



HILLINGDON
LONDON



Major Applications Planning Committee

Date: THURSDAY, 14 JULY 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

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This Agenda is available online at:

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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

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Tommy Flynn's P.H. Sutton Court Road, Hillingdon 8396/APP/2016/777	Hillingdon East	Redevelopment of the site to provide a new three storey building containing 26 flats (Class C3) with associated parking, balconies, landscaping and rear communal amenity space. Recommendation: Approval	1 - 32 113 - 127

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Gaelic Athletic Accos. Sports Ground, West End Road, Ruislip 24373/APP/2016/1511	South Ruislip	Variation of condition 2 of planning permission reference 24373/APP/2014/1946 dated 13/3/2015 (redevelopment of the GAA Sports Grounds), to allow a reduction in the overall length of the main stand from 136.8m to 101.4m; a reduction in the overall covered area from 54.6m to 39m; removal of proposed terrace on the north boundary; construction of 2 step viewing area to replace the north terrace; construction of 2 step viewing area to east and west of the main stand (Section 73 application). Recommendation: Approval + Sec 106	33 - 68 128 - 147
7	Unit 2, Trinity Trading Estate, Silverdale Road 70738/APP/2015/4688	Townfield	Change of use of an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling). Recommendation: Approval	69 - 88 148 - 151
8	1-3 Uxbridge Road 1911/APP/2016/1472	Townfield	Change of use of Unit 4 to Absorbent Hygiene Products (AHP) recycling facility and associated alterations to the external elevations, addition of an exhaust stack, storage tanks and substation. Recommendation: Refusal	89 - 112 152 - 160

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER TOMMY FLYNNS P.H. SUTTON COURT ROAD HILLINGDON

Development: Redevelopment of the site to provide a new three storey building containing 26 flats (Class C3) with associated parking, balconies, landscaping and rear communal amenity space

LBH Ref Nos: 8396/APP/2016/777

Drawing Nos: 214-PL-010 Rev 00
214-PL-011 Rev 00
214-PL-012 Rev 00 Demolition Plan
214-PL-100 Rev 00
214-PL-200 Rev 03
214-PL-201 Rev 03
214-PL-202 Rev 04
214-PL-203 Rev 03
214-PL-300 Rev 03
214-PL-301 Rev 04
Design and Access Statement Pages 17-21
Design and Access Statement Pages 1-16
Tree Protection Plan Rev C
PL-020 Rev 00
Planning Noise Assessment BS 33699/PNA/Rev 1
Planning Statement
Daylight and Sunlight Assessment Revision
Energy and Sustainability Statement
Transport Statement
Arboricultural and Planning Integration Report reference GHA/DS/19960:1
SuDS Drainage Statement
Financial Viability Assessment

Date Plans Received: 24/02/2016

Date(s) of Amendment(s):

Date Application Valid: 24/02/2016

1. SUMMARY

This application seeks consent for the redevelopment of the site to provide a new three storey building containing 26 flats (12 x 1 bed and 14 x 2 bed) with associated parking, balconies, landscaping and rear communal amenity space.

The scheme has been considered by Officers, and by reason of its density, scale, massing, bulk, height and form, is considered acceptable in the context of the site and surrounding street scene. The scheme would be of a scale and character that is acceptable in terms of its impact on the amenities of the surrounding occupants. The proposed parking provision and layout is considered acceptable and to not give rise to unacceptable overspill or congestion in the surrounding roads.

In terms of the density and quality of the accommodation proposed, this is considered to comply with the adopted standards and to provide suitable amenity for the proposed occupiers.

Whilst the scheme does not include the provision of on site affordable housing, a contribution of £226,022 has been agreed with the applicant and will be secured along with contributions towards construction training, highway works, travel plan and monitoring.

The proposal is therefore recommended for approval, subject to the conditions and satisfactory completion of a section 106 agreement

2. RECOMMENDATION

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

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

- i) Affordable Housing: A financial contribution of £226,022 towards affordable housing;**
- ii) Highway Works: S278/S38 for required Highways Works;**
- iii) 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;**
- iv) Travel Plan to include £20,000 Bond;**
- v) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 13/10/2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of sustainable transport, environment, affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and the London Plan (FALP 2015).

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

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

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from

the date of this permission.

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 214-PL-100 Rev 00; 214-PL-200 Rev 03; 214-PL-201 Rev 03; 214-PL-202 Rev 04; 214-PL-203 Rev 03; 214-PL-300 Rev 03; 214-PL-301 Rev 04 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 RES5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:
Reduction in energy use and renewable technology installation [Energy and Sustainability Statement reference 07-14-40561 ES3]
SUDS [SuDS Drainage Statement February 2016, Draft 1 prepared by EAS]
Noise Mitigation [Planning Noise Assessment reference BS 33699/PNA/Rev B]

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

REASON

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

4 RES6 Levels

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

REASON

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

5 RES7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance and protects the amenities of existing and adjacent occupiers in accordance with Policies BE23, BE24 and BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 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) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (ii) 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).

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, which is close to a number of schools, in accordance with Policy OE1 and AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2012).

7 RES8 Tree Protection

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

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

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged

during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 RES9 Landscaping (car parking & refuse/cycle storage)

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

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

2. Details of Hard Landscaping
 - 2.a Cycle and motorcycle storage (26 bicycle spaces and 1 motorcycle bay are required)
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting

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

4. Schedule for Implementation

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

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

REASON

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

9 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of

remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

REASON

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

10 RES18 Lifetime Homes/Wheelchair Units

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

REASON

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

11 RES16 Energy (PV details)

Prior to commencement of development, full details and specifications of the roof mounted PVs as set out in the Energy Strategy (Stroma, February 2016) shall be submitted and approved in writing by the Local Planning Authority. The details shall include the type, specification and location of the PVs including roof plans and elevations. The details shall be accompanied by a sun path analysis to ensure the quantity and type of PVs are optimised to reach the required reduction targets set out in the Energy Strategy. The development must proceed in accordance with the approved plans.

Reason

To ensure the development achieves a CO2 reduction of 35% in line with London Plan Policy 5.2.

12 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from (road traffic) (rail traffic) (air traffic) (other) 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) (rail traffic) (air traffic) (other) noise in accordance with policy OE5

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.15.

13 OM11 Floodlighting

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

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and London Plan (2015) Policy 7.1

14 RES13 Obscure Glazing

The windows facing No. 76 Snowden Avenue (southern elevation) shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

15 RES13 Balcony screening

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

REASON

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

16 COM31 Secured by Design

The building should 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 (2015) Policies 7.1 and 7.3.

17 RES23 Visibility Splays - Pedestrian

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

REASON

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

18 RES20 Traffic Arrangements - submission of details

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

REASON

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

19 RES22 Parking Allocation

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

REASON

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

20 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from road traffic and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria. 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 and air traffic noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.15

21 NONSC Refuse Storage Management

Prior to the occupation of the building, details and a scheme for the management of the refuse store shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the store will be managed to ensure that the external door remains shut, except on collection days, and provide details of the storage area, door design and any ventilation.

REASON

To ensure the amenity of the occupiers of the adjacent residents is not adversely affected by the development in accordance with policy BE19 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

22 RES26 Contaminated Land

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

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

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

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

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

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

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

INFORMATIVES

1 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).

2 115 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.

3 118 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).

4 119 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).

5 124 Works affecting the Public Highway - General

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

6 I25A **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

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

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

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

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

8 I47 **Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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

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

9 I52 **Compulsory Informative (1)**

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

10 I53 **Compulsory Informative (2)**

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
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
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

11 I59 Councils Local Plan : Part 1 - Strategic Policies

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two storey former public house located on the corner of Sutton Court Road and Snowden Avenue. The surrounding area is mixed use in nature with residential semi-detached dwellings to the south and east of the site and retail units with residential flats on the upper floors to the west. Also within the surrounding area are a number of community facilities.

Whilst the site is not located within any flood zones, it is located within a Critical Drainage Area.

3.2 Proposed Scheme

This application seeks consent for the redevelopment of the site to provide a new three storey building containing 26 flats (Class C3) with associated parking, balconies, landscaping and rear communal amenity space.

This submission has been developed with the refusal reasons in mind and has sought to reduce the massing of the building proposed. The overall layout and design approach of the building is the same as was considered within the previous application, however the following alterations have been made to the approved scheme:

1. The redevelopment of the site proposes a 26 unit residential scheme (12x1 bed and 14x2 bed). This is a reduction of 4 units from the previous scheme which proposed (12x1 bed, 14x2bed and 2x3bed unit);
2. The central fourth floor has been removed from the scheme and the three storey elements adjacent, reduced by approximately 1 metre;

3. Whilst the siting of the building adjacent to No. 76 Snowden Avenue remains the same, the length of the building adjacent to No. 60 Sutton Court Road has been reduced;
4. As a result of the reduction in the footprint of the building, the parking area has been enlarged, allowing for a green buffer to be installed along the eastern boundary;
5. The communal amenity space has also been enlarged.

3.3 Relevant Planning History

8396/APP/2013/1057 Tommy Flynn's Public House Sutton Court Road Hillingdon
Demolition of two storey public house and associated cellar and car park (Application for Prior Notification of Demolition)

Decision: 23-05-2013 PRN

8396/APP/2014/4118 Former Tommy Flynn's P.H. Sutton Court Road Hillingdon
Redevelopment of the site to provide a part 3, part 4 storey building containing 30 flats (Class C3) with associated parking, landscaping and rear communal amenity space (involving the demolition of the existing public house).

Decision: 16-07-2015 Refused

Comment on Relevant Planning History

The planning history for the site is listed above. The only application of relevance to this scheme is:

- 8396/APP/2013/1057 - Demolition of two storey public house and associated cellar and car park (Application for Prior Notification of Demolition). This determined that prior approval was not required and the demolition could therefore go ahead.

- 8396/APP/2014/4118 - Refusal for the redevelopment of the site to provide a part 3, part 4 storey building containing 30 flats with associated parking, landscaping and rear communal amenity space.

This application was refused for the following reasons:

1. The scheme by reason of its excessive size, scale, bulk, massing, design and layout would constitute an unacceptable over-development of the site, that would be out of character with the design and appearance of the surrounding street scene and detrimental to the amenity of the surrounding occupiers. Overall the scheme would fail to comply with the National Planning Policy Framework, policies BE13, BE19 and OE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), BE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS 'Residential Layouts.

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

A summary of the main differences between this refused application and the current submission is summarised in section 3.2 of the report.

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.H2 (2012) Affordable Housing

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H6 Considerations influencing appropriate density in residential development.
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

- LPP 3.3 (2011) Increasing housing supply
- LPP 3.4 (2011) Optimising housing potential
- LPP 3.5 (2011) Quality and design of housing developments
- LPP 3.7 (2011) Large residential developments
- LPP 3.8 (2011) Housing Choice
- LPP 3.11 (2011) Affordable housing targets
- LPP 3.12 (2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.13 (2011) Affordable housing thresholds

LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.4	(2011) Local character
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LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
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
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd March 2016**

5.2 Site Notice Expiry Date:- **23rd March 2016**

6. Consultations

External Consultees

84 residents were notified of the application and 18 responses and one petition was received to the consultation.

The main concerns raised by residents to the initial consultation were as follows:

1. The scheme is too large and a further reduction in the scale, bulk and mass is required. The scheme will ruin the look, feel and community balance;
2. The scheme will result in an increase in traffic;
3. The area cannot cope with the additional cars as already cars double park to use the shops and the number of schools means that there is a lot of school related traffic;
4. The scheme will overlook the surrounding residential properties;
5. It is an overdevelopment of the site;
6. The location of the car parking within the site will result in undue noise and disturbance to surrounding residents;
7. No visitor parking is proposed as part of the scheme. This is required given the parking problems in the area;
8. The roof gardens will overlook the adjacent properties;
9. The existing building should be kept and converted to flats as this is more in keeping with the area

10. There is a concern with parking thresholds proposed as generally households have more than 1 car;
11. The site has a relatively low PTAL of 1b;
12. 26 units proposed at a density of 104 dph is considered to be above the density guidelines, which confirms that the scheme is an overdevelopment;
13. Concern over the loss of a green and landmark feature in the area;
14. The private balconies are not private spaces as they have glass surrounds;
15. There will be a potential increase in student numbers to 1600 using Sutton Court Road as the main access as a result of school extensions/relocation of the entrance onto Sutton Court Road, and with the increased traffic numbers resulting from this development, there is a pedestrian safety risk;
16. Area suffers from anti social behaviour and no CCTV has been incorporated into the design of the scheme;
17. The siting of the building within the site will reduce visibility at the junction of Sutton Court Road and Snowden Avenue;
18. The location of the bins is in breach of disability legislation as they will have to walk further than able bodied residents;
19. Noise disturbance will arise from rubbish being collected and deposited as the large vans will create disturbance;
20. Concern with vermin and overspill from refuse store;
21. Do not understand how this scheme can be acceptable in terms of impact on the character of the area, overlooking, noise and disturbance, when a scheme for a bungalow in the back garden of No. 76 Snowden Avenue was rejected on such grounds;
22. The amenity space is cramped and is more a buffer to the car parking;
23. The reduction in the number of units by only 4 has little effect on the overall size and mass of the building;
24. Sunlight needs to be considered thoroughly through an independent report;

PETITIONS

One petition has been received with 159 valid signatures. The main concerns of the petition are as follows:

1. The scheme would be overbearing and an overdevelopment of the site;
2. Insufficient parking allocation for a low PTAL rated area with no allocation for delivery, scooters/motorbikes;
3. Road safety concerns for the whole area;
4. Pedestrian safety concerns from the overbuild and one access way onto Sutton Court Road;
5. Inadequate provision of green space proposed or retained particularly around the TPO tree;
6. Potential loss of sunlight to residents to the north of the site on Sutton Court Road.

EXTERNAL CONSULTEES

METROPOLITAN POLICE

No objection to the scheme provided it achieves the Secured by Design accreditation. Officer is aware of the conflict the development causes with neighbouring properties and would expect to see a higher level of security afforded to secure the rear parking area. Would also request that the development achieves a high level of security, paying particular attention to the parking area due to a previous burglary problem.

A condition is recommended on any consent to ensure that any scheme meets with the Secured by Design requirements.

Internal Consultees

HIGHWAYS

The previous application for 30 flats was refused (and appealed) and did not have a highway reason

for refusal. The current application is for 26 flats. One parking space is provided for each of the one and two bedroom flats which complies with standards.

Refuse bin location is within the acceptable 10.0 m distance from the highway. Cycle parking provision complies with LBH standards but needs to be covered and secure. A condition is recommended on any consent to secure the suitable provision of both the refuse and cycle stores.

No objections are raised on highway grounds.

SUSTAINABILITY (summarised)

The energy strategy is broadly acceptable, and the proposals rely on PVs to reach the London Plan target of 35% reduction of CO2. The elevations and roof plans shown no inclusions of PVs, however the orientation and apparent availability of roof space does allow for PVs and therefore a condition is recommended on any consent to show the PV array and ensure that the development is carried out in accordance with the energy strategy.

ENVIRONMENTAL PROTECTION UNIT (summarised)

No objection to the scheme. Should planning permission be granted, any permission should include a standard contaminated land condition and an imports/landscaping condition to ensure the development is made suitable for use. A condition is also recommended to ensure that details and a scheme for the management of the refuse store are submitted and a noise insulation scheme for the flats to protect users from any road noise.

WASTE (summarised)

Waste provision was discussed as part of the previous application on the site and recommendations for suitable provision provided. Comments relating to the number and size of bins required has been provided by the officer and passed to the applicant for reference. The details of the refuse store can be addressed via a planning condition if the scheme is recommended for approval.

TREES AND LANDSCAPE (summarised)

The tree report submitted has assessed the condition and value of the remaining trees within the site and there are no 'A' grade trees. T1, an English Oak is rated 'B' and its condition and amenity justify its retention. The remaining trees are mixed fruit trees and a sycamore and the condition, value and useful life expectancy of these trees indicate that these are not a constraint to development. Nevertheless their retention should be considered if feasible.

No objection to the scheme subject to conditions to secure site monitoring and supervision during construction, hard and soft landscaping details and details of trees to be retained on the site.

FLOODWATER MANAGEMENT (summarised)

The proposed drainage arrangement set out in the Suds Drainage Statement dated Feb 2016 produced by EAS is considered appropriate and there are no further requirements than the development should be constructed in accordance with the information set out within this document.

It provides a suitable sustainable scheme and calculations to demonstrate the development will reduce run off from the site, and provides a management and maintenance plan.

ACCESS

No objection to the scheme provided 10% of the proposed ground floor units meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable dwellings, as set out in ADM 2015. A condition is recommended on any consent to secure details of such.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Council has approved the demolition of the building within application reference 8396/APP/2013/1057. Given this consent, and that the building is not considered to be of any particular architectural merit, no objection is raised to the demolition of the existing building and its replacement with a building of an appropriate design and scale.

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

The National Planning Policy Framework (NPPF) and Hillingdon's Local Plan support the provision of residential accommodation in appropriate locations. The surrounding area is predominantly residential and therefore there is no objection to the redevelopment of the site for residential purposes, provided this is an appropriate design and scale, and meets the requirements of all the relevant criteria and policies of the Council's planning policies.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2015) advises that Boroughs should ensure that development proposals maximise housing output having regard to local context, design principles, density guidance in Table 3.2 and public transport accessibility. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The scheme proposes a density of 264 habitable rooms/ha and 104 units/hectare, which is considerably higher than the London Plan policy target for this area which is 150-250 hr/ha and 50-95 units/hectare.

Whilst it is acknowledged that the scheme exceeds the density targets for such an area, given the sites corner position and architectural approach, mixed pattern of surrounding development, which contains family housing as well as flats and maisonettes, the scheme is considered to be of a wholly appropriate density for the site, which is in close proximity to services, shops and bus routes.

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

The proposal is not sited within or close to a conservation area or an area of special local character. The scheme would also not affect any listed or locally listed building, nor is it sited within an area that is of archaeological interest.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Not applicable to the consideration of this application 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, whilst Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

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

The site is located on a prominent corner. At present the existing building is set back from the building lines on both Snowden Avenue and Sutton Court Road, and maintains a significant separation distance to the east and south boundaries. Whilst the existing building is notably higher than those adjacent, its set back and hipped roofs, ensure that this building does not dominate its setting. Car parking for the existing Public House is sited along the street fronting elevations.

In terms of the character of the surrounding development, the existing and surrounding buildings are modest in scale and largely two storey, some with accommodation in the roof. The development to the west of the site is three storeys, however given the design and flat roof form of these buildings, they remain relatively modest in appearance.

