a high quality landscape layout which would serve to soften the visual appearance of the areas of hard standing, protect the amenity of the wider area and enhance the amenity of future

occupiers in accordance with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

Condition 24, 25 and 26 of the existing consent relate to the provision of bin stores, refuse collection and a Waste Management Plan. The current application requests that conditions 25 and 26 be removed as the details are already required under the discharge of condition 24.

The Council's Waste Management Officer has reviewed the submitted scheme and raised no objections to the proposals.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions.

The consented application was supported by an assessment which indicated that the development has been designed to achieve Level 4 of the Code for Sustainable Homes, and achieve a 27.9% reduction in carbon emissions. The proposed amendments will have no impact on the sustainability of the proposals and no objections were raised to the details submitted.

The Council's Sustainability Officer states that meeting Code Level 4 will ensure that the development will meet other sustainability policies within the London Plan, i.e. energy, water efficiency and sustainable drainage. For example, to meet Code Level 4, at least 25% carbon reductions must be made on the site. Therefore, a condition requiring the scheme to meet Code Level 4 will ensure the scheme also provides a 25% carbon reduction, as well as the other requirements such as water efficiency and sustainable drainage.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1, and is less than one hectare in area. As such, a Flood Risk Assessment (FRA) is not required. However, the Applicant submitted a FRA with the consented application, which concluded it has been demonstrated that the development would be safe, without increasing flood risk elsewhere.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit reviewed the consented scheme and raised no objections. A contribution towards air quality monitoring was secured as part of the S106 Legal Agreement to ensure the scheme does not cause unacceptable increases to pollutant levels in the surrounding Air Quality Management Area.

It is considered that the amendments to the approved scheme will have no impact on noise or air quality issues.

7.19 Comments on Public Consultations

No responses were received to the public consultations

7.20 Planning Obligations

A suite of planning obligations was secured under application reference 51588/APP/2011/2253 dated 27/03/12).

Given that this is a Section 73 application the development will be subject to a deed of variation to secure the provision of the aforementioned obligations to adequately mitigate its impact on local facilities.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

Due to the previous uses on the site, a number of reports were submitted with the existing consent regarding the potential for contamination on the site. The proposal and submitted information has been assessed by the Environment Agency and Council's Environmental Protection Unit, who recommended a condition be imposed on any permission requiring a final agreed remediation strategy and a validation report on completion be required for this site.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The scheme has already been granted planning consent under application reference 51588/APP/2011/2253 (for the Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or A2 uses), and associated car parking and landscaping).

This consent was amended under application reference 51588/APP/2015/1613 and the current application is to vary or remove a number of conditions attached to the amended consent.

The variation and removal of the conditions will change the trigger points for information be submitted in relation to the discharge outstanding conditions from 'prior to commencement' to 'prior to occupation'. This allows the flexibility required by the developer but maintains the Council's ability to secure the required elements covered by these conditions.

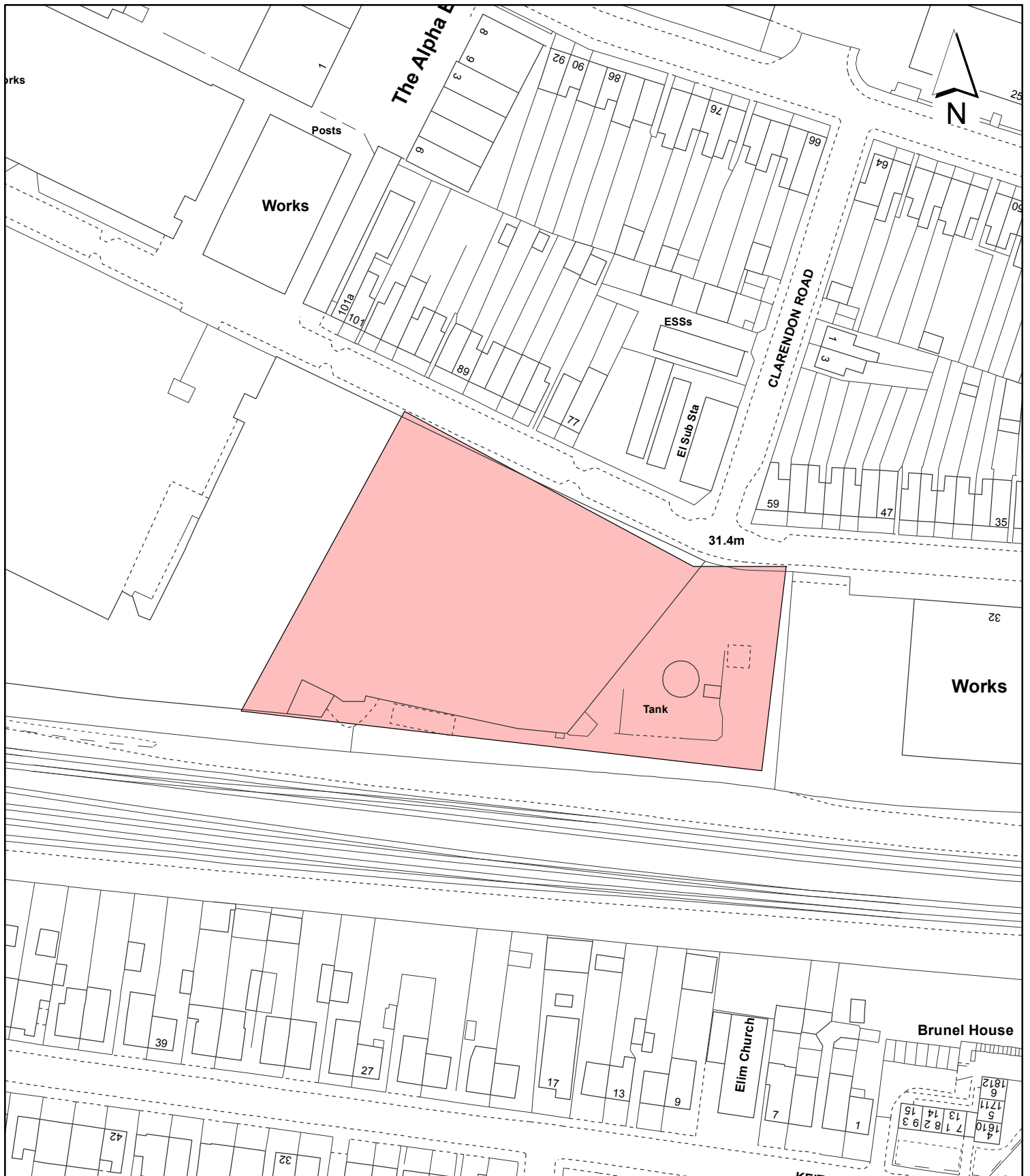
The proposed changes to the development are considered to comply with the policies of the adopted Hillingdon Local Plan (2012), and as such this application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Land East Of The Former EMI Site
 120 Blyth Road
 Hayes**

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

Planning Application Ref:
51588/APP/2016/1423

Scale:
1:1,250

Planning Committee:
Major Page 36

Date:
May 2016



Report of the Head of Planning, Sport and Green Spaces

Address UNIT NO 1, VENTURA HOUSE BULLSBROOK ROAD HAYES

Development: Erection of three storey extension to provide additional warehousing and office space

LBH Ref Nos: 71554/APP/2016/298

Drawing Nos: 2021-236 Design and Access Statemen
2021-236-01
2021-236-02
2021-236-03
2021-236-04
2021-236-05
2021-236-06
2021-236-07
2021-236-08
2021-236-09
2021-236-10
2021-236-sk1
2021-236-sk2
2021-236-sk3

Date Plans Received: 25/01/2016

Date(s) of Amendment(s):

Date Application Valid: 25/01/2016

1. **SUMMARY**

This application seeks consent for the erection of a three storey extension on the northern elevation of the building. The extension proposed will provide approximately 849 sq.m of ancillary office space and 1190 sq.m of warehouse space.

The proposed extension, by reason of its acceptable design, size, scale and siting, is not considered to have a detrimental impact on the character and appearance of the industrial area and would support the continued employment use of the site. Whilst parking spaces would be lost as a result of the proposed extension, the applicants have revised the parking layout of the site and provided parking to meet the Councils requirements.

As a result, the proposal is considered to comply with the Councils adopted policies and guidance and no objection is raised to the proposed scheme. Approval is therefore recommended.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [2021-236-04; 2021-236-05; 2021-236-06; 2021-236-07; 2021-236-08; 2021-236-09] and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM7 Materials (Submission)

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

Details should include 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)

4 COM9 Cycle storage

The development shall not be occupied until details of the 28 cycle spaces to be provided for the site, are submitted to and approved in writing by the Local Planning Authority.

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

REASON

To ensure that the proposed development will provide adequate facilities in compliance with policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies.

5 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors and the existing employees of Unit 1, during the development process
- (iii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the construction process.

REASON

To safeguard the highway network and amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies.

6 COM14 No additional internal floorspace

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy LE1 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
NPPF	National Planning Policy Framework
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

3 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 159 Councils Local Plan : Part 1 - Strategic Policies

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

3. CONSIDERATIONS

3.1 Site and Locality

Unit 2, Ventura House, is located on the southern side of Bullsbrook Road, within Springfield Road Industrial and Business Area (IBA). The site extends to 3809 sqm comprising warehouse unit with associated office space and external hardstanding and car parking area.

The immediate surrounding area consists of further industrial units, the majority of which are used for warehousing.

3.2 Proposed Scheme

This application seeks consent for the enlargement of the unit with a three storey extension on the northern elevation of the building. The extension would be approximately 20 metres in length, 13.5 metres in width and 13.4 metres in height.

The site is occupied by Only 4 You Ltd, Zak Ltd and Xpressions 4 U Ltd which are wholesalers and distributors of giftware for the High Street. In order for the applicant to remain competitive in this location and to meet market demand, the applicant requires increased warehouse space which suits the bulk deliver methods for which they receive goods from the Far East. The proposed extension would provide additional office and warehousing space for the site. As a result of the proposed development, 846 sq.m of office space will be provided on the first and second floors, and an additional 1190 sq.m of B8 (warehousing) space provided on ground and first floor.

3.3 Relevant Planning History

Comment on Relevant Planning History

There are no relevant planning applications for this site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE25 Modernisation and improvement of industrial and business areas
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th March 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

11 nearby occupants were consulted on the application and no comments were received from this consultation.

Internal Consultees

Environmental Protection Unit: No objection to the scheme. Recommend that an informative is added relating to the control of environmental nuisance from construction work.

Floodwater Management: The proposal is acceptable in principle and is for an extension to an existing industrial unit in flood zone 2. The surface water is also already managed within the site through a rainwater tank which will remain.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Industrial and Business Areas are designated as locations for new industrial and warehousing development. These locations are appropriate for accommodating employment generating uses and the Councils policies seek to ensure that these areas remain in such use.

This application seeks consent for an extension to an existing industrial unit. The applicant is proposing to provide an additional 1190 sqm of floor space dedicated to warehouse/storage and 849 sqm of associated office space. Given that the proposed unit will remain in a predominately B8 use (the office space proposed is ancillary to the operations of the main warehouse), and the works necessary to support the continued employment use of the site, no objection is raised to the principle of the extensions.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application as the site is not located within a Conservation Area, Area of Special Local Character, nor is it a listed building.

7.04 Airport safeguarding

There are no airport safeguarding concerns with this application.

7.05 Impact on the green belt

Not applicable as the site is not located within the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene.

This application seeks consent for the erection of a three storey extension. The extension is proposed to occupy an area to the north of the existing building that is currently used for car parking. The building will be constructed using similar masonry and cladding to that contained within the existing unit, including powder coated aluminium ribbon windows, which will help ensure that existing and proposed sections blend together.

In relation to the scale of the extension proposed, whilst it is noted that the extension would be taller in size than the existing, the height of this element is comparable to other nearby units, and the design and finish of the extension is such that this would not appear as a visually incongruous addition to the building.

Overall the proposal is considered acceptable in terms of its bulk, scale and design and is not considered to have a detrimental impact on the character and appearance of the industrial area.

7.08 Impact on neighbours

The site is located in the middle of the industrial area and no residents are affected by the proposed extension.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The proposed extension to the unit is to accommodate additional B8 (Warehousing) and B1 (Office) space within the unit. The proposed extension will utilise the existing car parking

area for the site and given such, assessment needs to be made as to whether sufficient space is provided within the revised car parking layout for the proposed use. The unit has a result of the extensions will provide 849 sq.m of office floor space and 2715 sq.m of warehouse space. The Councils parking standards require 1 space per 100 sq.m of office floor space and 2 spaces plus 1 space for all floor space in excess of 235 sq.m for B8 (warehousing).

Applying these standards to the scheme, 9 spaces would be required for the B1 (office) element of the site and 27 spaces for the B8 (warehousing). 41 car parking spaces (including 4 disabled bays) are proposed to be retained on the site, which is in excess of the Councils requirements. No objection is therefore raised to the proposed parking provision which is considered to meet with the Councils standards. In addition to this, the application provides 28 cycle parking spaces for the unit, which accords with the adopted standards.

No alterations are proposed to the existing access points into the site, which are to remain as existing. Whilst the floorspace of the building is to enlarge and 10 more staff are to be employed, the overall level of car parking is to be reduce and cycle parking increased. On this basis it is not considered the development would result in a detrimental impact on the local highway network.

Overall, whilst the size of the unit has increased as a result of the proposed development, the parking requirements for the site have been achieved through revisions to the layout of the parking area. Given such, the proposed development is not considered to have an unacceptable impact on the surrounding highway network, and provides sufficient parking and access to the site.

Given that the proposed extension and works would occupy the existing employee car park for the site, a construction management condition is recommended on any consent to ensure that the works do not conflict with the continued operation of the site and surrounding highway network. The condition would require details to be submitted of where construction materials/machinery are to be installed on site, and temporary parking arrangements for the existing staff and contractors for the duration of the construction work.

7.11 Urban design, access and security

See section 7.0 of the report.

7.12 Disabled access

Not applicable.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

There are no trees or landscaping affected by the proposed development.

7.15 Sustainable waste management

Not applicable to this application as the it is proposed to erect an extension over existing hardstanding.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 2. The scheme has been reviewed by the Councils Floodwater Management Officer, who raises no objection to the proposed scheme.

7.18 Noise or Air Quality Issues

There are no noise or air quality issues associated with this application.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not applicable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should

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

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

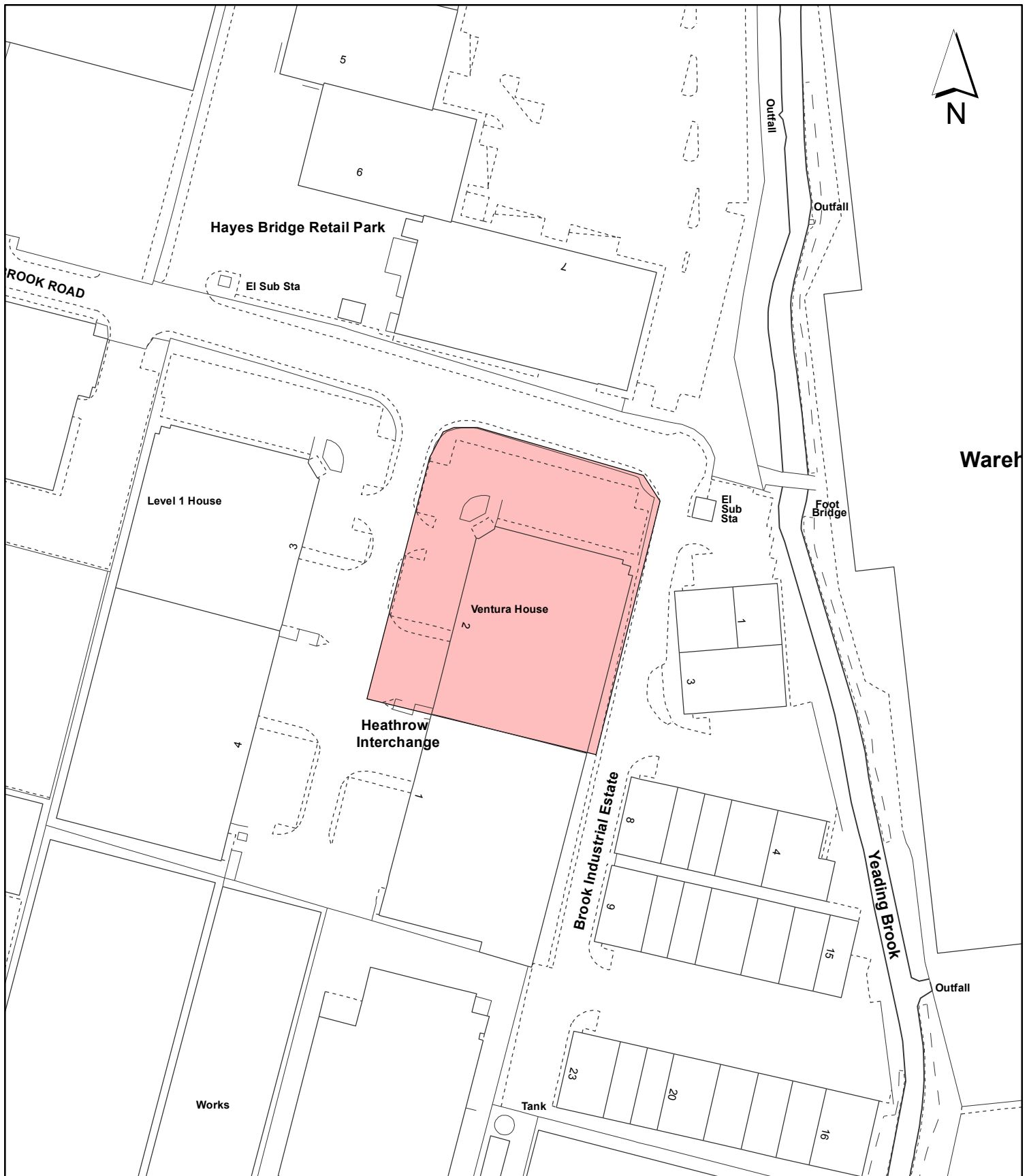
The proposed extension, by reason of its acceptable design, size, scale and siting, is not considered to have a detrimental impact on the character and appearance of the industrial area and would support the continued employment use of the site. Whilst parking spaces would be lost as a result of the proposed extension, the applicants have revised the parking layout of the site and provided parking to meet and exceed the Councils requirements. As a result, the proposal is considered to comply with the Councils adopted policies and guidance and no objection is raised to the proposed scheme. Approval is therefore recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework (2012)

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Unit 1
 Ventura House**

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

Planning Application Ref:
71554/APP/2016/298

Scale:
1:1,250

Planning Committee:
Major Page 46

Date:
May 2016



Report of the Head of Planning, Sport and Green Spaces

Address UNIT A, BULLS BRIDGE CENTRE NORTH HYDE GARDENS HAYES

Development: Installation of mezzanine floors to provide an additional 4350m² of additional floorspace, demolition of ancillary structures and replacement with a car wash apparatus, triage shed and ancillary portable cabins.

LBH Ref Nos: 13226/APP/2015/4623

Drawing Nos:

- 957_00_001A Site Location Plan
- 957_00_003B Swept Path Analysis - Car Wash
- 957_00_004C Proposed Layout - Ground Floor
- 957_00_005C Proposed Layout - First Floor
- 957_00_006C Proposed Layout - Second Floor
- 957_00_007B Swept Path Analysis - Ramp
- 957_B00_002A Existing Elevations and Section
- 957_B00_003A Existing Elevations and Sections
- 957_B00_004A Portacabin Offices GA
- 957_B00_005A Proposed Elevations and Sections
- 957_B00_006A Proposed Elevations and Sections
- 957_B00_007A Security Gatehouse GA
- 957_M00_001A Ground Floor - Existing Servicing Pl.
- 957_M00_002A First Floor - Existing Services Plan

Date Plans Received: 17/12/2015

Date(s) of Amendment(s):

Date Application Valid: 13/01/2016

1. SUMMARY

This is a full application for the installation of internal mezzanine levels within an existing industrial building together with the provision of an external vehicle access ramp to the rear of the building to service first and second floor levels. The proposal also involves the demolition of ancillary structures and replacement with car wash apparatus, triage/security gatehouse and ancillary portable cabins coupled with alterations to the existing parking layout within the site.

The industrial building would be occupied by Addison Lee, a private hire vehicle company with an operating fleet of 4,000 vehicles. The proposed operation is for the repair, maintenance and replacement of vehicles owned by the applicant company and for the storage of vehicles associated with that operation.

The proposed scheme largely revolves around the creation of two mezzanine levels within an existing industrial building located within the north-east corner of the site. The proposal does also include the provision of some small scale structures across the site with a triage/security gatehouse located adjacent to the entrance to the site, a car wash facility located to the south-east of the existing industrial building and adjacent to the Grand Union Tow Path with two ancillary portable cabins located in the north west corner of the site. It is considered that an existing vegetation buffer along the Tow Path coupled with the railway line located to the immediate north of the site mitigate for the visual impact of any external alterations proposed.

The Council's Water and Flood Management Officer has requested for a Management and Maintenance Plan via a condition that would provide some further information concerning surface water drainage and foul water maintenance across the site. However further information has been forthcoming from the applicant which confirms that a private sewer system serves the subject site and the adjoining Bulls Bridge development area. The surface water from the site drains to an existing surface water storage tank before discharging to the Yeading Brook which discharges to the River Crane. This system is completely independent of the adjoining canal system. It is considered that the proposed car wash facility and the toilets within the portable cabin facilities are the only additions included within this proposal that would lead to a minor contribution to the existing surface water and foul water drainage systems that serve the existing industrial building. As much of the proposal is contained with the existing infrastructural network, no objections are raised.

TfL and the Council's Highway Engineer both raise technical concerns related to the traffic generation assessment carried out in the Transport Assessment, however, a requirement for a revised assessment is included in the Heads of Terms for the S106 Agreement. Green Travel arrangements submitted as part of the application include the provision of a shuttle bus service for staff between the Company's Head Office and Hayes & Harlington Station with a view to reducing the number of vehicle movements to and from the site. Furthermore, amended details have also now been received which provide further detail on cycle parking on the site. Therefore no objections are raised. Other issues raised by TfL and the Highway Engineer have been dealt with by conditions.

Subject to a S106 Agreement, the scheme is acceptable and recommended accordingly, subject to conditions.

2. RECOMMENDATION

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

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

- 1. Transport: A revised addendum or supplementary section to the Transport Assessment to be submitted to and approved in writing by the LPA and TFL. Any mitigation identified as necessary within the Transport Assessment would be secured following review of the revised assessment. A cap of £30,000 shall be applied to any agreed mitigation measures;**
- 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: An air quality strategy to be secured that includes a Low Emission fleet management plan. In addition a financial contribution to be made to secure the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time;**
- 4. Travel Plan: to include £20,000 Bond;**
- 5. Drainage: Submission of a detailed surface and groundwater strategy; and**
- 6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

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

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 01/07/16, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of highways, construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That if the application is approved, the following conditions (subject to any revisions required by the Head of Planning under point C above) be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans and shall thereafter be retained/maintained for as long as the development remains in existence:

957_M00_002A First Floor - Existing Services Plan
957_00_003B Swept Path Analysis - Car Wash
957_00_004C Proposed Layout - Ground Floor
957_00_005C Proposed Layout - First Floor
957_00_006C Proposed Layout - Second Floor
957_00_007B Swept Path Analysis - Ramp
957_B00_002A Existing Elevations and Sections
957_B00_003A Existing Elevations and Sections
957_B00_004A Portacabin Offices GA
957_B00_005A Proposed Elevations and Sections
957_B00_006A Proposed Elevations and Sections
957_B00_007A Security Gatehouse GA 2
957_M00_001A Ground Floor - Existing Servicing Pla
957_00_001A Site Location Plan

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012) and the London Plan (2015).

3 COM5 General compliance with supporting documentation

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

Travel Plan [Travel Plan, November 2015]

Transport Assessment [Transport Assessment, November 2015]

Air Quality Assessment [Air Quality Assessment, April 2016]

Contaminated Land Assessment [Contaminated Land Assessment, November 2015]

Drainage Strategy [Drainage Strategy, November 2015]

Energy Statement [Energy Statement, November 2015]

Sustainability Statement [Sustainability Statement, November 2015]

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

REASON

To ensure that the development complies with the objectives of Policies 5.2 and 5.7 of the London Plan (March 2015) and Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 NONSC Contaminated Land

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

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

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

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

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

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

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

REASON

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

5 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (2015) Policy 5.12 and PPS25.

6 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

REASON

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

7 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 Hard Landscaping
 - 1.a Refuse Storage
 - 1.b Cycle Storage

- 1.c Means of enclosure/boundary treatments
- 1.e Hard Surfacing Materials
- 1.f External Lighting
- 1.g Disabled Parking

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

REASON

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

8 NONSC Non Standard Condition

The development hereby permitted shall not be occupied until a Restoration Strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details on the restoration of the site to its original condition upon cessation of the use of the land by Addison Lee. Remedial works shall include the removal of the proposed mezzanine levels and portable cabin structures from the land.

REASON

To prevent traffic congestion, safeguard the free flow of traffic, and to ensure highway safety, in accordance with 'saved' policies AM2 and AM7 of the Unitary Development Plan (2012) and policy 6.3 of the London Plan (2015).

9 NONSC Non Standard Condition

The development hereby permitted shall not be occupied until an Employee Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include measures for the regulation of staff movements to and from the site.

REASON

To prevent traffic congestion, safeguard the free flow of traffic, and to ensure highway safety, in accordance with 'saved' policies AM2 and AM7 of the Unitary Development Plan (2012) and policy 6.3 of the London Plan (2015).

10 NONSC Non Standard Condition

No storage of waste and/or recycling shall take place outside of the building envelope, unless details of covered, secure and screened storage facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter, refuse and/or recycling shall only be stored within the building envelope or the approved facilities.

REASON

To ensure the appropriate storage of waste and/or recycling in accordance with Policies BE13 and OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 of the London Plan (2015).

11 COM14 No additional internal floorspace

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

by this permission.

REASON

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

12 COM31 Secured by Design

Prior to the first use of building as proposed development, a crime prevention strategy shall be submitted to and approved in writing by the Local Planning Authority. All measures detailed in the agreed strategy shall be implemented in full and thereafter maintained for the duration of the use hereby approved.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies

LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
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OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
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AM7	Consideration of traffic generated by proposed developments.
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3 I15 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

4 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 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.

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

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

6 116 Directional Signage

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

7 118 Storage and Collection of Refuse

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

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

8 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 13 Building Regulations - Demolition and Building Works

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

10 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

11 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice,

contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within a long established industrial area allocated in the London Plan as a SIL. The site is accessed by North Hyde Gardens leading to North Hyde Road to the south, the junction of which is close to the Parkway and the M4 junction. North Hyde Gardens also serves a number of other substantial industrial and depot uses including British Airways Component Engineering on the site immediately to the east and the Abellio bus depot directly opposite the application site entrance. The site itself is served by its own dedicated access from North Hyde Gardens.

The application site is bordered by the canal to the south, the railway to the north and the much larger and imposing engineering works to the east. The former Nestle site occupies land on the opposite side of the canal. It is surrounded by existing substantial industrial buildings, transport networks and has little frontage to the public road. All of these site features ensure the site has limited public visibility and where it is visible it is seen against a backdrop of substantial commercial buildings and activities.

The existing principal building has a height of 8m to the eaves with six ground level loading doors. The existing ancillary offices form an extension to the principal B2/B8 building on its southern elevation. The remainder of the curtilage is occupied by substantial yard areas and sufficient space for 59 car parking bays. An electricity sub-station house, water tank and pump house is located in the western corner of the site. These elements are now redundant and are proposed to be demolished and replaced by other ancillary facilities related to the applicant company business. These ancillary facilities are car wash apparatus and portakabins for driver support offices and staff welfare facilities.

3.2 Proposed Scheme

The application is for the installation of internal decking and external ramp. Demolition of ancillary structures and replacement with car wash apparatus, triage shed and ancillary portable cabins.

The proposals include:

1.) Installation of internal decking system to provide two additional floors. The additional floors will add a total of 4,350sq metres to the storage and internal manoeuvring area of the

existing building. The additional space is specifically designed for the storage and manoeuvring of motor vehicles owned by and used in the operation of the applicant company.

2.) Provision of external ramp to access the deck. The ramp would be constructed on the rear northern elevation of the existing building adjacent to the railway line.

3.) Triage/security gatehouse sited adjacent to the site entrance. The purpose of this is to assist in the smooth operation of the site. An employee of the applicant company will direct arriving vehicles to the appropriate parts of the site thereby ensuring that the provided parking, loading and manoeuvring areas of the site are used efficiently and effectively.

4.) Car wash to be used for cleaning only the applicant company vehicles.

5.) Ancillary portable cabins to be used for driver support and welfare facilities. This will provide 262sq metres of floorspace.

The increased floorspace will be provided by the installation of a decking system designed specifically to store motor vehicles awaiting repair, servicing, exchange or dispatch. All the vehicles stored and processed in the building will be owned by the applicant company.

Although the building will have a capacity to store up to 250 vehicles it will be rare that the storage will be used to its full capacity. The reasons for the storage of vehicles range from new vehicles awaiting dispatch to drivers, vehicles awaiting repair and vehicles returned by drivers on holiday or leaving the employment of the company.

The ground floor of the building will be used principally for the servicing, safety checking, maintenance and repair of the fleet vehicles.

The existing offices would be used for ancillary 'back office' functions, including driver liaison, technical driver support, driver training and insurance administration. The site will employ approximately 110 people.

Drivers, when not returning vehicles, and employees will be encouraged to arrive at the new site by public transport and company sponsored shuttle bus. The shuttle bus will operate from Hayes and Harlington station and from the company's existing head office at William Road, NW1.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant Planning History.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.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
- NPPF7 NPPF - Requiring good design
- NPPF12 NPPF - Conserving & enhancing the historic environment
- LPP 2.13 (2015) Opportunity Areas and intensification areas
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.10 (2015) Urban Greening
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.15 (2015) Water use and supplies
- LPP 5.21 (2015) Contaminated land
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
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5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A Site Notice was erected on 21/01/16 with a closing date for comments of 12/02/16 and the application has been advertised in the local press on 27/01/16. No responses from the public have been received.

The following comments have been received and are summarised as follows:

TRANSPORT FOR LONDON:

TFL have noted that the existing building is unoccupied and if the property has been vacant for over 2 years, it should be assumed that no trips are being generated at the moment. TFL considers that the applicant should review its trip generation assessment in light of this information.

TFL has requested that a full mode share estimate be provided for staff stationing on site. Whilst TFL welcomes the proposal for a shuttle service between the applicant's office at Hayes & Harlington to the site in principal, the applicant has provided no details on how many staff are likely to utilise this service and this needs clarification. The applicant has subsequently confirmed that the Transport Assessment and Travel Plan will be updated to include target mode-share estimates. The applicant has provided estimates that would serve as an appropriate starting point based on 20 office staff and 110 non office based staff working on an off-peak assessment. The applicant has confirmed that the precise mode-shares will be determined as part of the implementation of the Travel Plan. The applicant has also subsequently confirmed that a key target of the Travel Plan will be a 10% reduction in single occupancy car travel to/from the site for staff and a corresponding increase in the use of the proposed shuttle bus service and walking and cycling. TFL subsequently considers that it is positive that a baseline mode share has been established and TFL have encouraged that a tougher target be set in future to encourage staff to commute using transport other than private cars.

TFL expressed concerns on the number of staff commuting by foot or cycling as walking and cycling environment in the vicinity is poor. TFL also understands that the site will have a capacity of 250 cars, however no details of staff car and cycle parking have been included in the Transport Assessment. The applicant has subsequently submitted some further information on the introduction of 10 new cycle parking spaces for the site and this information will be included in the Travel Plan. TFL considers that further information shall be provided on associated shower and changing facilities on site and it is considered that the demand/desire for further cycle parking should be included in the Travel Plan Monitoring Strategy.

TFL considers that clarification will be required on the number of HGV (car transporters or heavy engineering vehicles) movements to and from the site.

TFL considers that a junction assessment for the Bulls Bridge Roundabout would allow TFL to understand the extent of impact from vehicular trip generation associated with this proposal. Some further information has been forthcoming from the applicant concerning this assessment and TFL consider that whilst shift changeovers may be scheduled to take place outside of peak times, the applicant should clarify whether there would be a similar arrangement for fleet vehicles attending the site. TFL also request further information on how many fleet vehicles may arrive and depart the sites in the AM/PM peaks daily.

TFL has requested that a Framework Travel Plan detailing all the green travel measures for this site, including the proposed shuttle service to Hayes & Harlington. The Travel Plan shall be secured via s106 agreement by Hillingdon Council.

No objections, subject to the imposition of appropriate conditions/s106 obligations in relation to travel plan, cycle and disabled parking.

CANAL & RIVER TRUST

Contamination - The contaminated land report states that the adjoining canal is not a sensitive receiver. CRT is not satisfied with this assumption given the position of the site above the level of the canal.

Car Parking Drainage - It has been confirmed that there is an existing Condor by-pass separator for the 59 existing car parking spaces. The proposed design increases the car parking spaces to 135. CRT considers that this will require a re-evaluation of the design of the interceptor as the drainage volumes will increase. It is considered that potential spills would be small in this instance and as such a by-pass separator with an alarm is acceptable.

Surface Water Drainage - The information submitted as part of the application does not indicate where surface water drains to. CRT requires this information as this will effect the standard required for the new interceptor that may need to be installed.

Car Washing Area and Drainage - The car wash structure is located adjacent to CRT land. It is not clear whether the structure will be visible from the towpath. The car washing area is shown draining to the foul sewer but the Flood & Drainage Assessment does not indicate where the drain leads to once it leaves the site boundary to the east. It is considered that any untreated discharge to the canal would be unacceptable.

Landscaping - The site benefits from considerable screening from vegetation at the back of the towpath which helps limit the impact of the site appearance on the canal environment. CRT request a landscaping condition to ensure that the site remains well screened.

CRT has no objections subject to the imposition of a number of conditions on Landscaping, Drainage and Lighting.

NATURAL ENGLAND:

Natural England has no comments to make on this application.

Internal Consultees

HIGHWAY ENGINEER:

The proposed development will install a mezzanine floor to provide 4350sqm of additional floorspace. Ancillary structures and a car wash will also be provided.

The site's principle building has consent for B2/B8 uses, comprising of some 3,500sqm of floorspace

The site has a poor PTAL rating of 1. As such, employees would be more reliant on car use. Up to 110 staff are proposed to be employed on site in total. A Travel Plan will be implemented as part of the development, which includes a shuttle bus service between the site and Hayes and Harlington Station. A condition should be applied to avoid the shift changeover during traffic sensitive times, Mon to Sat 7:30am-9:30am and 4pm to 7pm.

The vehicle trip generation provided in the Transport Statement is flawed, because it is based on the ancillary offices being under office land use and the chosen sample sites are also not comparable e.g. City of London, Camden, Islington and so on. The chosen sample sites should have been supported with scattered plots to show the variability in the trip rates. Furthermore, generic trip generation for B2/B8 use class is not provided to ascertain if the traffic impact assessment is based on the worst case scenario.

The development has the potential to increase vehicle trips by 124%. The surrounding highway network including Bulls Bridge Roundabout and North Hyde Road/Station Road junction are already very congested; therefore any additional traffic will only increase congestion by joining the back of the

queue, unless the traffic impact is mitigated. A traffic impact assessment based on the revised trip generation would have identified any necessary mitigation works on the highway.

A LinSig model is submitted; however it cannot be considered reliable due to the absence of calibration and validation information. Furthermore, the model is based on trip generation which cannot be relied upon due to the reasons discussed above and it fails to refer to committed developments in the area, especially those which will impact upon the Bulls Bridge Roundabout and North Hyde Road. The analysis of the personal injury accident for a period of three years shows that there are a high number of accidents at the Bulls Bridge Roundabout. A more in depth review will be required as part of future developments to address this issue.

Notwithstanding the aforementioned deficiencies in the Transport Assessment, from a practical viewpoint, the proposed development would result in additional traffic impact on the surrounding highway network, which is already very saturated. A financial contribution of £25k-£30k should therefore be secured towards any future transport studies and/or improvements to the surrounding highway network. A condition should also be attached to ensure the parking, structures and car wash on site is ancillary to the use of unit A. A swept path analysis should be provided for a 16.5m long articulated lorry with 300m margin for error.

Subject to the above issues being satisfactorily resolved/covered in any permission, there is no objection raised on the proposals from the highways viewpoint.

Officer note:

The applicant has agreed to the principle of funding being secured via a s106 allow for mitigation works to be undertaken to ease congestion and highways issues in the local area. In addition restrictive conditions are imposed to limit the highways activity of the proposed operation. A swept path analysis has been provided detailing the largest delivery vehicle the applicant states that they use.

WATER AND FLOOD MANAGEMENT OFFICER:

The applicant has confirmed that an onsite drainage survey has enabled an existing Site Drainage Plan to be produced which details how the current car park and surrounds drains.

Following some investigative works the applicant has found a schematic which shows how both the foul and surface water drainage is picked up once it leaves the site. Both the foul and surface are picked up by strategic private sewers designed to cater for each of the development land parcels within the whole industrial development. The foul connects into the adopted Crane Valley Trunk sewer via private drains, whereas the surface is shown connecting into the "Yeading Brook" via an online storage tank. It has been confirmed that the site has a legal right to connect into these private sewers.

The applicant has also confirmed that the site already has a piped surface water system which connects to the private sewer within the main development area. The scheme that is proposed does not significantly alter the existing car park/service area associated with the existing building with only a few minor changes to the edge of the car parking area and the potential removal of a small landscape island to make efficient use of the overall space. The majority of the existing car park construction will be retained. Overall there will be a small reduction in the impermeable area that will drain to the existing piped system, therefore the applicant are not increasing flows or changing any characteristic of the surface water flows that leave the site.

The applicant has confirmed that the site and the overall private pipe network up to connection with main river or public sewer system is owned by Legal and General and therefore the applicant will

continue to enjoy the existing legal rights to use this system. A lease is currently being prepared which secures the right to use these service conduits and drains.

On the basis of the information submitted we may be able to consider a condition which requires the applicant to reduce run off in accordance with the NPPF and London Plan requirements.

No objections, subject to the imposition of appropriate conditions.

EPU (AIR QUALITY)

From discussions with Council's Highways Engineer, it is considered that the traffic data used in the report is likely to be underestimating the impact on local air quality, therefore although the impact in the air quality assessment is predicted as substantial at only one receptor, had the traffic data been correctly estimated the impact estimated could be substantial at all receptors.

Assuming the Low Emission Strategy, as suggested, is in place as per updated air quality addendum report (change of fleet to Euro 6 within a 48 months timescale) the impacts are predicted to be reduced to a negligible impact at all receptors. It should be noted that this is still an increase in an area already above the EU limit value.

Any increase in pollution in an area already above the limit value requires mitigation. I note, should the planning department consider giving approval, there is a suggested condition for a requirement to renew all vehicles accessing the site to Euro 6/V1 over a 4 year period with an obligation to update as standards are released onto the market. Consideration should also be given to include a cap on vehicle movement numbers within the condition.

The current public information on the failure of Euro 6 diesel vehicles to deliver the actual reductions predicted also needs to be taken into account. The predicted reductions in emissions associated with Euro 6 vehicles has the potential to be over-estimated therefore further mitigation may be required.

As the emissions are potentially underestimated and the mitigation measures suggested may be over-optimistic in terms of their actual reductions, wider mitigation measures may also be needed. I have suggested below measures which could be explored, these would need to be quantified in terms of their emission reductions:

- a) Traffic management scheme and supporting infrastructure in the surrounding area - as the area is already heavily congested the impact from the site does not arise solely from the emissions of each site vehicle, the increases in vehicle numbers may also cause congestion further along North Hyde Road and surrounding roads which are residential in nature;
- b) Contribution towards the use of cleaner buses along North Hyde Road - this will help reduce the emissions in the area and is a measures which can be quantified to assess whether this offsets the increases as predicted;
- c) Consideration to be given as to how the use of green infrastructure could be used to protect the existing residents in close proximity to the site;
- d) Contribution to the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time.

No objections, subject to the imposition of appropriate conditions.

Officer note:

The contribution to a traffic management scheme (point a) will be addressed via the contribution agreed via the Highways Officer's request to secure mitigation to mitigate the congestion locally. There is not a current, or planned, project to secure greener buses (point b) and therefore is it not possible to secure a contribution towards this. The site is already dominated by hardstanding and therefore there is little scope to introduce green infrastructure (point c). The requirement for a contribution towards the monitoring station has been included in the head of terms (point d).

EPU (LAND CONTAMINATION)

The Consultant does not propose soil or water remediation, however recommendations include the investigation of soils where there are ground works, shallow water monitoring and the preservation of the installed gas protection measures. It is considered that the Council would require the outcome of these works and a verification report and a standard contaminated land condition is recommended with testing of any landscaped areas.

No objections, subject to a recommended contaminated land condition.

EPU (NOISE)

There are no objections as regards noise issues as the premises is located within an industrial estate and the nearest sensitive receptor is at least 265m away in staycity apartments near Hayes & Harlington station. An acoustic statement for the site has also been submitted that looked at various noise sources. The operational noise from the site is to be designed to be 5dB below the background noise and this is consistent with Council policy for commercial/industrial noise.

No objections, subject to a recommended informative on working hours.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF sets out the Core Planning Principles which should underpin both plan-making and decision-taking. This includes proactively driving and supporting sustainable economic development and supporting the transition to a low carbon future, and encouraging the reuse of existing resources. The Government also encourages the effective use of land by utilising brownfield land.

With regard to delivering sustainable development, paragraph 21 states that investment in business should not be over burdened by the combined requirements of planning policy expectations. In addition, paragraph 22 goes on to state that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

Chapter 4 on promoting sustainable transport states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 32 sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

In terms of Local Planning Policy the site is located within a designated Industrial and Business Area (IBA) and Policies LE1 and LE2 of the Hillingdon local Plan Plan (September 2007) seek to retain land within these areas for B1, B2, B8 and appropriate sui generis

uses.

The proposed use of the existing industrial building for the repair, maintenance, replacement and storage of vehicles (B2/B8) owned by Addison Lee, a private hire vehicle company coupled with the ancillary car wash and office facilities are considered to fall within the uses permitted by Policy LE2 of the Hillingdon Local Plan.

In light of the above mentioned considerations, no objections are raised to the principle of the development.

7.02 Density of the proposed development

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

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

The site is not located in conservation area and contains no listed buildings.

7.04 Airport safeguarding

The proposals do not result in any airport safeguarding issues.

7.05 Impact on the green belt

The site is not located in or near the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE4 requires any new development within or on the fringes of a Conservation Area to preserve or enhance those features that contribute to its special architectural and visual qualities, and to make a positive contribution to the character or appearance of the conservation area.

Whilst the site itself does not fall within a conservation area, the southern boundary of the site adjoins the Paddington Branch of the Grand Union Canal. To the south of the Canal is the Botwell Nestles Conservation Area, which encompasses the Nestle Factory. This site lies within an industrial area, and indeed the character of this part of the canal is very much linked with its industrial past.

The proposals are generally limited to internal changes and the demolition of existing ancillary structures together with the provision of new ancillary structures, which are small and generally inconspicuous. Furthermore, it is considered that existing vegetation along the southern boundary of the site screens the proposed low level external structures when viewed from the adjoining Nestle Factory.

Therefore the proposed development is not considered to have an impact on the character or appearance of the Nestle Conservation Area to the South.

7.08 Impact on neighbours

There are no nearby residential properties that would be affected by the proposed development.

7.09 Living conditions for future occupiers

The development is commercial in nature and therefore this is not relevant.

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 Council's Highway Engineer and TFL advise that the vehicle trip generation provided in the Transport Statement is underestimated, because it is based on the ancillary offices being compared to standalone office developments and the chosen comparator sample sites are also not comparable to the subject site. The chosen sample sites should have been supported with scattered plots to show the variability in the trip rates. Furthermore, generic trip generation for B2/B8 use class is not provided to ascertain if the traffic impact assessment is based on the worst case scenario.

The development has the potential (if not managed) to significantly increase vehicle trips. The surrounding highway network including Bulls Bridge Roundabout and North Hyde Road/Station Road junction are already very congested; therefore any additional traffic will only increase congestion unless the traffic impact is mitigated. A traffic impact assessment based on the revised trip generation would have identified any necessary mitigations works on the highway.

The applicant highlights that the building is to remain in B2/B8 use and therefore that the Council should give weight to the fact that an alternative operator could use the premises for a B2/B8 purposes without planning consent from the Council. It is the installation of the proposed mezzanine levels that significantly increases the floorspace within the building and therefore the potential impacts.

The applicant has agreed to the principle of accepting conditions relating to the management of their operations to minimise the impact such as details of shift changeovers and arrival and departure times of visiting vehicles for service and repair. The management of the proposed operation on the site and the nature of the proposed use is material in assessing the likely impact on the local highway network. The nature of the proposed use together with the controls on the manner the applicant is to use the building will, in combination, help to minimise increase traffic and congestion.

The applicant is contractually obliged to remove the mezzanine floors from the building when they vacate the premises. It is considered that the condition to secure this removal of the mezzanines once the applicant's use has ended, would be positive as it would prevent a new user coming into the building with a different operation that could impact on the highway network.

In addition to on-site controls, there also needs to be mitigation provided to offset the impacts of the development on the local highway network. The Highways engineer has highlighted that a proportionate level of contribution towards this would be £30,000. It is therefore recommended that before development is commenced, a revised addendum or supplementary section to the Transport Assessment is submitted to and approved in writing by the LPA and TFL. This would be secured via a S106 Agreement. Any mitigation identified as necessary within this addendum to the Transport Assessment would be secured following review of the revised assessment.

As regards car parking standards, the London Plan standard requires employment use development in Outer London to provide 1 parking space per 100sqm - 600sqm of floor space. This standard would generate a requirement of up to 79 spaces for the 7,850sqm total floorspace for the proposed development. It is noted that the applicant is proposing minor alterations to the layout of the existing car parking spaces on this site and the proposed parking arrangement will allow for the provision of 96 parking spaces within the site. It is thus considered that ample parking spaces will be retained on site.

As regards cycle parking provision, the London Plan standard requires employment use development in Outer London to provide 1 cycle parking space per 1000sqm of floor space. This standard would generate a requirement for 8 cycle parking spaces within the site. Following consultation with TFL, the applicant has included cycle storage for 10 cycles within the site and this is considered to satisfy the minimum requirements set out in the London Plan. Although the increased provision is still nominally deficient in terms of the short stay space to satisfy London Plan standards of 12 short stay spaces, the shortfall is minimal and the implementation of the Travel Plan would identify if additional visitor cycle spaces were needed in the longer term.

On this basis, the proposal is considered to comply with Policies AM2, AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Design and access issues raised by the proposals have been considered within other relevant sections of the officer's report.

7.12 Disabled access

Minimal information has been provided in the application with regard to access for people with disabilities. It is however considered that the site could be made accessible, and it is recommended that a condition ensuring details of how the scheme is accessible are submitted for approval be placed on any grant of planning permission.

A requirement for details to be submitted and agreed for disabled car parking provision, as requested by TFL, is also proposed to be secured via a planning condition.

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 (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 (2015) stated that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The development will be required (principally for air quality reasons) to secure a Low Emission Strategy which will also help to reduce carbon dioxide emissions.

7.17 Flooding or Drainage Issues

The NPPF at paragraph 103 advises that planning applications should ensure flood risk is not increased elsewhere. Policy 5.12 of the London Plan (March 2015) seeks to manage flood risk associated with development and Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding due to surface water

A Drainage Plan has been submitted as part of the original application documents. The Council's Flood and Water Management Officer has reviewed the report and it was considered that insufficient information had been provided in respect of the existing surface and foul water drainage arrangements on the site.

Further information has subsequently been provided to the Council and the applicant has confirmed that an onsite drainage survey has enabled an existing Site Drainage Plan to be produced which details how the current car park and surrounds drains. Following some investigative works the applicant has found a schematic which shows how both the foul and surface water drainage is picked up once it leaves the site. Both the foul and surface are picked up by strategic private sewers designed to cater for each of the development land parcels within the whole industrial development. The foul connects into the adopted Crane Valley Trunk sewer via private drains, whereas the surface is shown connecting into the "Yeading Brook" via an online storage tank. It has been confirmed that the site has a legal right to connect into these private sewers.

The applicant has also subsequently confirmed that the site already has a piped surface water system which connects to the private sewer within the main development area. The scheme that is proposed does not significantly alter the existing car park/service area associated with the existing building with only a few minor changes to the edge of the car parking area and the potential removal of a small landscape island to make efficient use of the overall space. The majority of the existing car park construction will be retained. Overall there will be a small reduction in the impermeable area that will drain to the existing piped system, therefore the applicant are not increasing flows or changing any characteristic of the surface water flows that leave the site.

Having due regard for all supplementary information that has been submitted to the Council, it is considered that the proposed use of the site, with only minor alterations to the existing infrastructure on the site that include the provision of portable cabins and a car wash facility, can be incorporated into the existing surface and foul water drainage systems without compromising the existing drainage system in the area.

A requirement for the submission of comprehensive details of a sustainable water management scheme for both surface and ground waters forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

NOISE ISSUES:

A Noise Assessment Report has been submitted by the applicant. The Council's Environmental Protection Unit has reviewed the submission and raises no objections subject to conditions ensuring mitigation measures outlined in the Noise Assessment are carried out.

Subject to these conditions, 24 hour use will not have unacceptable impacts on the amenity of residential occupiers.

AIR QUALITY ISSUES

It is considered that the Transport Assessment submitted as part of this application is likely to be underestimating the impact on local air quality, therefore although the impact in the air quality assessment is predicted as substantial at only one receptor, had the traffic data been correctly estimated the impact estimated could be substantial at all receptors.

Assuming the Low Emission Strategy, as suggested, is in place as per updated air quality addendum report (change of fleet to Euro 6 within a 48 months timescale) the impacts are predicted to be reduced to a negligible impact at all receptors. Notwithstanding, any increase in pollution in an area already above the limit value requires mitigation.

The officer considers that there is a suggested requirement to renew all vehicles accessing the site to Euro 6/V1 over a 4 year period with an obligation to update as standards are released onto the market.

As the emissions are potentially underestimated and the mitigation measures suggested may be over-optimistic in terms of their actual reductions, the officer considers that wider mitigation measures are also needed.

A condition requiring the submission of a revised Transport Assessment forms part of the officers recommendation and a contribution to the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time will also be sought by way of S106 obligation.

7.19 Comments on Public Consultations

No comments have been received from the public on this application.

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. Transport: A revised addendum or supplementary section Transport Assessment to be submitted to and approved in writing by the LPA and TFL. Any mitigation identified as necessary within the Transport Assessment would be secured following review of the revised assessment. A cap of £30,000 shall be applied to any agreed mitigation measures;
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: An air quality strategy to be secured that includes a Low Emission fleet management plan. In addition a financial contribution to be provided for the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time;
4. Travel Plan: to include £20,000 Bond;
5. Drainage: Submission of a detailed surface and groundwater strategy; and
6. 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

No enforcement issues are raised by this application.

7.22 Other Issues

LAND CONTAMINATION:

The Consultant does not propose soil or water remediation, however recommendations include the investigation of soils where there are ground works, shallow water monitoring and the preservation of the installed gas protection measures. It is considered that the Council would require the outcome of these works and a verification report and a standard contaminated land condition is recommended with testing of any landscaped areas.

The officer advises that the proposal is acceptable, subject to a condition which forms part of the officer's recommendation.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

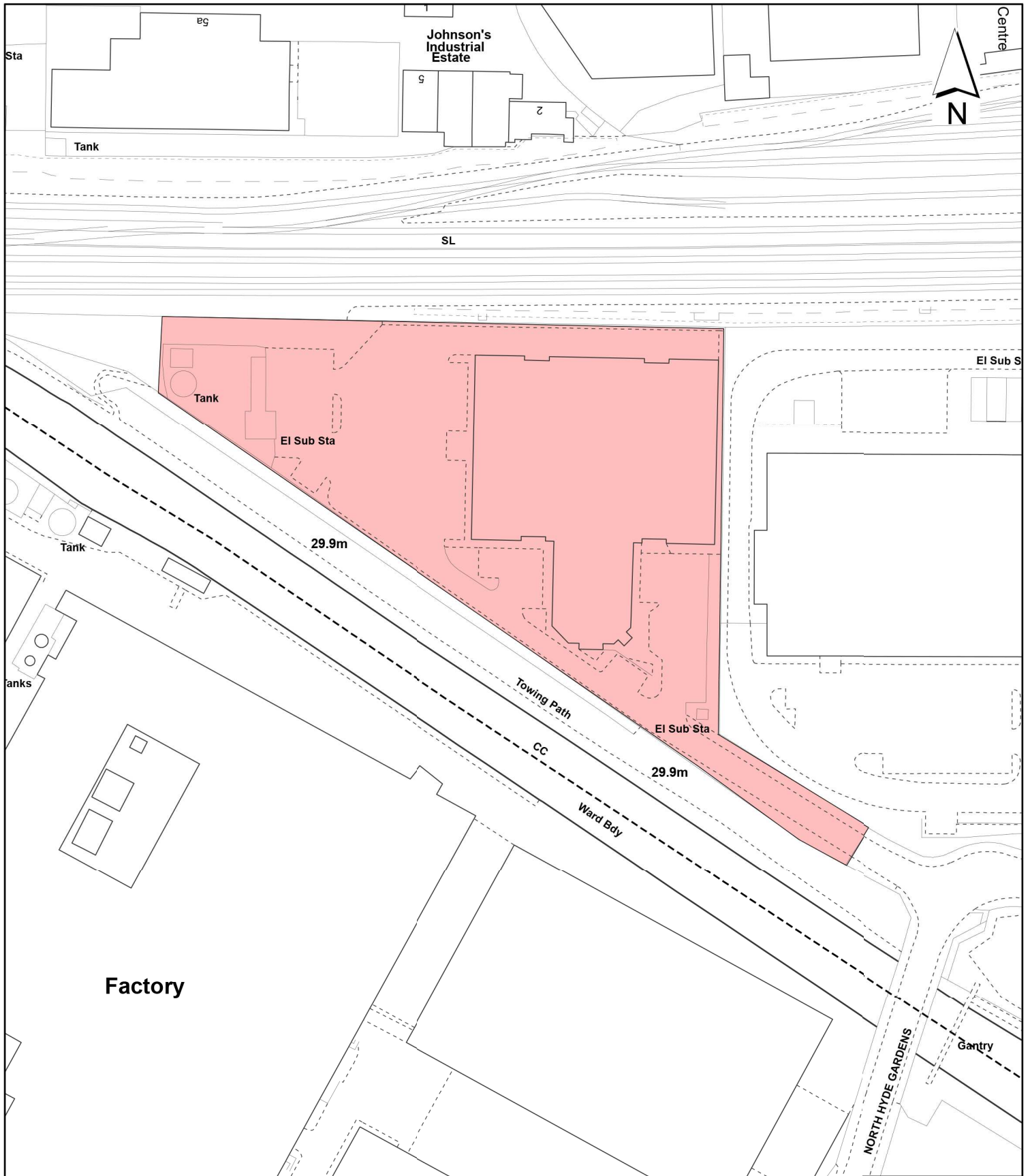
This scheme would provide a viable B2/B8 use within a vacant industrial site that is located within a designated existing Industrial and Business Area. The use of the site for the repair, maintenance and replacement of vehicles owned by the applicant company and for the storage of vehicles associated with that operation would provide potential for employment growth in the area. Having considered all planning issues, the scheme is considered acceptable subject to the imposition of appropriate conditions.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Unit A, Bulls Bridge Centre
 North Hyde Gardens
 Hayes**

Planning Application Ref:

13226/APP/2015/4623

Scale:

1:1,250

Planning Committee:

Major

Date:

May 2016

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

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



HILLINGDON
 LONDON

Agenda Item 9

Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 4 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site)

LBH Ref Nos: 585/APP/2016/1018

Drawing Nos: Tree Protection Strategy 2618-TS-01 P1
Detailed Planting Plan 2618-PP-01 P1
Detailed Planting Plan 2618-PP-02 P1
Landscape General Arrangement 2618-LA-01 P
Engineering Appraisal Long Sections 151573 SK003 I
Tracking and Visibility 151573 SK004 E
Proposed Drainage Strategy 151573 SK001 I
Engineering Appraisal 151573 SK002 E
Housetypes Plans and Elevations 01 22067 P(0)_030 Rev I
Housetypes Plans and Elevations 02 22067 P(0)_031 Rev I
Housetypes Plans and Elevations 03 22067 P(0)_032 Rev I
Housetypes Plans and Elevations 04 22067 P(0)_033 Rev I
Housetypes Plans and Elevations 05 22067 P(0)_034 Rev I
Apartment UA Floor Plans 22067 P(0)_041
Apartment UA Elevations and Sections 22067 P(0)_041 Rev I
Apartment UB Floor Plans 22067 P(0)_041
Apartment UB Elevations and Sections 22067 P(0)_046 Rev I
Site Sections A - D 22067 P(0)_051
Site Location Plan 22067 P(0)_001
Site Boundary Existing Levels 22067 P(0)_001
Illustrative Site Plan 22067 P(0)_011
Site Plan Ground Floor Context 22067 P(0)_011 Rev I
Site Plan Building Heights Ground Floor Plan 22067 P(0)_012 Rev I
Roof Plan 22067 P(0)_013
Boundary Treatment 22067 P(0)_021
Housetypes Location Plan 22067 P(0)_021
Parking Strategy 22067 P(0)_021
Affordable Provision 22067 P(0)_021
Street Elevations 1 of 3 22067 P(0)_060 Rev I
Street Elevations 2 of 3 22067 P(0)_061 Rev I
Street Elevations 3 of 3 22067 P(0)_062 Rev I
3D Street Views Sheet 1 22067 P(0)_071
3D Street Views Sheet 2 22067 P(0)_071
3D Aerial Views 22067 P(0)_071
Materials Schedule 22067 R02_160309 Rev I
Accommodation Schedule 22067 YO_16030
Elevation Strategy 22067 P(0)_025 Rev I
Tree Survey 2618-TS-02 P1

Date Plans Received: 10/03/2016

Date(s) of Amendment(s):

**Major Applications Planning Committee - 31st May 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

Date Application Valid: 16/03/2016

1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for Phase 4 of the St Andrew's Park development.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 4, an area of land located centrally within the site. The site is bounded by Phase 3A and the 'pocket park' to the south, the spine road and future Phase 3C to west and the new district park to the north and east.

The proposed scheme would provide 85 residential units (41 flats and 44 houses). Individual gardens would be provided to the houses and the flats would be provided with private and communal external amenity spaces and 135 parking spaces for residents and visitors.

The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

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

Site Location Plan 22067 P(0)_001

Site Boundary Existing Levels 22067 P(0)_002

Illustrative Site Plan 22067 P(0)_010

Site Plan Ground Floor Context 22067 P(0)_011 Rev B

Site Plan Building Heights Ground Floor Plan 22067 P(0)_012 Rev B

Roof Plan 22067 P(0)_013

Boundary Treatment 22067 P(0)_020

Housetypes Location Plan 22067 P(0)_021

Parking Strategy 22067 P(0)_022

Affordable Provision 22067 P(0)_023

Housetypes Plans and Elevations 01 22067 P(0)_030 Rev B

Housetypes Plans and Elevations 02 22067 P(0)_031 Rev B
Housetypes Plans and Elevations 03 22067 P(0)_032 Rev B
Housetypes Plans and Elevations 04 22067 P(0)_033 Rev B
Housetypes Plans and Elevations 05 22067 P(0)_034 Rev B
Apartment UA Floor Plans 22067 P(0)_040
Apartment UA Elevations and Sections 22067 P(0)_041 Rev B
Apartment UB Floor Plans 22067 P(0)_045
Apartment UB Elevations and Sections 22067 P(0)_046 Rev B
Site Sections A - D 22067 P(0)_050
Street Elevations 1 of 3 22067 P(0)_060 Rev A
Street Elevations 2 of 3 22067 P(0)_061 Rev A
Street Elevations 3 of 3 22067 P(0)_062 Rev A
3D Street Views Sheet 1 22067 P(0)_070
3D Street Views Sheet 2 22067 P(0)_071
3D Aerial Views 22067 P(0)_072
Materials Schedule 22067 R02_160309 Rev A
Accommodation Schedule 22067 YO_160309
Elevation Strategy 22067 P(0)_025 Rev A
Tree Survey 2618-TS-02 P1
Tree Protection Strategy 2618-TS-01 P1
Detailed Planting Plan 2618-PP-01 P1
Detailed Planting Plan 2618-PP-02 P1
Landscape General Arrangement 2618-LA-01 P1
Engineering Appraisal Long Sections 151573 SK003 B
Tracking and Visibility 151573 SK004 E
Proposed Drainage Strategy 151573 SK001 H
Engineering Appraisal 151573 SK002 E
Amenity Space 22067 P(0)_024;

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

REASON

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

2 COM5 General compliance with supporting documentation

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

Planning Statement (SMH/UXB/RM/1)
Design and Access Statement (SMH/UXB/RM/2)
Transport Statement (SMH/UXB/RM/4)
Landscape Specification (SMH/UXB/RM/5)
Landscape Maintenance Specification (SMH/UXB/RM/6)
Tree Protection Method Statement (SMH/UXB/RM/7)

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures Siting of noise-sensitive developments

OE5	
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.13	(2015) Sustainable drainage
LPP 5.12	(2015) Flood risk management
LPP 6.1	(2015) Strategic Approach
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils

Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

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>).

5

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site (Phase 4) forms part of St Andrews Park (the former RAF Uxbridge Site). Phase 4 is an area of land located centrally within the site. The site is bounded by Phase 3A and the 'pocket park' to the south, the spine road and future Phase 3C to west and the new district park to the north and east. There is a former rifle range structure to the west of the site within the new district park. Land to the north of the site within the district part is designated as green belt.

The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The current Phase 4 application provides residential accommodation in a single parcel of land. The scheme is contemporary in design and is in accordance with the approved masterplan for the site and recent pre-application proposals, with a crescent-shaped housing layout facing the district park, behind which are infill houses sharing an access road with phase 3A to the south.

The scheme comprises of a total of 85 units, including 41 flats and 44 houses:

- apartments providing 1 bed and 2 bed flats
- maisonettes providing 1 bed and 2 bed units
- houses providing 3 bed and 4 bed accommodation

The scheme also includes associated car parking, cycles and refuse storage. The scheme has 10% affordable housing, comprising of shared ownership and affordable rent which equates to 9 units. The affordable provision is distributed throughout the site in groups of no

more than three adjacent dwellings and has a mix of different house types. The overall level of affordable housing to be provided is slightly lower than that required in the S106 Agreement, however 15% will be provided between this phase, Phase 5 (south) and the town centre extension.

Vehicle Parking is allocated as:

For 1 & 2 bedroom apartments - 1 parking space per dwelling

For 3 bedroom house - 2 parking spaces per dwelling

For 4 bedroom house 2 parking spaces per dwelling

The provision includes 6 on street visitor parking spaces. Visitor spaces will be clearly marked as such.

All houses will have lockable cycle storage in a garden shed. The three and four bed houses will have 2 cycle spaces each. One bed apartments will have 1 cycle space, 2 bed apartments will have 2 spaces. A further 10 visitor cycle parking spaces are indicated in line with Hillingdon requirements for a minimum of 8.5 spaces.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;
- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sqm Class D1/2

use (no building works proposed);

g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

An application for a non-material amendment to vary the Phasing Plan was approved in January 2015 (Application Ref. 585/APP/2014/4023). This has enabled this phase to be brought forward in the construction programme. A separate application for a non-material amendment (Application Ref. 585/APP/2016/555) to amend the maximum storey heights in Phase 4 was approved in February 2016. The proposals are in accordance with these parameters.

Various applications for Reserved Matters relating to Phases 1, 2 and 3 have since been submitted and development has commenced on site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

London Plan (March 2015)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.EM11 (2012) Sustainable Waste Management

PT1.H1 (2012) Housing Growth

PT1.H2 (2012) Affordable Housing

PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

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

AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies)

facilities

- LPP 3.7 (2015) Large residential developments
- LPP 3.8 (2015) Housing Choice
- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 3.10 (2015) Definition of affordable housing
- LPP 3.11 (2015) Affordable housing targets
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.7 (2015) Renewable energy
- LPP 5.10 (2015) Urban Greening
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.12 (2015) Flood risk management
- LPP 6.1 (2015) Strategic Approach
- LPP 6.7 (2015) Better Streets and Surface Transport
- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 8.1 (2015) Implementation
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th April 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW AIRPORT LIMITED (HAL)

HAL have now assessed the Reserved matters (appearance, landscaping, layout & scale) against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed

development.

However, we would like to make the following observations:

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&safety/safeguarding.htm)).

Case Officer's comments:

This advice has been added as an informative to the recommendation.

THAMES WATER

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

METROPOLITAN POLICE

No objections to this application.

Internal Consultees

LANDSCAPE ARCHITECT

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site. All existing / retained trees on the site are protected by legal agreement.

Landscape considerations:

- No trees or other landscape features of merit will be affected by the proposal. Existing trees in this area are immediately off-site and are currently protected by Heras fencing, in accordance with Allen Pyke's Tree Protection Method Statement and drawing No. 2618-TS-01 Rev P1.
- The site layout is in accordance with the approved masterplan for the site and recent pre-application proposals, with a crescent-shaped housing layout facing the Western District Park, behind which are infill houses sharing an access road with phase 3A to the south.
- Stride Treglown's drawing No. P(0)_020 clearly shows the various boundary treatments which will be used to provide appropriate levels of security and privacy for the properties. Boundaries will be defined by a range of heights and materials including timber fences, brick walls and railings.
- A Landscape General Arrangement Plan, ref. 2618-LA-01 Rev P1, by Allen Pyke Associates, provides a schedule of hard materials across the site.
- A Detailed Planting Plan, ref. 2618-PP-01 Rev P1, by Allen Pyke Associates, includes an attractive range of ornamental trees and shrubs throughout the site, both in the public realm and private gardens. This is supported by a Schedule of Plants and Horticultural Notes, drawing No. 2618-PP-02 Rev P1.
- Allen Pyke's documents, Landscape Specification and Landscape Maintenance Specification complete the package of landscape information.
- If the application is recommended for approval, the landscape proposals should be implemented in accordance with the submitted drawings.

Recommendations:

No objection, subject to the adherence to, and implementation of, the submitted landscape proposals

Case Officer's comments:

The relevant landscaping plans and documents are included within the application and are required to be adhered to under Conditions 1 and 2.

SECTION 106 OFFICER

Heads of Terms - None

ACCESS OFFICER

I have considered the detail of this planning application and deem there to be no accessibility issues raised.

SUSTAINABILITY OFFICER

No objections

FLOOD AND WATER MANAGEMENT

It appears that this proposal does not provide permeable paving on the roads as agreed, and does not control surface water prior to discharge in accordance with these catchment areas. Also water butts are proposed on all properties which are not shown here.

Case Officer's comments: The applicant has been informed of the Council's Flood and Water Management Officer's comments and is looking to resolve these issues. A plan has since been provided that shows the proposed location of water butts for each property (Site Plan Ground Floor Context 22067 P(0)_011 Rev A). There are existing conditions attached to the outline consent (reference 585/APP/2009/2752) which require details of drainage strategies to be agreed by the Council, and it is therefore considered that the above concerns can be resolved through the discharge of condition rather than through the current reserved matters application.

ENVIRONMENTAL PROTECTION UNIT (EPU)

No adverse comments

CONSERVATION AND DESIGN OFFICER

This proposal has been subject to very extensive pre-application discussion and the current design has evolved from this work. There are no objections to the layout of the scheme, or to the design, scale and massing of the new residential buildings. The only matters of concern are the agreement of external materials, as the key on the drawings is still rather vague on some of these matters.

No objections subject to the above.

Case Officer's comments:

Further details have been provided regarding the proposed materials (Materials Schedule 22067 R02_160309 Rev A), which the Council's Design Officer has reviewed and raised no objection to.

HIGHWAYS

135 car parking spaces are provided 41 (one each) allocated to the flats and 88 (two each) allocated to the houses which accord with parking standards. Six additional spaces are provided for visitors.

Cycle parking, one space for each one bedroom unit and two each for all others comply with Council standards. A total of 154 cycle spaces are provided located within secure designated cycle stores, garages or garden sheds. An additional 9 stands are provided for visitors.

Auto tracks for a 10.595m refuse vehicle have been provided and are acceptable.

Trip generation and its impact on the public highway network was established and approved under the outline consent.

No objections are raised on highway grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposal, including the proposed residential use on the site was considered and approved as part of the original outline consent (reference: 585/APP/2009/2752, dated 18th January 2012). The principle of the development is therefore deemed acceptable and in accordance with the outline consent.

7.02 Density of the proposed development

The accommodation schedule for the outline consent indicatively permitted the creation of 71 units (18 flats and 53 houses) across this portion of the site. The current application proposes the erection of 85 residential units (41 flats and 44 houses). This is a result of replacing traditional housing in the south east corner of the site with an apartment building. This was driven by the Applicant's desire to allow more dwellings to have a view over the District Park.

Whilst there is an increase in the number of residential units within this phase, there has been a shortfall in the delivery of residential units within phases 1 to 3, and therefore, the overall number of dwellings (1,340) as permitted by the outline planning permission will not be exceeded.

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

A condition was attached to the outline consent (reference 585/APP/2009/2752, dated 18th January 2012) requesting an appropriate archaeological survey to be undertaken. A Written Scheme of Investigation for the Archaeological Evaluation was submitted and reviewed by the Conservation and Urban Design Officer and English Heritage who were satisfied the proposal would meet the required programme of archaeological work. The condition was therefore discharged under application reference: 585/APP/2012/2163 (dated 25/09/15). In accordance with the outline consent, the proposals are not considered to impact on listed and locally listed building within the wider site. There are no conservation areas within the vicinity of the site.

7.04 Airport safeguarding

The proposed use and general scale of development were considered and approved under the original outline application. NATS and Heathrow Airport Ltd have been consulted on the current proposals and have raised no objections.

7.05 Impact on the green belt

The application site (Phase 4) is located adjacent to the new district park. The district park land to the north of the site is within the green belt and therefore the relationship between the proposals and the district park have been an important part of the discussions in the design evolution of these proposals throughout the pre-application process. The masterplan for the wider RAF Uxbridge/St Andrew's site has always proposed a strong crescent feature in this location which has been incorporated into the proposals. The current scheme is considered to have a positive relationship with the park and green belt and the architectural approach is supported.

The Council's Design Officer and Landscape Architect have been involved throughout the pre-application process and have raised no objections to the proposals.

As such the impact of the development on the green belt is considered to be acceptable.

7.07 Impact on the character & appearance of the area

The Design Code approved as part of the outline consent for the redevelopment of St Andrews Park split the southern section of the wider application site into three main sections, the Southern Primary Street (Spine Road) and the Western and Eastern residential streets.

The approved parameter plan (under application reference 585/APP/2016/555) approved the creation of dwellings between two and a half and three and a half storeys within Phase 4, which has been adhered to in the current reserved matters application. The proposed development consists generally of two and a half and three storey properties with a number of three and a half storeys properties in appropriate locations to create focal buildings and visual interest along street scenes, such as the crescent. The scale is considered appropriate for this location, and is in accordance with the parameters established at the outline planning application stage.

The proposed dwellings in the residential streets are proposed to be short terraces and semi-detached dwellings. The design of the dwellings are contemporary and effective, with features such as bay windows and entrance canopies used to provide variance between the appearance of the buildings.

The Council's Conservation and Design Team have been involved with pre-application discussions on the site and have been consulted on the proposals. They have raised no objections to the design of this phase and are in agreement with the materials proposed.

Overall the proposal is considered to be well designed which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

DAYLIGHT AND SUNLIGHT

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires blank gable elevations of new dwellings to be sighted 15 metres from habitable room windows of neighbouring dwellings, to ensure sufficient sunlight and daylight is received.

All of the houses and flat blocks would be located so that no elevation of any new dwelling would be within 15 metres of a habitable room window of any proposed building. Therefore, the proposed development would ensure sufficient sunlight and daylight is provided into each dwelling, in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

OVERLOOKING

The Hillingdon Design and Accessibility Statement Residential Layout (HDAS) requires windows within new dwellings to be set 21 metres from habitable room windows of neighbouring dwellings, to ensure no significant loss of privacy would occur. All of the dwellings contained within the phase would have a distance separation of at least 21 metres between habitable room windows.

The proposed dwellings would provide the 21 metre distance separation in accordance with HDAS Residential Layouts. Therefore, the application is considered to comply with Policy BE24 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 85 units within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2015) and the national technical housing standards, 2015. Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

EXTERNAL AMENITY SPACE

The St Andrews Park site has a number of significant constraints on the land including providing sufficient parking spaces, complying with the London Plan floor spaces standards and providing a successful built environment which will attract new home owners. Whilst all of the houses proposed will have external amenity space, it is considered that providing some units with an under-provision of external amenity would assist in providing a higher number of residential units at the site, without significantly compromising on living standards for future occupiers. The application site is directly adjacent to the large new district park and further benefits from the pocket park to the south. Therefore, the under provision of external amenity space for a number of smaller non-family units is considered acceptable in this instance and a similar situation has been approved on earlier phases.

Therefore, the proposed units are considered to be provided with sufficient outdoor amenity space for the occupiers of the units, in accordance with Policy BE23 of the Hillingdon Local Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

135 car parking spaces are provided 41 (one each) allocated to the flats and 88 (two each) allocated to the houses which accord with parking standards. Six additional spaces are provided for visitors.

Cycle parking, one space for each one bedroom unit and two each for all others comply with Council standards. A total of 154 cycle spaces are provided located within secure designated cycle stores, garages or garden sheds. An additional 9 stands are provided for visitors. Auto tracks for a 10.595m refuse vehicle have been provided and are acceptable.

Trip generation and its impact on the public highway network was established and approved under the outline consent. The Council's Highway Engineer has reviewed the proposals and raised no objections on highway grounds. The scheme is deemed to be in accordance with the adopted Car Parking Standards and Policy AM14 of the Hillingdon Local Plan.

7.11 Urban design, access and security

SECURITY

The proposed development was reviewed by the Metropolitan Police Secure by Design Officer at outline stage and at the current reserved matters stage and the development is considered to adhere to the principals of Secure by Design and no objections have been raised.

In addition Condition 31 of the outline planning permission requires full details of security measures to achieve the Secured by Design accreditation to be submitted prior to commencement of the phase.

7.12 Disabled access

All of the proposed units would be built in accordance with the building regulation minimum standards and have been designed to Lifetime Homes standards. In addition 10% of the dwellings across the Reserved Matters phase would be wheelchair accessible in

accordance with the requirements of the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 3.8 of the London Plan.

The Council's Access Officer has raised no objections to the proposals.

It is considered the dwellings within the development are in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

The S106 which supported the original outline consent required a provision of 15% of the residential units across the site to be affordable. The scheme has 10% affordable housing, comprising of shared ownership and affordable rent which equates to 9 units. The affordable provision is distributed throughout the site in groups of no more than three adjacent dwellings and has a mix of different house types.

The level of affordable housing to be provided in this phase is slightly lower than the 15% required in the S106 Agreement. However as 15% is a fixed requirement across the St Andrew's Park site it will be possible to secure a higher level of affordable housing provision across Phase 5 (south) and the town centre extension.