This scheme proposes to locate the building to follow the established building lines of both the Sutton Court Road and Snowden Avenue dwellings. No objection is raised to the proposed siting of the building which is considered appropriate for its corner setting.

The scheme has been revised in an attempt to address the previous concerns in respect of the bulk, scale, design and massing of the building. The main changes have occurred to the elevation adjacent to No. 76 Snowden Avenue and the corner element of the building. The elevation adjacent to No. 76 Snowden Avenue, has been reduced in height and scale so as to create more a stepped elevation and reduce the impact on this dwelling. The building will be set 6 metres from the flank wall of No. 76 and match the height of the eaves/ridge of No. 76. This height will be maintained for a width of 6.4 metres and will then increase to 10.5 metres (8.3 metres to the eaves) and then increase to the maximum height of 11.8 metres, some 21 metres from the flank wall of No. 76.

It is proposed to remove the central fourth floor of the proposed building, and the building will now consist of a three storey curved central element, flanked on either side by similar height pitched roof elements, which step down to 2.5 storey pitched roof elements. The two storey element adjacent to No. 76 Snowden Avenue remains as previously proposed.

When considered in the context of the site and surrounding area, it is considered that the reductions to both the height and massing of the building, introduction of more hipped roofs, and reduction in the footprint of the building, respect the character, scale and appearance of the street scene. These alterations are considered to represent a significant reduction over and above the scheme that was considered previously, and overall are considered to overcome the previous reasons for refusal.

The revisions still maintain the curved central focal point for the building, which mimics the design of the existing Public House. Further, the removal of several of the flat roofs/roof gardens within the site and introduction of pitched roofs enables the bulk of the buildings to be reduced and maintains the predominant roof form within the surrounding street scene.

The design and finish of the building is broadly similar to the previous scheme, and presents a simple palette of materials, that respects the mixed design of the surrounding development.

Overall, the scheme is considered to comply with Policies BE1, BE13 and BE19 of the Hillingdon Local Plan (March 2015).

7.08 Impact on neighbours

The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

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

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

In terms of the impact on No. 76 Snowden Avenue to the south of the application site, the proposed development would be 8 metres closer to the flank wall of this property than exists at present. A separation distance of approximately 6.2 metres is proposed between the flank wall of the No. 76 and the proposed development. This distance is the same as that proposed within the refused application on this site, to which no objection was raised.

No alteration is proposed within this submission to the distance, height or design of the part of the building immediately adjacent to the flank wall of No. 76 Snowden Avenue. Within the previous application, the scheme had been revised to reduce the height and form of the building adjacent to this occupier. It was considered that given the separation distance between the buildings, the modest height, scale and form of the element closest to No. 76 and proposal meeting the 45 degree line, the development would not be unduly overbearing to this occupant nor result in an unacceptable loss of privacy or light. Within this application, the roof garden proposed adjacent to No. 76 has been removed and the overall scale and massing of the building has been reduced from the previous scheme. Given such, it is not considered that this application will have a detrimental impact on the amenities of this occupier.

It is noted that No. 76 has two windows in the ground floor side elevation. These are both obscurely glazed and a secondary window to the living area, and bathroom window. Given the use, obscure glazing and secondary nature of the windows, limited weight is given to the

impact on these windows and it is considered that refusal could not be justified on such grounds.

It is also noted that consent has recently been granted for a two storey side and rear extension to this property (17008/APP/2015/1158) which was submitted to the Local Planning Authority in April 2015 and determined on the 26th May 2015. It is worth noting that this is a re-submission of a previous application (17008/APP/2006/1225) which was granted permission in July 2006. Neither the previous consent or the recent permission have been implemented on site. It is considered that regard has to be had to this in consideration of the application, but given the extension has not been and may not be commenced limited weight should be attached to the impact on this extension.

Notwithstanding this, were both applications to be implemented, the impact would be that part of this proposed building would slightly impinge on a 45 degree line taken from the centre of new windows in the extension of 76 Snowden Avenue. The HDAS Residential Layouts indicates in what situations such an arrangement may, although not always, have unacceptable impacts on the amenity of the neighbouring property. This being where a 45 degree horizontal angle measured from the middle of a principle window to a habitable room on the adjoining dwelling is breached. In this case the first floor window impacted in the extension would serve a bathroom and not a habitable room, whereas the ground floor room impacted would be an open plan kitchen/dining space served by three windows in total. As such, this scenario would not be contrary to the Council's adopted guidance and the extended property at no. 76 Snowden Avenue would benefit from appropriate living conditions in this scenario.

Accordingly, the extant permission at no. 76 Snowden Avenue is not considered to weigh against the grant of permission in this case.

In terms of the impact of the proposal on No. 60 Sutton Court Road, this property has a window in the side elevation which serves a staircase. The previous application on this site was located approximately 18 metres from the flank wall of this property. This application has increased the separation distance between the flank walls to approximately 21 metres, and the overall height, scale and massing of this element has also been reduced. Given the separation distance between the proposed development and this property, the scheme is not considered to have a detrimental impact on the amenities of this occupier.

Distances of around 25 metres are maintained between the proposed development and the nearest surrounding residential properties in Sutton Court Road and Snowden Avenue. A distance of 38 metres would be maintained between the proposed development and the rear elevations of the properties in Silver Way. These distances are considered sufficient to ensure that the proposed building and amenity spaces would not give rise to unacceptable levels of overlooking to the surrounding occupiers. In any case, there is a certain degree of common overlooking which occurs to each resident in the area as a result of the common pattern and layout of the existing streets. Given that the scheme complies with the Council's separation distances in terms of privacy and overshadowing/overbearing, the Council consider that the scheme is acceptable on these grounds.

Several concerns have been raised by residents in respect to the scheme overshadowing adjacent residential properties. The previous scheme, which was much larger in scale and massing than the proposal forming part of this application, was not considered to have a detrimental impact on terms of loss of light or overshadowing. Notwithstanding such, the

applicant was requested to submit an assessment of such with this application in order to assess in greater detail this aspect.

The applicant submitted a 'Daylight, Sunlight and Overshadowing Assessment' as part of the application. The daylight analysis was carried out on the surrounding properties facing the proposed development at Sutton Court Road and indicates that the impacts on the surrounding properties arising from the proposed development will be within the acceptable limits (40 of the windows achieved the required Vertical Sky Component (VSC) levels of over 27% and the remaining 2 in the flank wall of No. 76 achieved VSCs greater than 25%).

In relation to sunlight, the British Research Establishment guidance seeks to ensure that living rooms in the proposed development will appear reasonably sunlit provided at least one main window walls faces within 90 degrees of due south and the centre of at least one window can receive 25% of annual probably sunlight hours and at least 5% in the winter months. The assessment indicates that all windows facing the proposed development and within 90 degrees due south will pass the 25 degree line and received at least 25% of the total available sunlight throughout the year and at least 5% in the winter period.

The conclusions of this report into the impact of the development on sunlight, daylight and overshadowing, are that the proposal will not have any significant adverse impact to the assessed windows in the neighbouring properties and no objection is raised on these grounds.

Concerns have been raised in relation to the noise impact from the proposed development which will be addressed within section 7.18 of the report.

7.09 Living conditions for future occupiers

INTERNAL FLOOR SPACE

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

- 1-bed 2-person 50m²
- 2-bed 3-person 61m²
- 2-bed 4-person 70m²

The gross internal floorspace for the proposed flats would be in excess of these requirements. In terms of the internal layout of the proposed units, these are generally considered acceptable and therefore the level of residential amenity provided for future occupiers would be considered to be in accordance with Policy 3.5 of the London Plan (November 2012).

EXTERNAL AMENITY SPACE

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

In terms of the garden space requirements, if the spaces are to be shared, the Council would

expect there to be 20sqm for 1 bed flat and 25sqm for a 2 bed flat. Balconies should be provided where possible for upper floor flats, along with private patio or garden areas for ground floor units.

The scheme would be expected to provide a minimum of 590sq.m of amenity space to meet with the Council's requirements. Overall the scheme provides approximately 908sq.m of amenity space, in the form of terrace, balconies and communal gardens to the rear of the site. Several of the balcony areas have been set back so as to not protrude from the elevations of the building, which reduces the levels of actual and perceived overlooking surrounding residents have raised concern over.

The proposal meets with the Council's requirements in terms of amenity space. A condition is recommended requiring details of the treatment proposed around the balconies and terrace areas.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

The application has been accompanied by a Transport Assessment, which includes a detailed analysis of the proposed parking levels.

This scheme provides 1 space for each of the 1 and 2 bed units and includes 4 disabled parking bays. Whilst concerns have been raised in relation to the number of spaces proposed and the impact of overspill parking in the surrounding streets, the scheme has been reviewed by the Council's Highways Officers, who consider that this provision is acceptable. The general parking arrangement and provision is considered acceptable for this site and no objection is raised.

A trip generation assessment shows that the proposed development will generate a marginal increase in trips in the morning peak over and above the existing use of the site, however this is not considered to have a unacceptable impact on the surrounding highway network. The scheme will generate fewer traffic movements during the afternoon peak and throughout the whole day compared to the previous use. This data has been reviewed by the Council's Highways Officer and on balance, the scheme is not considered to give rise to an unacceptable impact on the general highway conditions of the surrounding area.

It should be noted that the Transport Assessment was revised to incorporate the latest traffic data related to Abbotsfield and Swakeleys Schools. Officers are satisfied that this data does not alter the conclusions reached in respect to the impact of the proposed development on the surrounding highways network.

CYCLE PARKING

Secure, covered cycle parking is required as part of any scheme and this is located adjacent

to the southern boundary of the site. A minimum of one space is required for 1-2 bed units. This scheme would require 26 cycle spaces to be provided, which the plans illustrate. Details of the design and scale of the proposed cycle storage are to be requested as part of a planning condition.

REFUSE

A bin store is located at ground floor level on the southern part of the building. This is an integral feature of the building and the doors to this space open out onto Snowden Avenue. The store is accessed by residents from inside the building, and the intention is that the external doors will be solely for the collection of the bins. The scheme has been reviewed by the Council's Waste Officer who raises no objection to the location of the refuse store, its size and arrangements for collection.

Concern has been raised by residents in relation to the location of the bin store, its smell and the potential for this to attract vermin to this part of the site. The applicants have confirmed that the external doors to the store will remain locked shut until collection day. A condition is recommended on any consent to ensure that the external doors are only used during rubbish collection days. This would ensure that no smells or rubbish would overspill onto the site and reduce the risk of vermin being attracted to the site. With regards to the location of the store and how accessible this would be for flats in the eastern parts of the building and any disabled occupants for example. The scheme has been reviewed by the Council's Waste and Access Officer, who raises no objection to the siting of the bin stores for this development.

7.11 Urban design, access and security

URBAN DESIGN

See section 7.07

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The scheme proposes 13 x 1 and 13 x 2 bed units, in excess of the adopted floor space standards. Overall, the mix proposed is considered acceptable for the location of the building and no objection is raised.

SECURITY

The scheme has been reviewed by the Metropolitan Police Liaison Officer, who raises no objection to the scheme but raises a number of suggestions to improve the security of the site. Where possible, the applicants have discussed the comments of the Officer with the Council and sought to incorporate the most suitable suggestions within the amended plans, to which no objection is raised. A 'Secure by design' condition is recommended to ensure that these suggestions are considered and incorporated on any approved scheme.

7.12 Disabled access

New developments are required to meet with the requirements and standards of policy 3.8 of the London Plan (2015) and Approved Document M to the Building Regulations (ADM 2015).

The scheme has been reviewed by the Council's Access Officer who raises no objection to the scheme. A condition is recommended on any consent to ensure that 10% of the

proposed ground floor units meet the standards for document M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to meet the standards for Category 2 (M4(2) - accessible and adaptable dwellings. Given such, no objection is raised to the proposed development on these grounds.

7.13 Provision of affordable & special needs housing

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

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

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

The applicants advise that as a result of the development costs and land value associated with this scheme, that affect the viability, no affordable housing can be provided. The application was referred to an independent third party, appropriately qualified, financial advisor who concluded that based on their assumptions and comments, the appraisal of the scheme provided a surplus of £226,022, and as such, the scheme could contribute towards Affordable Housing.

It is considered that this surplus is not large enough to allow a 'policy compliant' level of affordable housing to be provided. The appraisal demonstrates that at best, the scheme can provide a 1 bed shared ownership flat, and Registered Providers are unlikely to be willing to take on 1 unit due to inefficiencies. It has therefore been suggested to the applicant that the surplus be used a payment in-lieu of on-site provision of Affordable Housing. The applicant has agreed to pay a contribution of £226,022 and this will be secured by S106. It is considered in this instance that given the size of the scheme and limited surplus, a review mechanism would not be considered appropriate.

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.

A Tree Survey, dated 25 January 2016, by GHA has been submitted, which has assessed the condition and value of the remaining trees on site.

T1, an English oak is rated 'B' whose condition and amenity value justify its retention within the new development. The remaining trees are G2, mixed fruit trees and T3, sycamore, which are rated 'C'. The condition, value and useful life expectancy of these trees indicate that these trees are not a constraint on development. Nevertheless, their retention should be considered if feasible.

The report concludes (section 9) that it is practicable to retain all of these trees and safeguard them during the demolition and construction process, subject to adherence to specified methodology. A Tree Protection Plan has been submitted which shows the fencing alignment and areas where 'no dig' construction will be necessary. This has been reviewed by the Council's Tree Officer, who has recommended a condition to ensure site monitoring and supervision by an arboriculturist during the development of the site.

The Proposed Site Plan, ref.PL100 Rev 00 and Proposed Ground Floor Plan, ref. PL200 Rev 03 indicate a landscape layout which includes private gardens and trees along the site frontage, private gardens for ground-floor flats to the rear, shared amenity space and car parking which will be 'broken up' and softened with tree and shrub planting.

Whilst the hard and soft landscape has not been worked up in any detail, the external spatial arrangement has the potential to provide suitable landscape enhancement. The shared amenity area should be designed and detailed to provide an attractive and useable space for the benefit of residents and landscape conditions are recommended on any consent to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

A Code Pre-Assessment and Energy Statement have been provided with the application, which confirms that the scheme would achieve a 35% reduction in carbon dioxide emissions, which complies with the London Plan and Council's policies. The energy strategy relies heavily on PVs to reach the London Plan target of 35% reduction of CO₂.

It is noted that the elevations and roof plans show no inclusion of Photovoltaic panels (PVs). The orientation and apparent availability of roof space does allow for PVs and therefore it seems reasonable to assume that the development can include the energy strategy as set out. Given the disconnect though, a condition is recommended to ensure that the development can and will include the proposed energy solution.

7.17 Flooding or Drainage Issues

The proposed drainage arrangement set out in the Suds Drainage Statement dated Feb 2016 produced by EAS is considered appropriate and there are no further requirements than the development should be constructed in accordance with the information set out within this document. The document provides a suitable sustainable scheme and calculations to demonstrate the development will reduce run off from the site, and provides a management and maintenance plan.

7.18 Noise or Air Quality Issues

Concerns have been raised in relation to the juxtaposition of car parking spaces and existing residential houses. The car parking spaces are shown abutting the boundaries with the residential properties to the east. The parking has been moved away from boundary with No. 5 Silver Way to the south

The applicant has submitted a noise assessment, which looks at the potential noise levels likely from within and between the flats, the garden and balconies and car park. The conclusions are that subject to adequate design measures, which for the car park, would include the installation of a suitable fence along the south/east boundaries, the scheme would not give rise to unacceptable levels of noise disturbance to the surrounding residents. The levels of noise predicted within the survey, comply with the Council SPG 'Noise' and

therefore no objection is raised to the scheme on noise grounds.

7.19 Comments on Public Consultations

The comments arising from the public consultation have been dealt with throughout the body of the report.

7.20 Planning obligations

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

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

The applicants advise that as a result of the development costs and land value associated with this scheme, that affect the viability, no affordable housing can be provided. The application was referred to an independent third party, appropriately qualified, financial advisor who concluded that based on their assumptions and comments, the appraisal of the scheme provided a surplus of £226,022, and as such, the scheme could contribute towards Affordable Housing.

It has therefore been suggested to the applicant that the surplus be used a payment in-lieu of on-site provision of Affordable Housing. The applicant has agreed to pay a contribution of £226,022 and this will be secured by S106. It is considered in this instance that given the size of the scheme and limited surplus, a review mechanism would not be considered appropriate.

Further to the contribution towards affordable housing the following planning obligations are also sought:

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
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. Travel Plan to include £20,000 Bond.
4. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The applicant has agreed to enter into an agreement to secure the above contributions.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

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

and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

In terms of the overall size, scale, siting and design of the proposal, this is considered to be appropriate to the surrounding street scene and is not considered to have a detrimental impact on the amenities of nearby occupants. The proposed parking provision and layout is considered acceptable and to not give rise to unacceptable overspill or congestion in the surrounding roads.

The applicants are proposing a contribution of £226,022 in-lieu of on site affordable housing, which is considered acceptable in the context of the submitted viability report and site.