7.14 Trees, landscaping and Ecology

It is considered that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the outline application.

The Council's landscape Architect has reviewed the proposals and raised no objection to the development.

The overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The proposed development would create a bin storage point within the curtilage of each house and within the apartment blocks for the storage of waste and recycling during the week. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements.

The Waste Officer has raised no objection to the proposals. The location of the bin storage areas is considered to have an acceptable impact on the streetscene. Likewise the bin storage structure for the apartment blocks is deemed appropriately located.

Condition 30 of the original outline consent (ref: 585/APP/2009/2752) requires details of waste storage and provision to be provided for approval by the Council prior to occupation of the Phase.

7.16 Renewable energy / Sustainability

In support of the application the applicant will submit details to discharge Condition 51 of the outline consent (ref: 585/APP/2009/2752) which requires all of the dwellings to be built to Code for Sustainable Homes Level 4. The Council's Sustainability Officer has reviewed the proposals and raised no objections.

As such the proposal is deemed to be in accordance with Policy 5.2 of the London Plan.

7.17 Flooding or Drainage Issues

The developer of St Andrews Park has submitted an overarching drainage strategy for the whole of the St Andrews Park development. This overarching strategy contained a maximum flow rate for surface water drainage for each catchment of the development.

Each dwelling has been provided with a water butt to collect rainwater as required by the site wide SUDS strategy (Site Plan Ground Floor Context 22067 P(0)_011 Rev A). The Council's Flood and Water Management Officer has reviewed the proposals and commented that the scheme does not provide permeable paving on the roads as agreed, and does not control surface water prior to discharge in accordance with the approved catchment areas.

There are existing conditions attached to the outline consent (reference 585/APP/2009/2752) which require details of drainage strategies to be agreed by the Council, it is therefore considered that the above concerns can be resolved through the discharge of the relevant conditions rather than through the current reserved matters application.

Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan.

7.18 Noise or Air Quality Issues

NOISE

The noise assessment provided as part of the outline consent raised no issues with regard to noise and EPU have raised no objections to the proposals

AIR QUALITY

The air quality report provided as part of the outline consent raised no issues with regard to Air Quality and EPU have raised no objections to the proposals.

7.19 Comments on Public Consultations

No responses were received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the outline planning permission (ref: 585/APP/2009/2752).

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

Members should also ensure that their involvement in the determination of planning

applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application site forms part of St Andrews Park (the former RAF Uxbridge Site) which is currently under construction, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. The Reserved Matters application relates to Phase 4, an area of land located centrally with the site. The site is bounded by Phase 3A and the 'pocket park' to the south, the spine road and future Phase 3C to west and the new district park to the north and west.

The proposed scheme would provide 85 residential units (41 flats and 44 houses). Individual

gardens would be provided to the houses and the flats would be provided with private and communal external amenity spaces and 135 parking spaces for residents and visitors.

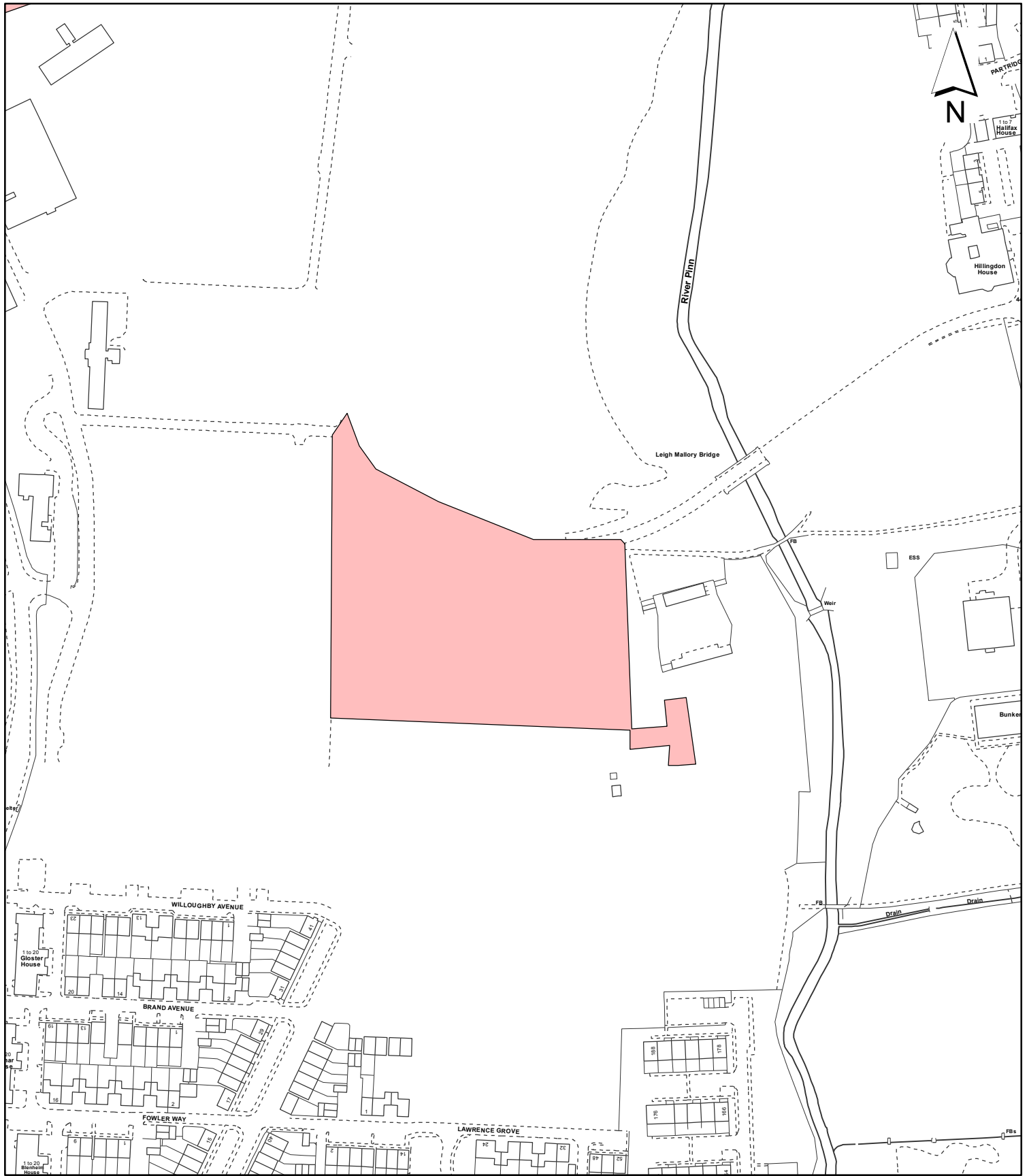
The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**St Andrews Park
 Hillingdon Road
 Uxbridge**

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

Planning Application Ref:

585/APP/2016/1018

Scale:

1:2,500

Planning Committee:

Major

Date:

May 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 21 HIGH STREET YIEWSLEY

Development: Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) for the subdivision of approved Unit 51 to create two studio units together with the extension of the floorplate at Unit 51 only.

LBH Ref Nos: 26628/APP/2016/462

Drawing Nos: Planning Statement
5377/30/03 NMA04 Rev P1 Canal Side Elevation
5377/11/07 NMA 04 Rev P1 Roof Plan
5377/P/403 Rev P1 Proposed Plans Level 4
5377/30/02 NMA04 Rev P1 Union Wharf Elevation
5377/P/401 Rev P1 Proposed Plans Levels 1-3
5377/P/203 Rev P1 Proposed Plans Level 0 Plan
5377/11/05 NMA 04 Rev P1 Level 5 Plan
5377/30/00 NMA04 Rev P1 High Street Elevation
5377/30/01 NMA04 Rev P1 Bentnick Road Elevation
Location Plan

Date Plans Received: 05/02/2016

Date(s) of Amendment(s):

Date Application Valid: 05/02/2016

1. SUMMARY

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for the subdivision of approved two-bed unit (Unit 51) to create two studio units together with the extension of the floorplate at Unit 51 only.

The extension and subdivision of Unit 51 to create an additional unit is considered to be acceptable in principle and would not cause harm to the character and appearance of the building, the street scene or the surrounding area. The proposal would also not cause harm to residential amenity with adequate levels of internal floor space and external amenity space.

The proposed scheme complies with Policies BE13, BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan

(2015). The application is therefore recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the relevant conditions set out below:

A)(1) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

a) A Deed of Variation to the previously secured legal agreement under planning ref: 26628/APP/2014/675. This legal agreement previously secured:

i. Affordable Housing: that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.

ii. Education: a contribution in the sum of £123,825.00 is sought.

iii. Health: a contribution in the sum of £16,622.00 (£216.67 x 76.72) is sought.

iv. Libraries: a contribution in the sum of £1,762.00 is sought.

v. Public Realm/Town Centre: a contribution in the sum of £10,000 is sought.

vi. Canalside improvements: a contribution in the sum of £20,000.00 is sought.

vii. Air Quality: a contribution in the sum of £25,000 is sought.

viii. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost number of units/160 x £71,675 = 22,821.00 Total Contribution) or an in kind training scheme equal to the financial contribution delivered during the construction period of the development. The preference is for an in kind scheme to be delivered.

ix. The provision of a travel plan including £20,000.00 Bond

x. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 01/07/16, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the

following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

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

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from 31st July 2014.

REASON

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

2 COM4 Accordance with Approved Plans

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

Location Plan

5377/P/203 Rev P1 Proposed Plans Level 0 Plan

5377/P/401 Rev P1 Proposed Plans Levels 1-3

5377/P/403 Rev P1 Proposed Plans Level 4

5377/11/05 NMA 04 Rev P1 Level 5 Plan

5377/11/07 NMA 04 Rev P1 Roof Plan

5377/30/00 NMA04 Rev P1 High Street Elevation

5377/30/01 NMA04 Rev P1 Bentnick Road Elevation

5377/30/02 NMA04 Rev P1 Union Wharf Elevation

5377/30/03 NMA04 Rev P1 Canal Side Elevation

270-01; Amenity Areas

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

REASON

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

3 COM5 General compliance with supporting documentation

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

The recommendations in the Planning Noise Assessment by Noise Solution Ltd February 2014, Ground levels indicated in the Topographical Survey by Site Visions Surveys Ltd,

recommendations in the Air Quality Assessment Bureau Veritas January 2014, recommendations in the Flood Risk Assessment and Drainage Strategy EAS February 2014, recommendations in the Transport Statement January 2014 EAS Transport Planning, Geo-Environmental Report Wde Consulting April 2014 & measures recommended in the Energy And Sustainability Statement OG Energy Ltd 23 March 2014, Fire Strategy Report, revision 3 (August 2015).

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

REASON

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

4 COM6 Levels

No development approved by this permission shall be carried out otherwise than in accordance with those details of levels approved via planning permission ref: 26628/APP/2015/1303 dated 21/10/2015.

REASON

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

5 NONSC Non Standard Condition

The development shall not be occupied until the eastern most existing access from the site to Bentinck Road has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

6 NONSC Non Standard Condition

The development shall not be occupied until full details of the proposed vehicular access have been provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the vehicular access shall include details of the pedestrian/vehicle visibility splays of 2.4 metres by 2.4 metres on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access and thereafter permanently retained; no fence, wall or other obstruction to visibility exceeding 0.6 metres in height above the surface of the adjoining highway shall be erected within the area of the pedestrian visibility splays. The visibility splays shall thereafter be permanently maintained.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway in accordance with policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.13 of the London Plan (July 2015).

8 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with those details of car parking stackers approved via planning permission ref: 26628/APP/2015/1193 dated 20/11/2015.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Policy 6.13 of the London Plan (July 2015).

9 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with those details of balcony privacy screens approved via planning permission ref: 26628/APP/2016/1536 dated 05/05/2016.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 COM7 Materials (Submission)

No development approved by this permission shall be carried out otherwise than in accordance with those details of materials approved via planning permission ref: 26628/APP/2015/1385 dated 06/05/2015.

REASON

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

11 COM31 Secured by Design

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

REASON

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

12 RES16 Code for Sustainable Homes

The dwelling(s) shall achieve Level 4 of the Code for Sustainable Homes in compliance with the signed design stage certificates confirming this level previously submitted to, and approved by, the Local Planning Authority via planning permission ref: 26628/APP/2015/1192 dated 23/11/2015. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2015) Policies 5.1 and 5.3.

13 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with those details of BREEAM rating approved via planning permission ref: 26628/APP/2015/1611 dated 15/06/2015.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.3 of the London Plan (July 2015).

14 COM10 Tree to be retained

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

REASON

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

15 COM8 Tree Protection

No development approved by this permission shall be carried out otherwise than in accordance with those details of tree protection approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

REASON

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

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage for the commercial and residential elements of the scheme
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON

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

17 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the Risk Assessment and Method Statement approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation in accordance with policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

18 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the feasibility study approved via planning permission ref: 26628/APP/2015/1888 dated 12/10/2015.

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with Policy 2.17 of the the London Plan (July 2015).

19 NONSC Non Standard Condition

No development approved by this permission shall be carried out otherwise than in accordance with the details of surface water run-off and ground water drainage approved via planning permission ref: 26628/APP/2015/1513 dated 15/06/2015.

REASON

To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure in accordance with policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

20 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment produced by EAS dated the 3/02/2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

and maintenance plan.

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

iii. incorporate water saving measures and equipment.

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

v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2015).

21 NONSC Non Standard Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

REASON

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

22 NONSC Non Standard Condition

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

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

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

(d) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

(c)(i) No development approved by this permission shall be carried out otherwise than in accordance with the written method statement, providing details of the remediation scheme and how the completion of the remedial works will be verified along with details of a watching brief to address undiscovered contamination, approved via planning permission ref: 26628/APP/2015/1054 dated 06/05/2015.

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

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

REASON

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

23 NONSC Non Standard Condition

Development shall not begin until a scheme for protecting the proposed development from road and rail traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2015) Policy 7.14

24 NONSC Non Standard Condition

The development shall not begin until detailed drawings for the proposed wall fronting Bentinck Road has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed wall shall not exceed 3 metres in height and shall include regular and even gaps to allow visual permeability and interest. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

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

25 NONSC Non Standard Condition

The rating level of noise emitted from plant equipment, car stackers and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The

noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

REASON

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

26 NONSC Non Standard Condition

No cooking shall take place in the commercial part of the development until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;
- (iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy S6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

27 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission from the commercial premises to the residential units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

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

28 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles in connection with the commercial units, except between:-

[0800 and 1800] Mondays - Fridays

[0800 and 1300] Saturdays

Not at all on Sundays, Public or Bank Holidays.

REASON

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

29 COM22 Operating Hours

The restaurant/cafe premises located on the north eastern corner of the building shall not be used except between 0800 hours and 2300 hours.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 2.7	(2015) Outer London: economy
LPP 2.15	(2015) Town Centres
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and relate

	facilities and services
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.13	(2015) Sustainable drainage
LPP 5.21	(2015) Contaminated land
LPP 6.9	(2015) Cycling
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2015) Trees and woodland
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 158 Opportunities for Work Experience

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

5 159 Councils Local Plan : Part 1 - Strategic Policies

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

6 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

7 12 Encroachment

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

8 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

9 13 Building Regulations - Demolition and Building Works

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

10 I48 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

11 I60 **Cranes**

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

12

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

13

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and / or nectar. This may include selected native species but should not be restricted to them.

14

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>). "The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

15

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

16

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is bounded by the Grand Union Canal to the north east and the High Street to the east and south. Bentinck Road is to its west and a 5 storey residential building was recently built to its north. The site is located within a five minute walk of the West Drayton Station, which provides regular overland rail services to London Paddington, with an average journey time of 20 minutes. The site is also within a 3 PTAL area indicating reasonable levels of public transport accessibility.

The site's immediate context is largely characterised by a mix of development ranging between 3 and 5-storeys in height and incorporating a mixture of retail, office, community and residential uses. Adjacent to the west is Union Wharf, a four storey residential block containing 38 residential flats. Art Wood Apartments, 30 St Stephens Road (former Bentley's Public House/Club) are located directly opposite the application site and beyond the Grand Union Canal; further beyond to the north, is the Morrisons Supermarket.

To the south east by the High Street, the townscape is largely characterised by a mix of retail, office and residential uses; and to the south west beyond Bentinck Road are service areas serving the rear of shops and residential properties along the High Street, and opposite Bentinck Road is the Global House with the Padcroft Works which are substantial office and factory buildings with outline planning permission for comprehensive residential re-development with buildings up to 7 storey high.

The site falls within the Secondary Shopping Area of the Yiewsley/West Drayton Town Centre, and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for the subdivision of an approved two-bed unit (Unit 51) to create two studio units together with the extension of the floorplate at Unit 51 only. Unit 51 is located on the top floor of the building next to the roof garden.

The approved scheme is currently under construction.

3.3 Relevant Planning History

26628/79/0730 Harrier House, 21 High Street Yiewsley
Extension/Alterations to Industrial premises (P) of 6 sq.m.

Decision: 19-08-1979 Approved

26628/APP/2008/1922 21 High Street Yiewsley
Redevelopment of site to provide 1,472m² of office floorspace and a 46 apart hotel unit scheme

(Outline application).

Decision: 14-10-2008 Withdrawn

26628/APP/2009/2284 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)

Decision: 05-01-2010 Refused **Appeal:** 03-12-2010 Allowed

26628/APP/2009/557 Harrier House, 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 46 unit apartment hotel, 1,344sq metres of office space, with associated access, car parking and landscaping (Outline application)

Decision: 06-07-2009 Refused

26628/APP/2010/1382 21 High Street Yiewsley

Use of site as a 65 space car park for a temporary period of 2 years.

Decision: 08-09-2010 Approved

26628/APP/2013/2604 21 High Street Yiewsley

Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

Decision: 10-12-2013 Approved

26628/APP/2014/675 21 High Street Yiewsley

Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.

Decision: 31-07-2014 Approved

26628/APP/2015/1054 21 High Street Yiewsley

Details pursuant to condition 22(c)(i) (Contamination) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping

works)

Decision: 06-05-2015 Approved

26628/APP/2015/1192 21 High Street Yiewsley

Details pursuant to condition 12 (Code for Sustainable Homes) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 23-11-2015 Approved

26628/APP/2015/1193 21 High Street Yiewsley

Details pursuant to condition 8 (Car Parking Stackers) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 20-11-2015 Approved

26628/APP/2015/1303 21 High Street Yiewsley

Details pursuant to condition 4 (Site levels) of planning permission ref: 26628/APP/2014/675, dated 31st July 2014, for 'Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and on restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.'

Decision: 21-10-2015 Approved

26628/APP/2015/1385 21 High Street Yiewsley

Details pursuant to discharge conditions No. 10 (Materials) of planning permission Ref:26628/APP/2014/675 dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 06-05-2015 Approved

26628/APP/2015/1513 21 High Street Yiewsley

Details pursuant to Condition 19 (Surface Water) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use

Class A1) and one restaurant/cafe (Use Class A3) with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 15-06-2015 Approved

26628/APP/2015/1611 21 High Street Yiewsley

Details pursuant to Condition 13 (BREEAM Rating) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

Decision: 15-06-2015 Approved

26628/APP/2015/1888 21 High Street Yiewsley

Details pursuant to conditions 15 (tree protection), 17 (Risk Assessment/Method Statement) and 18 (feasibility study) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

Decision: 12-10-2015 Approved

26628/APP/2015/2048 21 High Street Yiewsley

Non-material amendment to planning permission ref: 26628/APP/2014/675, dated 31/07/14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) comprising:

- 1) Removal of two stair cores
- 2) Provision of plant room at Level 0
- 3) Rotation of columns
- 4) Rearrangement of car parking spaces and reduction of Car Stackers at Level 0
- 5) Rearrangement of cycle and motorcycle parking spaces at Level 0
- 6) Level access to cafe unit and residential entrance at Level 1
- 7) Rearrangement of central core
- 8) Building alignment
- 9) Removal of a 'step back' element
- 10) Change of material for balcony insets from Brick to Render

Decision: 11-09-2015 Approved

26628/APP/2015/213 Harrier House, 21 High Street Yiewsley

Details pursuant to condition 22 parts (a) and (b) (Contamination) of planning permission ref: 26628/APP/2014/675, dated 31 July 2014 (Erection of part 4, part 5 storey building to provide 5

self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 24-02-2015 Approved

26628/APP/2015/2387 21 High Street Yiewsley

Details pursuant to condition 20 (sustainable water management) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

Decision:

26628/APP/2015/2742 21 High Street Yiewsley

Application for a non-material amendments to planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self contained 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) comprising: (1) Inclusion of risers within the building; (2) Re-planning of flats and ground floor retail unit; (3) Alteration to the saw-tooth roof (raised by 0.9m) and 4) Increase in parapet height

Decision: 21-10-2015 Approved

26628/APP/2015/4284 21 High Street Yiewsley

Details pursuant to conditions 23 (Rail Noise) and 27 (Sound Insulation) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 02-02-2016 Approved

26628/APP/2015/4299 21 High Street Yiewsley

Details pursuant to condition 21 (energy provision) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units (Use Class A1) and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works)

Decision: 28-04-2016 Approved

26628/APP/2015/4612 21 High Street Yiewsley

Details pursuant to Schedule 6 (Travel Plan) of planning permission ref: 26628/APP/2014/675, dated 31-07-14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works).

Decision:

26628/APP/2015/4622 21 High Street Yiewsley

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.

Decision: 08-03-2016 Approved

26628/APP/2016/288 21 High Street Yiewsley

Non-material amendment to planning permission ref: 26628/APP/2014/675, dated 31/07/14 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) for the rearrangement of the car parking layout at Level 0 to provide an additional space and additional commercial waste store.

Decision:

26628/B/79/1215 Harrier House, 21 High Street Yiewsley

Alterations to elevation (P)

Decision: 18-08-1979 Approved

26628/C/81/1306 Harrier House, 21 High Street Yiewsley

Mixed dev. on 0.1954 hectares (full)(P)

Decision: 28-01-1982 Approved

26628/F/82/0987 Harrier House, 21 High Street Yiewsley

Details in compliance with 26628/811306(P)

Decision: 06-10-1982 Approved

26628/G/82/1401 Harrier House, 21 High Street Yiewsley

Details in compliance with 26628/811306(P)

Decision: 26-11-1982 Approved

26628/H/82/1631 Harrier House, 21 High Street Yiewsley
Details in compliance with 26628/811306(P)

Decision: 07-02-1983 Approved

26628/PRE/2005/63 Harrier House, 21 High Street Yiewsley
T P PRE - CORRES: REDEVELOPMENT OF SITE

Decision:

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with

	disabilities in development schemes through (where appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	Development proposals in or near areas deficient in recreational open space
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.7	(2015) Outer London: economy
LPP 2.15	(2015) Town Centres
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice

- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 3.10 (2015) Definition of affordable housing
- LPP 3.11 (2015) Affordable housing targets
- LPP 3.12 (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.13 (2015) Affordable housing thresholds
- LPP 4.7 (2015) Retail and town centre development
- LPP 4.8 (2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.21 (2015) Contaminated land
- LPP 6.9 (2015) Cycling
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.19 (2015) Biodiversity and access to nature
- LPP 7.21 (2015) Trees and woodland
- LPP 7.24 (2015) Blue Ribbon Network
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **7th March 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 97 local owners/occupiers and a site notice was displayed. No responses were received.

Internal Consultees

Highways:

Under the previously approved scheme ref. 26628/APP/2014/675 (see condition. 7), 3 car parking spaces were required for the commercial element and the remaining car parking spaces allocated to 51 residential flats.

There is no information provided under this application on how car parking will be allocated on the amended scheme. Unless the outstanding issues are satisfactorily resolved, the application cannot be supported.

Officer comments:

Condition 7 (parking allocation) on the original planning permission required details of a parking allocation scheme to be provided prior to occupation. No application to discharge condition 7 has been submitted at the time of this report.

Section 106 Officer:

A deed of variation will be required.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The use of the site as a mixed residential and commercial development was considered acceptable in principle at the time of the original planning application (ref: 26628/APP/2014/675). The proposal seeks to extend the floorplate at the approved two-bed unit (Unit 51) and subdivide the unit to create two studio units. There is no objection in principle to the extension and subdivision of Unit 51 to create an additional unit subject to compliance with the relevant Policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

The density of the proposed development was considered to be acceptable at the time of the original planning application (ref: 26628/APP/2014/675) and would not be significantly impacted by the extension and conversion of a two-bed unit into two studio units.

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

The application site is not located within a Conservation Area or an Area of Special Local Character, and does not contain any Listed Buildings.

7.04 Airport safeguarding

All relevant authorities were consulted on the original planning application (ref: 26628/APP/2014/675) and no objections were raised in relation to airport safeguarding. The subdivision of an approved two-bed unit into two studio units would not impact on airport safeguarding.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires the appearance and layout of developments to harmonise with the existing street scene and the surrounding area.

The proposed scheme would subdivide an approved two-bed unit (Unit 51) into two studio units together with the extension of the floorplate at Unit 51 only. The extension to Unit 51

would be relatively small in scale and would appear as a subordinate addition to the building and of an appropriate design to the rest of the building.

It is considered that the proposed extension and the subdivision of Unit 51 would not detrimentally impact on the character and appearance of the building, the street scene or the surrounding area, thereby complying with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area. The impact of the mixed use development on neighbours was considered to be acceptable at the time of the original planning application (ref: 26628/APP/2014/675). The subdivision of an existing two-bed unit into two studio units would not detrimentally impact on residential amenity of neighbouring properties and would comply with Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Internal Floor Space:

Policy 3.5 of the London Plan (2015) states that studios should be provided with a minimum of 37sq.m of internal floor space. The proposed scheme would subdivide an existing two-bed unit (72.28sq.m) in order to provide two studio units with an internal floor space of 37.11sqm and 38.29sq.m. The two proposed studio units would therefore comply with Policy 3.5 of the London Plan (2015).

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that adequate external amenity space is retained for residential properties whilst the Council's HDAS: Residential Layouts SPD sets out recommended external amenity space standards. The original planning permission (ref: 26628/APP/2014/675) provided 1.165sq.m of external amenity space through the provision of balconies to the flats and a roof garden, which exceeded the amenity standards set out the HDAS: Residential Extensions.

The floorplate of Unit 51 would be extended on the north-western side of the unit and the balcony would be extended and subdivided for the two proposed studio units. The proposal would not impact on the amount of amenity space provided by the roof garden. The amount of external amenity space for the overall development would be increased and so the proposed scheme would comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards. The original application provided 53 parking spaces for the development; 3 parking spaces for the commercial uses and 50 parking spaces for the 51 residential units. Condition 7 of the original planning permission (ref: 26628/APP/2014/675) requires the provision of a parking allocation scheme for the residential units prior to occupation.

The proposed scheme would subdivide an existing two-bed unit into two studio flats, providing a total of 52 residential units within the development. Although an additional residential unit would be provided, no additional parking spaces are proposed as part of this

Section 73 application.

Due to the site's location within a 3 PTAL area and proximity to West Drayton Station, and considering the original application did not provide residential parking on a one for one basis, the lack of a parking space for the additional residential unit would not be a sufficient reason for refusal. Parking allocation for the residential units can be dealt with through Condition 7, which would be added to any consent granted.

The proposal is therefore considered to be acceptable in regards to Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

See Section 7.07 of this report.

Access and Security:

Issues relating to access and security were addressed as part of the original planning application (ref: 26628/APP/2014/675) and a Secure by Design condition was included on the planning permission. It is considered that the proposed subdivision of one of the units to provide and additional unit would not impact on access and security.

7.12 Disabled access

Accessibility measures were previously approved under the original application (ref: 26628/APP/2014/675). It is not considered that the proposed subdivision of one of the units would impact on the previously approved accessibility measures.

7.13 Provision of affordable & special needs housing

The approved scheme (ref: 26628/APP/2014/675) required the provision of five affordable housing units as part of the S106 Legal Agreement. The Council's Section 106 Officer requires a Deed of Variation to the original S106 Legal Agreement in order to re-secure the affordable housing planning obligation agreed under the original planning permission.

7.14 Trees, Landscaping and Ecology

Issues relating to landscaping were addressed as part of the original application (ref: 26628/APP/2014/675) and a landscaping condition was included on the planning permission. The proposed subdivision of one of the units would not impact on landscaping.

7.15 Sustainable waste management

There are no changes to the refuse and recycling storage facilities of the approved scheme

7.16 Renewable energy / Sustainability

Issues relating to energy and sustainability were addressed as part of the original application (ref: 26628/APP/2014/675) and a number of conditions relating to energy and sustainability were included on the planning permission. The proposed subdivision of one of the units would not impact on energy and sustainability.

7.17 Flooding or Drainage Issues

Issues relating to flooding and drainage were addressed as part of the original application (ref: 26628/APP/2014/675) and conditions relating to surface water and sustainable water management were included on the planning permission. The proposed subdivision of one of the units would not impact on flooding or drainage.

7.18 Noise or Air Quality Issues

Issues relating to noise and air quality were addressed as part of the original application (ref: 26628/APP/2014/675); conditions relating to noise were included on the planning permission whilst air quality was included as part of the S106 Legal Agreement.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning Obligations

The original planning application (ref: 26628/APP/2014/675) was subject to a legal agreement and the Mayor's Community Infrastructure Levy (CIL).

A new Deed of Variation/S106 Agreement would be required for this application to re-secure all planning obligations agreed under the original planning permission which included the following:

- i. Affordable Housing
- ii. Education
- iii. Health
- iv. Libraries
- v. Public Realm/Town Centre
- vi. Canalside improvements
- vii. Air Quality
- viii. Construction Training
- ix. Travel Plan

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014, for the erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works.

This application seeks permission to vary condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675 to allow for the subdivision of approved Unit 51 to create two studio units together with the extension of the floorplate at Unit 51 only.

The extension and subdivision of Unit 51 to create an additional unit is considered to be acceptable in principle and would not cause harm to the character and appearance of the building, the street scene or the surrounding area. The proposal would also not cause harm to residential amenity with adequate levels of internal floor space and external amenity space.

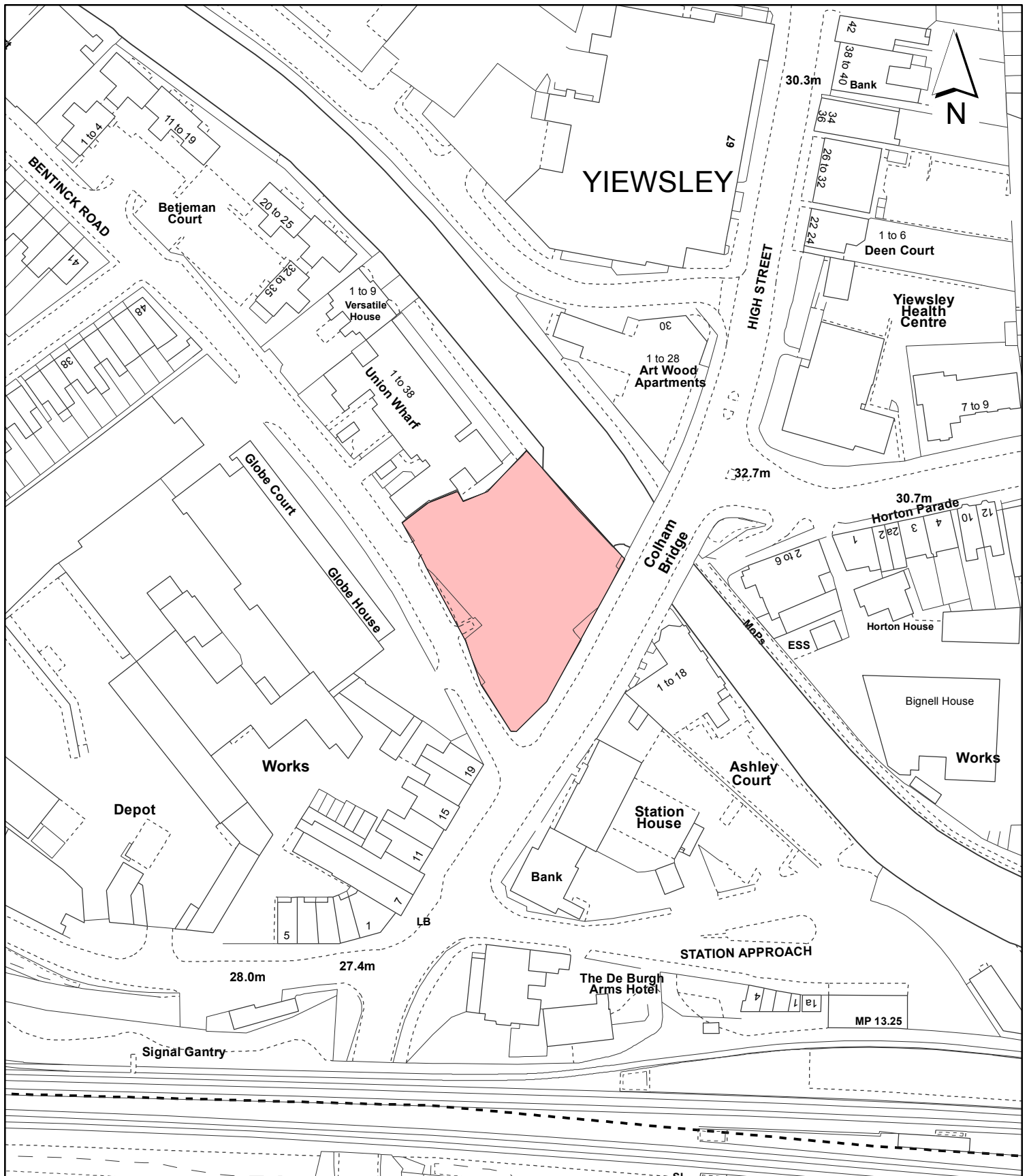
The proposed scheme complies with Policies BE13, BE19 and BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2015). The application is therefore recommended for approval.