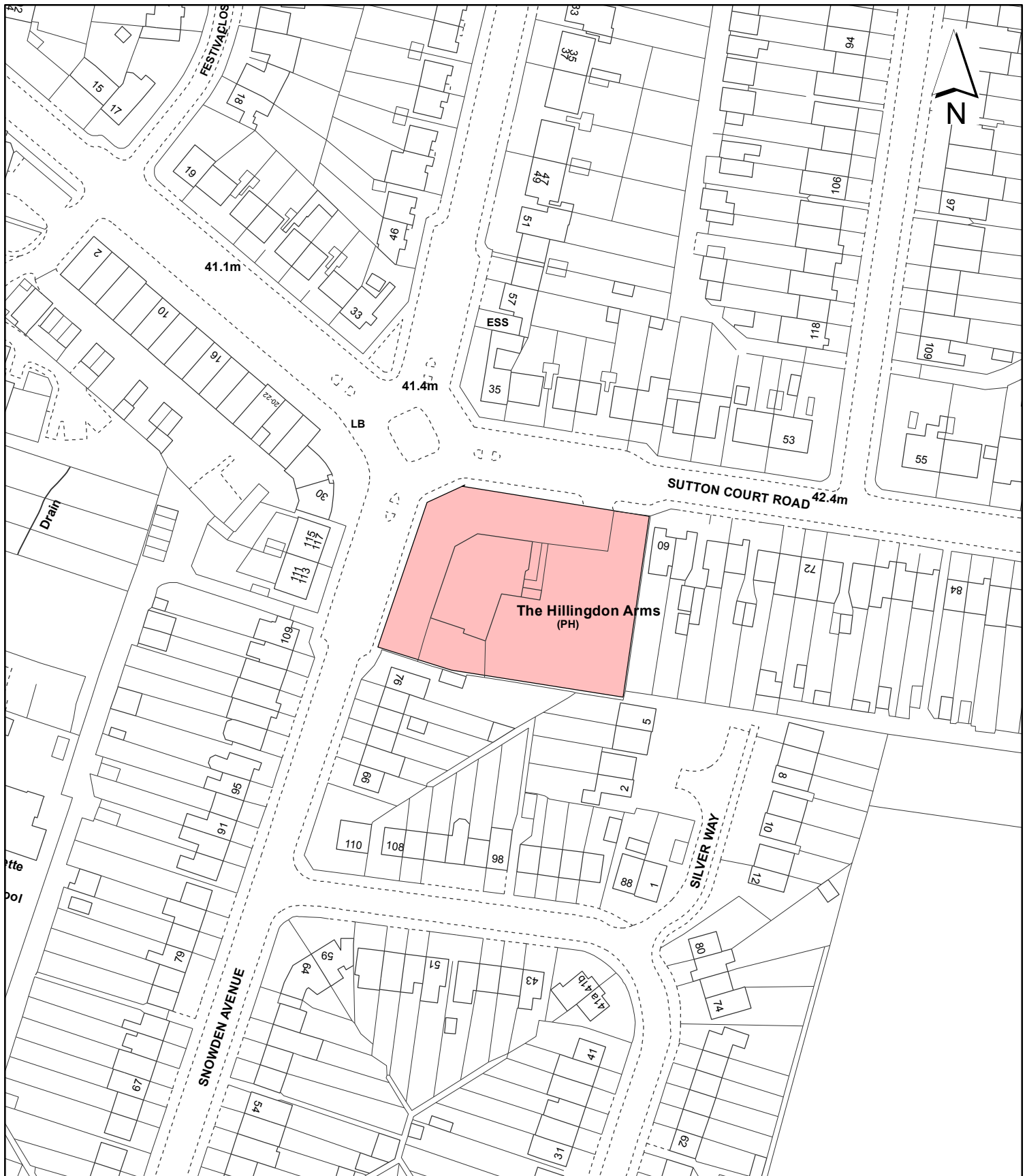
Overall, the proposal is considered to comply with the Councils adopted policies and guidance and approval is recommended.

11. Reference Documents

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

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Former Tommy Flynn's PH

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

Planning Application Ref:
8396/APP/2016/777

Scale:
1:1,250

Planning Committee:
Major Page 31

Date:
July 2016



HILLINGDON
 LONDON

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Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address GAELIC ATHLETIC ACCOS. SPORTS GROUND WEST END ROAD RUISLIFF

Development: Variation of condition 2 of planning permission reference 24373/APP/2014/1946 dated 13/3/2015 (redevelopment of the GAA Sports Grounds), to allow a reduction in the overall length of the main stand from 136.8m to 101.4m; a reduction in the overall covered area from 54.6m to 39m; removal of proposed terrace on the north boundary; construction of 2 step viewing area to replace the north terrace; construction of 2 step viewing area to east and west of the main stand (Section 73 application).

LBH Ref Nos: 24373/APP/2016/1511

Drawing Nos: 7321 2000 Rev B. Ex drainage
7321 2001 B(1). proposed storm fou
7321 2002 Rev. B Pitch drainage proposec
7321 2003 Rev. A main stand
7321 2004 Rev. A elevation main stand
7321 6200 Location Plan
7321 2005 Rev. B Internal Road layout
7321 2009 Rev. A Sections
7321 2010 Rev. A west/south
7321 2011 Rev. B Step section
7321- Contrast Drawings
Stage 1 RSA Report V1.0
Revised Flood Risk Assessment Rev02-25-09-0
Revised Transport Assessment & Travel Plan Rev C
7321-2001 Rev. B Storm/foul drainage propose
MODE SHARE ASSESSMENT
2013 - 44 pp 107 site survey
7321-2001 Rev B Revised Drainage Layout
7321 - 2004 Rev. A Watermain Layout
7321-1003 Rev. B
7321-SK04 Rev. D
7321-SK05 Rev. E
7321-SK06 Rev. D
7321-SK07 Rev .B
7321 180416 London GAA Planning Statemen
Air Quality Assessment
Tree Survey Report
Design and Access Statemen
Floodlight Assessment
Heritage Assessment
Noise Assessment Repor
Utilities Assessment
Euromat secification
Energy Addendum Repor

Date Plans Received: 18/04/2016

Date(s) of Amendment(s): 18/04/2016

Date Application Valid: 18/04/2016

**Major Applications Planning Committee - 14th July 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

1. SUMMARY

The application seeks minor material amendments to the planning permission reference 24373/APP/2014/1946 dated 13/3/2015 for the redevelopment of the GAA Sports Grounds. The amendments sought involve a reduction in the overall length and covered area of the main stand, and replacement with a 2 step viewing area to east and west of the main stand; the removal of proposed terrace on the north boundary and replacement with a 2 step viewing area.

Other elements of the original approval, including the extension of the existing car park and provision of overspill parking, a new exit onto West End Road (left turn only), a realigned and reconstructed grass pitch with 1.2m high spectator fence all around, floodlights to the training pitch, together with drainage and irrigation facilities and retractable ball keep nets on northern side of the pitch, remain unchanged.

244 local residents/amenity groups have been consulted. To date, 3 individual responses have been received, objecting to the planning application, primarily in terms of traffic generation and impact on residential amenity.

The principle of the redevelopment of the site for outdoor sporting facilities has already been established by virtue of the original planning consent. The proposal does not amount to inappropriate development in the Green Belt, and as such, there is no need to establish whether very special circumstances arise. The upgrading of the sporting facilities is consistent with the development plan and no objections are therefore raised to the principle of the continued use and enhancement of the site as an outdoor sports facility.

There are no objections in principle to the amended and reduced scheme for the stands and canopy in conservation or design terms.

Subject to mitigation, it is considered that development would not adversely affect the amenities of nearby residential properties from the activity generated by the development, in terms of noise and outlook, or light spill from the proposed floodlights. In addition, no objections are raised in terms of parking and the highway implications of the development subject to conditions and planning obligations.

Approval is recommended accordingly, subject to the conditions and planning obligations imposed on the original planning consent.

2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, and subject to referral to the Secretary of State, under the Consultation Direction 2009 and HS2 Safeguarding Direction, delegated powers be 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 also those requested by the Greater London Authority and the following:

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

(i) The applicants meet the full costs in connection with the design and

implementation of a scheme of off site highway improvements, to be subject to a Section 278 agreement, including access/egress arrangements and keep clear markings on West End Road

(ii) Submission of a Green Travel Plan outlining means and methods of reducing private transport use and the promotion of other sustainable forms of transport (including a shuttle bus service and the provision of a £20,000 bond)

(iii) Submission of a delivery and servicing plan (DSP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) in accordance with London Plan and TfL guidance

(iv) Traffic studies, in order to assess the impact of left turn traffic emanating from the site on the Polish War Memorial roundabout and agreement of a scheme for appropriate highway improvements (where necessary) and funding the cost of installing such improvements

(v) Project Management & Monitoring Fee: 5% of total cash contributions (if a cash contribution is required as result of (i) and (iv) above).

B) That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

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

D) That if the above Section 106 agreement has not been finalised by 31st August 2016, or other time frame as may be agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of off site highways works and a Travel Plan). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

1 T1 Time Limit - full planning application

The development hereby permitted shall be begun before the 22nd January 2018.

REASON

To comply with Section 73 and 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

2013 - 44 pp 107 site survey

7321 6200 Location Plan

321 2000 Rev B. Ex drainage

7321 2001 Rev. B proposed storm foul

7321 2002 Rev. B Pitch drainage proposed
7321 2003 Rev. A main stand
7321 2004 Rev. A elevation main stand
7321 2005 Rev. B Internal Road layout
7321 2009 Rev. A Sections
7321 2010 Rev. A west/south
7321 2011 Rev. B Step section
7321- Contrast Drawings
7321- 2004 Rev. A Watermain Layout
7321-1003 Rev. B
7321-SK04 Rev. D
7321-SK05 Rev. E
7321-SK06 Rev. D
7321-SK07 Rev. B
Euromat specification

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

REASON

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

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until mitigation measures have been completed/put in place in accordance with the specified supporting plans and/or documents:

Reduction in energy use and renewable technology installation [Energy and Sustainability Addendum Report dated 25 September 2014]
Air Quality Mitigation During Construction [Air Quality Assessment dated 30th May 2014]
Noise Mitigation Measures [Noise Assessment - DKN Acoustics]
Flood Risk Assessment September 2014 Ref: 47069067
Maintained Lighting Lux Level [Flood lighting Impact Assessment].

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

REASON

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

4 COM6 Levels

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

REASON

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

5 **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).

6 **COM8** **Tree Protection**

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

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

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

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

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

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

REASON

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

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 Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Secure and covered cycle Storage for 30 cycles

2.c Means of enclosure/boundary treatments (the submitted details shall demonstrate adequate treatments to ensure privacy for the residents on Masson Avenue)

2.d Car Parking Layouts for 122 permanent parking spaces, including demonstration that 20% (12 active and 12 passive) of all permanent parking spaces are served by electrical charging points, 8 disabled parking bays and 11 motorcycle spaces

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities and privacy in compliance with policies BE13, BE38, BE24, and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

8 NONSC Energy

Prior to the commencement of development, full details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- The amount of PVs required to ensure the development complies with the carbon reduction from 'be green' measures set out in the Energy Strategy
- The location of the PVs
- An assessment of shading and shadowing
- The type and specification of PVs
- Elevations and plans showing all the PVs in situ on the development site.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to CO2 reduction in accordance with Policy 5.2 of

the London Plan (2015).

9 NONSC Ecology

Prior to the commencement of development an ecological enhancement scheme shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include the measures to enhance and integrate ecological improvements within the development. Bat boxes, bird boxes and living walls should all be considered alongside specific wildlife improvements within the landscape proposals. The north-eastern boundary of the site 'behind' the access road should be considered for specific wildlife improvements. The development shall proceed in accordance with the approved plans.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Local Plan and Policy 7.28 of the London Plan (2015).

10 NONSC Living Walls

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

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan (2015) and Policy EM1 of the Local Plan.

11 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

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

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

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 COM15 Sustainable Water Management

Prior to commencement of the development hereby approved, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by URS dated Sept 2014 and Appendix E

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.
 - e. demonstration that any proposals to utilise existing drainage network not adopted by utilities function appropriately for that purpose through the submission of CCTV
- 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

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). (ii) To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (2015).

13 COM27 Traffic Arrangements - submission of details

Notwithstanding the approved plans, development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, taxi/coach drop off points, closure of existing access, road markings 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. Parallel parking shall be at least 6 metres long except end bays.

REASON

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

14 NONSC Shuttle Signals

Development shall not begin until details of the shuttle signals with a vehicle detection system serving the rear overflow car park have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed. Thereafter, these facilities shall be permanently retained.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

15 COM28 Visibility Splays - Pedestrian

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

REASON

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

16 NONSC Control of games/spectators

The maximum number of persons attending any game or event at the site shall not exceed the following:

- * A maximum of one game/event per annum, attended by between 1,001 to 3,000 persons
- * A maximum of three games/events per annum, attended by between 401 to 1,000 persons;
- * A maximum of ten games/events per annum, attended by between 200 to 400 persons.

No game or event shall be attended by more than 3,000 spectators.

For the avoidance of doubt, there are no restrictions over the number of games/events attended by less than 200 persons.

REASON

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

17 NONSC Parking Management Plan

Before any part of the development is occupied a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include

details of a pre booking system, and the use of the overflow car park for Tier 1 and 2 games.

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

REASON

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

18 OM11 Floodlighting

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

REASON

To safeguard the amenity of surrounding properties of the Hillingdon Unitary Development Plan and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.1.

19 NONSC Floodlight timing

The training pitch shall only be illuminated between the hours of 7am and 9pm Monday to Saturday and 8 am to 9pm on Sundays and Bank Holidays. The training pitch shall not be illuminated by the floodlights hereby approved at any other time. The floodlights installed herein shall be fitted with a timer unit to ensure compliance with these times.

REASON

In order to protect the visual amenities of the area in accordance with Policy BE27 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC PA systems

The development shall not begin until a scheme which specifies the provisions to be made for the control of loudspeaker noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures (including hours of use), noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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).

21 NONSC Ball Catch netting

The ball catch netting hereby approved shall only be installed when required during match games. The netting shall be dismantled when not in use.

REASON

To protect the visual amenity of the locality and the residential amenities of surrounding residents in accordance with Policies BE21 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Control over use of northern terrace

The northern terrace hereby approved shall only be used by spectators during the Tier 1 and 2 games (i.e. not exceeding a total of four games per year). Details of any proposed safety railings/fencing shall be submitted to and approved by the Local Planning Authority prior to this element of the development commencing.

REASON

To protect the visual amenity of the locality and the residential amenities of surrounding residents in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

23 NONSC Imported soils

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 imported soils used for the reconstructed pitch and/or landscaping purposes shall be clean and free of contamination.

REASON

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

24 NONSC Energy Efficiency

Prior to the commencement of development, the applicant should demonstrate that the Part L 2013 Target Emission Rate (TER) will be met through energy efficiency measures alone for any treated elements of the building, unless it can be demonstrated that this is not achievable.

REASON

To ensure the development contributes to CO2 reduction in accordance with Policy 5.2 of the London Plan.

25 NONSC construction management strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period.

Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of

air traffic navigation transmitter/receiver systems, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1

Run-off to surface water drains must be clean and uncontaminated to avoid pollution to surface water or groundwater. Contaminated run-off should flow to the foul sewer if available subject to the approval of your sewerage company. If run-off is drained to ground or to a surface watercourse it should be passed either through a suitable sustainable drainage system or through a standard oil separator. Please refer to the Environment Agency pollution prevention guidance on car parks, particularly on oil separators in surface water drainage systems.

The Environmental Permitting Regulations make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

2

The applicant is advised to contact the Council and the Metropolitan Police with regard to arranging temporary traffic management for Tier 1 and 2 games. Private marshals shall not direct traffic on the public highway.

3

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

4

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

5

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £68,443.05 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738".

6

111

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).

7 112 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.

8 115 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.

9 119 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).

10 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.

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

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

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

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

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

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

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

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

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

14 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).

15 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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings

R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
NPPF	National Planning Policy Framework

16 I6 Property Rights/Rights of Light

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

17 I61 Lighting Near Aerodromes.

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

18

For the purposes of conditions 17 and 22, Tier 1, 2 and 3 games as set out in table 1 (Schedule of Higher Attendance Games) of the submitted Transport Statement are defined as follows:

Tier 1

- A single Connaught Championship match in late May

Tier 2

- The one-off London County Football Final annually in August
- The one-off London Hurling Final annually in August
- All Ireland Club Football Quater Final

Tier 3

- National Football league rounds 1-4

- National Hurling League rounds 1-3

19

You are encouraged to undertake public engagement and consult with the residential occupiers of Masson Avenue in developing plans and proposals for boundary treatment in relation to condition 6 in order to ensure privacy issues are appropriately dealt with. The submission in respect of this condition should include details of the engagement undertaken and how this has been addressed within the proposals.

3. CONSIDERATIONS

3.1 Site and Locality

The site is broadly rectangular in shape accessed on the eastern side of West End Road, south of the junction with Masson Avenue. Priors Farm and its associated buildings abut the southern boundary of the site, whilst the northern boundary backs on to the rear gardens of properties in Masson Avenue, a residential street. The eastern boundary is adjacent to an area of public open space, associated with a nearby school.

The west boundary (with West End Road) is delineated by a well-established hedge, with occasional trees, which currently screens views of the car park, club house and sports pitches except at the vehicular gate at the north end of the perimeter. Along the northern boundary occasional off-site trees associated with the rear boundaries of Masson Avenue provide some relief. There is a group of trees lining the southern boundary (west end) and a hedgerow between the athletics pitch and Priors Farm. Trees on, and close to, the site are not protected by TPO or Conservation Area designation.

The principal features of the site are:

- a 92 space car parking area on the western portion of the site;
- the existing 2 storey club house, located in the south west corner of the site;
- a small, single storey temporary building along the western boundary close to the main clubhouse building;
- a broadly rectangular grassed area at the western end of the site used for training and occasionally used for overspill car parking; and
- the existing centrally located playing pitch which is orientated on an east-west axis
- a grass embankment along the southern boundary

The whole site and the adjoining priors farm are designated as metropolitan Green Belt land.

3.2 Proposed Scheme

Planning permission ref: 24373/APP/2014/1946 was originally granted for the redevelopment of the site on 13/3/15. The proposals included the extension of the existing car park and provision of overspill parking, a new exit onto West End Road (left turn only), a realigned and reconstructed grass pitch with 1.2m high spectator fence all around, floodlights to the training pitch, together with drainage and irrigation facilities and retractable ball keep nets on northern side of the pitch.

The applicants explain that following receipt of a tender for the works, it became obvious that the costs far exceeded the budget and in a bid to get the project back on track a full review of the approved stand was carried out in an effort to reduce costs.

This application seeks minor changes to the approved scheme. The main changes are summarised below;

Main Stand:

A reduction in the overall length of the main stand from 136.8m to 101.4m

A reduction in the overall covered area from 54.6m to 39m

Terraces:

Removal of proposed terrace on the north boundary

Construction of 2 step viewing area to replace the terrace

Construction of 2 step viewing area to east and west of main stand

Other elements of the approved scheme remain unchanged.

3.3 Relevant Planning History

24373/APP/2014/1946 Gaelic Athletic Association West End Road Ruislip

Extension of car park from 92 to 122 spaces, including 8 disability and 7 electric bays; additional vehicular exit and new pedestrian gate to West End Road; 30 cycle parking stands; taxi point; pedestrian circulation routes; realignment and reconstruction of grass playing pitch; new irrigation (groundwater abstraction borehole), drainage and stormwater attenuation works; erection of partially roofed (three bays) 11 tier stand for spectator seating with ancillary accommodation below including changing rooms for players and officials, gym, medical facilities and toilets; pedestrian only access path along northern boundary; a low level standing terrace, with covered area for disabled spectators and a camera stand; new southern perimeter access track; floodlit artificial-surfaced training/warm-up area with demountable enclosure to enable use as part of overflow car parking area (160 spaces); 15 metres high ball catch netting at each end of the pitch and retractable netting 7 metres high to the northern boundary; enclosures within the site comprising fencing, turnstiles and gates; replacement scoreboard; and, associated works including landscaping.

Decision: 23-01-2015 Approved

Comment on Relevant Planning History

The site has a long established use as playing pitches and until the mid-1970s was used as the training ground for Queens Park Rangers Football Club, before being used by the GAA. The existing club rooms in the south west corner of the site were constructed in 1984.