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

For identification purposes only.
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Site Address:

**21 High Street
 West Drayton**

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

Planning Application Ref:

26628/APP/2016/462

Scale:

1:1,250

Planning Committee:

Major
 Page 126

Date:

May 2016



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Tuesday 31st May
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Report of the Head of Planning, Sport and Green Spaces

Address LAND EAST OF THE FORMER EMI SITE 120 BLYTH ROAD HAYES

Development: Variation of Conditions 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 20, 22, 24, 27, 28, 30, 31, 32, 33, 34, 36, 37, 39, 40, 42, 43, 46, 47, 48, 50, 52 and 54 plus the removal of conditions 25, 26 and 45 of planning permission ref: 51588/APP/2015/1613 (Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253 for the 'Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or a2 uses), and associated car parking and landscaping')

LBH Ref Nos: 51588/APP/2016/1423

Date Plans Received: 13/04/2016

Date(s) of Amendment(s):

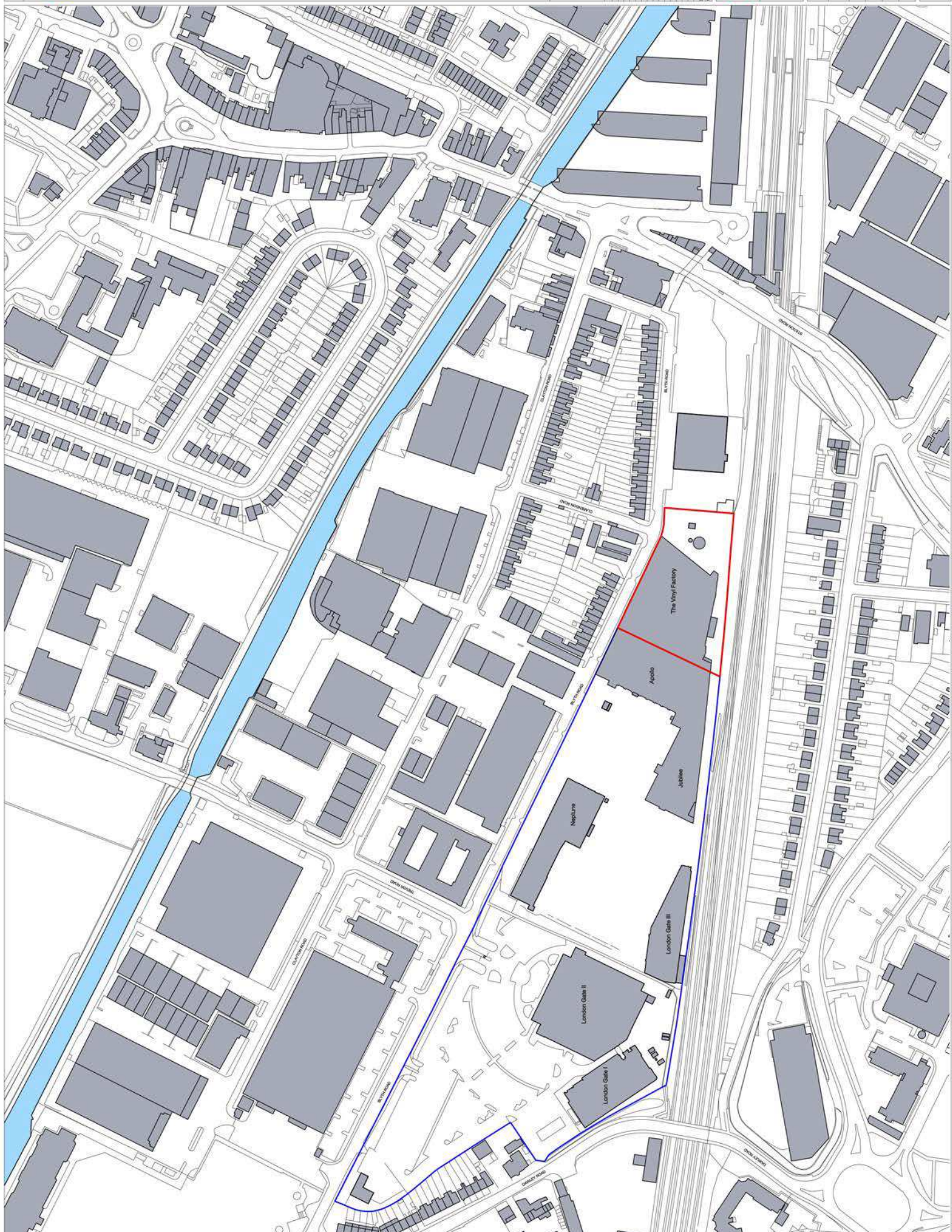
Date Application Valid: 15/04/2016

Site Boundary
 Area of Interest
 Area of Ownership

Project Name: The Galefold Building
 Site Location Plan
 Planning No: P.0001
 Drawing No: 0147
 Rev: 00
 Scale of site: 1:1250
 Date: 12/09/11
 Author: SEW
 Check: SEW



Sheet No:	
Scale:	1:1250
North Arrow:	
Author:	SEW
Check:	SEW
Date:	12/09/11
Project:	The Galefold Building
Site:	The Galefold Building
Planning No:	P.0001
Drawing No:	0147
Rev:	00
Scale of site:	1:1250
Date:	12/09/11
Author:	SEW
Check:	SEW



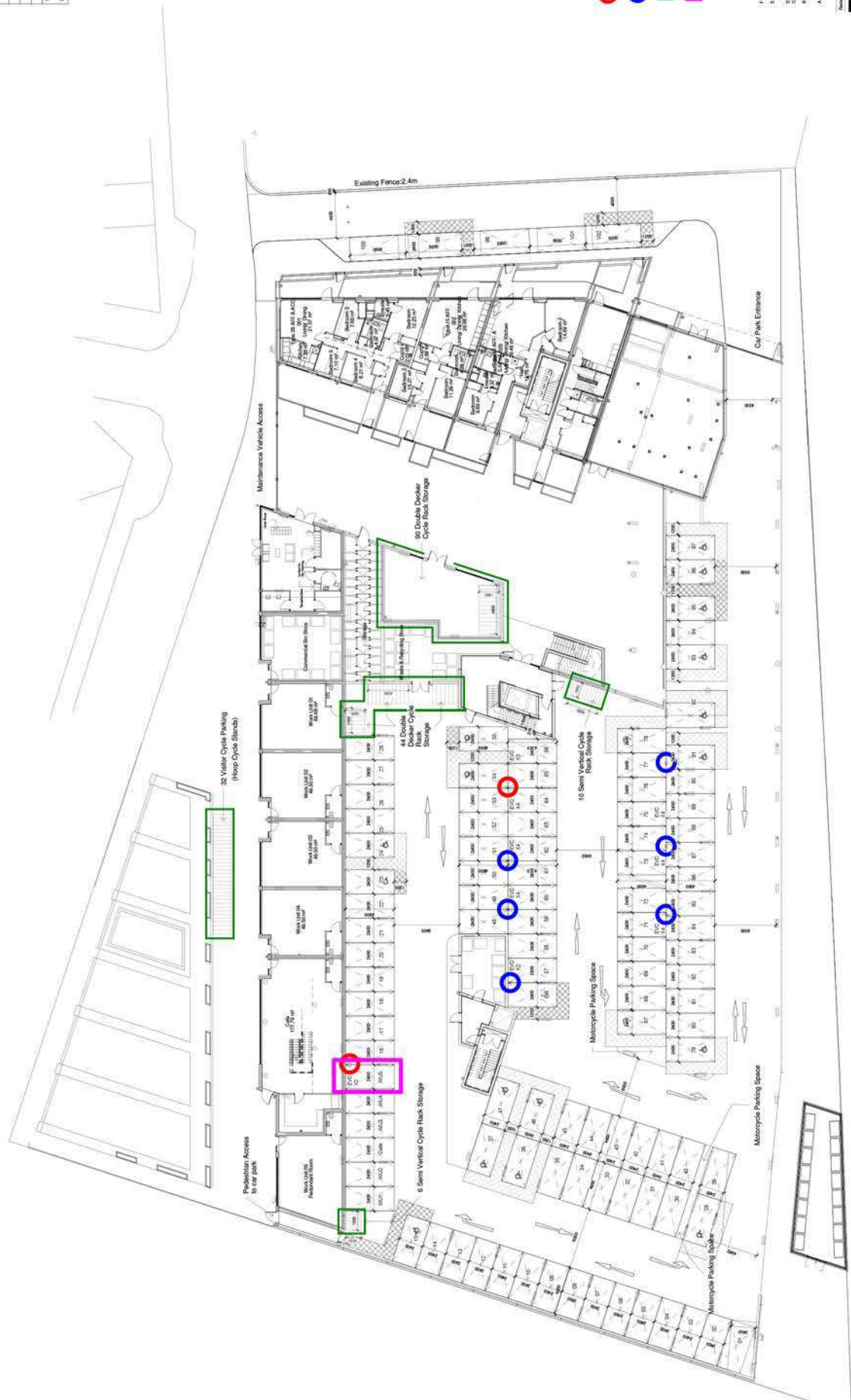
GENERAL NOTES
 1. CHECK SCALE FOR ALL DRAWINGS.
 2. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED TO THE APPLICABLE CODE.
 3. CONSULT THE LOCAL AUTHORITY.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	

- 5 (4%) Filtered Electric Vehicle Charging Points
- 22 (20%) Provision for Electric Vehicle Charging Points
- 182 Cycle Storage
- Non Residential Parking Bay

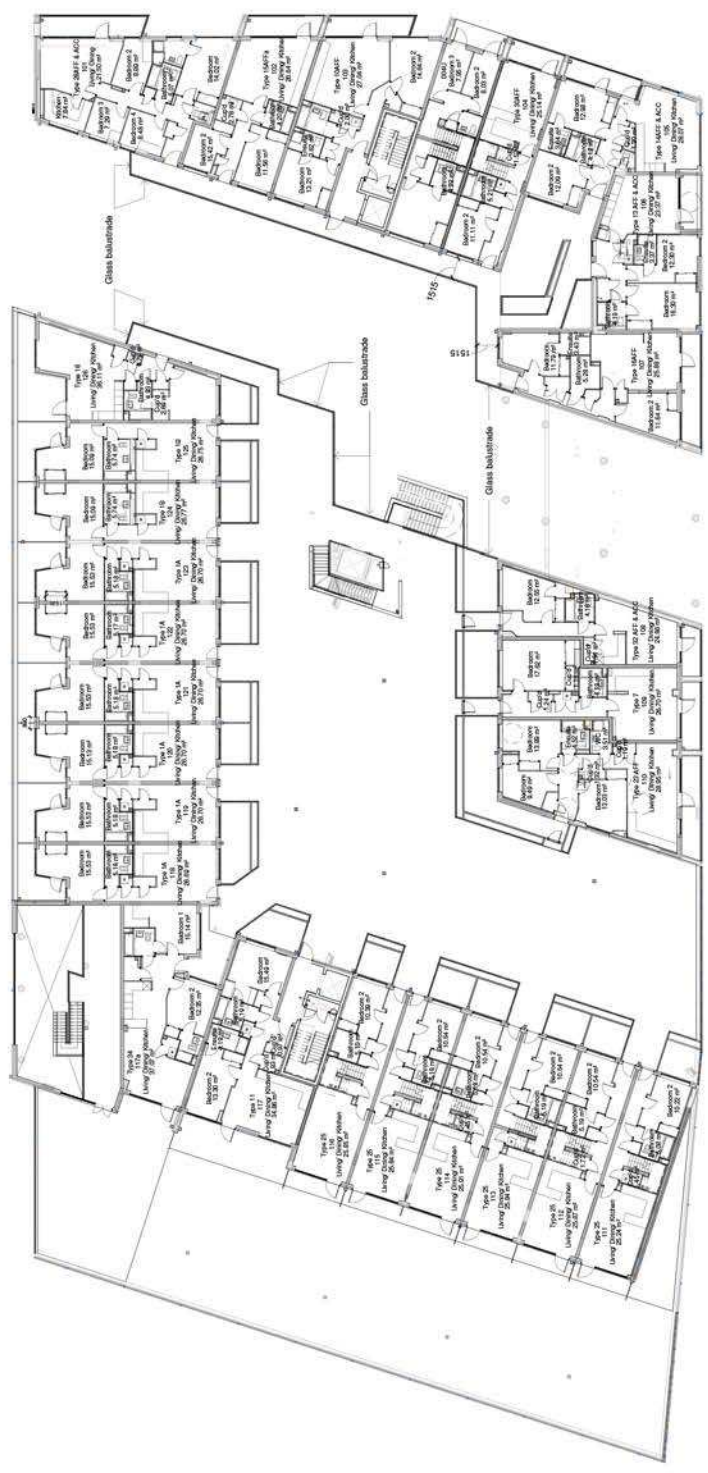
- F 23/03/18
- E 15/08/18
- D 27/01/19
- C 25/03/19
- B 20/03/19
- A 08/11/18

Project Name	THE GATEFOLD BUILDING HAYES
Client	WILLMOTT DIXON HOUSING LTD
Project Ref	BE HERE
Drawn By	LEWIS O
Checked By	
Scale	1:200
Sheet No	PL 100
Revision	F
Date	29.09.14
Author	AT
Checker	AT
Project Manager	PL 100
Revision	F



GENERAL NOTES
 1. CHECK SCALE FOR ALL DRAWINGS.
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 3. CONSULT ARCHITECT FOR ALL INFORMATION.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



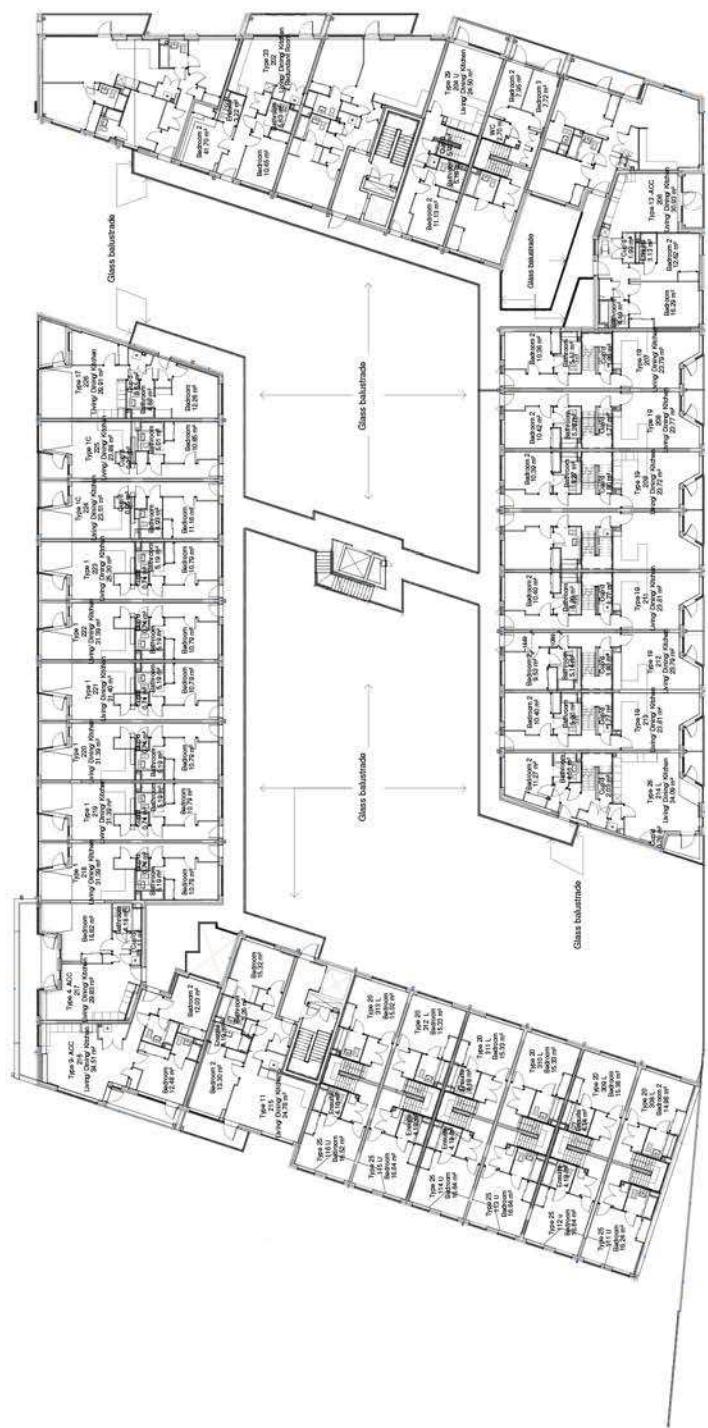
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FRANK REYNOLDS ARCHITECTS	DATE	29.09.14
1114	SCALE	1:200
PL 110	REV	A1
1114	REV	D

Level 01 - PL(110)
 1 1:200

GENERAL NOTES
 1. CHECK SCALE FOR ALL DRAWINGS.
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 3. CONSULT ARCHITECT FOR ALL INFORMATION.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	

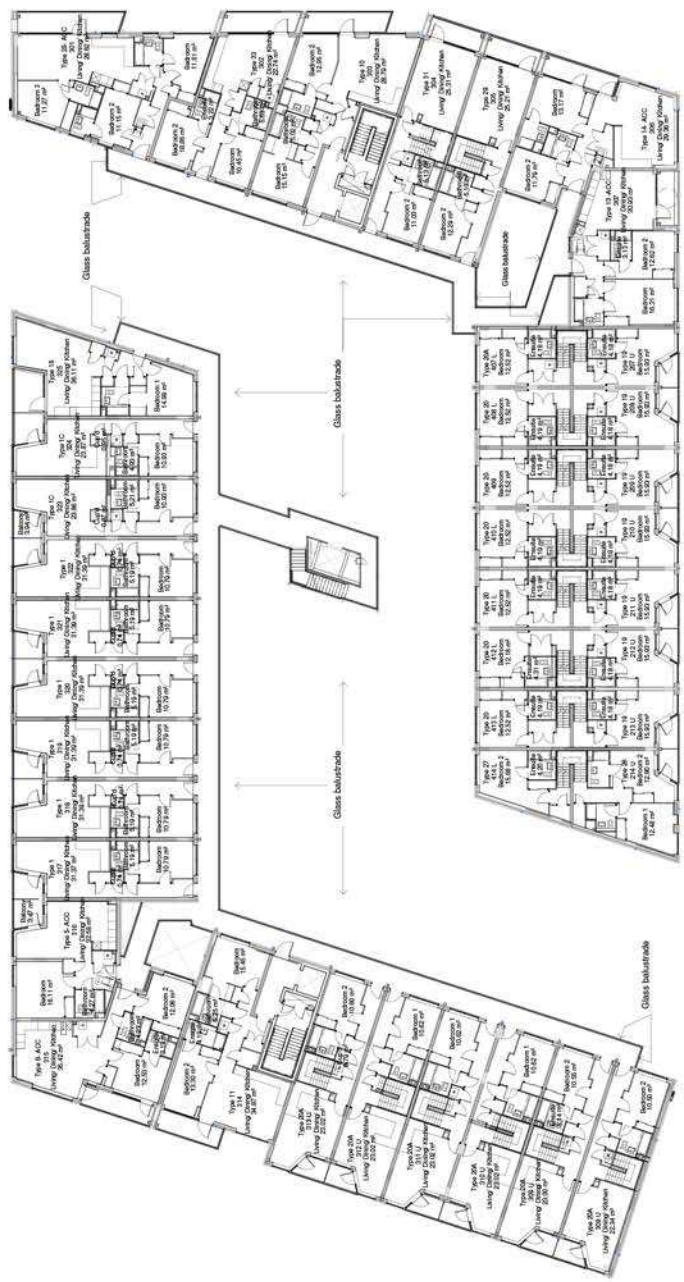


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CLIENT	WILLMOTT DIXON HOUSING LTD	DATE
DESIGNER	BE: HERE	SCALE
ARCHITECT	FRANK RETYLOWS ARCHITECTS	NO
PROJECT	THE GATEFOLD BUILDING HAYES	DATE
LEVEL	Level 02	SCALE
NO	1114	NO
DATE	29.09.14	NO
SCALE	1:200	NO
NO	PL 120	NO
NO		NO

Level 2 - PL(120)
 1
 1:200

GENERAL NOTES
 1. CHECK SCALE AND DIMENSIONS
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED
 3. CONSULT ARCHITECT FOR ALL INFORMATION

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	

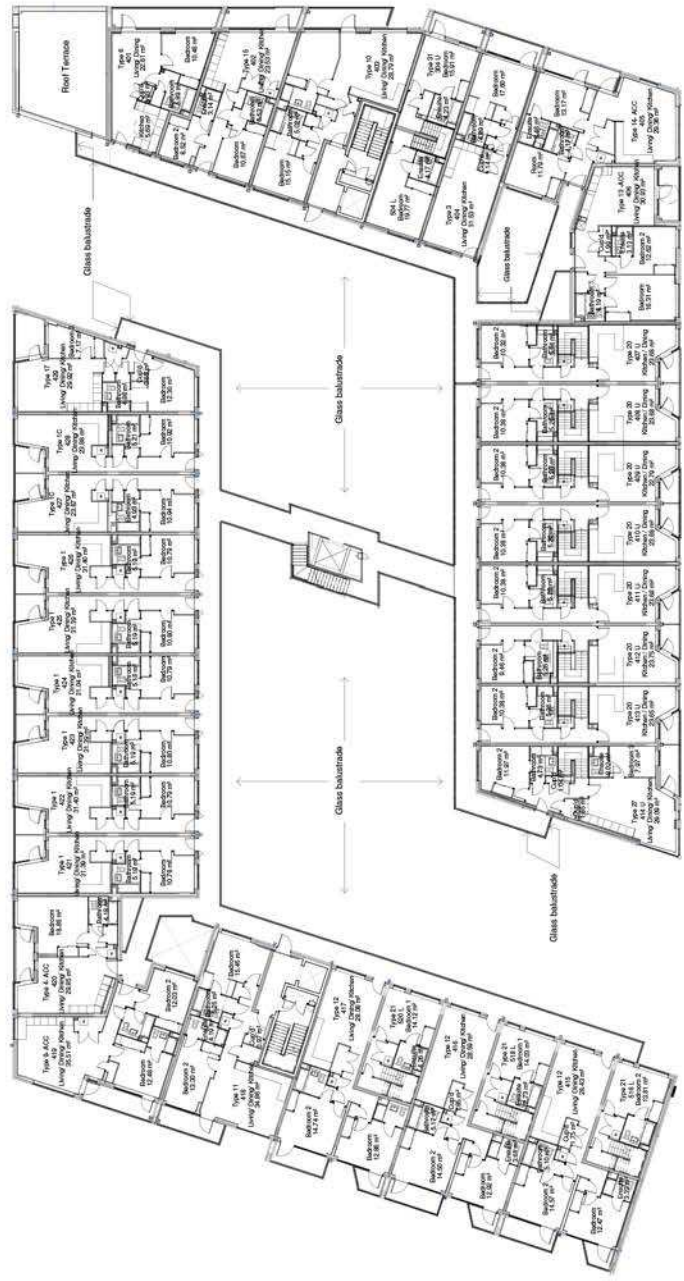


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Level 3 (PL 130)
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GENERAL NOTES
 1. CHECK SCALE FOR ALL DRAWINGS.
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 3. CONSULT ARCHITECT FOR ALL INFORMATION.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
NOTED	C
DATE	



G 28.09.14 Planning Amendment from Glass Balustrade to
 03.11.14 Planning Amendment from Glass Balustrade to Glass
 15.12.14 Planning Amendment from Glass Balustrade to Glass
 15.12.14 Planning Amendment from Glass Balustrade to Glass

FRANK RETYLOWS ARCHITECTS
 2nd Floor, 100, The Quadrant, London, E1 1JL
 Tel: +44 (0)20 7145 8888
 www.frankretylows.com

PROJECT:
WILLMOTT DIXON HOUSING LTD
BE: HERE
THE GATEFOLD BUILDING HAYES
 Hayes, Middlesex, UB8 3PH
Level 04

NO	DATE
PLANNING	28.09.14
REV	
SCALE	
1:200	
REV	
AI	
NO	DATE
PL 140	
REV	
C	

GENERAL NOTES
 1. CHECK ALL DIMENSIONS AND FINISHES.
 2. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED TO THE ARCHITECT.
 3. CONSULT THE LOCAL AUTHORITY.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



G 25.03.14 Planning Amendment from Class 1(b) to Class 2
 03.11.14 Planning Amendment from Class 2 to Class 1(b)
 15.12.14 Minor alterations to submitted Planning Report

FRANK RETOLDS ARCHITECTS
 24-25, Queen's Road, Brighton, BN1 3EJ
 Tel: 01323 715166
 www.frankretolds.co.uk

PROJECT:
WILLMOTT DIXON HOUSING LTD
BE: HERE
 THE GATEFOLD BUILDING HAYES
 Uxbridge, Middlesex
Level S

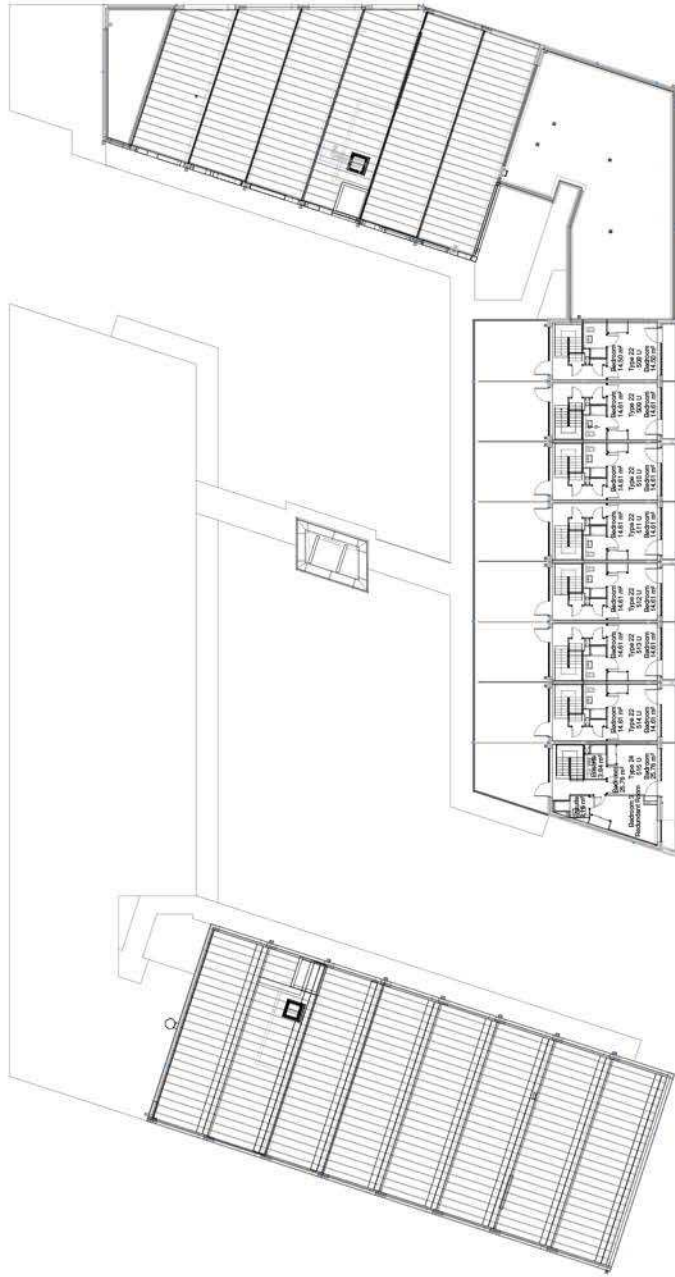
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 DATE: 29.09.14
 CHECKED BY: GM
 DATE: 29.09.14
 PROJECT NO: 1114
 SHEET NO: PL 150
 TOTAL SHEETS: C

1 Level S (PL 150)
1:200

GENERAL NOTES
 1. SHOW SCALE FOR ALL DRAWINGS.
 2. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED TO BE IN METERS.
 3. CONSULT PLANNING DEPARTMENT

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 Level 6 (PL 160)
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11/13/14
 11/13/14
 11/13/14

FRANK RETOLDS ARCHITECTS
 11/13/14
 11/13/14

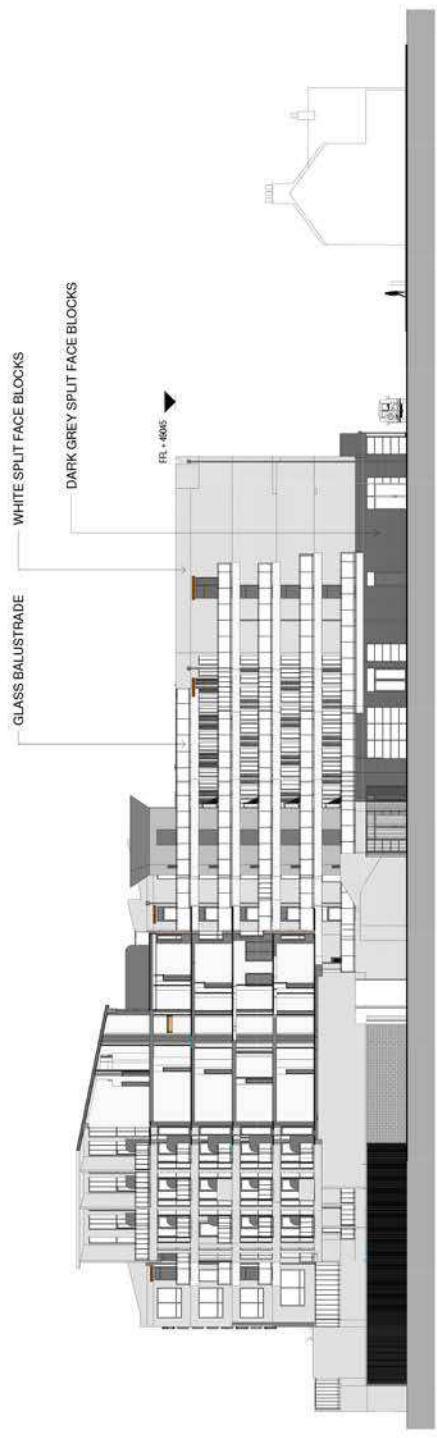
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 BE: HERE

THE GATEFOLD BUILDING HAYES
 LONDON

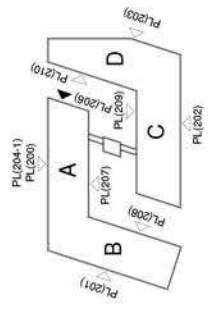
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REV	B

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 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE BUILDING REGULATIONS

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 Block A - Services Courtyard Elevation
 1 : 200



FRANK REYNOLDS ARCHITECTS
 11114
 1 : 200
 PL 2005
 B

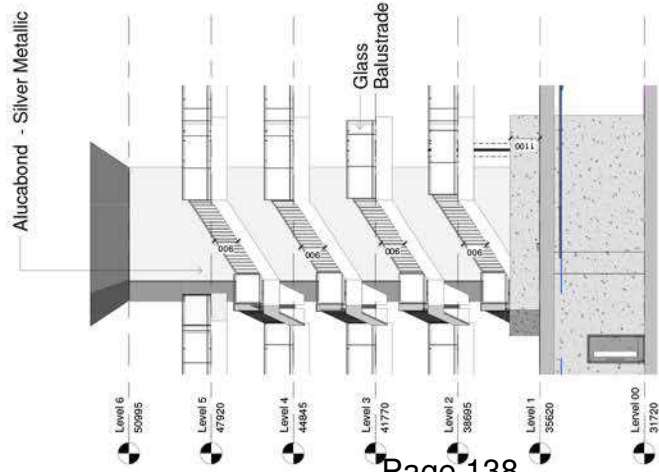
THE GATEFOLD BUILDING HAYES
 WILLMOTT DIXON HOUSING LTD
 BE: HERE

Block A - Services Courtyard Elevation

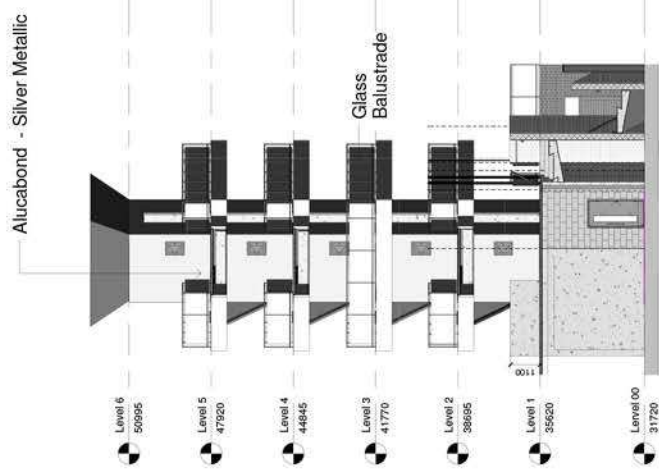
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PLANNING	
CONSTRUCTION	
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REVISION	A1
NO.	11114
DATE	30.04.15
REVISION	B

GENERAL NOTES
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 2. ALL DIMENSIONS SHALL BE COORDINATE TO THE ARCHITECT'S
 3. CONSULT ARCHITECT FOR ANY CHANGES.

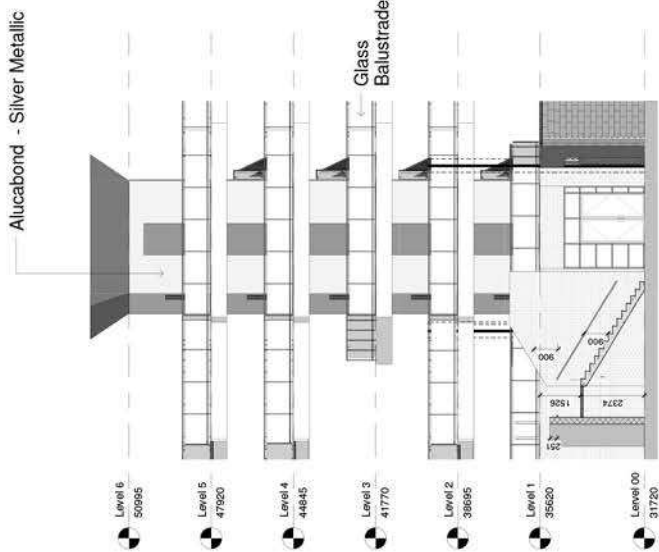
WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



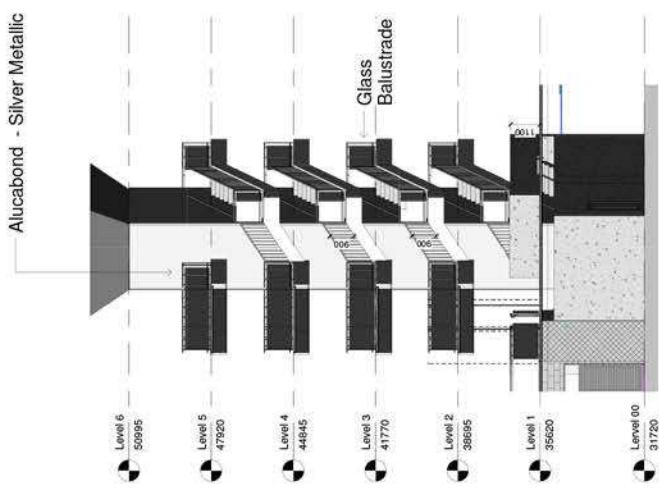
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2 Central Core South Elevation
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3 Central Core East Elevation
 1 : 100



4 Central Core North Elevation
 1 : 100

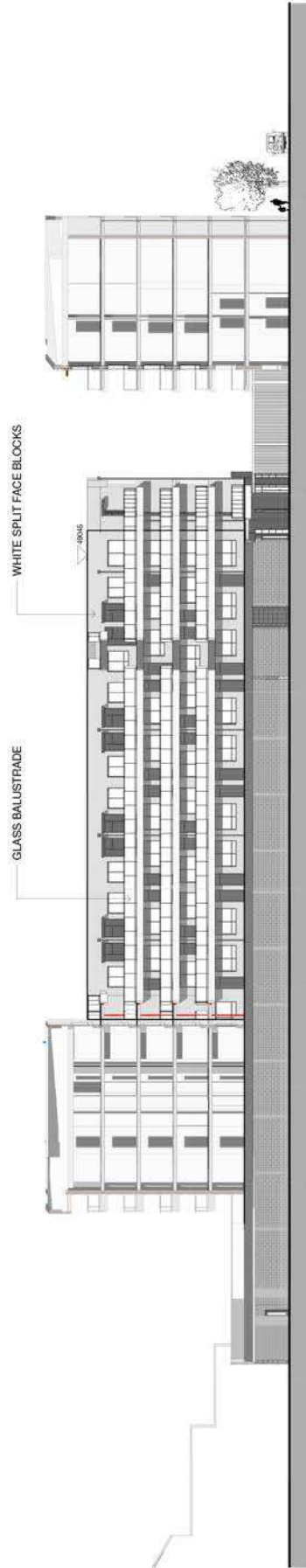
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2	20.01.15	Final Design Development - Check Balustrade & Glass
3	20.01.15	Final Design Development - Check Balustrade & Glass

Number	Date	Description
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3	20.01.15	Final Design Development - Check Balustrade & Glass

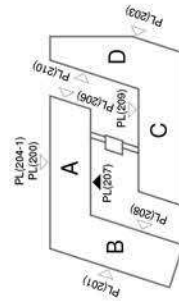
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PLANNING	01.04.15
CONTRACT	GF
SCALE	1 : 100
REV	AI
NO	1114
REVISION	PL 205
DESIGNER	C

GENERAL NOTES
 1. SHOW ALL WORK AND DRAWINGS
 2. ALL WORK SHALL BE SUBJECT TO THE ARCHITECT'S
 3. THE ARCHITECT'S CONSTRUCTION

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
ISSUED	C
DATE	



1 Courtyard Elevation - Block A
 1 : 200



PL(204.1)
 PL(203)
 PL(207)
 PL(209)
 PL(202)

1
 2000 1:1
 Planning
 07.07.2015

FRANK REYNOLDS ARCHITECTS
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 100-100-100-100
 100-100-100-100

WILLMOTT DIXON HOUSING LTD
 BE: HERE

THE GATEFOLD BUILDING HAYES
 Courtyard Elevation Block A

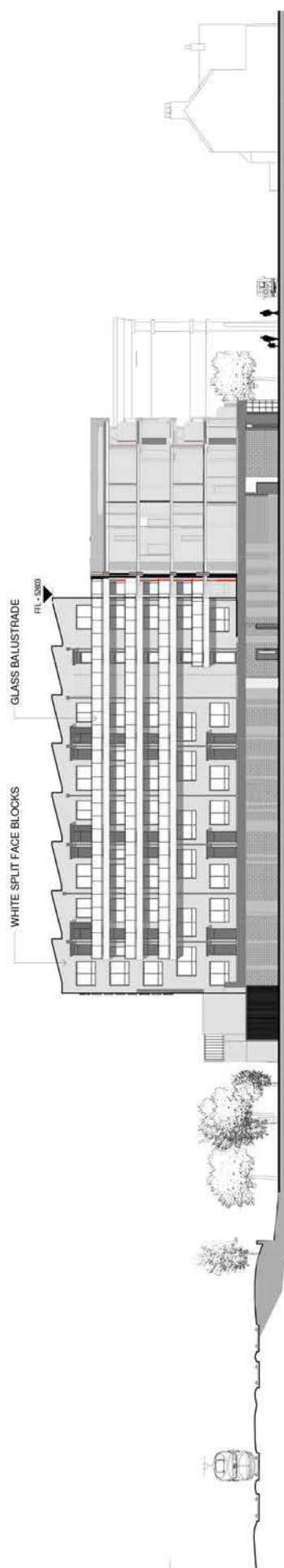
1114
 PL 207

DATE	07.07.2015
SCALE	1:200
REVISION	B

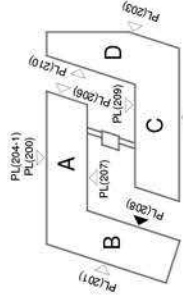
1114
 PL 207

GENERAL NOTES
 1. SHOWN SCALE FROM THE DRAWING
 2. ALL DIMENSIONS TO UNLESS OTHERWISE SPECIFIED TO THE ARCHITECT
 3. CONSULT THE ARCHITECT FOR ANY AMENDMENTS

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 Courtyard Elevation - Block B
 1 : 200



Number	Date	Description
1	22.08.18	Planning permission application for Block B, submitted to the Local Planning Authority.

FRANK REYNOLDS ARCHITECTS	
100, The Courtyard, Block B, Haywards, Essex, SS16 5JF	
T: +44 (0)20 7111 8881	
F: +44 (0)20 7111 8882	
www.frankreynoldsarchitects.com	

CLIENT	
WILLMOTT DIXON HOUSING LTD	
BE: HERE	
PROJECT	
THE GATEFOLD BUILDING HAYES	
DRAWING NO.	
Courtyard Elevation - Block B	

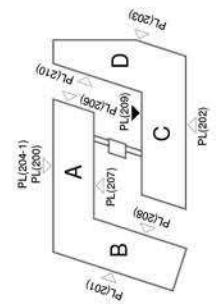
STATUS	DATE
Planning	07.07.2015
OWNER	SCALE
GF	1 : 200
GF	DATE
1114	11.08.2018
REVISION	BY
PL 2008	B

GENERAL NOTES
 1. SHOWN SCALE FOR THE DRAWING.
 2. ALL DIMENSIONS TO UNLESS OTHERWISE SPECIFIED TO THE ARCHITECT.
 3. CONSULT THE LOCAL AUTHORITY FOR THE APPLICABLE BUILDING REGULATIONS.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



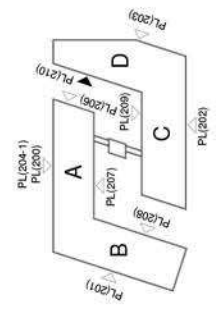
1 Courtyard Elevation - Block C
 1:200



Author	Draw	Check	Date
FRANK REYNOLDS ARCHITECTS 100, The Quadrant, London, E1 1BB T: +44 (0)20 7111 5500 F: +44 (0)20 7111 5501 www.frankreynoldsarchitects.com			
Project	WILLMOTT DIXON HOUSING LTD BE: HERE THE GATEFOLD BUILDING HAYES Courtyard Elevation Block C		
Phase	Planning	Date	07.07.2015
Drawn by	GF	Scale	1:200
Checked by	PL	Sheet	PL 209
Project No	1114	Revision	B

GENERAL NOTES
 1. SCALE SHALL BE AS SHOWN.
 2. ALL DIMENSIONS SHALL BE REFERENCED TO THE FINISHED FLOOR FINISH.
 3. CONSULT DRAWING FOR ALL DIMENSIONS.

WILLMOTT DIXON HOUSING REVIEWED		STATUS
PRELIMINARY	A	
FOR COMMENT	B	
FOR CONSTRUCTION	C	
ISSUED		
DATE		



1 Courtyard Elevation-Block D
 1 : 200

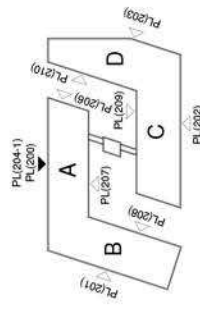
Author	Drawn	Checked	Date
FRANK REYNOLDS ARCHITECTS 100, The Quadrant, London, E1 1BB Tel: +44 (0)20 7111 5600 www.frankreynoldsarchitects.com			
Project	WILLMOTT DIXON HOUSING LTD BE: HERE THE GATEFOLD BUILDING HAYES Courtyard Elevation Block D		
Phase	Planning	Date	07.07.2015
Scale	1:200	Sheet	A1
Block	1114	Plan No.	PL 210
Revision			B

GENERAL NOTES
 1. SHOWN SCALE FOR THE DRAWING.
 2. ALL DIMENSIONS TO UNLESS OTHERWISE SPECIFIED.
 3. CONSULT THE ARCHITECT FOR ANY AMBIGUITIES.

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 Street / North Elevation Planning- Block A
 1 : 200



0 2018.18 10/20/2018 10/20/2018 10/20/2018 10/20/2018
 1 07/20/18 07/20/18 07/20/18 07/20/18
 2 04/24/18 04/24/18 04/24/18 04/24/18
 3 01/11/18 01/11/18 01/11/18 01/11/18

Number Date Description

FRANK REYNOLDS ARCHITECTS
 100-1000 100-1000 100-1000 100-1000
 100-1000 100-1000 100-1000 100-1000
 100-1000 100-1000 100-1000 100-1000

PROJECT
 WILLMOTT DIXON HOUSING LTD
 BE: HERE

PROJECT
 THE GATEFOLD BUILDING HAYES
 North Elevation Block A

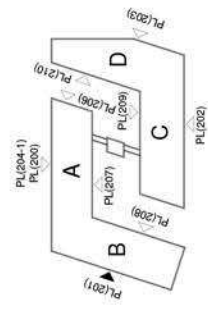
DATE	26.09.14
PLANNING	
SCALE	1 : 200
REV	A1
DATE	11.11.14
PL	PL 200
REV	D

GENERAL NOTES
 1. SHOWN SCALE FOR ALL DRAWINGS
 2. ALL DIMENSIONS TO UNLESS OTHERWISE SPECIFIED
 3. CONSULT DRAWING FOR ALL INFORMATION

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 West Elevation- Block B
 1 : 200



Number	Date	Description
0	20.09.14	Final Design Review
1	07.09.14	Final Design Review
2	04.09.14	Final Design Review
3	03.09.14	Final Design Review

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 100-100 North Street
 1st Floor
 EC1A 3DF
 London, UK
 T: +44 (0)20 7111 8888
 www.frankreynoldsarchitects.com

WILLMOTT DIXON HOUSING LTD
 BE: HERE

PROJECT
 THE GATEFOLD BUILDING HAYES
 West Elevation Block B

NO	DATE
1	26.09.14

NO	SCALE
1	1:200

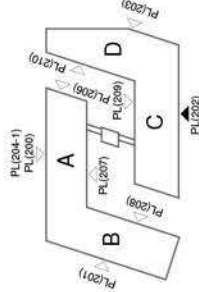
NO	REVISION
1	PL 201

GENERAL NOTES
 1. SHOWN SCALE SHALL BE MAINTAINED
 2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED
 3. CONSULT PLANNING DEPARTMENT

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 South Elevation: Block C
 1 : 200



0 2000 1:1
 1 2000 1:1
 2 2000 1:1
 3 2000 1:1
 4 2000 1:1

FRANK REYNOLDS ARCHITECTS
 100, The Quadrant, London, E1 1BB
 Tel: +44 (0)20 7512 8881
 www.frankreynoldsarchitects.com

WILLMOTT DIXON HOUSING LTD
 BE: HERE

THE GATEFOLD BUILDING HAYES
 South Elevation Block C

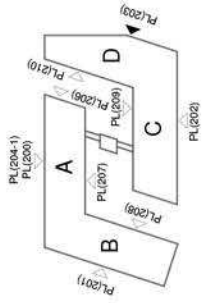
DATE	26.09.14
PLANNING	
SCALE	1:200
REV	AT
DATE	
REV	AT
DATE	
REV	D
DATE	
REV	D

GENERAL NOTES
 1. SHOW SCALE FOR ALL DRAWINGS
 2. ALL DRAWINGS TO BE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING ACT 2004
 3. CONSULT THE BUILDING OFFICE FOR ALL REGULATORY REQUIREMENTS

WILLMOTT DIXON HOUSING REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	



1 East Elevation- Block D
 1:200

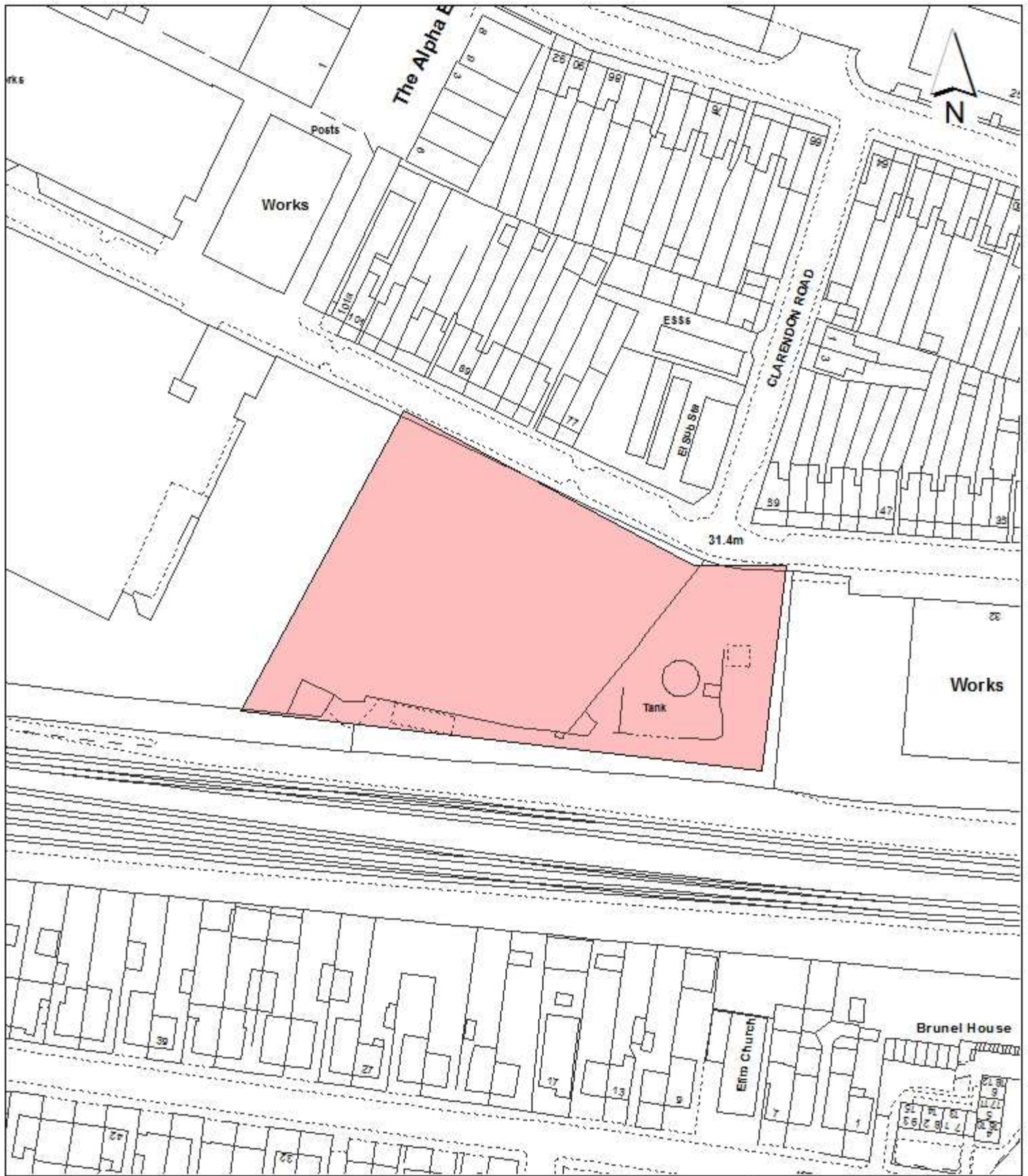


- B 2010-10 PL(207) Approved by Local Planning Authority
- C 07/07/14 PL(209) Approved by Local Planning Authority
- D 04/04/14 PL(200) Approved by Local Planning Authority
- A 05/11/14 PL(204-1) Approved by Local Planning Authority

FRANK REYNOLDS ARCHITECTS
 200-202 North Street
 Exeter, Devon EX4 3DF
 Tel: 01392 711188
 www.frankreynoldsarchitects.com

PROJECT
 WILLMOTT DIXON HOUSING LTD
 BE: HERE
 THE GATEFOLD BUILDING HAYES

DATE	26.09.14
PLANNING	
SCALE	1:200
DATE	
1114	PL 203
1114	PL 203



Notes:

 Site boundary

For identification purposes only.

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Site Address: **Land East Of The Former EMI Site
120 Blyth Road
Hayes**

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

Planning Application Ref:
51588/APP/2016/1423

Scale:
1:1,250

Planning Committee:
Major Page 148

Date:
May 2016



HILLINGDON
LONDON

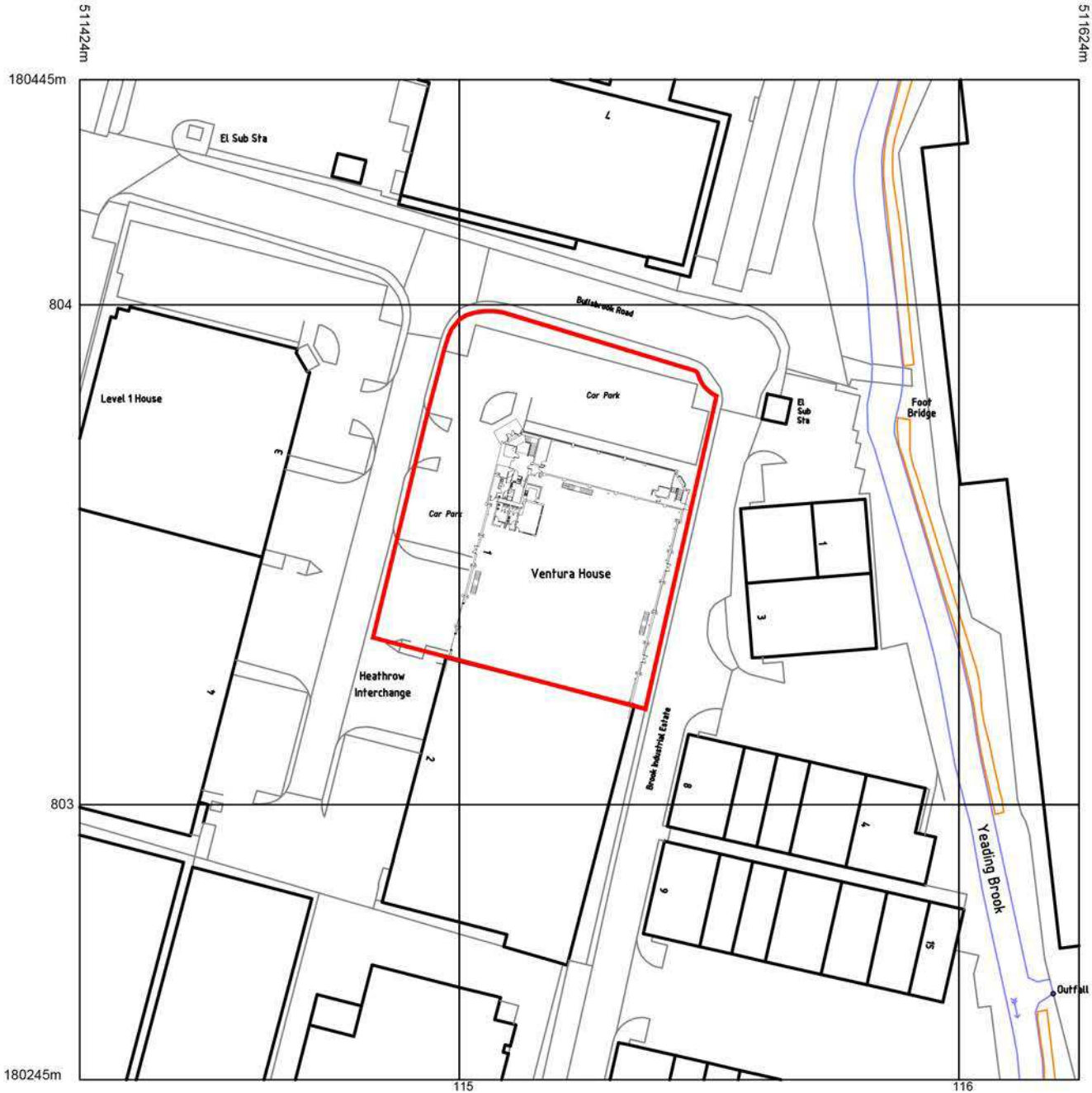
Report of the Head of Planning, Sport and Green Spaces

Address UNIT NO 1, VENTURA HOUSE BULLSBROOK ROAD HAYES
Development: Erection of three storey extension to provide additional warehousing and office space
LBH Ref Nos: 71554/APP/2016/298

Date Plans Received: 25/01/2016

Date(s) of Amendment(s):

Date Application Valid: 25/01/2016



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20 40 60 80 100mm

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The contractor is responsible for maintaining the structural stability of the structures, ground and excavation at all times and the design, detail & installation of all necessary temporary works.

Do not scale off this drawing - use figured dimensions only! If in any doubt - ask !!

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General Notes:
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 The contractor is responsible for verifying the accuracy of all dimensions and the location, level and orientation of all lines and the structure, work and materials of all necessary temporary works.
 Any work to be carried out shall be in accordance with the relevant British Standards and any other applicable regulations and codes of practice.
 The contractor shall be responsible for obtaining all necessary permissions and consents from the relevant authorities prior to the commencement of any work.
 The contractor shall be responsible for the safety of all workers and the public at all times and for the provision of all necessary temporary works.
 Any work to be carried out shall be in accordance with the relevant British Standards and any other applicable regulations and codes of practice.
 The contractor shall be responsible for obtaining all necessary permissions and consents from the relevant authorities prior to the commencement of any work.

Approximate Existing Floor Areas:
 Existing Warehouse (Unit 1) = 12,000 sqm
 Existing Warehouse (Unit 2) = 12,000 sqm
 New Car Parking = 30 spaces
 Living Area = 10,000 sqm



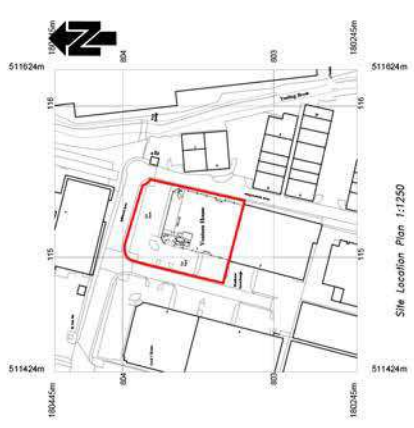
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Central Design Consultants Ltd.
 Civil Structural Consulting
 100, The Old Coach Shop, High Street, London, SE1 1AA
 Tel: 020 7462 8888
 Email: info@cdcl.co.uk
 Website: www.cdcl.co.uk

Client: Only & You
 Unit 1, Venture House,
 Bullsbrook Road,
 Bullsbrook, Middlesex,
 UB8 3PB

Day No: Existing Site Plan

Scale: 1:100 @ A0 Day No:
 Date: Jan 2016 2021-256-10
 Drawn: MK



Site Location Plan 1:1250

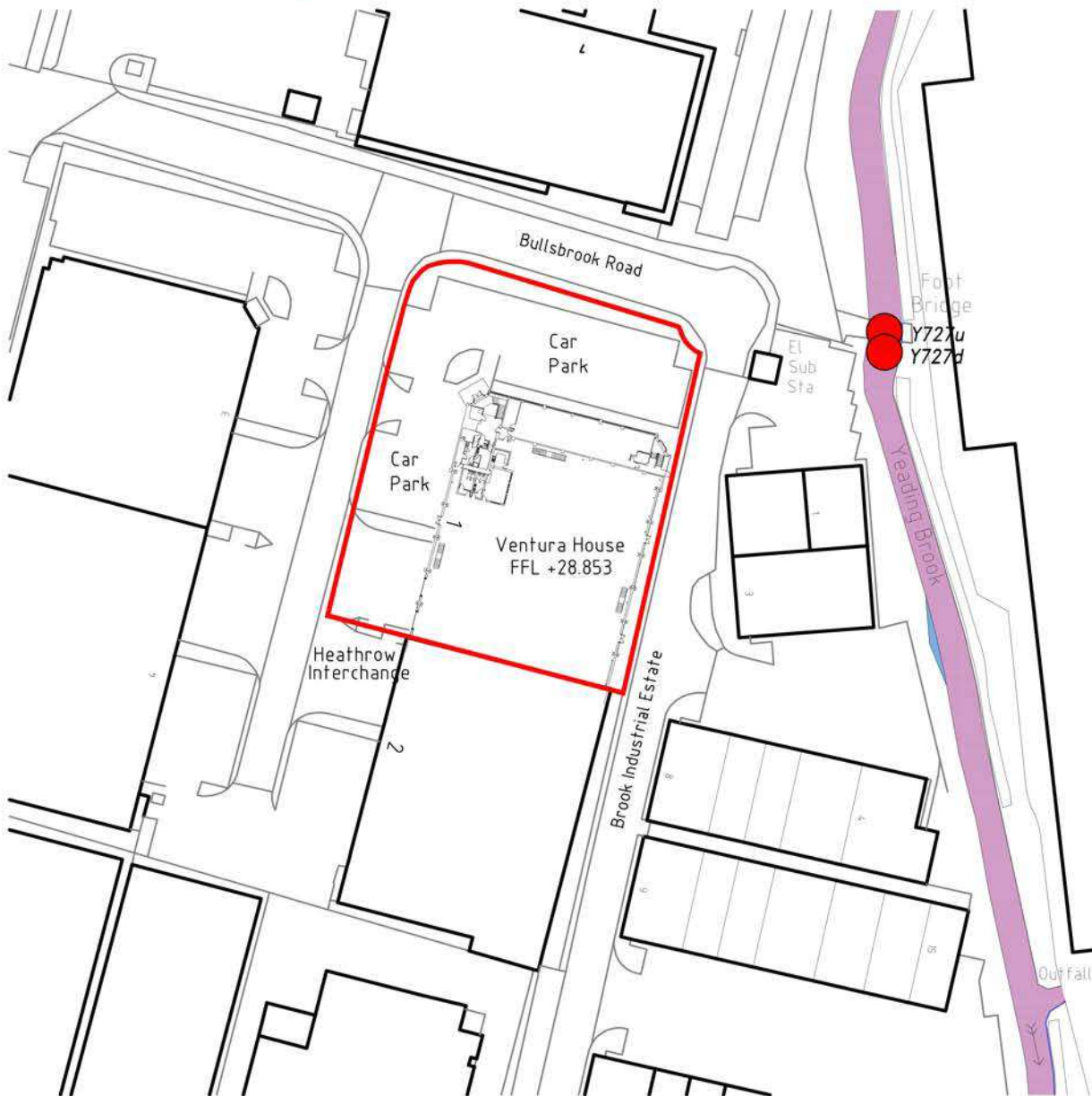
Bullsbrook Road

Defended Flood Outlines

1 in 100 (1%) Defended



1 in 100+20% (*CC) Defended



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The contractor is responsible for maintaining the structural stability of the structures, ground and excavation at all times and the design, detail & installation of all necessary temporary works.

Do not scale off this drawing - use figured dimensions only! If in any doubt - ask !!

To be read in conjunction with Environment Agency Flood Risk Assessment referenced TQ1152180344 created 21/10/2015 - HNL48878/AS

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This drawing is only to be used 'for construction' if specifically noted as such.

The contractor is responsible for maintaining the structural stability of the structures, ground and any existing services during the construction of all necessary temporary works.

Do not scale off this drawing, use figured dimensions only if in any doubt - ask !!

Site Boundary



Central Design Consultants Ltd.
Civil Structural Building

The Civil Structural Building, Venture House, Bullsbrook Road, Hayes, Middlesex UB8 3JR
Tel: 0181 606 0204 Fax: 0181 606 0204 www.centraldesignconsultants.com

Client: Only 4 You

Job Title: Unit 1, Ventura House, Bullsbrook Road, Hayes, Middlesex UB8 3JR

Draw Title: Proposed Block Plan

Scale: 1:200 @ A1

Date: January 2016

Drawn: MK

Draw No.

2021-236-sk2



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 This drawing is only to be used for construction. If specifically noted as such.
 The contractor is responsible for maintaining the structural stability of the structures, ground and foundations of existing buildings, and for the installation of all necessary temporary works.
 Do not work off this drawing. If use figured dimensions only. If in any doubt - ask. If use figured dimensions Level survey based upon CC Contracting survey entitled 'Highwaysway 10' received 20/11/16.

Approximate Existing Floor Areas:
 Warehouse (including carlines) = 14,000m²
 Ground Floor Offices = 1870m²
 Total Car Parking = 51no

Existing levels
 +28.488



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Central Design Consultants Ltd.
 Civil Structural Building

The Old Mill, White Horse Road, Walsingham, Norfolk, NR23 7JQ
 Tel: 01263 662244 Fax: 01263 662245
 www.centraldesignconsultants.co.uk

Client: Only 4 You

Job Title: Unit 1, Ventura House, Balesbrook Road, Hayes, Middlesex UB8 0JF

Drawn: MK
 Date: October 2015
 Scale: 1:100 @ A1
 Draw No: 2021-236-01



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 The contractor is responsible for maintaining the structural stability of the structures, ground and foundations during the construction process and the installation of all necessary temporary works.
 Do not scale off this drawing. Use figured dimensions only. If in any doubt - ask !!

Indicates 1.2x1.2m pillar

Approximate Proposed Net Lettable Areas:
 Warehouse = 655m²
 = 41no

Total number of parking (including 4no disabled)



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Central Design Consultants Ltd.
 Civil Structural Building

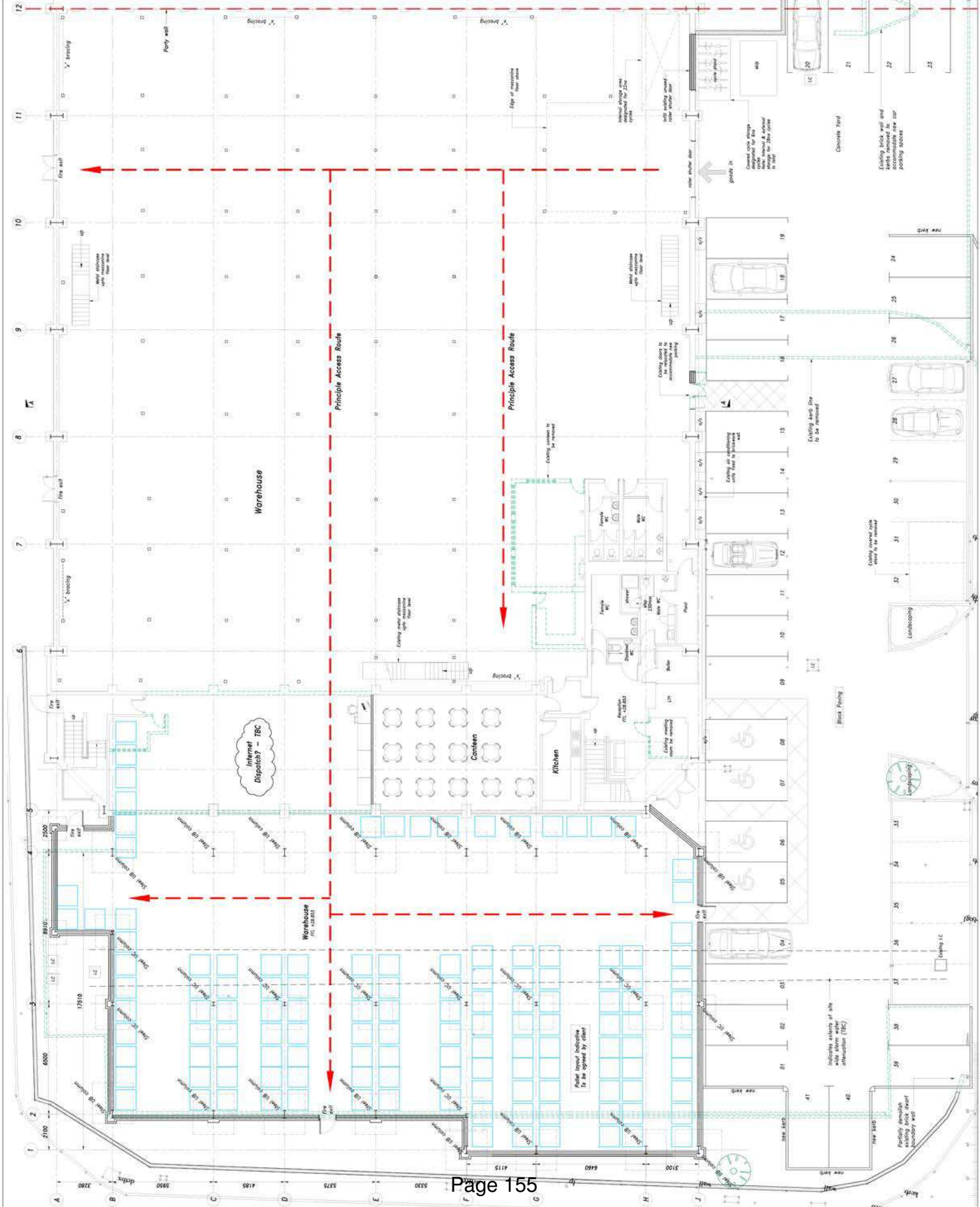
The Old Coach Works, Station Way, Stretton, Wiltshire, SN23 1DQ
 Tel: 01249 80244 Fax: 01249 80244
www.centraldesignconsultants.com

Client Only 4 You

Job Title Unit 1, Ventura House,
 Bullsbrook Road,
 Hayes, Middlesex
 UB8 3JF

Proposed Ground Floor Plan

Scale: 1:100 @ A1
 Date: January 2016
 Drawn: MK
 Dwg No: 2021-2336-05



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 This drawing is only to be used 'for construction'. If specifically noted as such
 The contractor is responsible for maintaining the structural stability of the structures, ground and foundations during the construction process and the installation of all necessary temporary works
 Do not scale off this drawing, use figured dimensions only if in any doubt - ask !!
 Approximate Existing Floor Areas:
 First Floor Warehouse = 1357m²
 First Floor Offices = 168m²

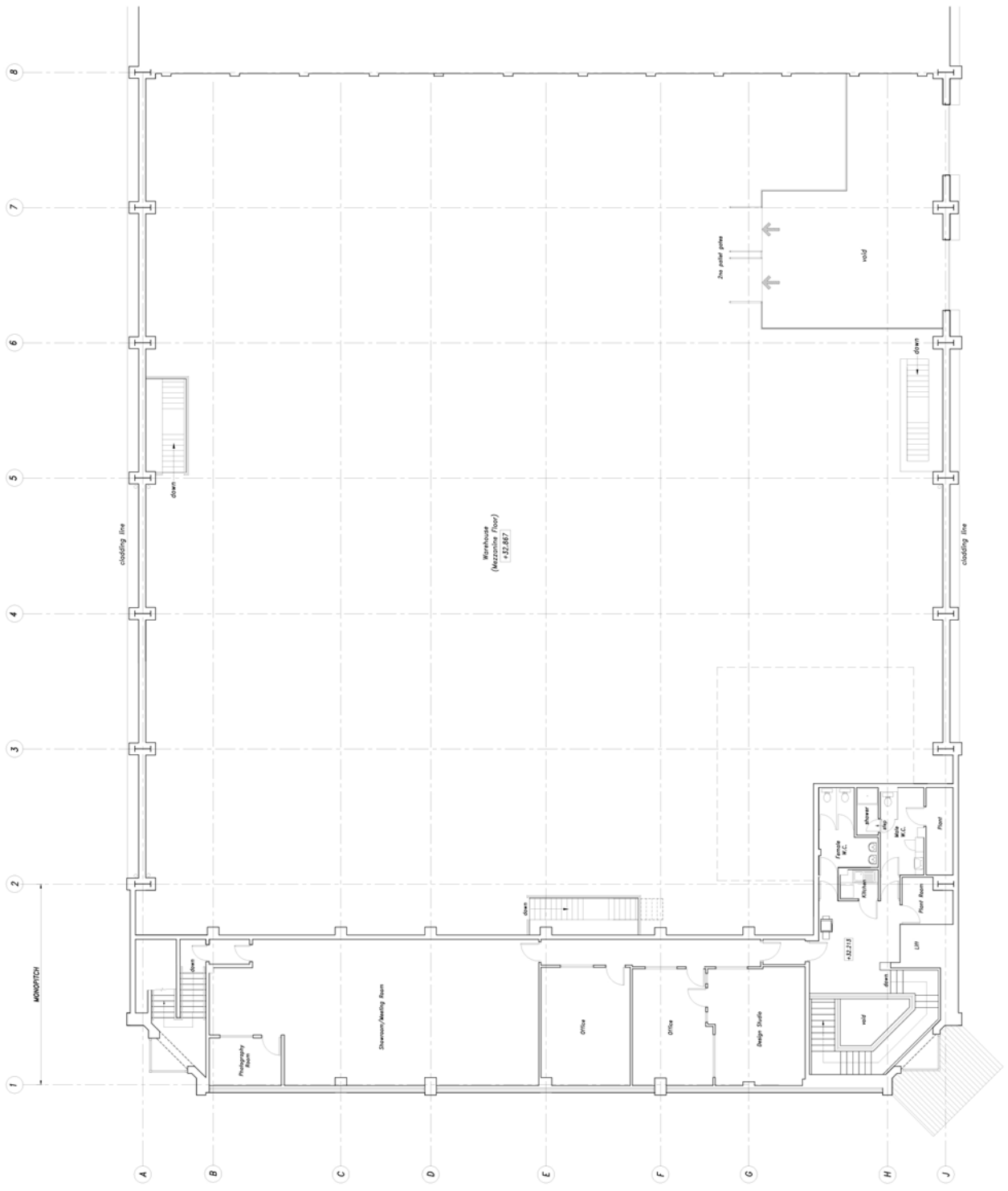
Central Design Consultants Ltd.
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Central Design Consultants Ltd.
 Civil Structural Building
 The Old Coach Works, 100, High Street, Woking, Surrey, GU24 0JF
 Tel: 01483 800044 Fax: 01483 800045
 www.centraldesignconsultants.com

Client: Only 4 You
 Job Title: Unit 1, Ventura House, Bullsbrook Road, Hayes, Middlesex UB4 0JR

Drawn: MK
 Date: October 2015
 Scale: 1:100 @ A1
 Job Title: Existing 1st Floor Plan

Drawn: MK
 Date: October 2015
 Scale: 1:100 @ A1
 Job Title: Existing 1st Floor Plan



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 This drawing is only to be used 'for construction' if specifically noted as such.
 The contractor is responsible for maintaining the structural stability of the structures, ground and any existing services, and for the design, construction and installation of all necessary temporary works.
 Do not scale off this drawing, use figured dimensions only if it is only stated as such. //

Approximate Proposed Net Lettable Area:
 Proposed Offices = 615m²
 NOTE: PROPOSED OFFICE LAYOUTS INDICATIVE TO BE CONFIRMED BY CLIENT

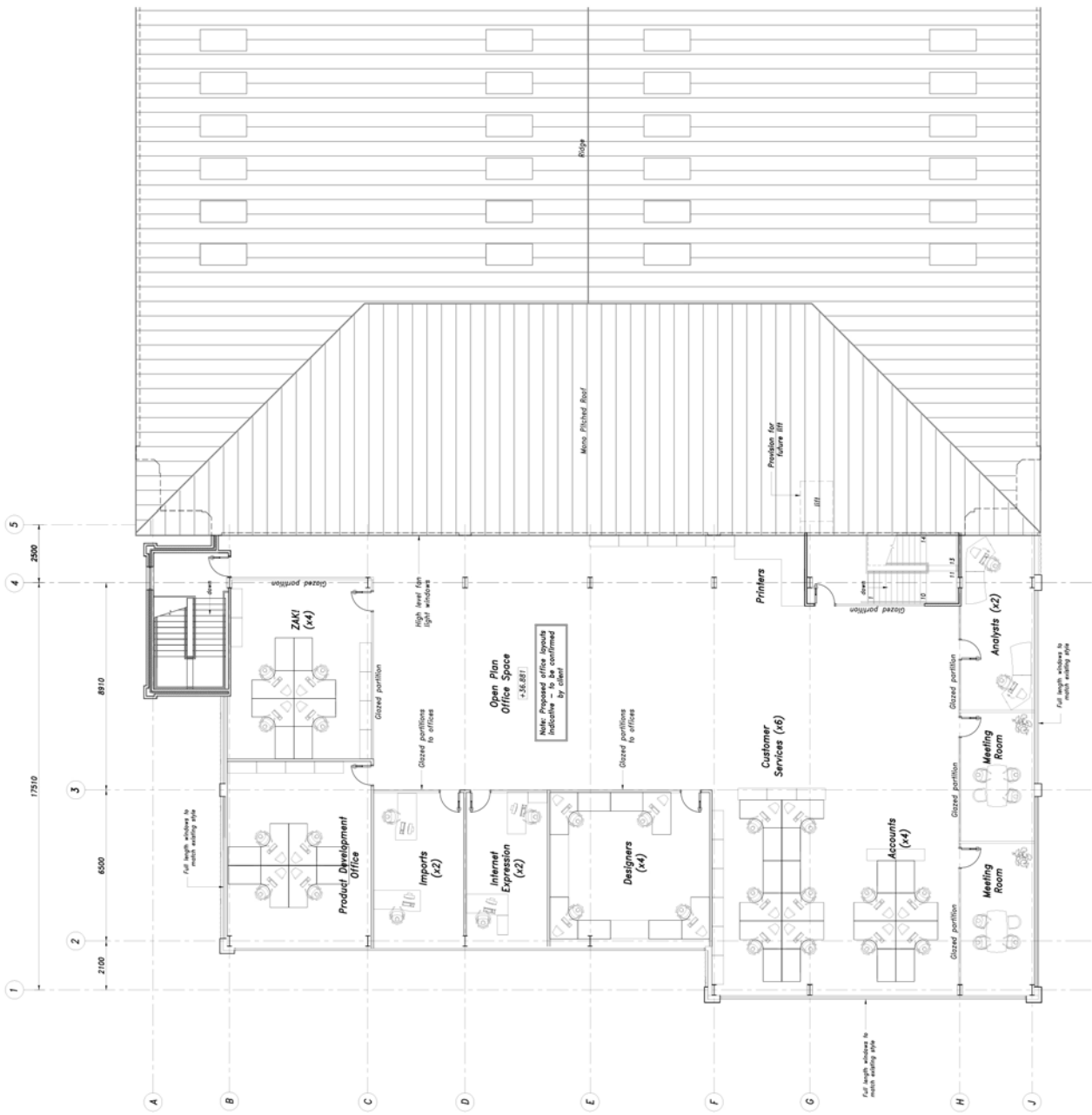
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Central Design Consultants Ltd.
 Civil Structural Building
 115, Old Church, Millers, West, Middlesex, TW20 2JG
 Tel: 0181 6062044 www.centraldesignconsultants.com

Client: Only 4 You
 Job Title: Unit 1, Ventura House, Bullsbrook Road, Hayes, Middlesex UB4 0JR

Proposed Second Floor Plan

Scale: 1:100 @ A1
 Date: January 2016
 Drawn: MK
 Dwg No.: 2021-236-07



Proposed Second Floor

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This drawing is only to be used for construction, if specifically noted as such.

The contractor is responsible for maintaining the structural stability of the structures, ground and foundations during the construction process and the installation of all necessary temporary works.