Planning permission ref: 24373/APP/2014/1946 was granted on 23-01-15 for the following development:

Extension of car park from 92 to 125 spaces, including 8 disability and 7 electric bays; additional vehicular exit and new pedestrian gate to West End Road; 30 cycle parking stands; taxi point; pedestrian circulation routes; realignment and reconstruction of grass playing pitch; new irrigation (ground water abstraction borehole), drainage and storm water attenuation works; erection of partially roofed (three bays) 11 tier stand for spectator seating with ancillary accommodation below including changing rooms for players and officials, gym, medical facilities and toilets; pedestrian only access path along northern boundary; a low level standing terrace, with covered area for disabled spectators and a camera stand; new southern perimeter access track; flood lit artificial-surfaced training/warm-up area with demountable enclosure to enable use as part of overflow car parking area (186 spaces); 15 metres high ball catch netting at each end of the pitch and retractable netting 7 metres high

to the northern boundary; enclosures within the site comprising fencing, turnstiles and gates; replacement score board; and, associated works including landscaping.

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- EC5 Retention of ecological features and creation of new habitats
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- 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
- OL1 Green Belt - acceptable open land uses and restrictions on new development

OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2015) Green Belt
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Notice of Proposed Development was advertised under Article 15 of the Town and Country Planning (Development Management Procedure) (England) 2010 and 244 neighbours and local amenity groups were consulted in the surrounding area. Site Notices were posted at the site. 3 individual letters of objection from residents in Masson Avenue, have been received, objecting to the planning application. The principle areas of concern are:

1. The parking issues we have had in the past where we cannot park on our road when there are events. Masson avenue should be blocked off to all but residents and family on these days. We do not have parking restrictions on our road and this is a major problem.
2. The noise and how high the stand is going to cause a lot of problems.
3. Nuisance from construction activities.

GREATER LONDON AUTHORITY

No response.

NATS (Safeguarding)

Major Applications Planning Committee - 14th July 2016
PART 1 - MEMBERS, PUBLIC & PRESS

No safeguarding objections to the proposal.

MINISTRY OF DEFENCE (MoD)

The application site occupies aerodrome height, technical and bird strike statutory safeguarding zones surrounding RAF Northolt. I can confirm that the MOD has no safeguarding objections to the proposed development.

The floodlights, spectator stand and the roof covering part of the stand may be erected using a crane.

If a crane is to be used during the construction of this development it will be necessary for the developer to liaise with the MOD prior to the erection of any cranes or temporary tall structures. The MOD requests that a condition such as the one below be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period.

Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

In summary, the MOD has no safeguarding objections to this scheme or the variation of condition 2.

SPORT ENGLAND

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England' (see link below): www.sportengland.org/playingfieldspolicy

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Having assessed the application, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:

E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

This being the case, Sport England does not wish to raise an objection to this application.

The absence of an objection to this application in the context of the Town and Country Planning Act, does not in any way commit Sport England or any National Governing Body of Sport to support for any related funding application.

TRANSPORT FOR LONDON (TfL)

TfL considers that the proposed variation of condition 2 would not result in any change to highway and traffic impact compared with the consented proposal. TfL therefore does not have an objection. However, it asks that all planning conditions and obligations imposed in the original consent in relations to highway and transports to be retained in full.

ENVIRONMENT AGENCY

No comments.

Internal Consultees

FLOOD AND DRAINAGE OFFICER

Although not submitted with this application, the variations do not affect the proposed drainage scheme of managing the drainage, and the FRA which demonstrates the site is not at risk from flooding, I have no objections to the variation subject to the following condition being imposed;

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 URS dated Sept 2014 and Appendix E 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.
 - e. demonstration that any proposals to utilise existing drainage network not adopted by utilities function appropriately for that purpose through the submission of CCTV
- 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 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (29015) 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 (2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (2015).

TREE AND LANDSCAPE OFFICER

The proposed variation will result in a reduction of the built development affecting the northern stand (behind the Masson Avenue rear gardens) and symmetrical trimming back of the east and west ends of the main stand, at the southern end of the site.

The outcome of these reductions should result in a reduction of the landscape and visual impact of the approved scheme - which will benefit those overlooking the site.

No objection, subject to previous landscape conditions.

S106 OFFICER

A deed of variation will be required if permission is granted for this s73 application.

HIGHWAY ENGINEER

There are a number of changes proposed to the approved car parking layout. The applicant should provide a justification and legible plans showing the proposed changes with measurements etc in order for this to be reviewed.

URBAN DESIGN AND CONSERVATION OFFICER

There are no objections in principle to the amended and reduced scheme for the stands and canopy in conservation or design terms. We do, however, regret the loss of the original canopy design as this would have been a particularly attractive and eye catching feature. Please include the previous condition 5 that covers the submission of external materials and finishes for agreement.

ENVIRONMENTAL PROTECTION UNIT

As this application is just reducing the size of the spectator stands and there are no other changes we have no objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the redevelopment of the site has been established by virtue of planning permission ref: 24373/APP/2014/1946. Only minor modifications are proposed to the approved scheme.

It is considered that the development does not prejudice Green Belt objectives, whilst the scale of the development is at an appropriate level to support an outdoor sports facility. As stated elsewhere in this report, the visual and amenity impact has been minimised. The potential advantages of the proposal are recognised, including the provision of enhanced outdoor sporting facilities and the protection of recreational open space in urban areas, consistent with the objectives of the NPPF, Sport England's Planning Policies for Sport, London Plan Policy 3.16 and saved part 2 Policies, which seeks to protect outdoor and indoor leisure facilities.

No objections are therefore raised to the principle of the development on this site.

7.02 Density of the proposed development

No residential use is proposed as part of this development. Density is not therefore a relevant consideration.

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

The site is not located within an Archaeological Priority Areas, Conservation Areas or Areas of Special Character, although the area to the south of the A40 is proposed as a new Archaeological Priority Area.

Archaeology

A Heritage Assessment was submitted in support of the original application. The statement notes that ground works are likely to be required to support the spectator stands, possibly to include piled foundations. Where the proposed groundworks extend beyond the depth of made ground, there may be an impact upon below ground archaeological deposits, should any be present.

The Heritage Statement therefore recommends a limited programme of archaeological evaluation, targeted in the proposed areas of impact, prior to the commencement of any development groundworks. Such works would identify and record the nature and extent of any surviving archaeological remains encountered (preservation by record). Should no archaeological remains be encountered during these works, then no further works would be required. Given that the site does not fall within an archaeological priority area and the extent of built development is limited, it is considered that this approach is acceptable in this case and can be secured by condition.

Impact on Listed buildings

The site is within view of the Grade II Listed Polish War Memorial and Locally Listed Glebe Farm. The proposed changes to the approved scheme will result in a reduction in built form and as such, there will be no physical impact upon these listed buildings as a result of the amendments. It is considered that there will be a low and low-negligible impact upon the setting of these buildings, in accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

The proposal would not have any additional impact on airport safeguarding over that considered within the original grant of planning permission. The Ministry of Defense (MoD Safeguarding) has no safeguarding objections to the proposed development, subject to a construction management plan, which can be secured by condition, in the event of an approval.

7.05 Impact on the green belt

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in the NPPF, Local Plan Part 2 Policies OL1 and OL2 and London Plan Policy 7.16. Development is therefore strictly controlled.

In terms of the physical works proposed, the proposed layout for the main pitch is in a similar position as the existing, although moved slightly to the east. The proposed car park to the west of the pitch is in the same location, but regularised and landscaped along with the parking around the existing clubhouse. A new training pitch is proposed on a piece of former athletic ground to the east of the main pitch, whilst the access road is to be located to the south and west perimeter of the site. The proposed layout replicates former uses and location on the site and merely rationalises the existing arrangement. These elements of the proposal have not changed from the approved scheme and are considered to have minimal impact on the openness of the Green Belt.

In addition, a new one tier stepped terrace is proposed to the north of the pitch and a new flip-seated stand to the south. The proposed south stand is the highest, bulkiest element of the scheme. The current proposal shows a reduction from the approved scheme in the overall length of the main stand from 136.8m to 101.4m and a reduction in the overall covered area from 54.6m to 39m, with a 2 step viewing area to east and west of main stand. The amended scheme also removes the proposed terrace on the North Boundary and the construction of 1 step viewing area to replace the terrace.

The amendments will result in a reduction in the bulk of the built form previously approved and it is considered that none of these elements would detract from the overall appearance of the area or openness of the Green Belt in terms of massing, scale or bulk.

It is noted that although designated as Green Belt, the application site is an existing sports complex, sitting within a suburban area, surrounded on 2 sides by built development, which limits

the site's openness and perception of openness. It is considered that the visual impacts of the proposal are unlikely to be of significant detriment to the character of the area, or the perception of openness of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved Policies OL1 and OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and the aspirations of the NPPF.

7.07 Impact on the character & appearance of the area

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

The site is bounded by the rear gardens on Masson Avenue to the North, school grounds to the East, Priors Farm and its farmland to the South and West End Road to the West. The A40 is also to the South and the Grade II Listed Polish War Memorial and the Locally Listed Glebe Farm is to the East. The area is typical suburban-residential in nature with predominantly inter-War housing of two storeys, traditional in design, to the North and

surrounded by green fields to the rest.

The proposed layout for the main elements of the proposal replicates former uses and their location on the site and merely rationalises the existing arrangement. The highest, bulkiest element of the scheme is the proposed stand for the South side of the main pitch, which will be reduced in size in relation to the approved scheme. The stand will be located away from the existing residential street and will be viewed in the context of a backdrop of large farm related buildings to the south of the site.

The roof canopy of the main stand as originally approved consisted of a series of conic-section panels, designed to almost float above the stand. This has now been replaced by a simpler mono pitch design. The Urban Design and Conservation Officer regrets the loss of the original canopy design, as this would have been a particularly attractive and eye catching feature. However, it is not considered that the proposal in its amended form would detract from the overall appearance of the area in terms of design, massing, scale or bulk. The design of this structure is considered practical and reasonable for its intended purpose.

Overall, the Urban Design and Conservation Officer raises no objections to the scheme, subject to details of external colours and finishes. Details of external materials are therefore secured by condition. Subject to this condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

7.08 Impact on neighbours

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policies BE20, BE21 and BE 24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) seek to protect the amenity of neighbouring occupiers, requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to amenity in terms of loss of privacy, outlook and levels of sunlight and daylight.

The nearest residential properties are located to the north of the site in Masson Avenue. There are no limitations to the hours of use of the current sporting facilities on the site. However, the effects of floodlighting and noise associated with a potentially more intensive use of the site on residential amenity are matters for consideration. The issue of noise has been covered in detail in other sections of this report.

FLOOD LIGHTING

It is proposed to provide floodlighting to the training pitch, located at the eastern end of the site. This element of the proposal remains the same as for the approved scheme. To safeguard the situation with regard to the protection of residential amenity, the Council's Environmental Protection Unit recommended a condition on the original planning application to require the design and implementation of a lighting scheme which conforms to relevant guidance and limitations on hours the training pitch can be illuminated. Subject to these conditions being reimposed, it is considered that the development would not adversely affect the amenities of nearby

residential properties from light spill generated by the floodlit training pitch, in accordance with Saved Policy OE1 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

ACTIVITY

There will be no significant intensification of use, no new land use, no increase in ground capacity and no increase in the number of matches per annum as a result of the proposed changes to the approved scheme.

The proposed seating stands would be smaller in capacity and would still be located to the south of the pitch, thereby minimising visual impact on views from nearby residential properties. The visual impact on openness across the site from the rear of properties in Masson Avenue is considered to be minimal. It is not therefore considered that the proposal in its amended form would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

PRIVACY

Policy BE24 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The issue of privacy for residents of Masson Avenue was initially raised as a concern by officers and local residents, with regard to the northern terrace. The applicant now proposes to replace the northern terrace with a low standing area consisting of only one step (i.e. two standing rows). The proposed standing area will run from the rear of house number 16 to house number 48, with a gap for the camera stand. The first standing level will be at pitch level, with a step of 0.187m to the top standing level. This will mean that the top standing level will now be 0.187m above pitch level at that location. As a result the eye level of the top standing area, would not extend above the top of the existing boundary fencing at the rear of Mansion Avenue properties.

Removal of the northern terrace in favour of a single step up from ground level, should therefore help to address concerns about possible overlooking of the Masson Avenue rear gardens, so long as those properties have the necessary boundary fencing in place.

It is also noted that in terms of both noise and privacy issues, the proposed northern standing area faces away from the properties at Masson Avenue, as any spectator would be likely to be facing the playing area. In addition, the applicant has stated that the northern stand is only required for a small number of games each year. In order to further protect neighbouring amenity, it is recommended that a condition be reimposed, limiting this northern standing strip to the larger Tier 1 and 2 games (i.e. 4 times a year).

With regard to the southern stand, this would be located over 107 metres from the nearest residential property in Masson Avenue. As such, it is not considered that the privacy of neighbours will be affected, in compliance with Policy BE24 of the Hillingdon Local Plan Part 2 Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 Policy AM7 which states:

'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.

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on West End Road.

The proposal would not alter any of the arrangements in respect of the number of parking spaces, cycle parking, or vehicular access to the site, which were previously agreed within the original grant of planning permission. Both TfL and the Highway Engineer raise no objections with regard to these issues.

However, the applicant is proposing some minor changes to the internal road and parking layout. The Highway Engineer has commented that the applicant should provide a justification and legible plans showing the proposed changes, including measurements, in order for these changes to be properly reviewed. It is therefore recommended that a condition requiring details of parking arrangements and internal road layouts be reimposed on any planning permission granted.

In the light of paragraph 215 of the NPPF, with the proposed mitigation measures secured as part of the original planning permission, the transportation impacts are not considered to be severe for the development. As such, no objections are raised on traffic generation, parking or access grounds, subject to the recommended conditions and transport and highways obligations imposed on the original consent being re-imposed on any forthcoming approval, including the implementation of a Travel Plan being covered within the S106 Agreement.

Accordingly, it is considered the proposed development accords with relevant transportation policies in the Local Plan, London Plan and the aspirations of the NPPF.

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report. In respect of security, it is not considered that the proposal would have any significant adverse impacts in terms of security.

7.12 Disabled access

The facilities are considered to be satisfactory from an accessibility standpoint. Notably, the Council's Access Officer has raised no objection to the original proposals. The scheme therefore considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

Considerations relating to affordable and special needs housing are therefore not relevant to this proposal.

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. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features. Policy EM2 seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains.

The Tree and Landscape Officer notes that the proposed variation will result in a reduction of the built development affecting the northern stand (behind the Masson Avenue rear gardens) and symmetrical trimming back of the east and west ends of the main stand, at the southern end of the site. The outcome of these reductions should result in a reduction of the visual impact of the approved scheme, which will benefit those overlooking the site.

No objections are therefore raised in landscape terms, subject to relevant landscape conditions being reimposed, to ensure that the proposals preserve and enhance the character and appearance of the area, in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

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

Policy 7.19 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The current use and management regime of the site as a playing pitch reduces the likely harm on protected species, as the existing playing pitch and surrounding areas are unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting proposed will contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies.

Although there are limited ecological impacts, the development should aim for a net improvement in biodiversity, in accordance with the National Planning Policy Framework. A condition requiring the submission of an ecological enhancement scheme is therefore recommended. Bat boxes, bird boxes and living walls could all be considered along side specific wildlife improvements within the landscape proposals. The north-eastern boundary of the site 'behind' the access road could be considered for specific wildlife improvements.

It is considered that subject to the above mentioned condition, the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area, in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

In conclusion, the proposal would not alter the development in terms of landscaping, trees and ecology from the scheme previously agreed within the original grant of planning permission. It is noted that that detailed landscaping and tree protection conditions are attached to the recommendation, which would enable the final details to be approved.

7.15 Sustainable waste management

The proposal would not alter the development in terms of waste management or storage from the scheme previously agreed within the original grant of planning permission.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2015), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2015 London Plan now requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

As part of the approved scheme the applicants submitted an energy report which confirms that the proposed development will achieve 35% carbon reduction against Part L2013. The Council's Sustainability Officer raised no objections to the proposed development subject to a condition requiring an energy assessment demonstrating the development can meet the requirements of Policy 5.2 by reducing Co2 emissions by 35%. The assessment shall include the baseline energy demand and related carbon emissions, energy efficiency measures and details of the renewable energy technology to be used. The proposal would not alter the development in terms of renewable energy/sustainability from the scheme previously agreed within the original grant of planning permission.

Subject to the above mentioned condition being reimposed, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted Nov 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Saved Policies OE7 and OE8 of the Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

A Flood Risk Assessment FRA and revised FRA were submitted with the original application. The revised FRA concludes that no part of the site is in Flood Zone 3A. The revised FRA outlines a Surface Water Management Plan, which has been taken account of in the scheme design.

Although not submitted with this application, the variations to the approved scheme do not affect the proposed drainage scheme of managing the drainage, and the FRA submitted with the original application, which demonstrates the site is not at risk from flooding. The Flood and Drainage Officer therefore raises no objections to the variation, subject to a condition for sustainable water management being reimposed. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

Saved Policies OE1 and OE3 of the the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. There are no limitations to the hours of use of the current sporting facilities. However, the effects of floodlighting and noise associated with a more intensive use of the site on residential amenity are matters for consideration. The issue of floodlighting has been dealt with elsewhere in this report.

A noise assessment, including the results of a noise survey was submitted in support of the original application. The assessment notes that there are no proposals to increase the number of matches at this venue, whilst the largest concentration of people will be at the southern side of the ground in the proposed stand, which is located over 100 metres from the nearest residential property.

The low height terrace along the northern side of the pitch has now been reduced to one tier. At 1 tier, spectators would only be approximately 0.187m above ground level and no longer elevated above the existing boundary fencing. In addition, the applicant has agreed to limit the use of the northern terrace to Tier 1 and 2 games only. This is secured by condition

The proposal would not alter the development in terms of traffic arrangements from the scheme previously agreed within the original grant of planning permission. Traffic to the proposed development would utilise the existing access of West End Road, but with an amended internal layout. Losing the vehicular access track along the northern boundary with a replacement track to be provided along the southern boundary instead, will result in any vehicular movement being moved further away from the Masson Avenue properties. This would result in the occupiers of surrounding properties suffering less noise and disturbance from vehicular traffic, compliance with Policy OE1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Subject to conditions being reimposed, requiring a scheme which specifies the provisions to be made for the control of noise emanating from the development (including control of PA systems) and controlling use of the northern terrace, it is not considered that adverse noise or impacts are likely from the site, in accordance with Policy OE3 of the the Hillingdon Local Plan:

Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The proposal would not alter the development in terms of air quality from the scheme previously agreed within the original grant of planning permission.