Do not scale off this drawing, use figured dimensions only if it is only stated as such. //

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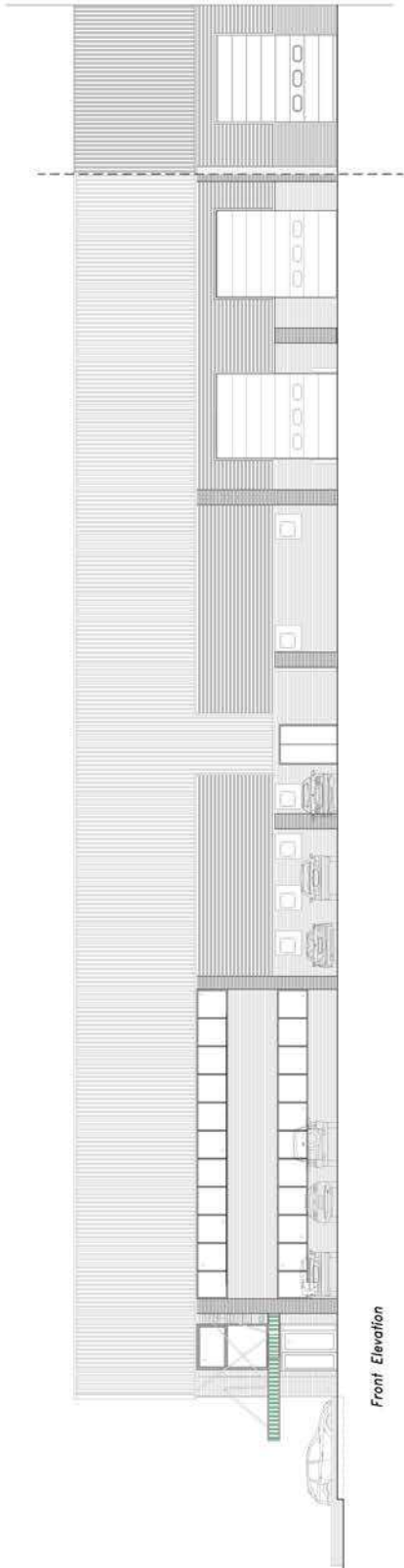
Central Design Consultants Ltd.
 Civil Structural Building

110 Old Church Lane, Bideford, Devon, PL6 1JG
 Tel: 01392 802244 Fax: 01392 802244
www.centraldesignconsultants.com

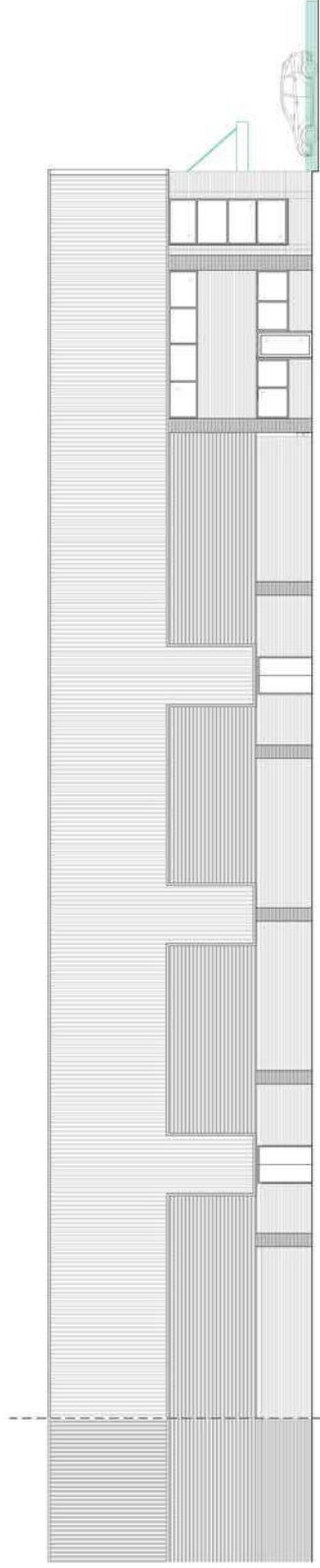
Client: **Only 4 You**
 Job Title: **Unit 1, Ventura House,
 Bullsbrook Road,
 Hayes, Middlesex
 UB8 3JR**

Dwg Title: **Existing Elevations**

Scale: **1:100 @ A1**
 Date: **October 2015**
 Drawn: **MK**
 Dwg No.: **2021-236-03**



Front Elevation



Side Elevation



Side Elevation (from Bullsbrook Road)

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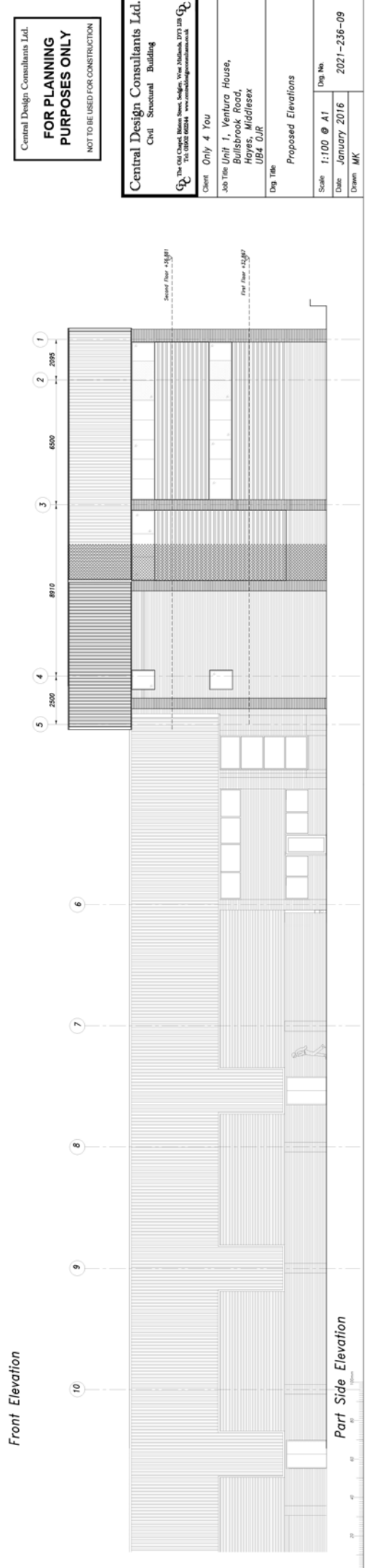
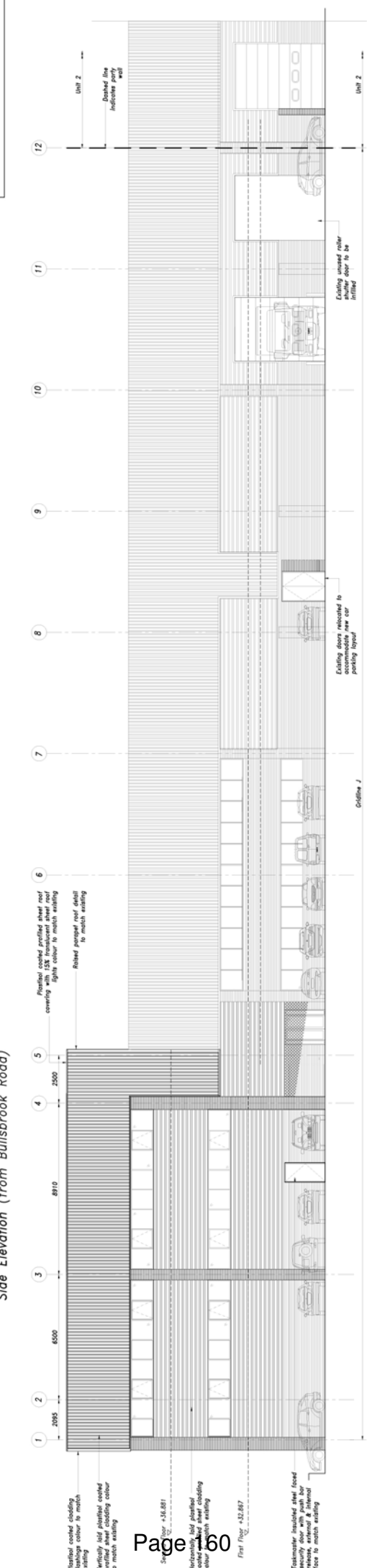
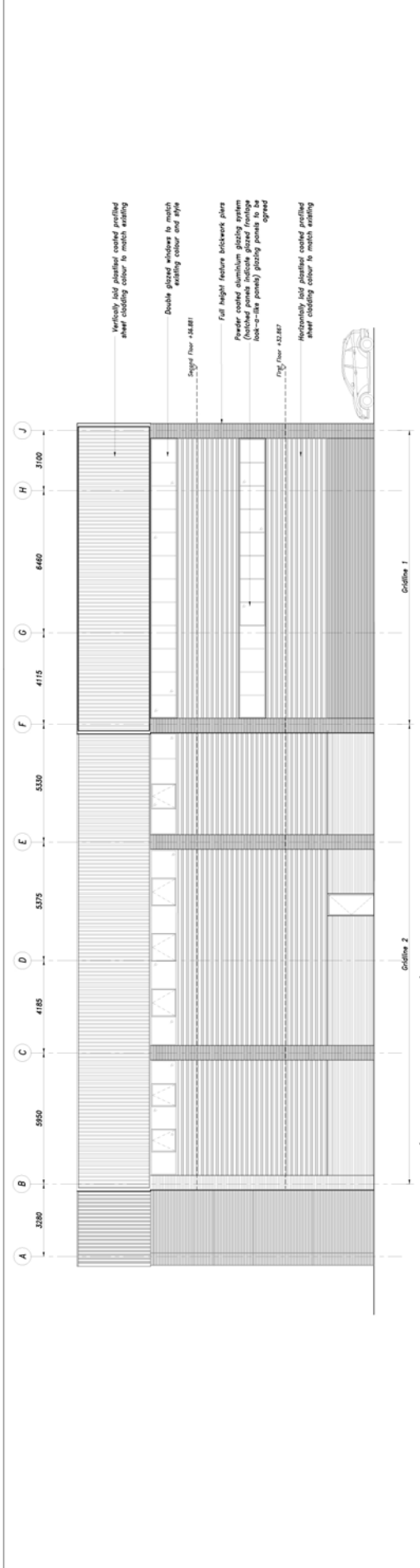
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 This drawing is only to be used 'for construction'. If specifically noted as such.
 The contractor is responsible for maintaining the structural stability of the structures, ground and foundations during the construction process & installation of all necessary temporary works.
 Do not scale off this drawing. Use figured dimensions only. If in any doubt - ASK !!
WINDOWS:
 Windows to be powder coated aluminium colour to match existing, suitable for hung campanium openings. All window & door frames are to be sealed both internally & externally against the structure with suitable flexible sealant.
ROOF LIGHTS:
 Roof lights to be Kingston or similar approved and to be no more than 15% of self building area.
WALL & ROOF CLADDING:
 To match existing profile and colour.

Central Design Consultants Ltd.
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Central Design Consultants Ltd.
 Civil Structural Building
 100, The Old Coach Works, New Station, 1713 1715
 100, The Old Coach Works, New Station, 1713 1715
 100, The Old Coach Works, New Station, 1713 1715

Client: Only 4 You
 Job Title: Unit 1, Ventura House, Bullsbrook Road, Hayes, Middlesex UB8 3JR
 Dwg Title: Proposed Elevations
 Scale: 1:100 @ A1
 Date: January 2016
 Drawn: MK
 Dwg No.: 2021-236-09



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 All details and dimensions are to be confirmed on site by contractor, prior to works commencing or any opening of materials. Should any discrepancy be noted between the drawings and the site conditions, the contractor shall notify Central Design Consultants immediately. Central Design Consultants should be notified and guidance obtained prior to proceeding with any works.
 This drawing is only to be used 'for construction' if specifically noted as such.
 The contractor is responsible for maintaining the structural stability of the structures, ground and any existing services during the construction and installation of all necessary temporary works.
 Do not scale off this drawing. Use figured dimensions only if, in any doubt, refer to drawing number.
 For section locations refer to drawing number 2021-236-01

Central Design Consultants Ltd.
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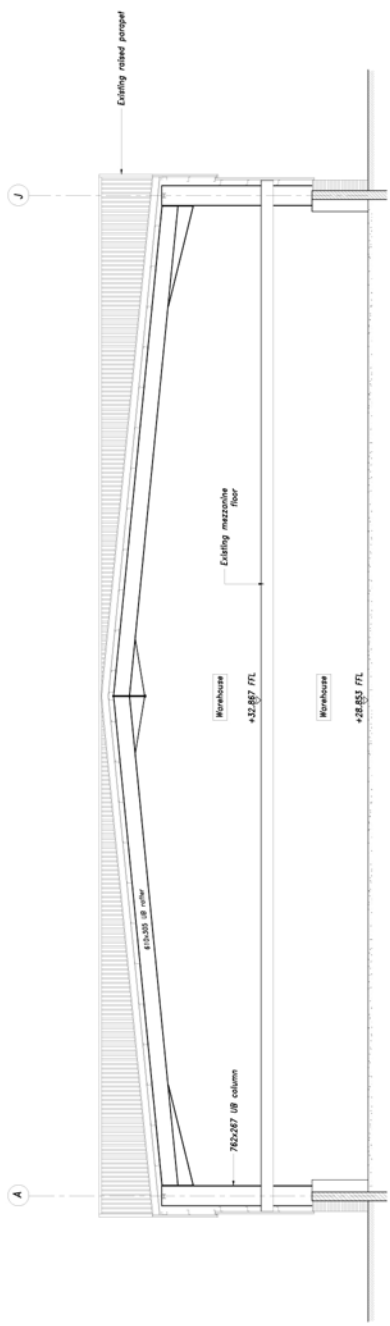
Central Design Consultants Ltd.
 Civil Structural Building

The Old Guild House, 100, South Street, New Malden, Surrey, KT20 5JH
 Tel: 0203 902244 Fax: 0203 902245
www.centraldesignconsultants.com

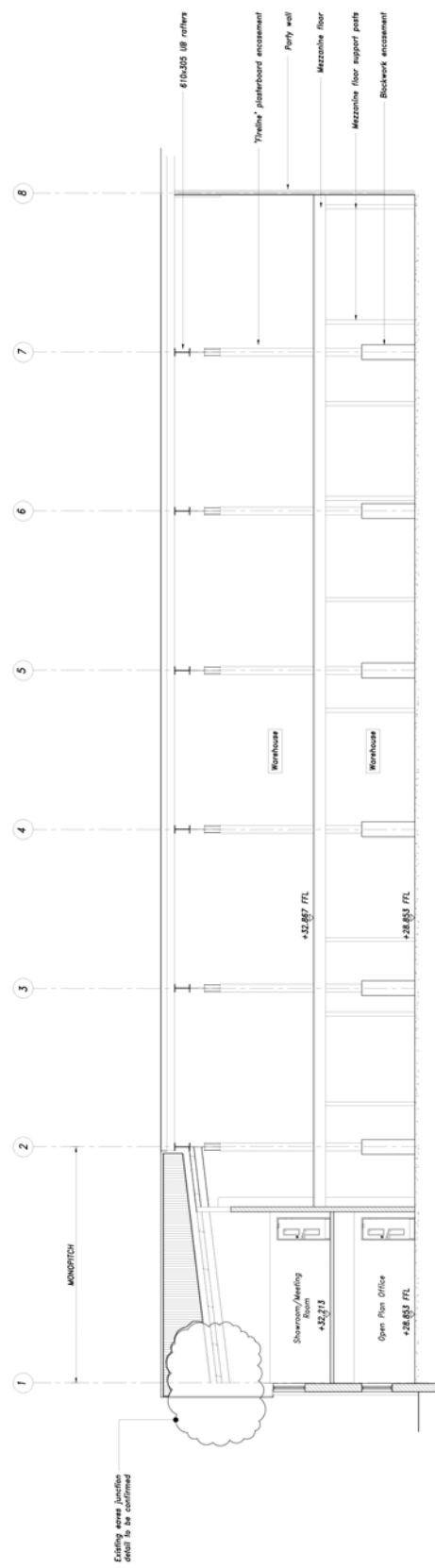
Client: Only 4 You

Job Title: Unit 1, Ventura House, Buisbrook Road, Hayes, Middlesex UB8 0JR

Drawn: MK
 Date: October 2015
 Scale: 1:100 @ A1
 Dwg No: 2021-236-04



Existing Section A-A

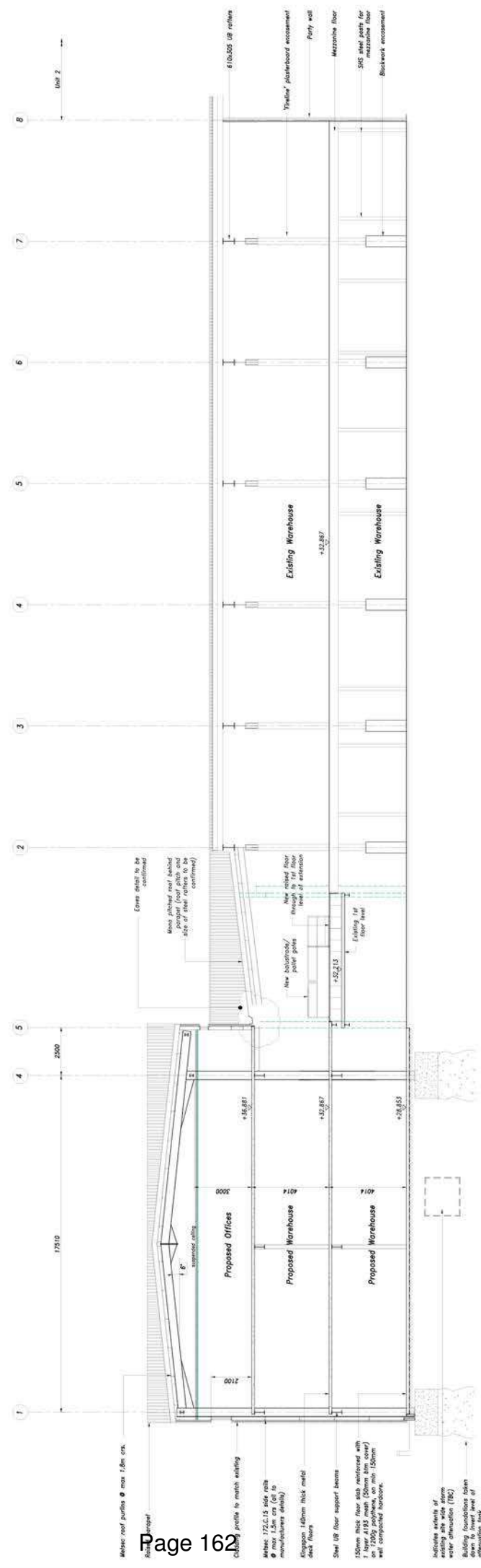


Existing Section B-B

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 This drawing is only to be used for construction. If specifically noted as such.
 The contractor is responsible for maintaining the structural stability of the structures, ground and foundations during the construction process and the installation of all necessary temporary works.
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Proposed Section

Central Design Consultants Ltd.
 Civil Structural Building

110 Old Church Lane, Buntingford, Cambridgeshire, CB11 3JQ
 Tel: 01438 662244 Fax: 01438 662244
www.centraldesignconsultants.com

Client: Only 4 You

Job Title: Unit 1, Ventura House, Buisbrook Road, Hayes, Middlesex UB4 0JR

Dwg Title: Proposed Section

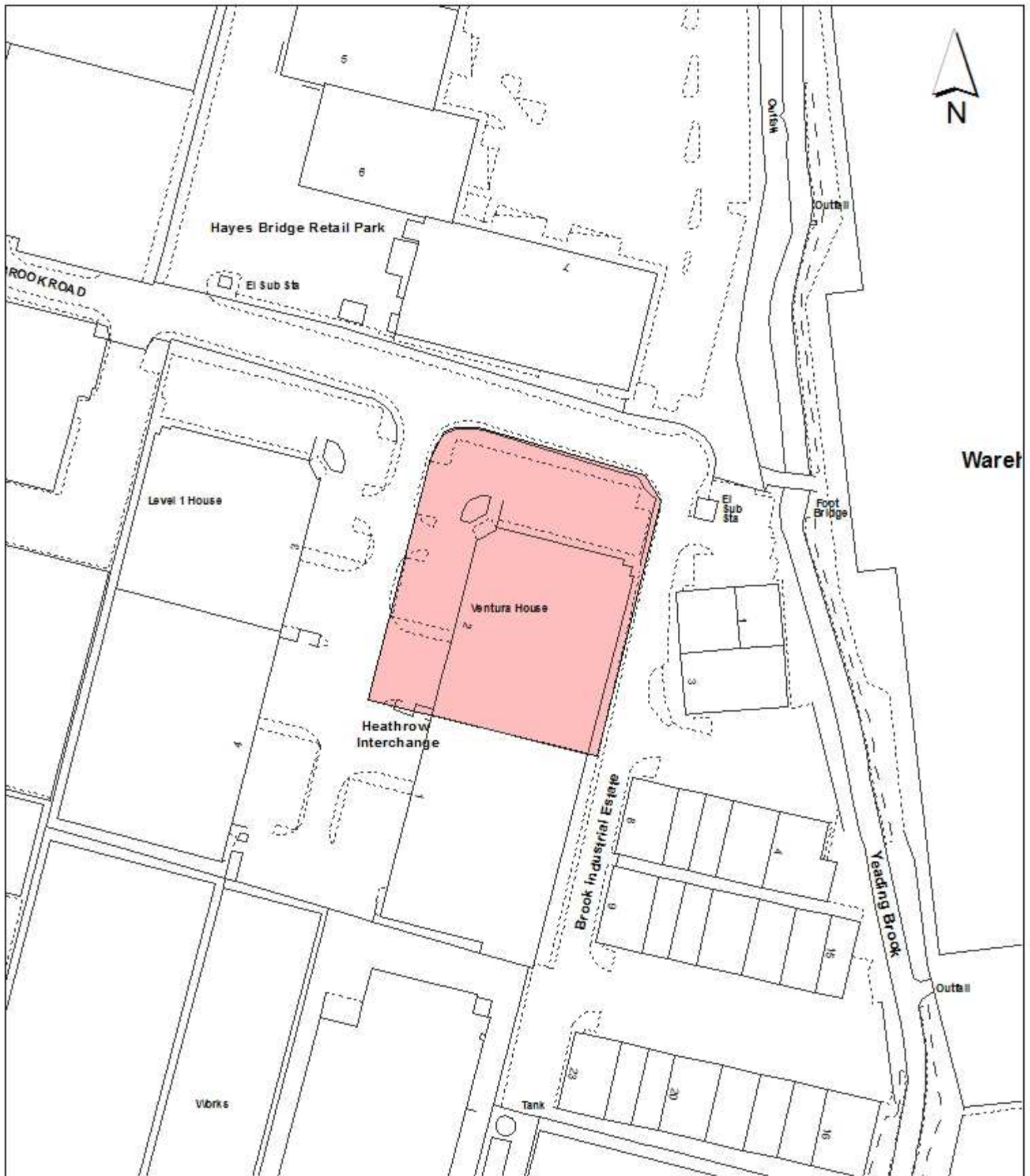
Dwg No. 2021-236-08

Scale: 1:100 @ A1

Date: January 2016

Drawn: MK

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Unit 1
Ventura House**

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

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

Planning Application Ref:

71554/APP/2016/298

Scale:

1:1,250

Planning Committee:

Major

Date:

May 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNIT A, BULLS BRIDGE CENTRE NORTH HYDE GARDENS HAYES

Development: Installation of mezzanine floors to provide an additional 4350m2 of additional floorspace, demolition of ancillary structures and replacement with a car wash apparatus, triage shed and ancillary portable cabins.

LBH Ref Nos: 13226/APP/2015/4623

Date Plans Received: 17/12/2015
Date Application Valid: 13/01/2016

Date(s) of Amendment(s):

GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.

SITE INFORMATION:

EASTINGS: 510260m
 NORTHINGS: 179350m
 POSTCODE: UB3 4QR
 SITE AREA: 2.23 Acres

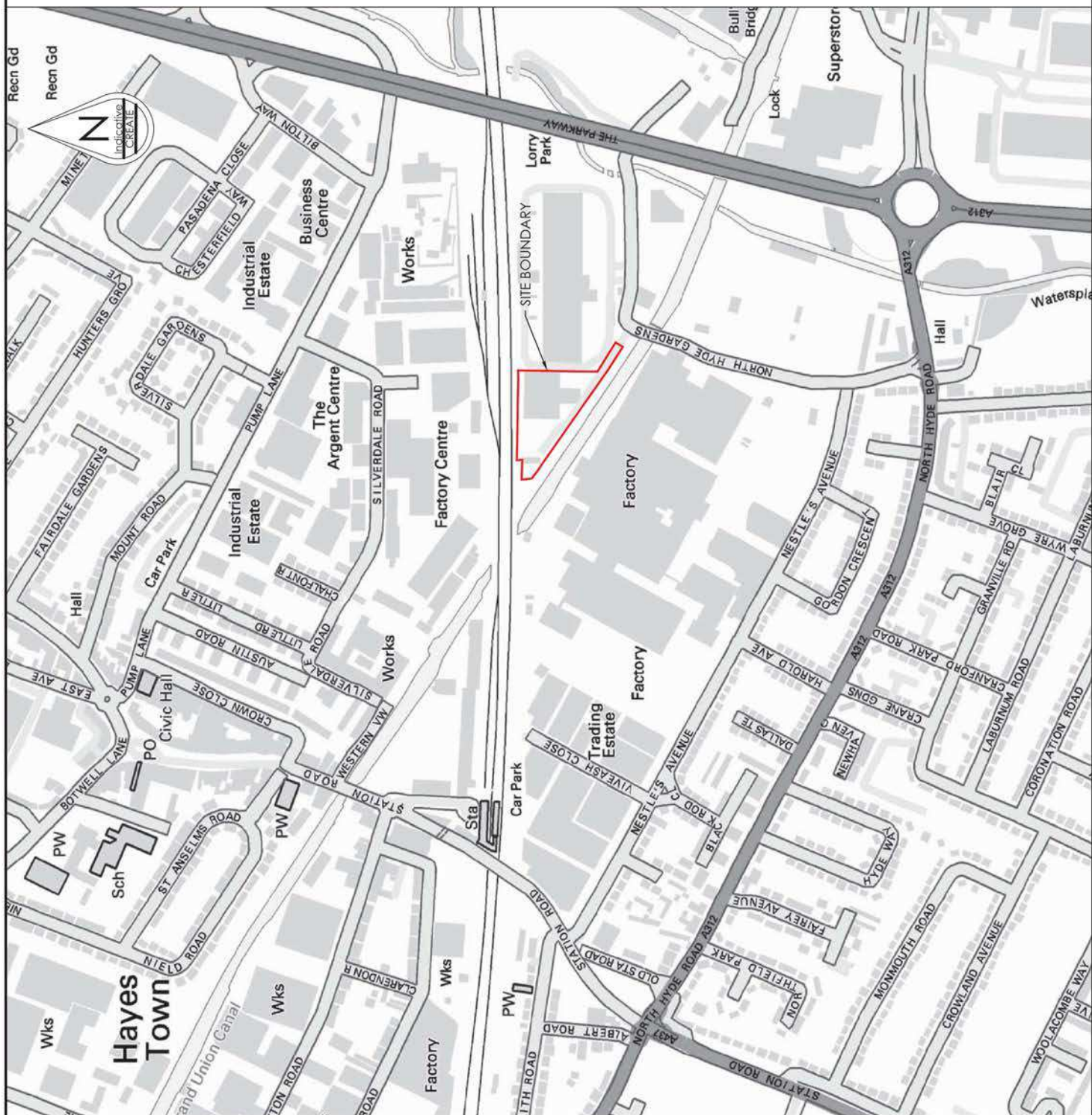
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REV	DATE	AMENDMENT DETAILS	APPROVED
A	16.12.15	CLIENT NAME CHANGED	JR
			JPP
			DRAWN
			APPROVED

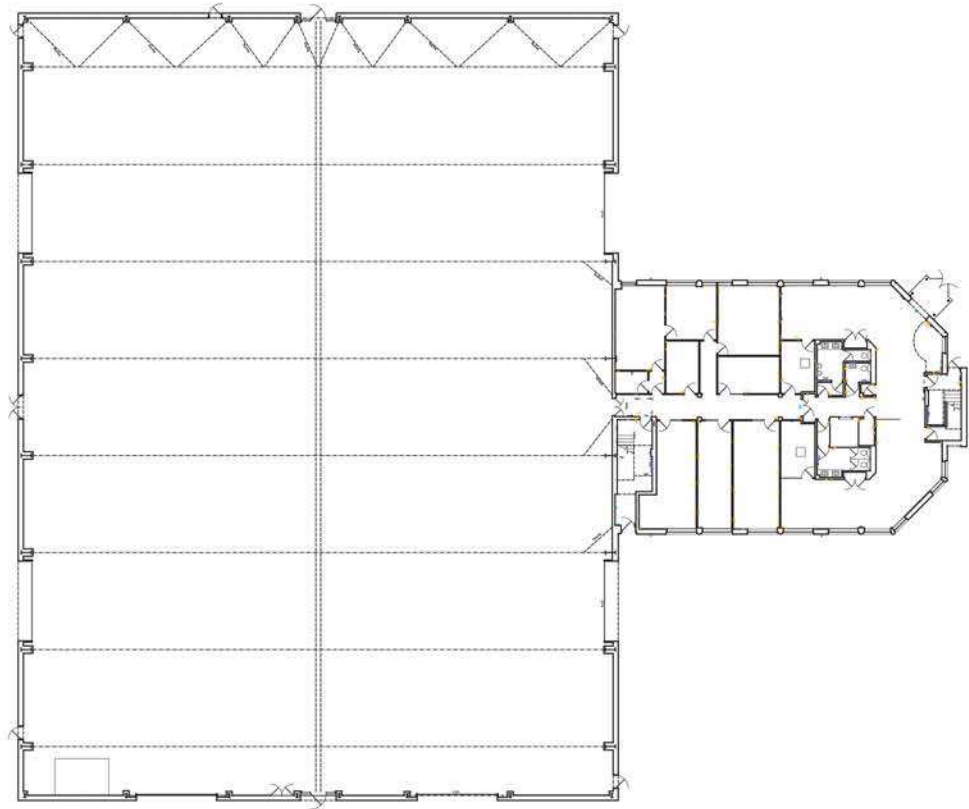
 <p>create CONSULTING ENGINEERS LTD</p>	DATE	20.11.15	DRAWING STATUS	INFORMATION
	PROJECT	UNIT A, NORTH HYDE GARDENS, LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY	DESIGNED	TH
	DRAWING TITLE	SITE LOCATION PLAN	CHECKED	MWA
	CLIENT	ADDISON LEE LTD	APPROVED	MWA
			JOB NO.	957
			DRAWING NO.	00/001
			REGION	A

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NOTES:

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- 3. ALL DIMENSIONS SHOULD BE CHECKED ON SITE BY THE ENGINEER PRIOR TO CONSTRUCTION.



NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	ISSUED FOR PERMIT	15/08/14	JR	TH	JE
2	ISSUED FOR CONSTRUCTION	15/08/14	JE	JE	JE

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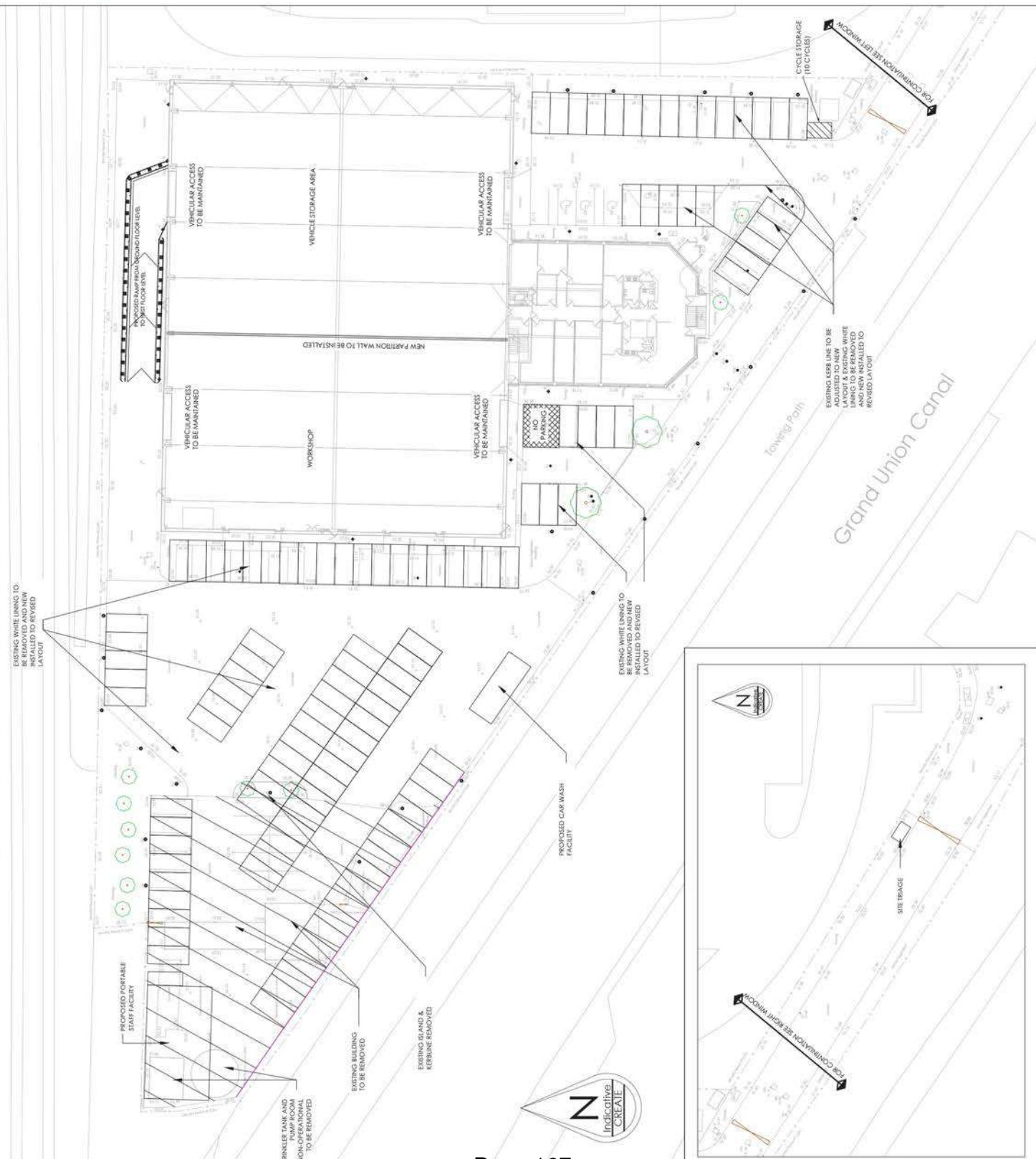
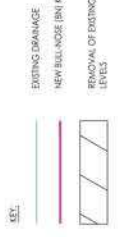
REV	DATE	DESCRIPTION	BY	CHECKED	APPROVED
A	15/08/14	CLIENT NAME CHANGED	JR	TH	JE

PROJECT INFORMATION PROJECT: USPA NORTH HOVE GARDENS, LONDON - 24.11.15 DRAWING: PROPOSED VEHICULAR MAINTENANCE AND SERVICING FACILITY SCALE: 1:200 DATE: 15/08/14 DRAWN BY: JR CHECKED BY: TH APPROVED BY: JE	CLIENT ADDISON LEE LTD
PROJECT NO. 957	PROJECT CODE MOD/001
PROJECT A	



GENERAL NOTES:

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
H	18.04.18	RAMP BE BROWN	JR	JC
G	15.04.18	PARKING BAYS REMOVED ADJACENT TO EXISTING DAMAGED BAYS B	JR	JC
F	24.03.18	NOTES AMENDED IN ACC TO UPDATED DRAINAGE PLAN/NOT	JR	JC
E	24.03.18	CYCLE STORAGE AREA MOVED WEST TO AVOID 088 PAVION	JR	JC
D	24.02.18	REAR RAMP CYCLE STORAGE AREA & LABEL TO EXISTING RAMP REMOVED	JPP	EE
C	16.11.17	CYCLE STORAGE ADDED	JPP	EE
B	16.11.17	CLIENT NAME CHANGED	JR	JPP
A	16.11.17	PARKING BAYS REMOVED	JR	EE
	16.11.17	NO WASHING AND RAMP HIGH RISED	JR	EE

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ENGINEERS LTD

PROJECT: UNIT A, NORTH HOVE GARDENS LONDON - PROPOSED VEHICULAR MAINTENANCE AND SERVICING FACILITY
PROPOSED LAYOUT - GROUND FLOOR

DATE: 24.11.18
SCALE: 1:250
SHEET NO: 001/004

DESIGN STAGE: PLANNING
REVISION: 001/004
DRAWN: JR
CHECKED: JR
DATE: 18.04.18

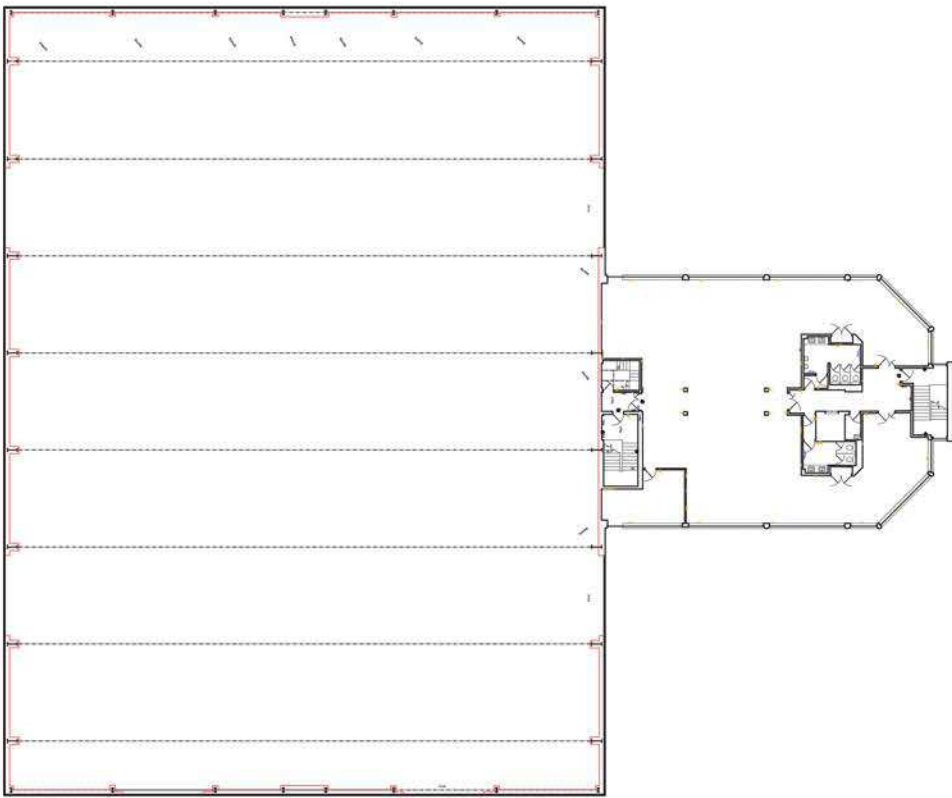
PROJECT NO: 957
DRAWING NO: 001/004
REVISION: H

COMP: ADDISON LEE LTD

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NOTES:

- 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.
- 2. THIS DRAWING WAS RELEASED SURVEY DRAWING 200603_05_P PRODUCED BY GREEN HATCH GROUP DATED 13.08.14.
- 3. ALL DIMENSIONS SHOULD BE CHECKED ON-SITE BY SITE ENGINEER PRIOR TO CONSTRUCTION.



NO.	DESCRIPTION	DATE
1	Issue for information	13/08/14
2	Issue for construction	13/08/14
3	Issue for construction	13/08/14
4	Issue for construction	13/08/14
5	Issue for construction	13/08/14
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100	Issue for construction	13/08/14

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REV	DATE	DESCRIPTION	BY	APP	DRAWN	APPROVED
A	13/08/14	CLIENT NAME CHANGED	JR	JPP		

PROJECT: UNIT A, NORTH HIVE GARBOUR, LONDON, 24.11.15

 INFORMATION: PROPOSED MAINTENANCE & SERVICING FACILITY

 SCALE: 1:200

 DRAWN: JR

 CHECKED: JPP

 DATE: 13/08/14

 SHEET: 9/57

 DRAWING No: M00/002

 REVISION: A

 CLIENT: ADDISON LEE LTD

 CONSULTING ENGINEERS LTD

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SEE:



EXTENS OF AREA FOR ADDITIONAL FLOORING

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
C	14.11.15	CURTAIN WALL CHANGED	JR	JPP
B	10.11.15	PROPOSED VEHICULAR MAINTENANCE AND SERVICING FACILITY	JR	JR
A	01.11.15	PROPOSED LAYOUT - FIRST FLOOR	JR	JE

PROJECT INFORMATION

PROJECT NAME: UNIT A, NORTH HIDE GARBOUSE LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY

PROPOSED LAYOUT - FIRST FLOOR

SCALE: 1:200

DATE: 09.11.15

PROJECT NO: 957

ISSUE NO: 00/005

STATUS: PLANNING

DESIGNER: JR

DRAWN: JR

CHECKED: JR

APPROVED: JE

CLIENT: ADDISON LEE

PROJECT NO: 00/005

STATUS: C

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
C	14/12/15	CLIENT NAME CHANGED	JR	IPP
B	01/12/15	PRO PARKING LOCATION RELOCATED	JR	EE
A	20/11/15	PROPOSED LAYOUT CHANGED AND LOTS RELOCATED IN ACCORDANCE WITH DECISION OF INTERNAL RAMP	JR	EE

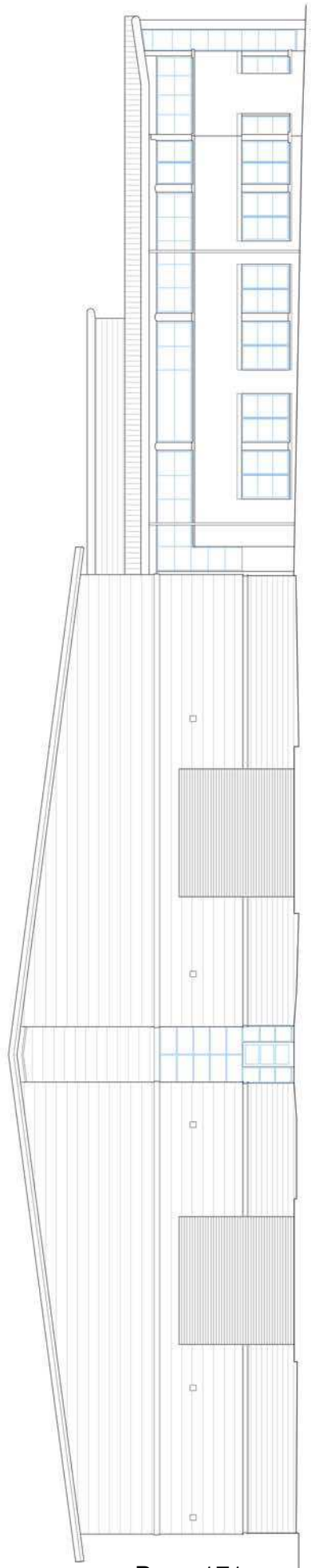
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DESCRIPTION	LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY
SCALE	1:200
DATE	20/11/15
PROJECT NO.	957
DRAWING NO.	00/006
VERSION	C
COMPANY	ADDISON LEE LTD
www.createconsultingengineers.co.uk	

NOTES:

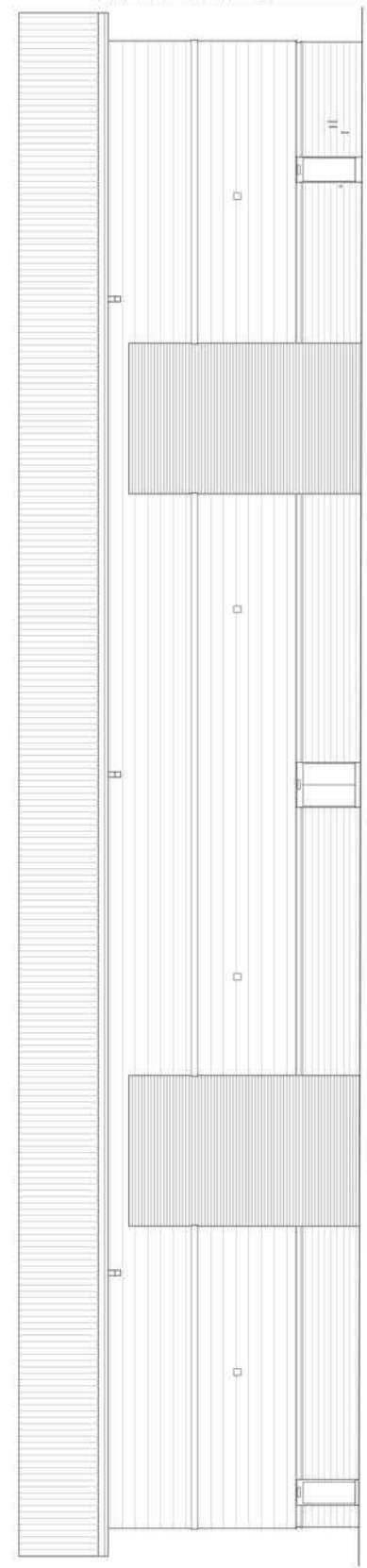
1. THE DRAWINGS IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.
2. THE DRAWING HAS BEEN BASED SURVEY DRAWING 26603_00_2 PRODUCED BY GREEN PROJECT GROUP (DATE: 15/04/14).
3. ALL DIMENSIONS SHOULD BE CHECKED ON-SITE BY SITE ENGINEER PRIOR TO CONSTRUCTION.



SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION

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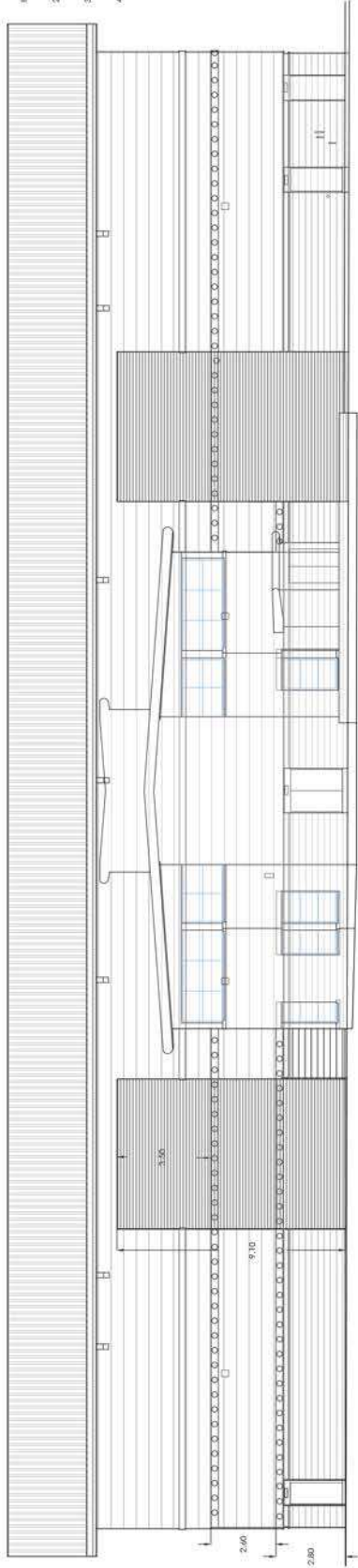
REV	DATE	DESCRIPTION	AMENDMENT DETAILS	DRAWN	APPROVED
A	15/11/13	CLIENT NAME CHANGED		JR	JPT

<p>PROJECT INFORMATION</p> <p>UNIT A, NORTH HOVE GARDENS LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICES FACILITY EXISTING ELEVATIONS AND SECTIONS SHEET 1 OF 2.</p>		<p>DATE: 26/11/13</p> <p>SCALE: 1:100</p> <p>20/11/13</p>	<p>DESIGNER: JR</p> <p>CHECKED: JPT</p> <p>DATE: 15/11/13</p>	<p>PROJECT NO: 957</p> <p>DRAWING NO: B00/002</p> <p>VERSION: A</p>
<p>CLIENT: ADDISON LEE LTD</p>				

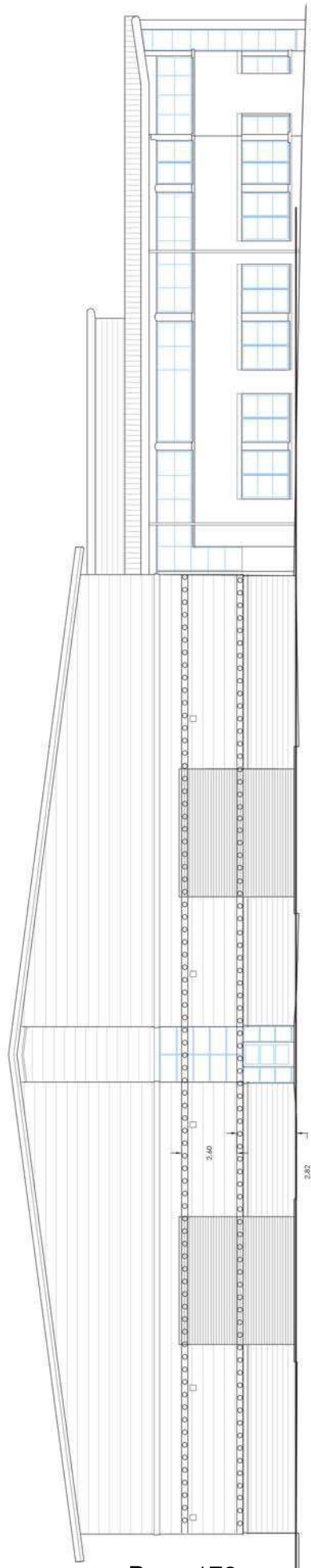
www.createconsultingengineers.co.uk

NOTES:

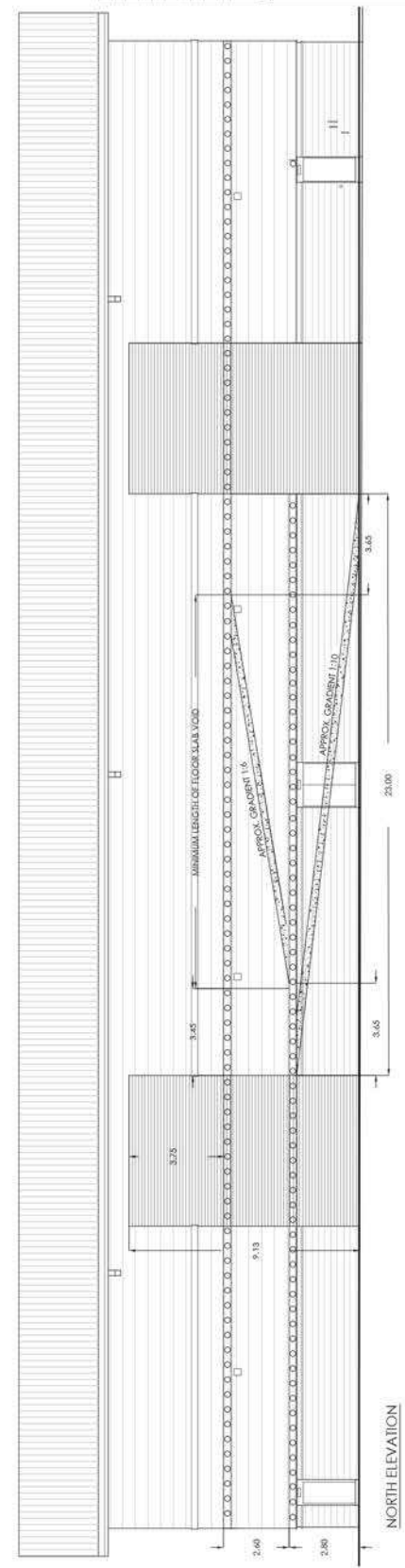
1. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.
2. THE DRAWING HAS BEEN BASED SURVEY DRAWING 20603_00_1_F PRODUCED BY GREEN PITCH GROUP (DATE: 15/01/14).
3. ALL DIMENSIONS SHOULD BE CHECKED ON-SITE BY SITE ENGINEER PRIOR TO CONSTRUCTION.
4. THE DESIGN RECOMMENDATION FOR MULTISTORY AND UNDERGROUND CAR PARKS: THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE. THE DRAWING HAS BEEN BASED SURVEY DRAWING 20603_00_1_F PRODUCED BY GREEN PITCH GROUP (DATE: 15/01/14).



SOUTH ELEVATION



WEST ELEVATION

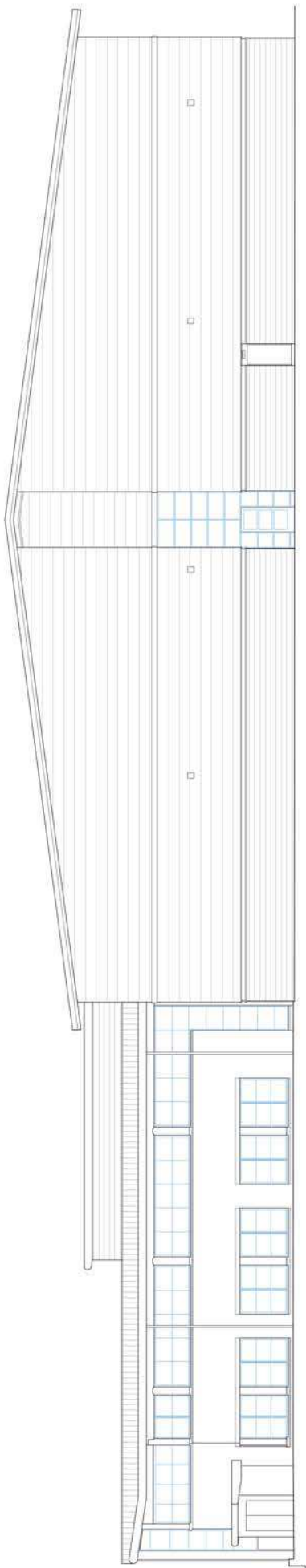


NORTH ELEVATION

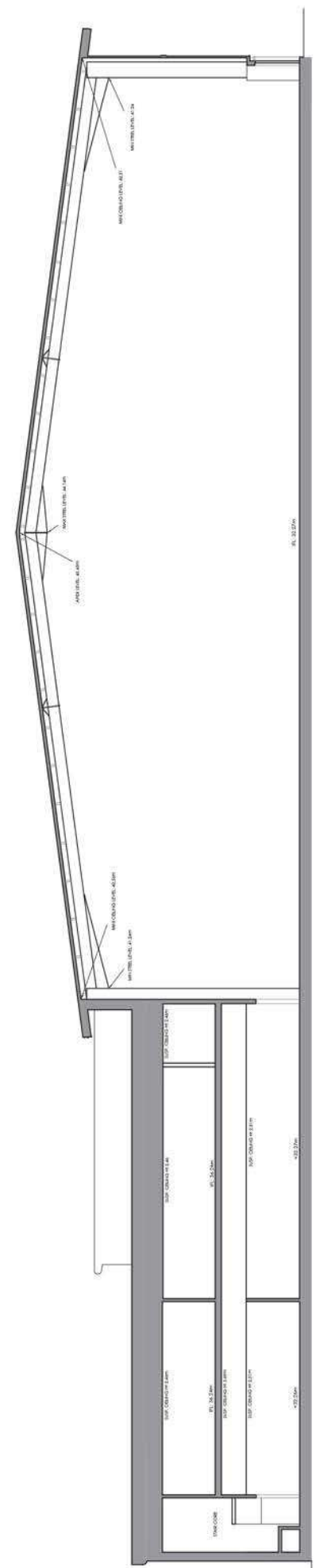
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REV	DATE	DESCRIPTION	AMENDMENT DETAILS	DESIGNER	CHECKER	DATE	APPROVED
A	15/11/13	CLIENT NAME CHANGED					

<p>PROJECT INFORMATION</p> <p>UNIT A, NORTH HOVE GARDENS LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY PROPOSED ELEVATIONS AND SECTIONS SHEET 1 OF 2</p>		<p>DATE: 28/11/13</p> <p>DESIGNER: JPL</p> <p>CHECKER: JH</p> <p>SCALE: 1:100</p> <p>DATE: 14/12/13</p>	<p>PROJECT NO: 957</p> <p>DRAWING NO: B00/002</p> <p>REVISION: A</p>
<p>CLIENT: ADDISON LEE LTD</p>		<p>CREATE CONSULTING ENGINEERS LTD</p> <p>www.createconsultingengineers.co.uk</p>	



WEST ELEVATION



SECTION A-A

NOTES:

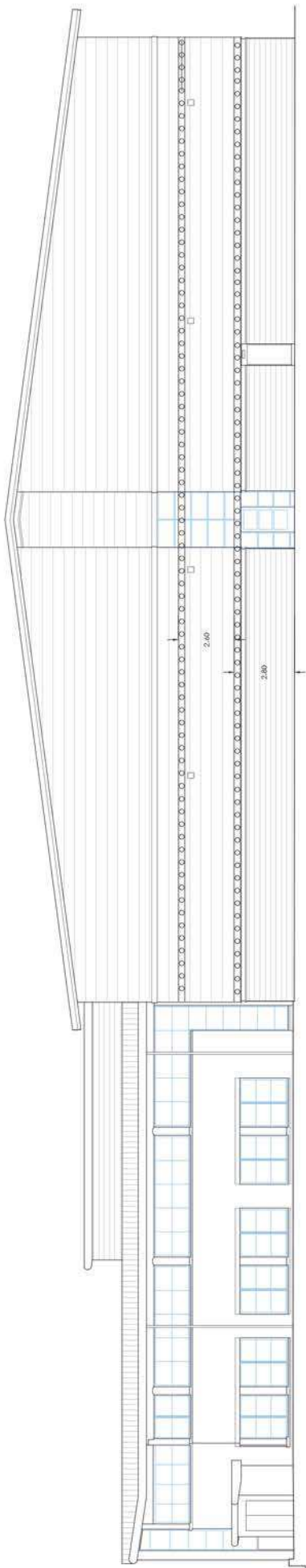
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.
2. THIS DRAWING HAS BEEN BASED SURVEY DRAWING 20600_001'S PRODUCED BY GREEN HATCH GROUP DATED 15.08.14.
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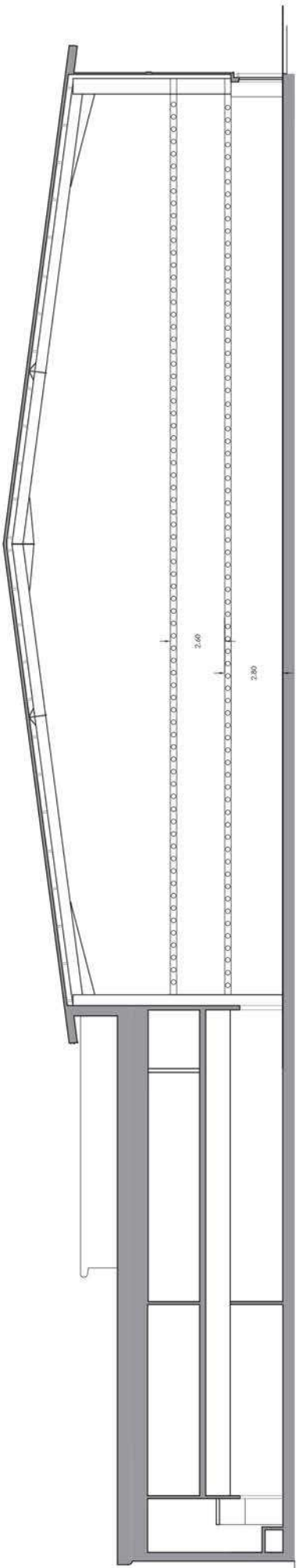
REV	DATE	DESCRIPTION	DESIGNED	CHECKED	APPROVED
A	15/11/14	CLIENT NAME CHANGED	JR	JPP	

PROJECT UNIT A, NORTON HYOPE GARDENS, LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY EXISTING ELEVATIONS AND SECTIONS SHEET 2 OF 2.	DATE 24.11.15 SCALE 1:100 DRAWN BY JR CHECKED BY JPP DATE 15.11.14
CLIENT ADDISON LEE LTD	DRAWING NO. B001/003 REGION A

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WEST ELEVATION



SECTION A-A

NOTES:

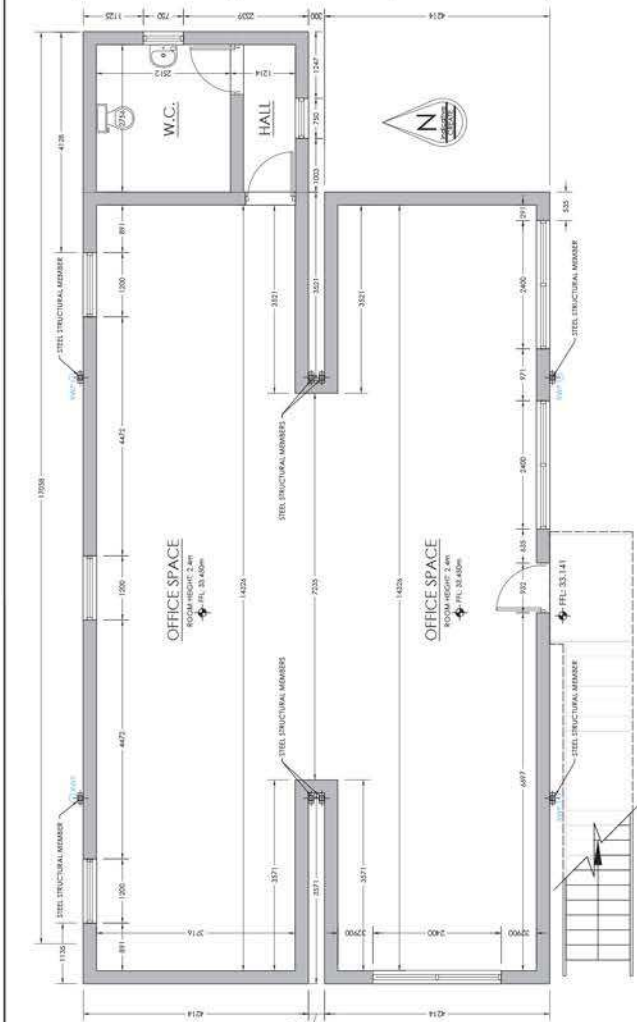
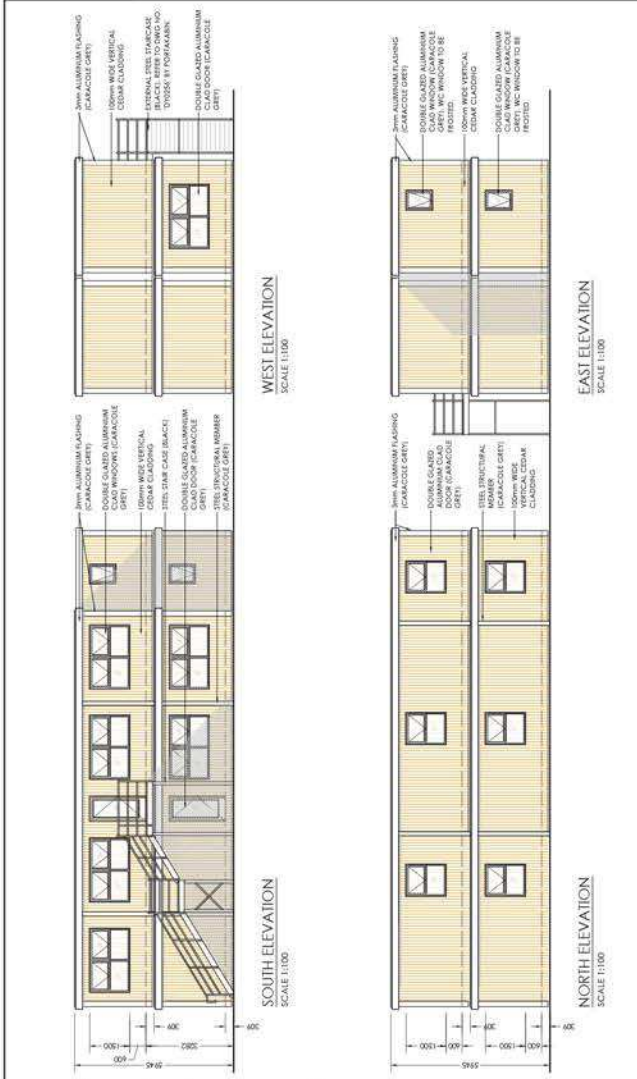
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS APPROPRIATE.
2. THIS DRAWING HAS BEEN BASED SURVEY DRAWING 20600.06.15 PRODUCED BY GREEN HATCH GROUP DATED 15.08.14.
3. ALL DIMENSIONS SHOULD BE CHECKED ON SITE BY SITE ENGINEER PRIOR TO CONSTRUCTION.

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REV	DATE	DESCRIPTION	DESIGNED	CHECKED	DATE	APPROVED
A	15/11/14	CLIENT NAME CHANGED				

	
PROJECT	UNIT A, NORDEN HYDR GARDENS, LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY
DATE	24.11.15
SCALE	1:100
DISCIPLINE	PLANNING
DESIGNER	JR
CHECKED	TH
DATE	15/11/14
NO. SHEETS	957
DRAWING NO.	B00/006
VERSION	A
create CONSULTING ENGINEERS LTD ADDISON LEE LTD	

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3. ALL DIMENSIONS SHOULD BE CHECKED ON-SITE BY THE ENGINEER PRIOR TO CONSTRUCTION.
4. ALL CONSTRUCTION TO BE CONSTRUCTED IN STRICT COMPLIANCE WITH BUILDING REGULATIONS.

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REV	DATE	AMENDMENT DETAILS	DRAWN	APP'D
A	14/12/18	CURTAIN WALL CHANGED		

PROJECT	UNIT A, NORTH HOVE GARDENS LONDON, PROPOSED MAINTENANCE & SERVICING FACILITY
CLIENT	PROPOSED PORTACABIN OFFICE C/O
SCALE	AS SHOWN
DATE	14/12/18
PROJECT NO.	957
DRAWING NO.	800/004
REVISION	A

www.createconsultingengineers.co.uk

GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.

ROUTE INTO CAR WASH: LARGE CAR (EUROPEAN)



Large Car (2006)
Overall Length: 4.500m
Overall Width: 1.800m
Overall Height: 1.500m
Min. Road Width: 5.000m
Min. Clearance: 1.800m
Min. Clearance: 1.800m
Wheels to each turning radius: 5.000m

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
1	11.03.15	PROJECT NAME CHANGED	JR	JR
2	20.11.15	DETAILS CHANGED	JR	EC

create
CONSULTING
ENGINEERS LTD

PROJECT: 957
DRAWING NO: 00/003
REVISION: B

ISSUE INFORMATION:
DATE: 11.03.15
SCALE: AS SHOWN
DRAWN: JR
CHECKED: JR
DATE: 20.11.15
SCALE: AS SHOWN
DRAWN: JR
CHECKED: EC

PROJECT: LONDON - PROPOSED VEHICULAR MAINTENANCE AND SERVICING FACILITY
SWEPT PATH ANALYSIS - CAR WASH

CLIENT: ADDISON LEE LTD
ADDRESS: 00/003

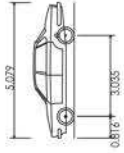
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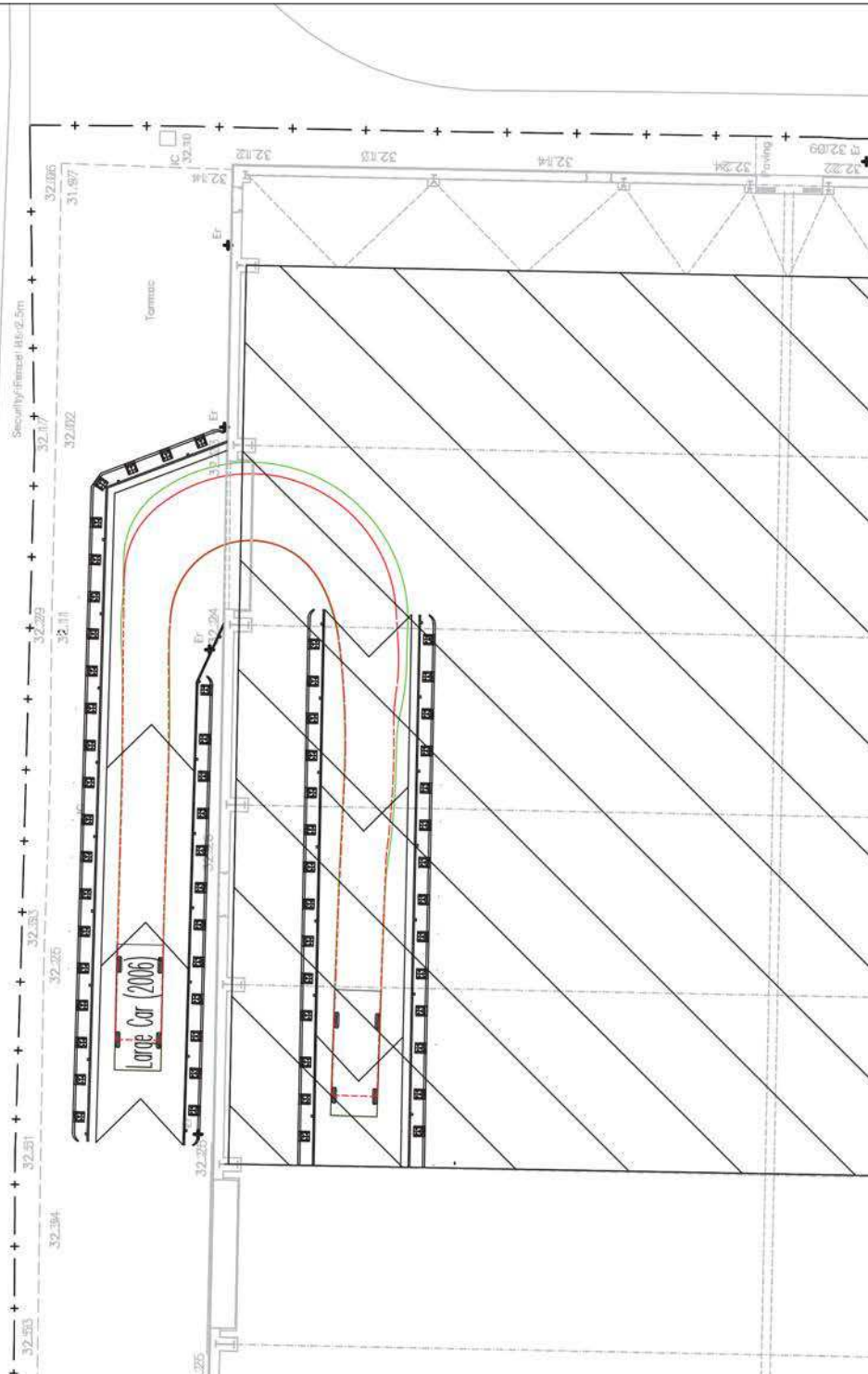
GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.

ROUTE INTO CAR WASH: LARGE CAR (EUROPEAN)



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.900m

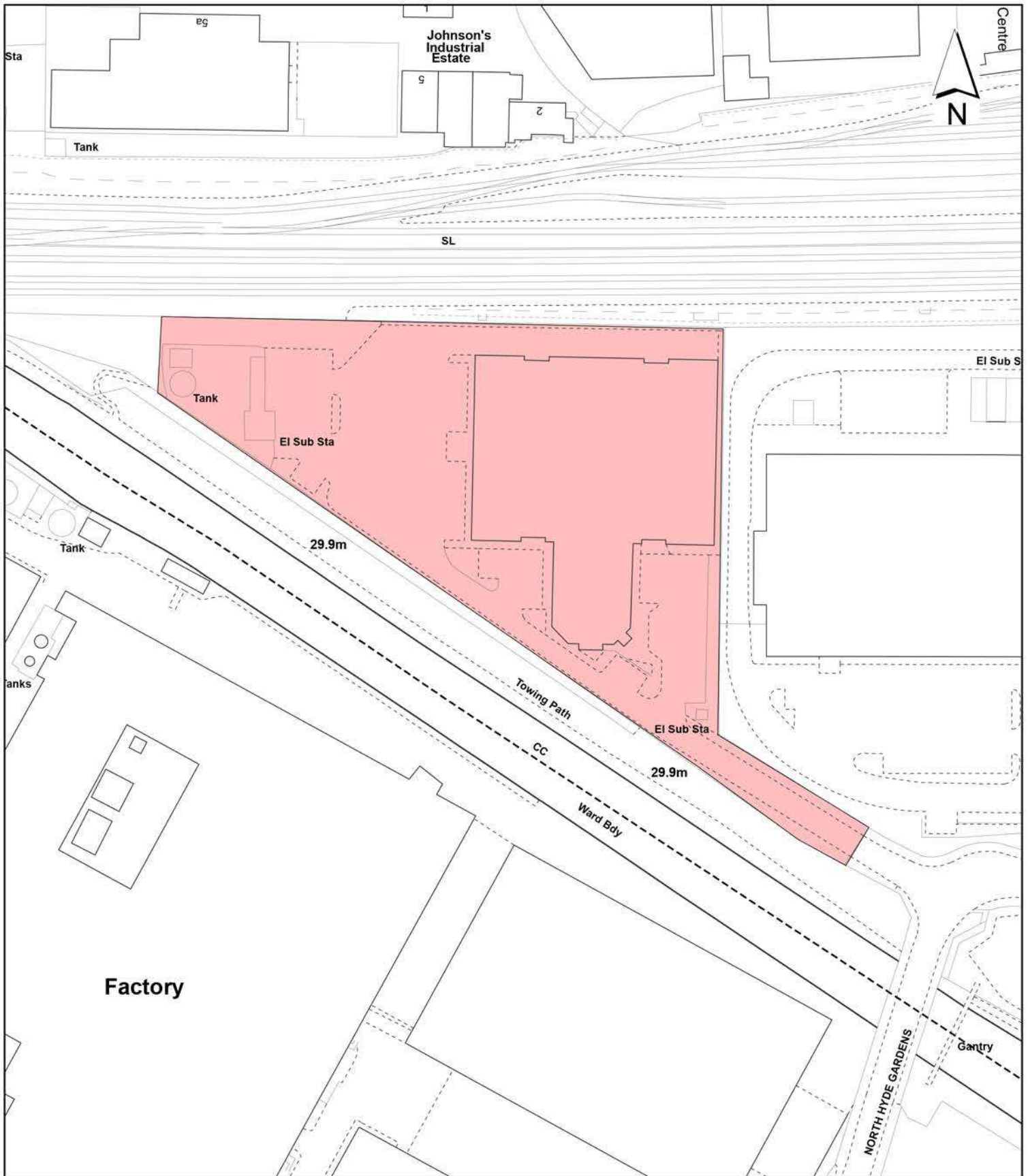


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PROJECT UNIT A, NORTH HYDE GARDENS, LONDON - PROPOSED VEHICULAR MAINTENANCE & SERVICING FACILITY	DATE	DRAWING STATUS	JOB No	DRAWING No	REGION
	30.11.15 (SCALE)	INFORMATION DESIGNED DRAWN CHECKED APPROVED			
DRAWING TITLE SWEEP PATH ANALYSIS - CAR WASH	1:250	JR JR KE KE	957	00/007	B
CUSTOMER ADDISON LEE LTD					

www.createconsultingengineers.co.uk

REV	DATE	DESCRIPTION	BY	CHKD	APPD
B	14.02.15	CLIENT NAME CHANGED	JR	JR	PP
A	30.11.15	DRAWN, IMPROVED AND PAPER SIZE RECHECKED	JR	JR	KE
		AMENDMENT DETAILS			



Notes:

 Site boundary

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Site Address:

**Unit A, Bulls Bridge Centre
 North Hyde Gardens
 Hayes**

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

Planning Application Ref:
13226/APP/2015/4623

Scale:
1:1,250

Planning Committee:
Major Page 179

Date:
May 2016



Report of the Head of Planning, Sport and Green Spaces

Address ST ANDREW'S PARK HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Phase 4 of planning permission ref: 585/APP/2009/2752 (Outline application (all matters reserved, except for access) including demolition of some existing buildings and mixed use redevelopment of the Former RAF Uxbridge site)

LBH Ref Nos: 585/APP/2016/1018

Date Plans Received: 10/03/2016

Date(s) of Amendment(s):

Date Application Valid: 16/03/2016

Responsibility is not accepted for errors made by others in scaling from this drawing. Construction information should be taken from signed dimensions only.