7.19 Comments on Public Consultations

The issues raised by local residents have been addressed in relevant sections of this report.

Nuisance from construction activities is covered by separate legislation.

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.

A number of planning obligations to mitigate the impacts of the development, were secured under the original grant of planning permission as follows:

- (i) The applicants meet the full costs in connection with the design and implementation of a scheme of off site highway improvements, to be subject to a Section 278 agreement, including improvements to the access and keep clear markings on West End Road
- (ii) Submission of a Green Travel Plan outlining means and methods of reducing private transport use and the promotion of other sustainable forms of transport, including the shuttle bus service and a bond
- (iii) Submission of a delivery and servicing plan (DSP), a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) in accordance with London Plan and TfL guidance
- (iv) Traffic studies, in order to assess the impact of left turn traffic emanating from the site on the Polish War Memorial roundabout, to agree a scheme for appropriate highway improvements where necessary and contributions towards the cost of installing such improvements
- (v) Project Management & Monitoring Fee: 5% of total cash contributions (if cash contribution (required as result of the above).

Notwithstanding the amendments to the approved scheme, the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development. It is therefore recommended that these planning obligations be secured as part of any forthcoming approval by way of a deed of variation to the existing S106 Agreement.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

ENVIRONMENTAL ISSUES

The proposal would not have any environmental impacts over those considered within the original grant of planning permission.

A condition requiring imported soils to be clean and free from contamination is recommended in order to ensure that the users of the development are not subject to any risks from soil contamination.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The application seeks minor material amendments to the planning permission reference 24373/APP/2014/1946 dated 13/3/2015 for the redevelopment of the GAA Sports Grounds. The applicant has demonstrated a need for upgrading the existing sports facilities, which are in accordance with relevant Government guidance and local development plan policy.

The principle of the redevelopment of the site for outdoor sporting facilities has already been established by virtue of the original planning consent. There are no objections in principle to the amended and reduced scheme for the stands and canopy in conservation or design terms.

The proposal represents an upgrading of an existing but appropriate use, which will not have a materially adverse effect on the visual amenity and open character of the Green Belt.

It is not considered that the residential amenities of surrounding residents, flooding or the ecological/nature conservation value of the area will be adversely affected by the proposals.

Subject to conditions addressing the access and parking layout issues, a cap of maximum attendance, operation of the proposed traffic signals on-site, together with the issues relating to a traffic impact assessment and off-site highways works and Travel Plan, (including the shuttle bus service) to be covered within the s106 agreement, it is considered that highway issues have been satisfactorily addressed.

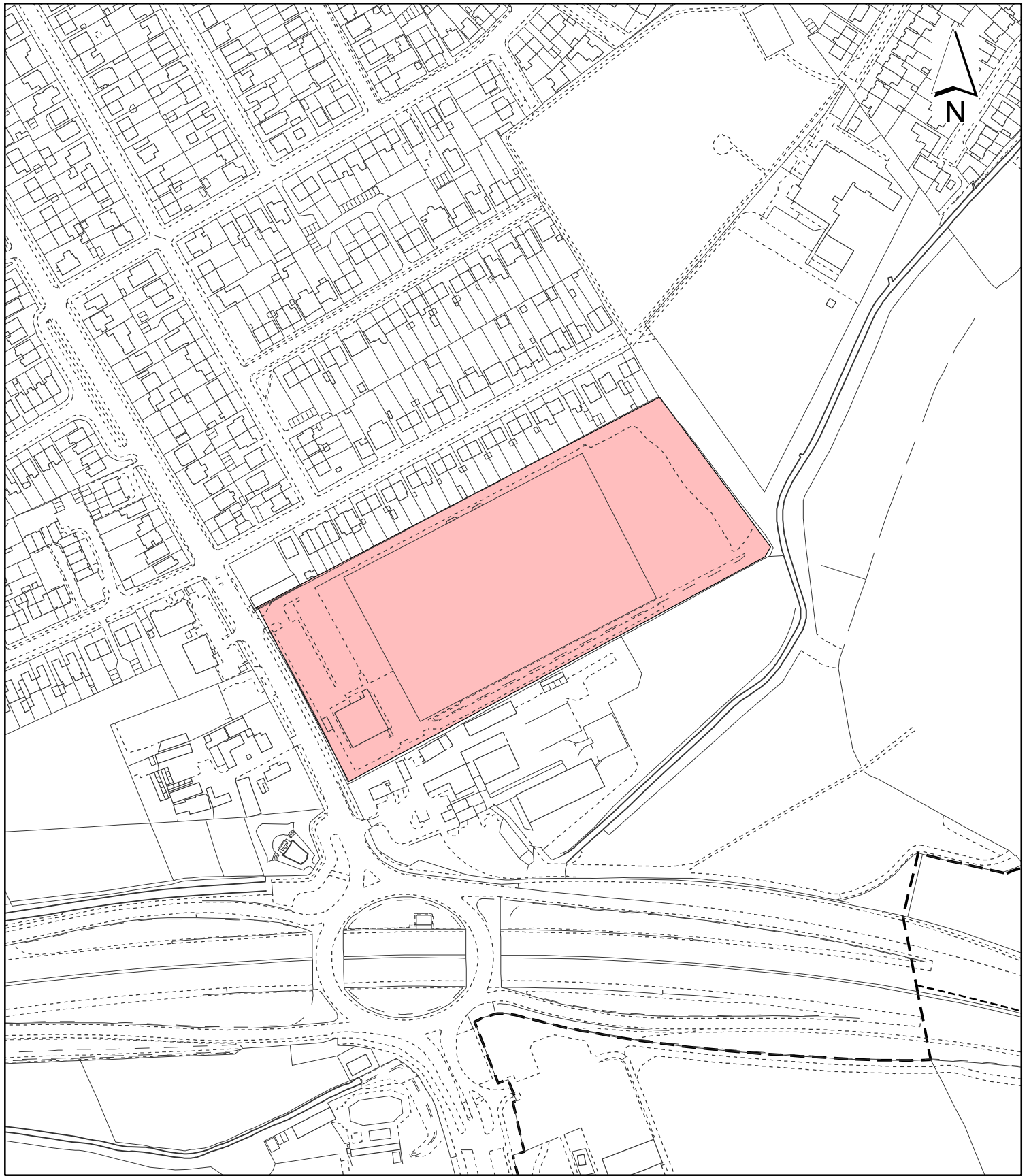
Accordingly approval is recommended.

11. Reference Documents

- a) The National Planning Policy Framework (March 2012)
- (b) Hillingdon Local Plan Part 1 Strategic Policies.
- (c) Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012)
- (i) Supplementary Planning Document Accessible Hillingdon
- (j) Supplementary Planning Guidance Community Safety by Design
- (k) Supplementary Planning Guidance Air Quality
- (l) Supplementary Planning Guidance Noise
- (m) Supplementary Planning Guidance Planning Obligations
- (n) London Plan (2015)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Gaelic Athletic Accos
 Sports Ground
 West End Road**

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

Planning Application Ref:

24373/APP/2016/1511

Scale:

1:3,000

Planning Committee:

Major Page 67

Date:

July 2016



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address UNIT 2, TRINITY TRADING ESTATE SILVERDALE ROAD HAYES

Development: Change of use of an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling).

LBH Ref Nos: 70738/APP/2015/4688

Drawing Nos: B2073500-0001
B2073500-0002
Transport Statement (revised) (9th May 2016)

Date Plans Received: 22/12/2015 **Date(s) of Amendment(s):** 22/12/2015
Date Application Valid: 22/12/2015

1. **SUMMARY**

The principle of the change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to allow for the expansion of the existing business operation from Unit 1 is acceptable.

The expansion and use of Unit 2 as a Waste Transfer Station is unlikely to adversely impact the amenity of occupiers within neighbouring residential properties (closest being located 140m north of the unit), in terms of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour. The Council's Environmental Protection Unit raises no objection as the proposal is it not considered likely to raise odour concerns given the limited extent of material processing that would take place on site and its distance from any sensitive receptors.

Consideration has been given to the issue of traffic generation and vehicle servicing of the site, and these matters taken together are not considered to have a detrimental impact on the existing highway network or raise any highway safety concerns.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the National Planning Policy Framework. The application scheme meets the strategic policy objectives of the West London Waste Plan (2015), the London Plan (2015), and Hillingdon's Local Plan.

It is therefore recommended that planning permission be granted subject to conditions.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 **Time Limit**

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

REASON

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

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

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

B2073500-0001

B2073500-0002

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2015).

3 **COM5** **General compliance with supporting documentation**

Prior to first use of Unit 2 as a Waste Transfer Station, the measures set out in the following supporting documents shall have been completed:

1. Sustainability Statement (4th August 2015)
2. Energy Statement (4th August 2015)
3. Noise Statement (21st July 2015)
4. Air Quality Statement (16th September 2015)
5. Planning Statement (December 2015)
6. Transport Statement (revised) (9th May 2016)
7. Cover Letter (Revised) (13th May 2016)

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2015).

4 **NONSC** **Air Quality**

Prior to first use of Unit 2 as a Waste Transfer Station, a low emission strategy shall be submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall 1) address the specification of the site operational fleet to comply with Euro 5/V or above or have implemented retrofitting devices that will enable compliance with such Euro standards; and 2) include a travel plan for office staff with a clear and effective strategy to promote modal shift, car share, use of public transport and or incentives for staff to purchase zero emission vehicles.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Prior to first use of Unit 2 as a Waste Transfer Station, the steps and measures set out in the low emission strategy shall be implemented and maintained throughout the life of the development.

REASON

To safeguard and improve air quality in this Air Quality Management Area, in accordance with policy 7.14 of the London Plan (2015); and paragraph 124 of the National Planning Policy Framework (2012).

5 NONSC Odour Management Plan

Prior to first use of Unit 2 as a Waste Transfer Station (WTS), an Odour Management Plan for the whole Waste Transfer Station site as outlined in red in the submitted location plan (ref: B2073500-0001 Rev 0) shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures shall be implemented prior to first use of Unit 2 and remain in perpetuity.

Reason

To safeguard the residential amenity of neighbouring occupiers in terms of odour, in accordance with 'saved' policies OE1 and OE6 of the Unitary Development Plan (2012).

6 NON2 Maximum annual tonnage

The maximum annual tonnage for the whole Waste Transfer Station (WTS) site as outlined in red in the submitted location plan (ref: B2073500-0001 Rev 0) shall not exceed 10,000 tonnes, unless otherwise agreed in writing with the Local Planning Authority.

Reason

To limit the movement of heavy goods vehicles, to safeguard the free flow of traffic, and to prevent parking stress on surrounding roads, in accordance with 'saved' policy AM14 of the Unitary Development Plan (2012) and policies 6.3 and 6.13 of the London Plan (MALP 2016)

7 H14 Cycle Storage - details to be submitted

Prior to first use of Unit 2 as a Waste Transfer Station, details of covered and secure cycle storage, changing facilities, lockers and showers for users of and visitors to the premises shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved cycling facilities shall be implemented in accordance with the approved plan prior to first use of the site as a Waste Transfer Station, with the facilities being permanently retained for use by cyclists.

REASON

To ensure adequate provision for cyclists and to improve sustainable forms of transport to the site in accordance with 'saved' policy AM9 of the Unitary Development Plan and policy 6.9 of the London Plan (2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

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

BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.8	(2015) Outer London: Transport
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.16	(2015) Waste self-sufficiency
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE6	Proposals likely to result in pollution
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3

This development proposes the addition of new waste activities on site. It is understood that the site is currently permitted under the Environmental Permitting (England and Wales) Regulations 2010. The applicant will need to hold an Environmental Permit or vary the existing permit to keep and treat controlled waste, including hazardous waste. The applicant should refer to the Environment Agency website for further information or telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

4

To prevent pollution to surface water and watercourses, the applicant should ensure that adequate drainage infrastructure is in place. Drainage on site should be to the foul, sewer network. We advise that the applicant should liaise directly with the local sewerage undertaker.

5 I1 **Clinical Waste Guidance**

The applicant would need to comply with the Environment Agency's guidance S5.07 which is specifically targeted at the clinical waste sector. It's important to note that the use of a shipping container to store offensive hygiene waste (EWC code 18 01 04 and/or 18 02 04) is discouraged in this guidance as the corrugated walls of the container allow debris to accumulate and are difficult to clean down.

6 I15 **Duty of Care**

The applicant must ensure that it complies with the requirement of the Duty of Care Regulations. The applicant as a waste producer has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation completed and kept in line with the relevant regulations. There is also guidance on how to register as a waste carrier if you're a waste transporter, buyer, seller, broker or dealer.

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises of two of a group of three industrial units located at the junction of Pump Lane and Silverdale Road. Vehicular access into the site is provided via an existing access on Silverdale Road. Personnel Hygiene Services Ltd operate from Unit 1, which is used for waste transfer services for the distribution of healthcare waste. This application specifically relates to Unit 2, which is currently a storage depot (Class B8 Storage and Distribution) with 1,322sqm of floorspace. Next to Unit 2, J. Van Yliet (Heathrow) Ltd, a flower wholesaler operates from Unit 3. The whole site is located within the Pump Lane Industrial Business Area (IBA), which is land safeguarded for employment and industrial uses. The site has a PTAL level of 2 (where 1 is poor and 6 is excellent) and is within the Air Quality Management Area.

The surrounding area is characterised by mainly similar industrial/warehouse units. The nearest residential properties to the site are approximately 70m north or 170m from the actual unit itself.

3.2 Proposed Scheme

The current proposal seeks change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to

allow for the expansion of the existing business operation from Unit 1, which involves the delivery and receipt of healthcare waste within bins, which are then bulked up into larger volumes and dispatched for appropriate offsite treatment.

No extensions or alterations to the layout of Unit 2 are proposed as part of the proposal.

The applicant is Personnel Hygiene Services Limited (PHS). PHS operates healthcare waste transfer stations throughout England, Wales and Scotland. The proposed use involves the delivery and receipt of healthcare waste within bins, which are then bulked up into larger volumes and dispatched for appropriate offsite treatment. The change of use is required to provide PHS with greater operational flexibility to enable them to expand their existing waste transfer operations currently restricted to Unit 1.

Unit 1 of the site has an existing waste management licence (WML80404). The licence was originally granted by the Environment Agency in 1996 and the conditions were modified in 1999 and again in 2001. The licence which currently applies to the Unit 1 allows for:

- Storage pending disposal or recovery; and
- Treatment of waste (compaction).

PHS will submit a new Environmental Permit application to the Environment Agency to extend the permitted waste operations to include Unit 1 and 2 to handle a maximum amount of waste of 10,000 tonnes per annum with no more than 9.9 tonnes of hazardous waste on site at any time.

Table 3.1 outlines the Environment Agency's waste classification. The main types of waste to be handled at Unit 2 will include human hygiene and sanitary wastes (20 01 99) and wastes such as dressings, plaster casts, linen, disposable clothing, or diapers (18 01 04). Packaging wastes (15 01) will also be generated mainly comprising empty containers of consumables generated within PHS core operations. Waste treatment undertaken on the site will be limited to simple treatments, such as repackaging for volume reduction. Only waste delivered by PHS will be accepted at the site. No third party wastes will be accepted at the site.

Currently, permitted waste at Unit 1 includes:

- General and biodegradable waste (20 - human hygiene waste from other than healthcare including nappies, incontinence pads, feminine hygiene wastes not considered clinical waste).
- Special wastes, including Dental Amalgam (18), waste in the form of prescription only medicines including surplus medicines in original packaging (18) and waste in the form of photographic chemical.
- Other categories of waste, including human and animal health care (18) which includes clinical waste groups A to E.

The planning application is supported by the following documents:

- Air quality assessment
- Transport statement
- Noise assessment
- Energy assessment
- Sustainability assessment

3.3 Relevant Planning History

Change of use of existing unit from depot for washroom consumables to waste transfer station

Decision: 03-06-2015 NO

Comment on Relevant Planning History

No relevant planning history.

4. Planning Policies and Standards

Please see list below.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- LPP 2.8 (2015) Outer London: Transport
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.16 (2015) Waste self-sufficiency
- LPP 5.17 (2015) Waste capacity
- LPP 5.21 (2015) Contaminated land
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.13 (2015) Parking

LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
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NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE6	Proposals likely to result in pollution
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 14th January 2016

Press Advertisement: 20th January 2016

Neighbouring households, amenity groups, and local businesses were notified of the proposal on 12th January 2016. The neighbour consultation period expired on 10th February 2016.

No neighbour responses have been received.

CROSSRAIL SAFEGUARDING

Comments (summary): No objection.

ENVIRONMENT AGENCY

Comments (summary): No objection.

Environmental Permit

The applicant will need to hold an Environmental Permit or vary the existing permit to keep and treat

controlled waste, including hazardous waste.

Drainage

To prevent pollution to surface water and watercourses, the applicant should ensure that adequate drainage infrastructure is in place. Drainage on site should be to the foul, sewer network. We advise that the applicant should liaise directly with the local sewerage undertaker.

Clinical Waste Guidance

The applicant would need to comply with the Environment Agency's guidance S5.07 which is specifically targeted at the clinical waste sector. It's important to note that the use of a shipping container to store offensive hygiene waste (EWC code 18 01 04 and/or 18 02 04) is discouraged in this guidance as the corrugated walls of the container allow debris to accumulate and are difficult to clean down.

Duty of Care

The applicant must ensure that it complies with the requirement of the Duty of Care Regulations. The applicant as a waste producer has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation completed and kept in line with the relevant regulations. There is also guidance on how to register as a waste carrier if you're a waste transporter, buyer, seller, broker or dealer.

TRANSPORT FOR LONDON (TfL)

Comments (summary): No objection.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (EPU)

Air Quality

Comments (summary): No objection, subject to condition to require the submission of a low emission strategy that includes a Travel Plan.

Contamination

Comments (summary): No objection.

Odour

Comments (summary): No objection.

An Odour Management Plan is essential as there may be fugitive emissions from the management of the bins when opened and if as indicated they are compacted down after loose materials are received.

I have not seen any details from the Environment Agency, but there is a permit for Unit 1, Pump Lane originally from 1996 varied on 8/1/99 and in 2002. It is referenced EPR JP3191/NV/V002, and there should be a variation of the permit pending to include Unit 2 in the permit.

I understand that -

- The air quality report did not include any consideration of odour and no current permitting details and odour management plan have been submitted.

- The site is handling odorous materials and there may be fugitive emissions from the building or yard from the opening of bins for compaction or movement of materials from bin to bin ready for transfer.
- The material is not being processed on site such as for recycling or a change of structure of the material that would require chemical additives and odour controls such as scrubbers or filters. The only processing mentioned is 'compaction' which could involve some sterilisation.
- There is no odour control plant and stack for this process that could affect residents or business and require a plume dispersion model.
- The site has been present in Hayes for a significant time period, and although a full search of old complaints is difficult it does not appear to have a history of odour complaints.

In conclusion, I would advise that an agreed odour management plan written for the permit or planning permission is required as a precaution given the expansion of the site to Unit 2 in terms of waste transfer. Otherwise we would not object to the expanded use of the site to Unit 2 for continued waste transfer activity. If the developer changes the use to processing in the future then this should be further looked into as regards odour assessment.

Noise

Comments (summary): No objection.

The proposed unit is located within an industrial area and at least 150m away from residential receptors, it is unlikely to cause any adverse effect.

HIGHWAYS

Comments (summary): No objection.

A revised Transport Statement has been prepared by Jacobs and discussions with the transport consultant have taken place. There are parking restrictions in place in the area surrounding the site from Monday to Saturday, but there are opportunities for on-street parking away from local junctions. The building structures will remain as they are along with the existing car parking spaces. The proposal just involves the change of use of one of the buildings on the site to a waste transfer station. Unit 1 of the site already operates as a waste transfer station.

The planning statement identified the annual throughput of 10,000 tonnes and the application form indicates that there will be 21 employees on site which is the same as existing. I suggest in any permission that is granted that the annual throughput of waste is conditioned.

The Transport Statement identified the existing trip generation as 28 vehicles over a 12 hour period whereas the trip generation for the new facility was estimated from the operators information which resulted in 4 more trips per 12 hour period. This number appears realistic given the maximum annual tonnage.

There are 43 car parking spaces on site at present for the whole site and 17 associated with Unit 2. It is intended to use these spaces for staff and commercial vehicles with the proposed use. From previous discussions it would appear that some of the drivers take vehicles home at end of the day.

There is no cycle provision shown on the layout drawings so details of cycle parking should be conditioned.

On that basis, I do not consider there to be significant highways/traffic impact associated with the proposals. Therefore, no objection is raised.

Officer's response: Noted. Conditions to limit the maximum annual tonnage of waste and to ascertain details of cycle parking will be imposed.

PLANNING POLICY

Comments (summary): No objection.

The wider site is an existing waste site (Unit 1) and is therefore safeguarded under Policy WLWP 2 'Safeguarding and Protection of Existing and Allocated Waste Sites' of the West London Waste Plan (2015). There is no objection to the principle of extending the operation to unit 2.

The tonnage of waste to be transferred and related increase in HGV trips does not seem unreasonable.

SUSTAINABILITY OFFICER

Comments (summary): No objection.

WASTE MANAGEMENT OFFICER

Comments (summary): No objection.

WATER MANAGEMENT OFFICER

Comments (summary): No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 5.17 of the London Plan (2015) states that the Mayor supports the need to increase waste processing capacity in London.

Policy EM11 of Local Plan: Part 1 (Strategic Policies) states that the Council will aim to maximise the use of existing waste management sites through intensification or co-location of facilities.

The site is located within a designated Industrial and Business Area (IBA) and 'saved' policy LE2 of the Unitary Development Plan (2012) seeks to retain land within these areas for B1, B2, B8 and appropriate sui generis uses.

Unit 1 is a designated Waste Transfer Station within the Council's West London Waste Plan (WLWP) and is therefore safeguarded under Policy WLWP 2 'Safeguarding and Protection of Existing and Allocated Waste Sites' of the West London Waste Plan (2015). The change of use of Unit 2 to provide additional WTS facilities is considered to be an extension of the existing operation at Unit 1 and the WLWP encourages the expansion of existing facilities in order to meet demand. In principle, the proposal would be considered acceptable and in accordance with adopted planning policy, subject to meeting all other material policy requirements, including the criteria set out in policy WLWP4 of the West London Waste Plan (WLWP)(2015) which seeks to ensure high quality development is delivered as part of any future waste proposals. The assessment of the proposal against the development plan is set out in the subsequent sections of this report.

7.02 Density of the proposed development

Not relevant to the determination of this application.

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

Not applicable as the site is not located within a conservation area or area of special character, nor are there any listed buildings or archaeological interest at the site.

7.04 Airport safeguarding

Not relevant to the determination of 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

No external alterations or extensions are proposed, therefore there would be no impact on the character and appearance of the area.

7.08 Impact on neighbours

The 'saved' policies of the Unitary Development Plan (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and residential amenity of these adjoining occupiers are considered under Policy BE20, whilst potential impacts on daylight/sunlight (Policy BE21) and privacy (Policy BE24) are also assessed.

'Saved' policy OE1 of the Unitary Development Plan (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest neighbouring properties to the site are located approximately 70m to the north. There are no extensions or external alterations sought. Unit 2 is located farther to the south than Unit 1 which is closer to these neighbours. Unit 1 already operates as a Waste Transfer Station and is controlled by environmental permits which ensures that the residential neighbours to the north are not impacted. Should planning permission be granted for use of Unit 2 as a Waste Transfer Station (extension of the existing operation at Unit 1) this facility would also be controlled by an environmental permit, as well as safeguarding conditions hereby imposed, as recommended by the Council's Environmental Protection Unit, who are satisfied that the proposal would not cause any amenity harm, in terms of air quality, contamination, odour, or noise.

Given Unit 2 is located farther away from residential properties than the existing Waste Transfer Station at Unit 1, it is unlikely to adversely impact the amenity of occupiers therein, by reason of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour. In this regard, the proposal complies with adopted local, regional, and national planning policies.

7.09 Living conditions for future occupiers

Not applicable to the determination of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

'Saved' policy AM2 of the Unitary Development Plan (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

'Saved' policy AM7 of the Unitary Development Plan (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is

acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. the local planning authority 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; or London borough of hillington UDP saved policies (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupie

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2015) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

'Saved' policy AM14 of the Unitary Development Plan (2012) and policy 6.13 'Parking standards' of the London Plan (MALP 2015) sets out parking standards for development proposals.

The site has a maximum PTAL value of 3 (moderate) and the existing industrial uses have on-site parking for cars and vans along with HGV servicing. The proposal is to convert Unit 2 from an existing storage depot to a waste transfer station where medical waste is delivered to the site, compacted and then sent to an appropriate disposal site in large lorries.

The existing dropped-kerb vehicular access along Silverdale Road will be retained in its current form as the width and corner radii are suitable to accommodate existing and proposed vehicles to access the site. Swept paths have been provided to demonstrate that the existing access is adequate to accommodate the type of vehicles visiting the site. Therefore, the access arrangements are considered acceptable.

A revised Transport Statement prepared by Jacobs has been submitted and discussions with the Council's Transport Engineer have taken place. There are parking restrictions in place in areas surrounding the site, but there are opportunities for on-street parking away from local junctions.

Unit 1 within the site already operates as a waste transfer station and the planning statement identified its annual throughput at 10,000 tonnes. In addition, the application form indicates that there is 21 employees on site. The level of throughput and number of employees are to remain as existing despite the expansion of the waste transfer station into unit 2. To ensure that there is not a significant intensification of the use and to limit the movement of heavy goods vehicles, the Council's Transport Engineer has recommended that a condition be imposed to limit the level of throughput to 10,000 tonnes.

The Transport Statement also identified the existing trip generation as 28 vehicles over a 12 hour period. The trip generation for the new facility was estimated from the operators information which resulted in 4 more trips per 12 hour period. The Council's Transport Engineer considered this to be a realistic number given the maximum annual tonnage. Given this is an increase of 2 two-way trips during a daily 12 hour period, any additional traffic generated would have negligible impact on the local highway network.

There are 43 car parking spaces on site at present for the whole site and 17 associated with Unit 2. It is intended to use these spaces for staff and commercial vehicles with the proposed use. However, no cycle parking has been provided. Therefore, it will be necessary to impose a condition to obtain details of cycle parking provision.

Subject to conditions to limit the maximum annual tonnage of waste and to ascertain details of cycle parking, the Council's Transport Engineer raises no objection and the proposal is considered to be acceptable in transport terms, in accordance with 'saved' policies AM2, AM7, and AM14 of the Unitary Development Plan (2012), and 6.3 and 6.13 of the London Plan (MALP 2015).

7.11 Urban design, access and security

No internal or external alterations or extensions are proposed, nor are there any changes to the access or security arrangements to the unit.

7.12 Disabled access

No changes are sought to the access arrangements for the building.

7.13 Provision of affordable & special needs housing

Not relevant to the determination of this application.

7.14 Trees, landscaping and Ecology

The proposal is solely for the change of use of Unit 2 and no other development which would affect trees, landscaping or ecology are proposed.

7.15 Sustainable waste management

The Council's Waste Management Officer is satisfied with the development in terms of sustainable waste management. The proposal is compliant with policies WLWP1 and WLWP 2 of the West London Waste Plan (2015); policy EM11 of Hillingdon's Local Plan: Part 1 (Strategic Policies); and policy 5.17 of the London Plan (2015) as the proposal is for capacity in the re-use, recycling and other recovery categories. The proposal would also help to meet the London Plan (2015) waste apportionment and move waste up the waste hierarchy.

7.16 Renewable energy / Sustainability

This application relates to the change of use of the building solely. Given the scale and nature of the development, the proposal is considered acceptable with regards to renewable energy and sustainability.

7.17 Flooding or Drainage Issues

The site is located within Flood Risk Zone 1 and it has relatively low risk of surface water flooding. There are no internal or external changes and the proposed use is unlikely to increase the risk of flooding. The Council's Water Management Officer has not raised an objection to the proposal. The proposal is therefore considered to be acceptable in flood risk terms in compliance with policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part 1- Strategic Policies (2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2015); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

NOISE

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2015) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use is no more noise sensitive than the previous use, so from this perspective the development is acceptable.

In terms of impact on neighbouring properties, the subject unit is located within an industrial area and at least 150m away from residential receptors, it is therefore unlikely to cause any adverse effect on the residential amenity of occupiers therein.

Overall, the development would be considered to comply with policy 7.15 of the London Plan (2015).

AIR QUALITY

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

The development has the potential to exacerbate poor air quality given the likely number/type of vehicle trips associated with the use. However, the Council's Air Quality Officer is satisfied that subject to the submission of a low emission strategy which would include a Travel Plan, the use could be controlled to ensure there was negligible impact on air quality in the area, in compliance with policy 7.14 of the London Plan (2015).

ODOUR

The site is handling odorous materials and there may be fugitive emissions from the building or yard from the opening of bins for compaction or movement of materials from bin to bin

ready for transfer. The material is not being processed on site such as for recycling or a change of structure of the material that would require chemical additives and odour controls such as scrubbers or filters. The only processing mentioned is 'compaction' which could involve some sterilisation. The Council's Environmental Protection Unit has confirmed that there is no odour control plant and stack for this process that could affect residents or businesses that would require a plume dispersion model.

They have stated that the business has been operating from unit 1 for a significant period of time and that there does not appear to be any history of odour complaints. In addition, unit 1 of the site has an existing waste management licence (WML80404). The licence was originally granted by the Environment Agency in 1996 and the conditions were modified in 1999 and again in 2001. PHS will submit a new Environmental Permit application to the Environment Agency to extend the permitted waste operations to include Unit 1 and 2 to handle a maximum amount of waste of 10,000 tonnes per annum with no more than 9.9 tonnes of hazardous waste on site at any time.

As a precaution, the Council's Environmental Protection Unit has recommended a condition to obtain an Odour Management Plan. They have not raised an objection as the proposal is not considered likely to raise odour concerns given the limited extent of material processing that would take place on site and its distance from any sensitive receptors. Therefore, the amenity of neighbouring properties would be protected in compliance with 'saved' policy OE1 of the Unitary Development Plan (2012).

7.19 Comments on Public Consultations

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

Not applicable to this planning application.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

There are no other issues related to this site.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The principle of the change of use of Unit 2 from an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling) to allow for the expansion of the existing business operation from Unit 1 is acceptable.

The use of Unit 2 as a Waste Transfer Station is unlikely to adversely impact the amenity of occupiers within neighbouring residential properties (closest being located 140m north of the unit), in terms of outlook, daylight/sunlight, privacy, air quality, contamination, noise, or odour.

Consideration has been given to the issue of traffic generation and vehicles servicing of the site, and these matters taken together are not considered to have a detrimental impact on the existing highway network or raise any highway safety concerns.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the National Planning Policy Framework. The application scheme meets the strategic policy objectives of the West London Waste Plan (2015), the London Plan (2015), and Hillingdon's Local Plan.

It is therefore recommended that planning permission be granted subject to conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012)
London Plan (FALP 2015)
National Planning Policy Framework (2012)
West London Waste Plan (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations

Contact Officer: Richard Conroy

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Unit 2
 Trinite Trading Estate
 Silverdale Road**

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

Planning Application Ref:
70738/APP/2015/4688

Scale:
1:1,250

Planning Committee:
Major Page 87

Date:
July 2016



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address 1-3 UXBRIDGE ROAD HAYES

Development: Change of use of Unit 4 to Absorbent Hygiene Products (AHP) recycling facility and associated alterations to the external elevations, addition of an exhaust stack, storage tanks and substation

LBH Ref Nos: 1911/APP/2016/1472

Drawing Nos: 4579-32006 Rev 0
KNOW01/44461/APP/01
4579-32003 Rev 2
4579-32002 Rev 2
4579-32001 Rev 2
KNOW01/44461/LOC/01
Sharps Redmore Acoustic Consultants Report
Planning Statement prepared by Integrated Skill
Odour Management Plan reference KNOW01/44461/PS-V
Appendix B Odour Impact Assessment
Flood Risk Assessment
Letter from agent reference KNOW01/44461/ARC/LBH-

Date Plans Received: 14/04/2016 **Date(s) of Amendment(s):**

Date Application Valid: 14/04/2016

1. **SUMMARY**

This application seeks consent for the change of use of Unit 4 to Absorbent Hygiene Products (AHP) recycling facility and associated alterations to the external elevations (including a fifth roller shutter door on the southern elevation), addition of an exhaust stack, storage tanks and substation.

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

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

Whilst the further and more detailed information provided by the applicant is welcomed as part of the application, there remain reservations with the assumptions and conclusions of the assessments and modelling. The Council consider that the results significantly underestimate the risk of odour exposure and as a result, there would be notable changes in the odour composition and these would be noxious given the nature of the proposal, and residential nature of the area, within the prevailing wind direction.

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

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Odour

The Odour Management Plan and Odour Impact Assessment, by reason of the assumptions used within the modelling, which assume the odour management procedures will be 100% effective, are considered to significantly underestimate the risks of odour exposure and effectiveness of the systems proposed. The assessments have also failed to include a sensitivity height stack analysis to ascertain whether this would be effective in the dispersion of emissions.

The Council consider that there is a high risk of odour nuisance to sensitive receptors and the scheme is thereby considered to constitute an unacceptable and inappropriate use of the land that would be detrimental to the amenities of the nearby residential properties, schools and canal users.

The scheme therefore fails to comply with the requirements of the National Planning Policy for Waste (2014), National Planning Policy Framework (2012), Criteria C of Policy WLWP 3 of the West London Waste Plan (2015), Institute of Air Quality Management Guidance on the assessment of odour for planning (May 2014) DEFRA Odour Guidance for Local Authorities (March 2010), London Plan (2015) Policy 5.17, EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), OE1 of the Hillingdon Local Plan: Part 2 - Saved Policies and Council's Supplementary Planning Guidance - Air Quality.

2 NON2 Legal agreement

In the absence of a completed S106 agreement or a Deed of Variation to planning permission 1911/APP/2012/3185, the development has failed to secure obligations relating to sustainable transport, construction and employment training. Accordingly, the proposal is contrary to policies LE7, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (2015) and the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.17	(2015) Waste capacity
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.13	(2015) Parking
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

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

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

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

The majority of the pre-commencement conditions associated with the application for the redevelopment of the site have been discharged, and development has commenced on the construction of the 4 units.

3.2 Proposed Scheme

This application seeks consent for the change of use of Unit 4 to Absorbent Hygiene Products (AHP) recycling facility and associated alterations to the external elevations (including a fifth roller shutter door on the southern elevation), addition of an exhaust stack, storage tanks and substation.

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

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

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

1. There are two reception bays accessed by two roller shutter doors. The reception bay will be concreted with 5m high concrete wall surrounds. There will be a stud partition wall to the underside of the ceiling, separating the bays from the treatment area to provide a completely separate area in which to manage air flow;

2. The incoming waste is deposited within one of the reception bays in the building and the AHPs arrive at the site double or triple bagged to avoid leaks. The bags are removed from the vehicles by hand or mechanically unloaded;

3. The bagged waste is transferred into a hopper using a wheeled loading machine and once within the hopper, the waste moves into the separate Treatment Area. The entire process is on a continuous process line, with waste being transferred from different technologies using enclosed conveyor belts and pipework;

4. The first stage of the process involves shredding the AHPs to create a consistent size, which then moves to the pulper. At the pulping stage, the super absorbent polymers are collapsed, rendered inert and the moisture released utilising a specialised patented process. The waste is sterilised using an advanced thermal treatment.

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

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

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

In terms of odour management, the proposed technology includes a bespoke odour control system based on air management and odour abatement. It is a two staged process which involves an exhaust stack. The potential odour release from the exhaust stack has been modelled and a stack 15 metres high is proposed, the majority of which is contained within the building (1.7m extends above the roof).

The fifth door proposed within the elevation of the building will operate using an air lock entry. The purpose of this door is to provide a dedicated access for a vehicle to enter and leave the building and to transfer the manufactured products to waiting vehicles outside. The door will be independent to the reception bays, which allows the doors for the reception bays to be kept closed unless receiving a vehicle with waste product.

To supply the equipment needs, a substation, two transformers and two storage tanks are provided at the site. A compound will house these items on land to the north of the building

The main differences between this application and the previous application is that further detail has been provided as to the detailed operations and odour management within the site. The drawings and accompanying documents, now include precise details of the systems and plants to be used, exhaust stack and external additions. Further analysis has also been provided within the Odour Management Plan.

3.3 Relevant Planning History

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

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

Decision: 09-05-2013 Approved

1911/APP/2015/3211 Unit 4, 1 Uxbridge Road Hayes

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

Decision: 01-03-2016 Withdrawn

Comment on Relevant Planning History

The most relevant planning history for the site is listed.

Of particular relevance is application 1911/APP/2015/3211 which sought consent for the change of use of the building change of use of Unit 4 from B1, B2 and B8 to an Absorbent Hygiene Products (AHP) Recycling Facility. This application was due to be reported at the 3rd March 2016 committee meeting with a recommendation for refusal, however was withdrawn by the applicants in order to provide additional information in relation to the odour management system and revise the details in order to address other third party concerns.