0m 5m 10m

A1 Original Sheet Size



application boundary
masterplan boundary

DATE: 15/03/16 TIME: 12:58 100%

Stride Treglown
Architects: Tom Parry, James Gedge, Richard Sweeney, Louise Owen, Graham Owen
3 Concorde Street, London, SE1 7DU
T: 020 7461 0100 F: 020 7461 0101 WWW.STRIDETREGLOW.CO.UK

PROJECT: st andrew's park phase 4

DRAWING TITLE: site location plan

STATUS	planning issue
SCALE	1:1000 @ A1
DATE	09/03/2016
DRAWN BY	wh
CHECKED BY	mjl
PROJECT NUMBER	22067
DRAWING NUMBER	P10_001
REVISION	



Responsibility is not accepted for errors made by others in scaling from this drawing. Construction information should be taken from issued instructions only.

A1 Original Sheet Size



Stride Treglown
Architects, Town Planning, Interior Design, Building Services, Landscape Design, Historic Conservation
3, Colston Street, London, SE1 7BU
T: 020 7461 0100 F: 020 7461 0701 www.stridetreglown.co.uk

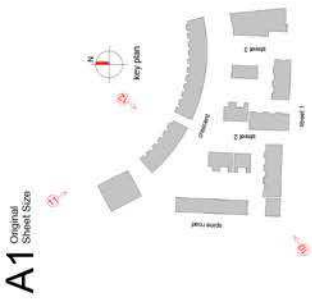
PROJECT
st andrew's park
phase 4

DRAWING TITLE
illustrative site plan

STATUS	planning issue
SCALE	1:250 @A1
DATE	09/03/2016
DRAWN BY	hp
CHECKED BY	mjl
PROJECT NUMBER	22067
DRAWING NUMBER	P10_010

Responsibility is not accepted for errors made by others in scaling from this drawing. Construction information should be taken from signed dimensions only.

A1 Original Sheet Size



Note:
Material finish colors for illustrative purposes only
Key positions to be confirmed by specialist subcontractor
Not an offer plan for sale



10. 3D view, spine road street 1 junction, looking northeast



11. 3D view, apartment UA and crescent facing district park



12. 3D view, crescent district park elevation

DATE: 19/11/16 TIME: 15:58 100%

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Stride Treglown

Architecture Team: Planning, Design, Building Services, Landscape Services, Landscape Design, Graphic Design
3 Concor Street, London, SE1 7BU
T: 0202 7461 0100 F: 0202 7461 0101 WWW.STRIDETREGLOWN.CO.UK

PROJECT
st andrew's park
phase 4

DRAWING TITLE
3D street views sheet 2

STATUS	
planning issue	
SCALE	DATE
ns @ A1	09/03/2016
PROJECT NUMBER	DRAWN BY
22067	hp
	CHECKED BY
	ml
	REVISION
	P10_071

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A1 Original Sheet Size



Note:
Material finish colors for illustrative purposes only
Final finishes to be confirmed by specialist subcontractor
Not all areas shown for clarity.

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Stride Treglown
Architecture Team: Planning, Design, Building Services, Landscape Design, Construction Design, Quantity Surveying
3 Corner Street, London, SE1 7EU
T: 020 7461 0100 F: 020 7461 0101 WWW.STRIDETREGLOWN.CO.UK

PROJECT
st andrew's park
phase 4

DRAWING TITLE
3D aerial views

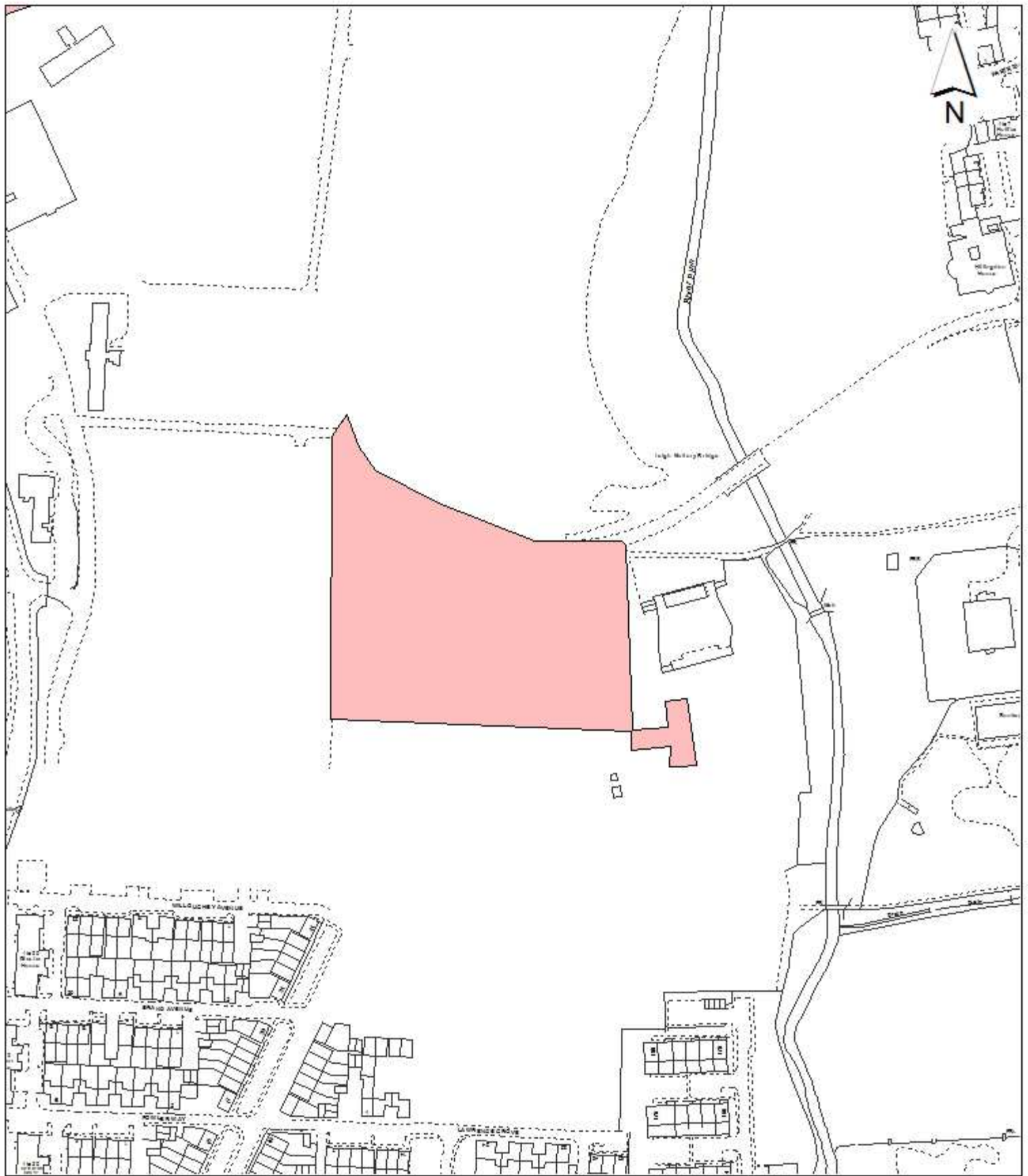
STATUS	
planning issue	
SCALE	DRAWN BY
ms @A1	hp
DATE	CHECKED BY
09/03/2016	ml
PROJECT NUMBER	DRAWING NUMBER
22067	P10_072
REVISION	



13. 3D view, aerial view looking northeast



14. 3D view, aerial view looking south



Notes:

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Site Address:

**St Andrews Park
Hillingdon Road
Uxbridge**

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

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

Planning Application Ref:

585/APP/2016/1018

Scale:

1:2,500

Planning Committee:

Major

Date:

May 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 21 HIGH STREET YIEWSLEY

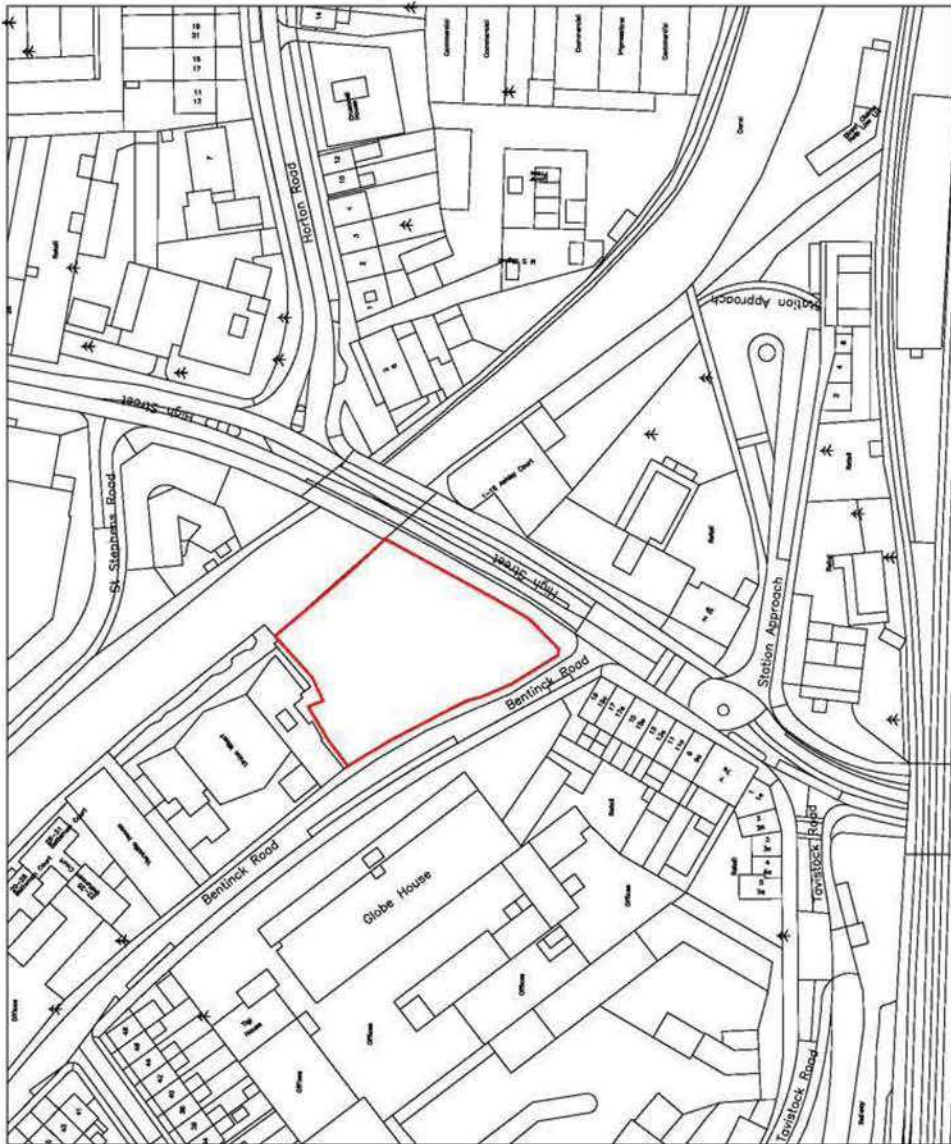
Development: Variation of condition 2 (Approved Plans) of planning permission ref: 26628/APP/2014/675, dated 31/07/2014 (Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works) for the subdivision of approved Unit 51 to create two studio units together with the extension of the floorplate at Unit 51 only.

LBH Ref Nos: 26628/APP/2016/462

Date Plans Received: 05/02/2016

Date(s) of Amendment(s):

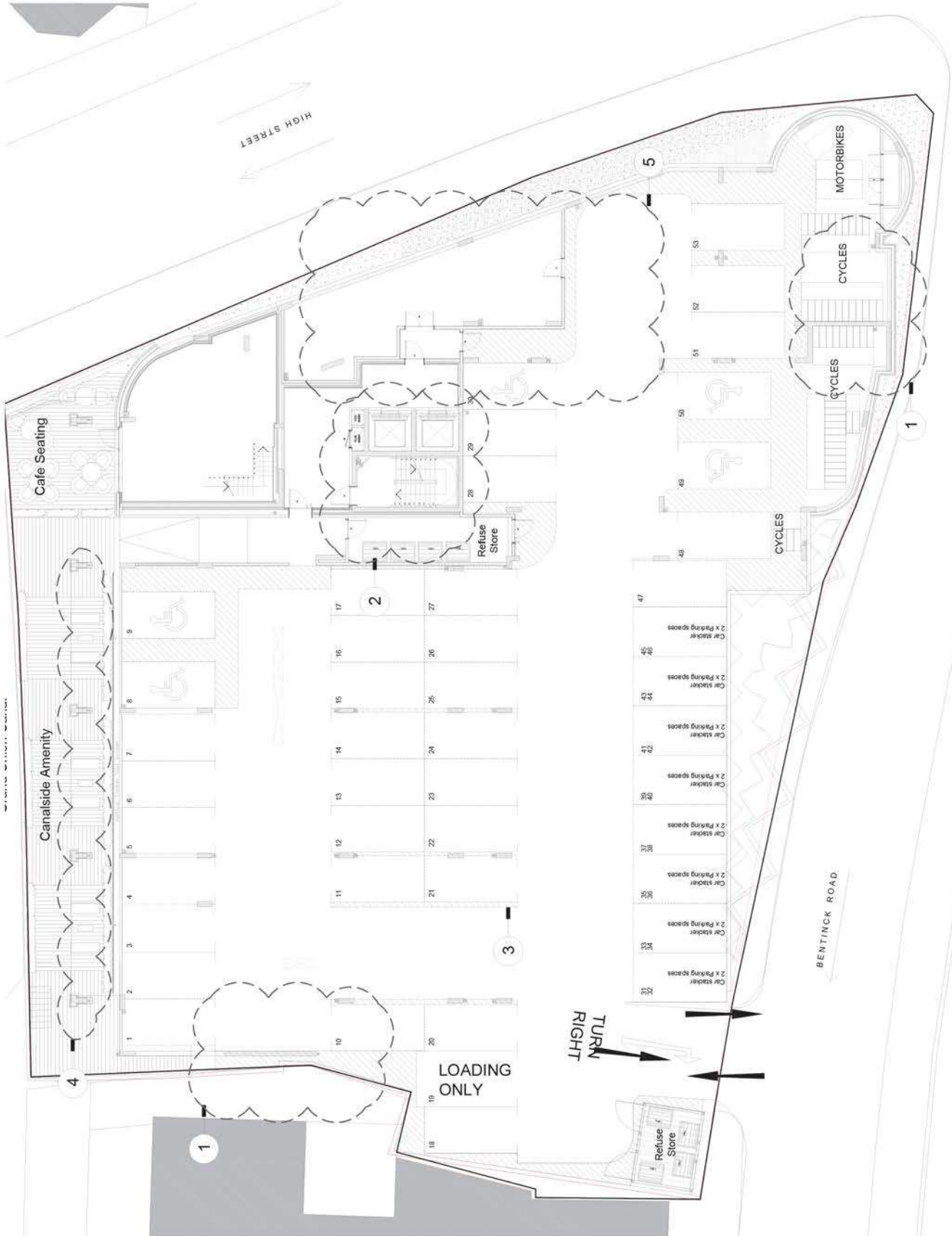
Date Application Valid: 05/02/2016



00		DESCRIPTION	DRAWN
REV	DATE		
CLIENT			
PROJECT			
21 HIGH STREET			
WEST DRAYTON			
DRAWING TITLE			
LOCATION PLAN			
STATUS			
FOR APPROVAL			
PROJECT NO.	DWG TYPE	DWG NO.	REV
SCALE	DATE	DRAWN	CHECKED
1:1250			

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- Notes
1. Removal structure as unnecessary for building control
 2. Lift lobby re-arranged
 3. Parking spaces re-arranged
 4. Columns retained
 5. Plant room added
 6. Cafe entrance amended to be level and embrace into apartments entrance



MGM

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10 COLDBATH SQ LONDON EC1R 9HL
T: 020 7713 8100 F: 020 7637 0800

WESTDRAYTON
21 High Street
London

PROPOSED PLANE
LEVEL 0 PLAN (RMA01)

1:000/1:1	VP
FEBRUARY 2016	VP
S377/P/203	P1

PLANNING

Proposed Level 0 Plan
Scale 1:200/A1

- Notes
1. Full size drawings
 2. All drawings shall be submitted on A3 paper
 3. All drawings shall be submitted on A3 paper



Proposed Level 3 Plan
Scale 1:2000(A1)



Proposed Level 1 Plan
Scale 1:2000(A1)



Proposed Level 2 Plan
Scale 1:2000(A1)

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☎ 020 7713 8100 ☎ 020 7832 0800

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London

PROPOSED PLANNING
PLANS (M/A02)

1:2000(A1)	SP	PI
JULY 2015	SAS	
\$377(P/A0)		

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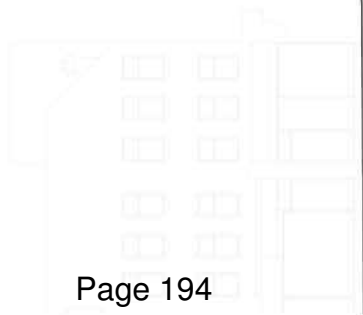
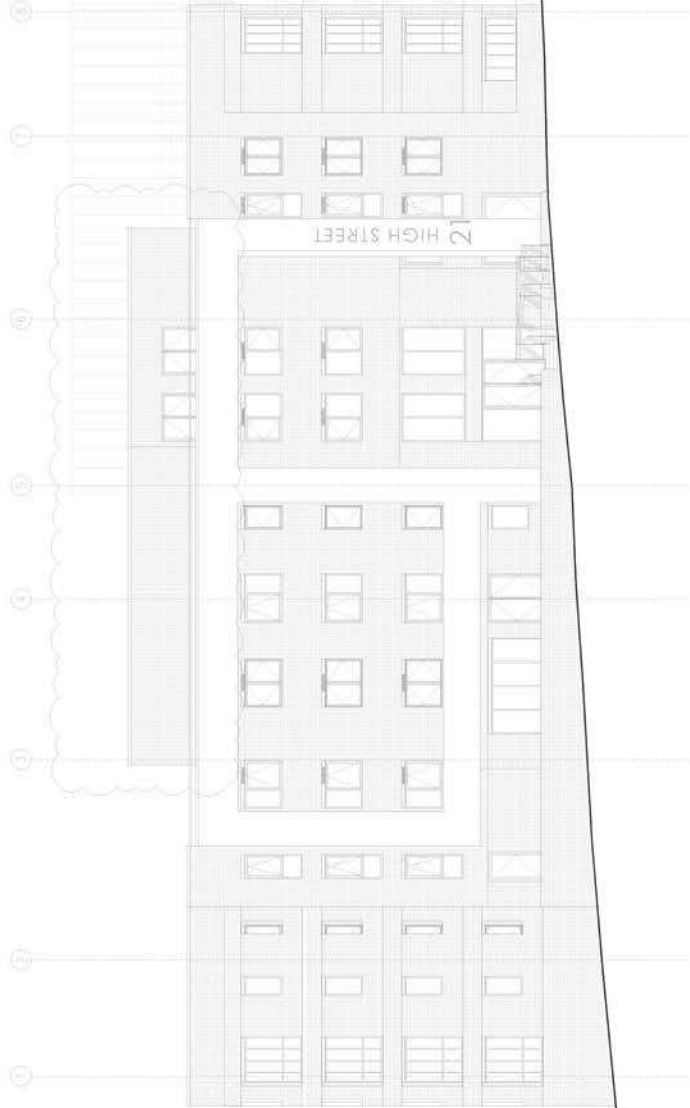
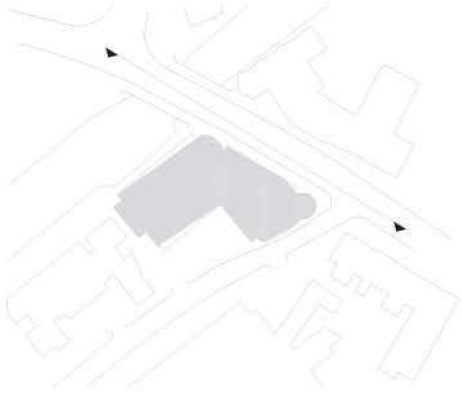


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WESTDRAYTON
 21 High Street
 London

PROPOSED PLANNING
 4-LEVEL PLANS (NAM402)

1:1000/41	VP
FEBRUARY 2016	VP
5377/P/403	P1



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WEST DRAYTON
21 High Street
London

HIGH STREET ELEVATION

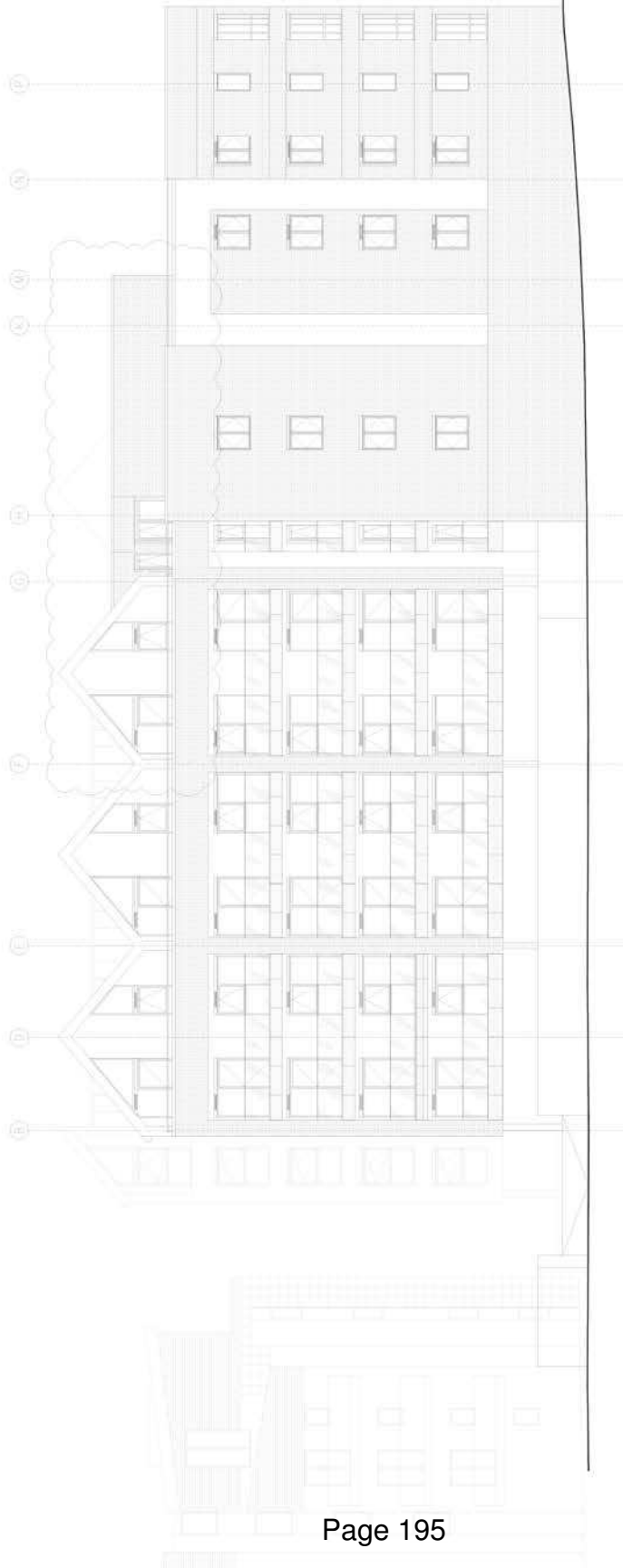
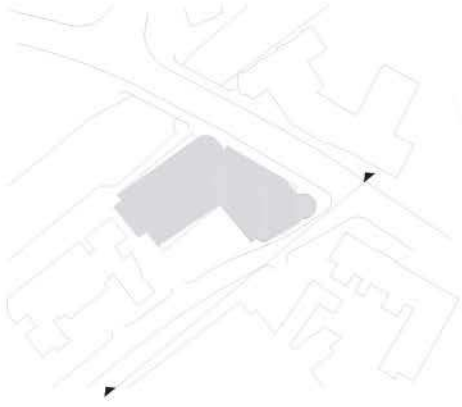
11/09/24 / 13/09/24 VP

January 2014 VP

5377/30/00 N/A/A04 P1

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PLANNING



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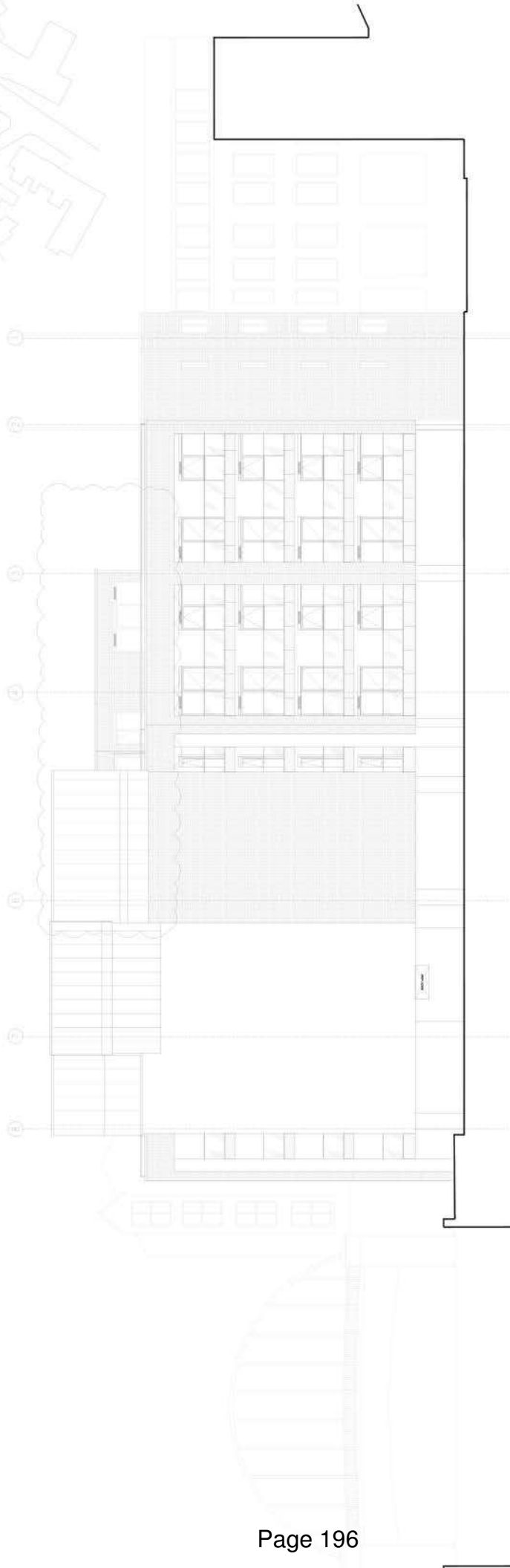
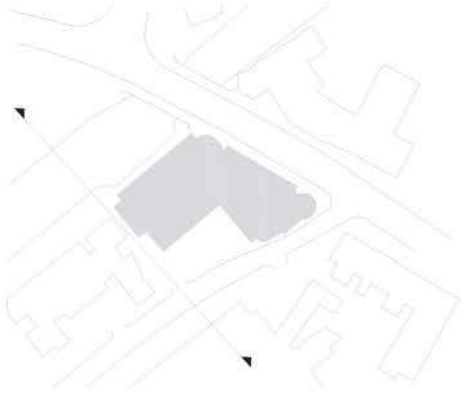
WEST DRAYTON
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 London

BERRICK ROAD ELEVATION

11/00/04 / 1/20/04/3	VP
January 2014	VP
5377/30/01 NMA04	P1

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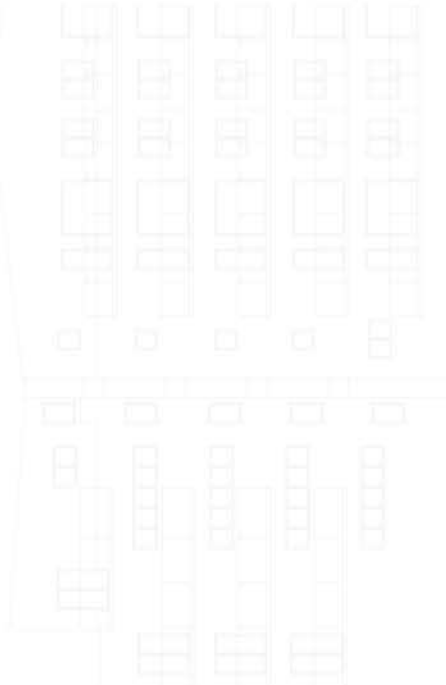
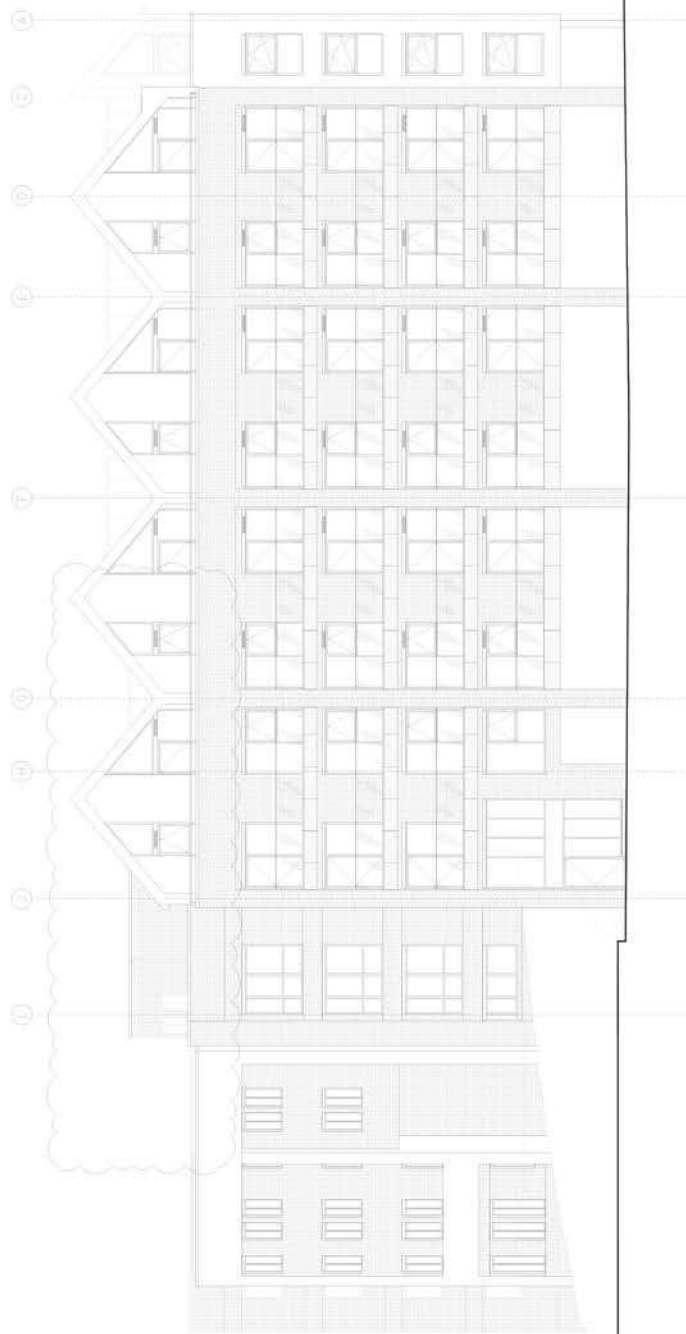
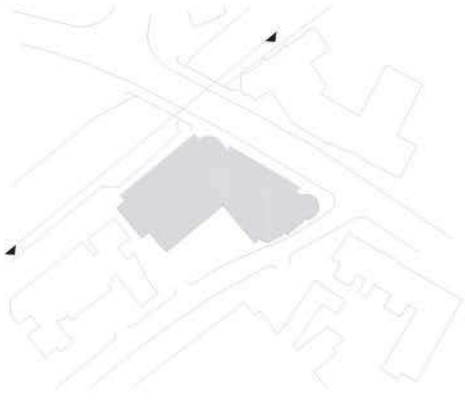
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 21 High Street
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UNION WHARF ELEVATION

11/09/24 / 13/09/24	VP
January 2014	VP
5377/30/02 NMA04	P2

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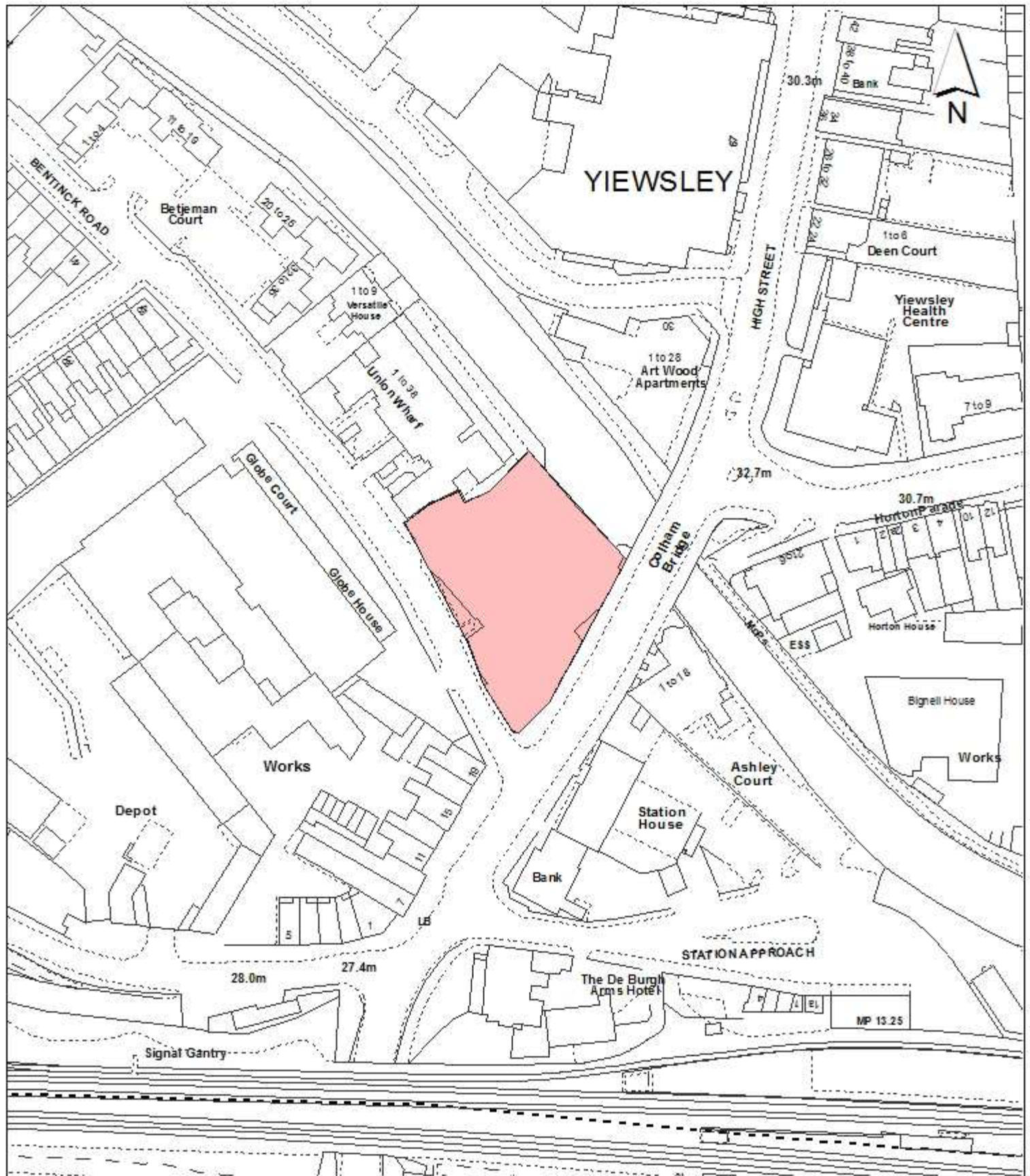
WEST DRAYTON
 21 High Street
 London

CANAL SIDE ELEVATION

11/09/04 / 1/20/04/3	VP
January 2014	VP
5377/30/03 NMA04	P1

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PLANNING



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Site Address:

**21 High Street
West Drayton**

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

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

Planning Application Ref:

26628/APP/2016/462

Scale:

1:1,250

Planning Committee:

Major

Date:

May 2016



HILLINGDON
LONDON