The previous scheme was recommended for refusal with the following reasons for refusal:

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

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

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

4. Planning Policies and Standards

**Major Applications Planning Committee - 14th July 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.17 (2015) Waste capacity
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2015) Contaminated land
- LPP 5.3 (2015) Sustainable design and construction
- LPP 6.13 (2015) Parking
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.19 (2015) Biodiversity and access to nature
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- MIN16 Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
- NPPF National Planning Policy Framework
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th May 2016**

5.2 Site Notice Expiry Date:- **27th May 2016**

6. Consultations

External Consultees

102 local residents were consulted on the application and 5 responses were received in objection to the application. These objection letters raised the following concerns:

1. This is a residential area with children and families, the smell and type of business is unsuitable;
2. Exhaust stack is inappropriate, the site is opposite a school and close to two others.

EXTERNAL COMMENTS

ENVIRONMENT AGENCY (summary)

The application proposes a substation within Flood Zone 2, which is defined by paragraph 66 of the National Planning Policy Guidance (NPPG) as 'Essential Infrastructure'.

In the absence of a flood risk assessment (FRA), we object to this application and recommend refusal of planning permission until a satisfactory FRA has been submitted.

Overcoming our objection:

You can overcome our objection by undertaking an FRA which demonstrates that the development is safe without increasing risk elsewhere and where possible reduces flood risk overall.

The development will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency. We are aware that the applicant (Knowaste) have submitted a bespoke permit application to our National Permitting Team which is currently being assessed.

OFFICER COMMENT: A Flood Risk Assessment was received from the applicant on the 22nd June 2016 and forwarded to the Environment Agency and the Councils Floodwater Management Officer. To date, no feedback has been received from either consultee as to whether the report submitted addresses their comments. Any further comments from these consultees will be provided within the addendum.

EALING COUNCIL

No comments received to date. If any are received, these will be reported in the committee addendum.

Internal Consultees

TREES AND LANDSCAPE

No objection and no requirement for any landscaping conditions.

HIGHWAYS (summarised)

A brief technical note explaining how deliveries and collections are made was requested.

No objection to the removal of some of the car parking spaces whilst the site is being used by the applicant, provided the parking area is restored to the original layout at the end of the lease.

Recommend a condition to secure a Travel Plan for the site if approval is recommended.

Officer comment: This information relating to deliveries and collections has been received and has been reviewed by the Highways Officer who raised no objection.

EPU - Noise

Sharps Redmore Acoustic Consultants have already submitted a report, Project No. 1515571 (dated 14th April 2016) for the change of use of these premises. The report considers the general reverberant level of sound, the sound insulating properties of the building fabric and the exhaust stack for the odour control system. They have concluded that the proposed change of use to an AHP recycling facility will not give rise to an unacceptable level of sound and would be fully compliant with Condition 30 of the planning approval. However, the site has unrestricted operational hours. Occupants of all units can work 24/7 and the applicant has indicated that they may be 2-3 deliveries (of products to be recycled) during night time hours.

Should consent be recommended conditions to secure a scheme for noise control, restrict the time of commercial deliveries to the site and details of any lighting scheme is recommended.

FLOODWATER MANAGEMENT OFFICER

The site lies in Flood Zone 2 and there is no information on how the proposals may be affected by flood risk, or how that risk will be managed appropriately. A Flood Risk Assessment should be submitted.

Officer comment: A FRA has been received and forwarded to the officer for comment. No comments were received at the time of writing this report and an update will be provided within the addendum.

AIR QUALITY MANAGEMENT OFFICER

Initial comments:

1) the application site is very near highly sensitive receptors - The site is located to the south of Uxbridge Road within the London Borough of Hillingdon and adjacent to the London Borough of Ealing (refer Figure 1 of report). To the east beyond the Grand Union Canal are residential areas, allotments and a nursery and primary school. The nearest residential properties are located on Bankside, approximately 75 m from the site boundary to the north east. The Blair Peach Primary School and Nursery is approximately 40 m east of the site boundary. Therefore the risk of odour exposure at these receptor locations will be medium to high risk and the likely magnitude can range from moderate to substantial adverse, subject to dispersal conditions, with the effect being considered significant.

2) the modelling work undertaken to support the planning application, assumes that the odour management procedures to be implemented will be 100% effective, and hence only models the residual odour impact at relevant sensitive receptors.

This premise is the only one addressed by the assessment and therefore the study concludes that the impact of the facility will not be significant. I would challenge this conclusion, which is based on a not conservative scenario and may underestimate the local impact of the facility on sensitive receptors in terms of odour nuisance.

I would have modelled a failure of at least 10% of the odour management system which would produce different results.

Officer comments: The applicant reviewed these comments and submitted further information to try and address the concerns and queries. Following the submission of the amended details, the Air Quality Officer provided the following comments:

As per my original response, a worst case scenario, i.e. failure of the odour removal system which will inevitably not operate at 100% efficiency at all times, has not been modelled to ascertain the risk of exposure at nearby sensitive locations.

Given that there is no site specific data, due diligence and professional judgement are required when applying both the Institute Air Quality Management(IAQM) guidance and the Environmental Agency's H4 Horizontal Guidance on Odour. There is a clear distinction to be made between using the right methodology (robust methodology) and obtaining robust results. Whereas the method used is acceptable and robust (model used, parameters used in the model set up, met data used, reference methods used, etc), given the underlying assumption of assuming 100% efficiency, the results are considered to be underestimating likely risks.

I agree with the EPU concerns, namely not having undertaken a sensitivity stack height analysis which could help to provide further information.

Whereas the Environment Agency will issue a permit and require an Odour Management Plan to be actioned in case of system failure, given the sensitivity of the nearby receptors and the likely underestimation of risk reported in the assessment undertaken, concerns regarding the likely risk to odour nuisance from the Local Authority perspective remain.

Being part of the Institute Air Quality Management Steering Group I was part of the peer review of the IAQM Odour guidance and we strongly felt that the point I am making above is of key importance. Hence the inclusion on page 5 of the IAQM Odour guidance of the text, quote:

"For sites that will be subject to an Environmental Permit it is still necessary, therefore, for the Planning Authority to consider at the planning stage whether the proposed development at the site will be a suitable use of the land - in particular, with regard to the likely residual effects of odour on nearby sensitive users".

EPU - Odour

There are two matters to consider in this application as regards odour control, fugitive emission from the building and emissions from the point source which has now been confirmed as a 15 metre chimney that is 2.7 metres above the building roof (mid point) on the east side towards the housing. Both matters are addressed but it should be noted that they are not exclusive and fugitive emissions may add to point source emissions particularly at nearby locations. If down wash occurs emission levels of odour will increase.

There are two main significant additions of information to this new application. The first is the odour dispersion modelling by ENTRAN consultants for the proposed chimney stack. The second large piece of information is within the Odour management Plan and is the detailed design proposals for the air pollution control equipment by Simdean Envirotec consultants (see paragraph 6.6 and Appendix A Design, supply, Installation and Commissioning of by Simdean Envirotec of Odour Control system).

Regarding the odour control system the details from Simdean Envirotec do confirm that the abatement solution proposed in February 2016 has been designed for the applicant. It is the two part scrubber

system followed by carbon filtration as shown on the diagrams previously. The system is explained in detail and this is the odour control system prior to dispersion from the chimney. The attainment of negative pressure in the building is explained (building pressure control system) and it appears locking the door prior to opening the processing area will also reduce fugitive emissions. The two scrubbers will be fitted with alarms so prescribed permit limits complied with. The scrubbers take out odours from ammonia, amines, acids and sulphonated organic compounds. The latter may include mercaptans which are very odorous. The air from the reception is drawn through the carbon filter with the exhaust from the scrubbers. A dust filtration is in place before the carbon filter to remove dust from the building air to protect the carbon adsorber. The system seems to be described in engineering detail and this is the odour control system before the final chimney that exits the carbon adsorber bed. Prior to the Carbon Adsorber it is indicated that there will be 10,000 OU/m³ (odour units per cubic metre). After odour removal this goes down to an average of 500 OU/m³ in the chimney stack (95% efficient). This would be odorous and relies on good dispersion to reduce odours to below 1.5 OU/m³.

In principal the Odour Management Plan seems to follow the recommended content of an OMP for planning purposes in the IAQM guidance (Institute of Air Quality Management). This must meet the Environment Agency's H4 guidance as well. If it is assumed that fugitive emissions are controlled by the negative pressure and controls in the building the dispersion modelling is key to whether there will be odour complaints and is discussed below.

ENTRAN have carried out the dispersion model on the basis of a maximum emission of 750 OU/m³ (odour concentration) as opposed to the average projected emission of 500 OU/m³ to be conservative. The company unfortunately do not have the working facility to take actual readings of odour units from the stack to be used in the modelling. Down wash has been taken into account which could be concern with the relatively low chimney 2.7 metres above the building. The assessment has used the AERMOD model which with ADMS is a known model. Consultants at Conway nearby used ADMS. The IAQM guidance for planning indicates both models are used dependent on the company's access and preference as well as the opinion of the LPA or Environmental Permitting regulator. The company seem to have taken account of IAQM guidance and the H4 Odour Management Guidance (Environment Agency). The modelling inputs are shown in table 3 of the dispersion model. This is important as this will affect the odour levels found by modelling at the selected 17 receptor locations (table 2). This is using an odour level of 1.5 OU/m³ taken from the H4 and IAQM guidance as a nuisance odour level for the most offensive processes. This is reasonable given the emissions of ammonia and sulphur type compounds or hydrogen sulphide. It should be noted that the odour levels at Cherry Avenue and Blair Peach school are towards the 1.5 OU/m³ (table 6 and figure 4 red line). Table 5 indicates a slight impact and the conclusion is that 'The outputs of the modelling conclude that the impact of the facility on the amenity of surrounding receptors would not be significant'.

The assessment is critical and I would refer to the IAQM guidance for the comments on modelling therein. In the guidance it is emphasised that there are uncertainties (see table 12 (Some approaches for addressing uncertainty in odour modelling)). Probably one of the main uncertainties would be the odour emission rates as the plant is not working and actual odour levels could not be measured over time. The odour levels used are indicated to be maximum levels post the carbon filter but I am not sure what these are based on, perhaps monitoring at the other Knowaste facilities. As regards the meteorological data it appears 5 years of data from Heathrow was used which should be sufficient. I would recommend enquiring as to whether the uncertainties have been addressed.

I would say it is essential to get an opinion on the modelling possibly from other colleagues who look at the models for other air pollution compounds under the AQ strategy. Odour is somewhat different to other pollutants in the way it is measured in terms of odour units and it can be dependent on a clarifying odour emission rates, other odour sources, terrain and source characteristics. With this development the modelling on the consultant's proposed parameters has not indicated there will a problem, but there will remain a risk of odour complaints given the uncertainties and close proximity of

highly sensitive receptors in the wind direction. The modelling assumes that the odour control system will be working at a full efficiency and although there are controls on the system and a procedure for abnormal conditions this cannot always be guaranteed. For example if the carbon adsorber fails or the protective filter is blocked then the odour units emitted will considerably increase. A mention was also made of a continuous odour monitor on the process and the details of these monitors and how they measure odour (surrogate measurement or otherwise) is important to preventing complaints. The site staff's odour monitoring that is proposed would be very intermittent.

After reviewing the new information we would conclude that:

1. The developer has now made a significant effort to explain and detail their odour control technology. It appears that the developer is to use the previously proposed technology. Despite using this technology there still remains the possibility of complaints given the sensitivity of the receptors if there are residual fugitive or chimney odours or a failure of the system that is not 'picked up'.
2. More detailed design for the specialised odour control plant is submitted. Stack dispersion modelling is now available and concludes that the modelled odour levels will not cause a nuisance. Two points were indicated as likely to have a slight impact which is not significant. The stack has not been modelled at different heights.

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

We must recommend that the dispersion modelling is checked as to whether it is robust and can be applied to this site given the uncertainties and lack of actual site emissions data or reference to where the data used was obtained. Unfortunately no data is available from a similar facility next to residential to validate the model or indicate an absence of complaints.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

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

One of the main issues for consideration in establishing the principle of the development is firstly whether the use of this site for waste is acceptable. As required by Policy 5.17 of the London Plan, the WLWP identifies 15.52ha of land within the West London area to meet the pooled apportionment. These include eight existing waste management sites and a further site (Western International Market) put forward as a potential new site for waste

management. The application site is not an existing or proposed waste site as identified within the WLWP. Policy WLWP 3 - Location of Waste Development states that waste development on other sites will be supported in principle if the proposals comply with the other WLWP policies and the Boroughs' and the OPDC's adopted development plans, and:

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

Written evidence has been provided by the applicant to demonstrate that none of the allocated or existing sites can accommodate the proposal and therefore the scheme meets the criteria of this policy.

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

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

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

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

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

NATs and BAA Ltd were consulted on this application, however have not responded to the consultation on this matter. The site is located within a height restriction area of 15 metres. The proposed flue protrudes only 1.7 metres above the ridge of the building, and therefore it is not considered that the proposal would result in any specific airport safeguarding issues.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

The design and appearance of the building will be largely as approved within application 1911/APP/2012/3185. A further roller shutter door is proposed to the southern elevation of the building, however as this is to be of a design, size and scale comparable to those already approved within the building, no objection is raised to this addition. A large external plant area is proposed adjacent to the northern boundary of the site. Given the industrial nature and scale of the buildings within the immediate area, it is not considered that such additions would appear visually intrusive to adjacent residential properties. If the scheme had been recommended for approval, a suitable landscaping scheme could have been recommended to ensure that such additions were adequately screened from the Canal.

A flue is proposed to the roof of the building, which will extend approximately 1.7 metres from the northern roof slope. By reason of the modest scale and projection of this addition above the roof of the building, it is not considered to have a detrimental impact on the character and appearance of the surrounding area.

Overall, no objection is raised to the external alterations to the building.

7.08 Impact on neighbours

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

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

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

Further detail of the impact of the development on residential amenity is provided within section 7.08 of this report. However to summarise, there are concerns with the assumptions and subsequent conclusions within the Odour Assessment Report. The assessments have only modelled the site operating at 100% efficiency, and not had regard to the worst case scenario. The results are therefore considered to have significantly underestimated the likely

risks of odour exposure.

The conclusions of officers are that on the basis of the information submitted, plant in this location would give rise to unacceptable levels of odour nuisance to the surrounding occupiers. The odour emitted is considered to present a notable change in the odour composition of the area and these would be noxious given the residential nature of the area, within the prevailing wind direction. The proposed siting of the development be unacceptable to the amenities of nearby occupants and conflict with adopted policies and guidance.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

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

The Highways Officer raises no objection to the scheme.

7.11 Urban design, access and security

Urban design - See comments within section 7.07 of the report.

Access and security remain as approved within application 1911/APP/2012/3185.

7.12 Disabled access

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

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

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

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

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

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

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

7.17 Flooding or Drainage Issues

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

The planning application for the redevelopment included a detailed Flood Risk Assessment which provided surface water storage on site of a minimum 262l/s. This represents 50% of the existing run-off from the site and was therefore considered to be in accordance with the London Plan. The SUDs condition on the previous consent has already been discharged for the whole site, and the applicants have confirmed that no other alterations are proposed to the surface water drainage.

Notwithstanding such, this application proposes further additions to the north of the site, in the form of a substation, two transformers and two storage tanks on a concrete plinth. As these additions are 'Essential Infrastructure' in Flood Zone 2, as defined by paragraph 66 of the National Planning Policy Guidance (NPPG) a Flood Risk Assessment is required. One was received by the Council on the 22nd June and is currently being reviewed by the Environment Agency and the Councils Floodwater Management Officer.

7.18 Noise or Air Quality Issues

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

The National Planning Policy Framework (NPPF) states at paragraph 120 that "to prevent

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

It is noted that some activities such as the one proposed, operate under an Environmental Permit, whereby ongoing pollution control of many of the operations will be regulated by the Environment Agency. The IAQM guidance states that in such instances:

"National Planning Guidance requires that the Planning Authority works on the assumption that such pollution control regimes will operate effectively; however, even with these in place, there may often be some residual effects that would make a development an unsuitable use of its land at its proposed location. For sites that will be subject to an Environmental Permit, it is still necessary therefore, for the Planning Authority to consider at the planning stage whether the proposed development at the site will be a suitable use of the land - in particular, with regard to the likely residual effects of odour on nearby sensitive sites. (IAQM Guidance, page 5, 2014).

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

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

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

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

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

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

The site is located on the edge of Springfield Road IBA. To the east of the site are residential properties on Bankside, Cherry Avenue and Blair Peach Primary School (within the London Borough of Ealing). To the south and west of the site are football grounds and Guru Nanak school. The remaining area to the north and west forms the other commercial premises within the Industrial Area. These adjacent buildings are defined as highly sensitive receptors (residential dwellings and schools), by the IAQM Guidance, and as

the prevalent wind is south westerly, the siting of the development could give rise to unacceptable levels of odour exposure to these receptors, which needs careful consideration.

The scheme has been accompanied by a planning statement and Odour Management Plan (OMP) and Odour Management Assessment, which sets out the systems and processes involved and odour management controls.

The previous scheme only included very generic and illustrative information on odour control, and at the time of the previous application, the applicant had yet to choose a company to install and design the plant and control systems. Given the lack of precise detail of the plant, exhaust stack, operations and systems, the full details of any maintenance were also unable to be clarified. Maintenance of any plant is essential to ensure that odours are treated effectively and not dispersed via any stack. In the absence of all of this information within the previous scheme, it was not possible for Officers to determine whether there would have been an adverse impact as a result of odours and refusal of the application was recommended in this regard.

This application has sought to provide further detail and clarity in respect of the operations, maintenance and mitigation measures proposed to control odour from the site. The accompanying Odour Management Plan now contains further detail and explanations of the odour control technology proposed. Furthermore, a more detailed design for the bespoke odour control plant/system with stack dispersion modelling has been submitted.

It is important to emphasize that whilst it is not for the Local Planning Authority to determine whether the pollution controls will work effectively, pollution controls need to be considered as an integral part of the planning process. The close proximity of the site to highly sensitive receptors requires a much higher standard of mitigation to be provided than might be acceptable at locations where a significant buffer zone exists, as there are not any examples of successful odour control technology in an urban environment.

One of the main concerns of Officers previously and which remains within this application, was that with whatever system was proposed, fugitive odours would be able to bypass any odour control system in place. Given the potentially noxious nature of the odours, south westerly prevailing wind, and proximity to residential dwellings, this would be significantly harmful to the amenities of the adjacent residential occupants, schools and canal users. The system proposes to use negative pressure within the building, which has been explained in more detail with this application, and it would appear that locking the door prior to opening the processing area will also reduce fugitive emissions. If it is assumed that fugitive emissions are controlled by the negative pressures and controls within the building, the dispersion modelling is key to whether there will be odour concerns.

In terms of the site operations and areas for potential odour, the applicants have provided the following summary of the operations. Firstly, the waste AHP delivered to the proposed facility has the potential to give rise to odours and the facility has been designed to try and minimise the fugitive release of odours. Process air from within the building will be treated within the odour control system before it is vented to the atmosphere via a 15m stack located to the north of the process building. There will be residual odours from the odour control system and the assessment has focussed on the impact of these emissions on off-site odour. The assessment has utilised a dispersion model to predict the dispersion of odorous emissions from the facility using five years of meteorological data from London Heathrow

Airport. The predicted concentrations of odour, in terms of European Odour Units (ouE/m³) have been compared to benchmark levels provided by the Environment Agency in their horizontal guidance (H4).

The modelling work undertaken as part of this application has been reviewed by the Councils Air Quality and Environmental Protection Officers (their full consultation responses are referred to in section 6 of this report). The modelling undertaken assumes only that odour management procedures to be implemented will be 100% effective, and hence only models the residual odour impact at relevant sensitive receptors. The assessment concludes that the impact of the facility will not therefore be significant. The Councils specialists disagree with this approach as it is based on a not conservative scenario and may underestimate the local impact of the facility on the nearby sensitive receptors. A worst case scenario, namely the failure of the odour removal system, which will inevitably not operate at 100% efficiency at all times, has not been modelled to ascertain the risk of exposure at nearby sensitive locations. The view of the Council is that the assessment should have modelled a failure of the odour removal system, which would have produced a completely different set of results.

Given that there is no site specific data, due diligence and professional judgement are required when applying the IAQM guidance and Environment Agency's H4 Horizontal Guidance on Odour. There is a clear distinction to be made between using the right, robust methodology and obtaining robust results. Whilst the methodology used by the applicant is acceptable and robust in relation to the model used, the parameters used in its set up, meteorological data used and reference methods used, the main concern is with the assumptions used in assuming 100% efficiency. Although there are controls on the system and procedures for abnormal conditions, it is important to note that these cannot always be guaranteed, for example, if a protective filter is blocked, the odour units emitted will considerably increase. The risk remains that there will be odour complaints given the uncertainties and close proximity of highly sensitive receptors in the prevailing wind direction.

It is therefore considered that the results are significantly underestimating the risks of odour exposure and effectiveness of the systems proposed. Given the high sensitivity of the nearby receptors and the underestimation of risk reported, the Council maintains its concerns that the proposal will result in odour nuisance to the nearby sensitive receptors (residential properties and school to the south west of the site).

In respect specifically to the stack proposed to the building, the dispersion model was carried out on the basis of a maximum emission as opposed to the average projected emissions. As there is no similar or working facility, the readings of odour units are predictions and not actual measures. In the IAQM guidance, it is emphasised that there are uncertainties with any modelling and in this particular case, one of the main uncertainties is that as the plant is not operational, actual odour levels cannot be measured over time. The odour levels used are indicated to be maximum levels post the carbon filter, but it is unclear what these are based upon.

Given the relatively low external chimney height, there is also concern that down wash could occur, which would cause the emission levels of odour to increase. The applicants have not undertaken a sensitivity stack height analysis, which would have been expected and may have assisted in addressing some of the additional concerns raised.

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

The DEFRA guidance is particularly relevant to the consideration of this application, as the main concerns in relation to the lack of information relating to the stack height, are that there is doubt that the stack at the height suggested will ensure that odours are adequately controlled/dispersed.

Whilst the further and more detailed information provided by the applicant is welcomed as part of the application, there remain reservations with the assumptions and conclusions of the assessments and modelling. The Council consider that the results significantly underestimate the risk of odour exposure and as a result, there would be notable changes in the odour composition and these would be noxious given the nature of the proposal, and residential nature of the area, within the prevailing wind direction.

Noise:

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

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

7.19 Comments on Public Consultations

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

7.20 Planning obligations

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

The application for the redevelopment of the whole site, including plots 1 to 3 under planning permission 1911/APP/2012/3185 was granted subject to a S106 agreement to secure planning obligations to mitigate the impact of the development. These included a 10 Year Green Travel Plan and a Delivery and Servicing Plan, construction and employment training

and a project management and monitoring fee.

The Council adopted its Community Infrastructure Levy (CIL) charging schedule on the 10th July 2014 and the Heads of Term included in the original legal agreement are still considered relevant to the development. A Deed of Variation to this legal agreement would be required with any development on this site to ensure that the obligations agreed with the original scheme are applicable to this application.

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

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

There are no other issues for consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

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

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

Whilst the further and more detailed information provided by the applicant is welcomed as part of the application, there remain reservations with the assumptions and conclusions of the assessments and modelling. The Council consider that the results significantly underestimate the risk of odour exposure and as a result, there would be notable changes in the odour composition and these would be noxious given the nature of the proposal, and residential nature of the area, within the prevailing wind direction.

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

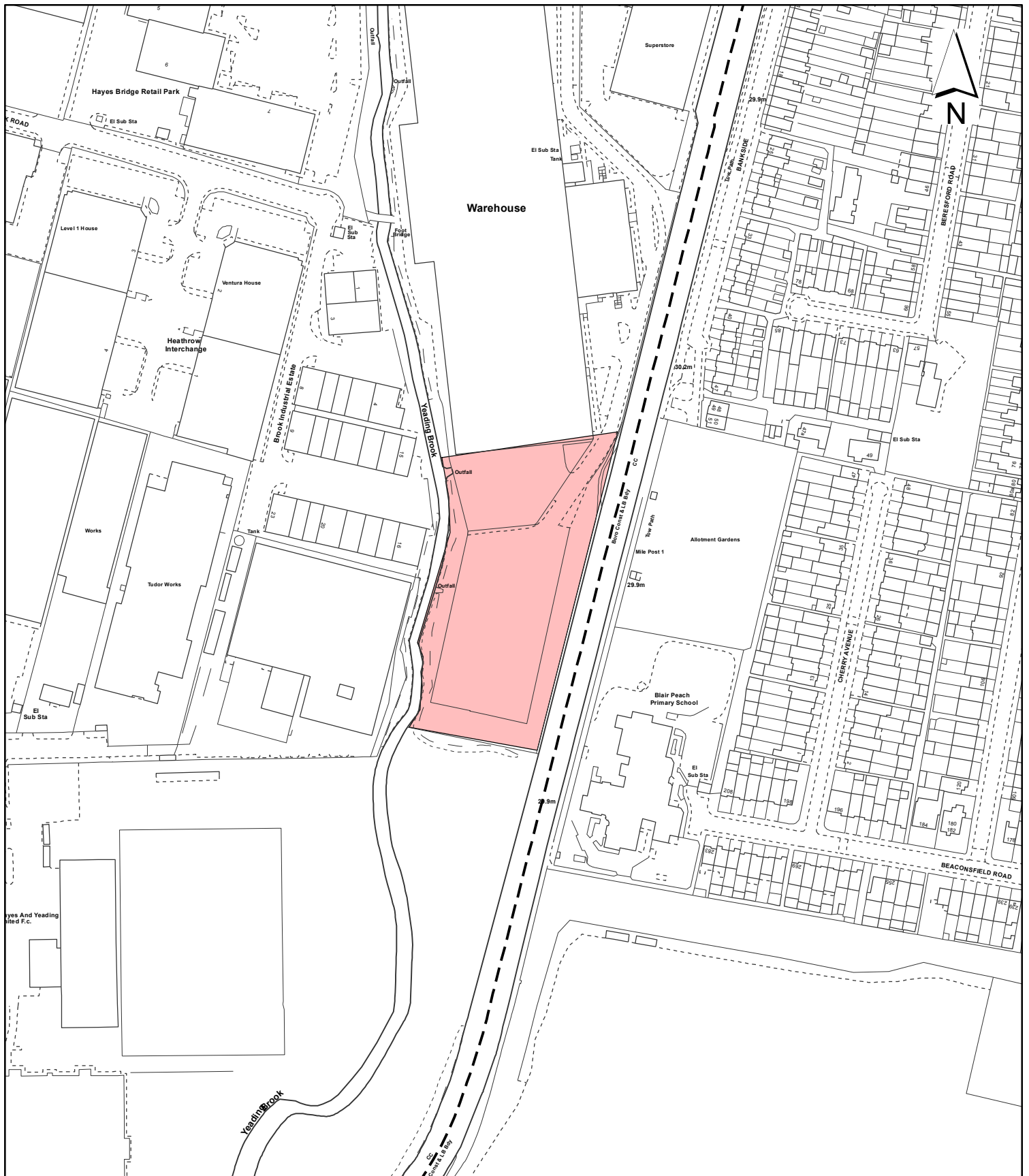
Supplementary Planning Guidance - Air Quality.

11. Reference Documents

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

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Unit 4
1-3 Uxbridge Road**

Planning Application Ref:

1911/APP/2016/1472

Planning Committee:

Major Page 112

Scale:

1:2,500

Date:

July 2016

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

Plans for Major Applications Planning Committee

Thursday 14th July
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 113

Report of the Head of Planning, Sport and Green Spaces

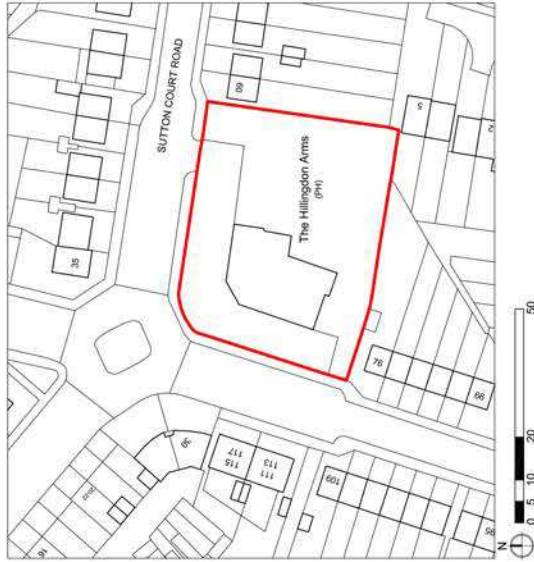
Address FORMER TOMMY FLYNNS P.H. SUTTON COURT ROAD HILLINGDON

Development: Redevelopment of the site to provide a new three storey building containing 26 flats (Class C3) with associated parking, balconies, landscaping and rear communal amenity space

LBH Ref Nos: 8396/APP/2016/777

Date Plans Received: 24/02/2016
Date Application Valid: 24/02/2016

Date(s) of Amendment(s):



DRAWING TITLE	Location Plan	REV	00	SCALE	1:1250 @ A3
PROJECT No.	21.4	DWG No	010	CHECKED	SM
DATE	03/12/2015	DRAWN	JP	STATUS	For Approval

CLIENT	Bordersly Ltd
PROJECT	Sutton Court Road

Willcox and Meilwex, 13, Colville Hill, Wincoboe, Berkshire, SA4 1PD
T: +44 (0) 1753 839569 F: +44 (0) 1753 831113
www.willcoxandmeilwex.com

REV	DATE	DESCRIPTION	DRAWN	MR
00	Jan 15	Issued for planning		

Scale 1:1250 @ A3. Use only for information. The Designer to check the dimensions and report any variations of omission to Willcox and Meilwex. The drawing is Copyright of Willcox and Meilwex and must not be reproduced or used without Express Permission.

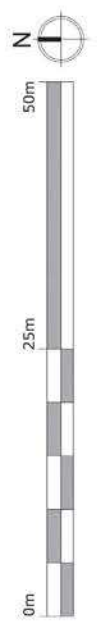


DRAWING TITLE	Existing Site Plan	DWG No	011	REV	00	SCALE	1:500 @ A3
PROJECT No	214	DWG TYPE	PL	CHECKED	SM	STATUS	For Approval
DATE	03/12/2015	DRAWN	JP				

For each drawing, the drafter must check the dimensions and report any variations or omissions to Willcox and Meilwies. The drawing is Copyright of Willcox and Meilwies and must not be reproduced or used without express permission.

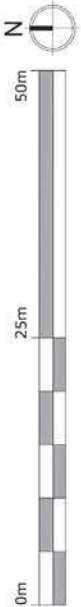
CLIENT	Bordersly Ltd
PROJECT	Sutton Court Road
<small>Castle Hill Works, 13, Castle Hill, Windsor, Berkshire, SL4 1TD T: +44 (0) 1753 891113 www.willcoxandmeilwies.com</small>	

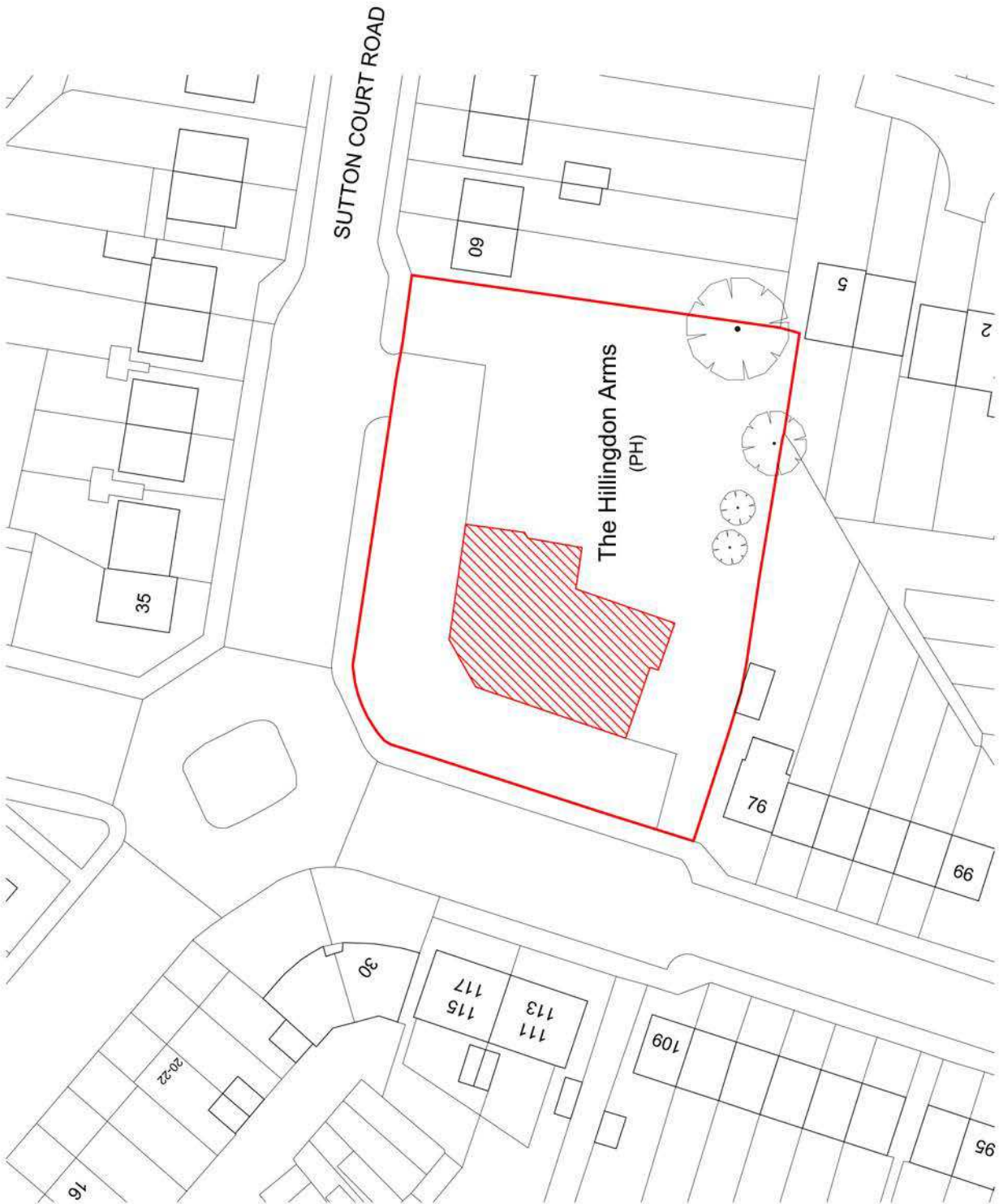
REV	DATE	DESCRIPTION	DRAWN
00	Jan 16	Issued for planning	JK





DRAWING TITLE Proposed Site Plan		REV 00		SCALE 1:500 @ A3	
PROJECT No. 214		DWG No. 100		STATUS For Approval	
DATE 03/12/2015		CHECKED SM		DRAWN JP	
CLIENT Bordersy Ltd		<small> We warrant that the information contained in this document is true and correct to the best of our knowledge and belief. The drawings are prepared for the purposes of obtaining planning permission and are not to be used for any other purpose. </small>			
PROJECT Sutton Court Road		<small> Details will be shown in 1:500 scale. All dimensions are in meters. The drawing is Copyright of Willcox and Meilwes. All rights reserved. </small>			
REV DATE DESCRIPTION 00 - Jan 15 - Issues for planning		DRAWN JP			
CLIENT Bordersy Ltd		PROJECT Sutton Court Road			
<small> Details will be shown in 1:500 scale. All dimensions are in meters. The drawing is Copyright of Willcox and Meilwes. All rights reserved. </small>		<small> Details will be shown in 1:500 scale. All dimensions are in meters. The drawing is Copyright of Willcox and Meilwes. All rights reserved. </small>			





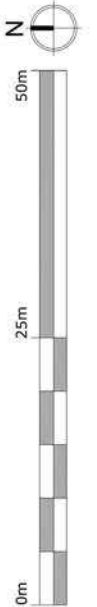
DRAWING TITLE	Demolition Plan	REV	00	SCALE	1:500 @ A3
PROJECT No.	214	DWG No	010	CHECKED	SM
DATE	03/12/2015	DRAWN	JP	STATUS	For Approval

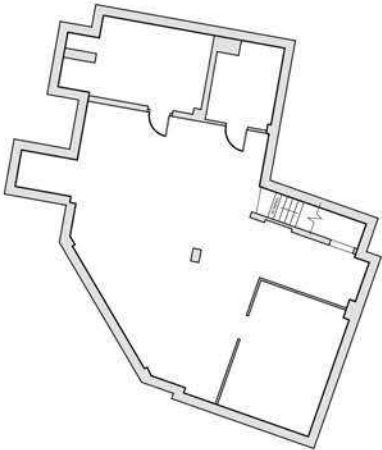
CLIENT	Bordersly Ltd
PROJECT	Sutton Court Road

REV	00	DATE	Jan 15	DESCRIPTION	Issued for planning
DRAWN	MS				

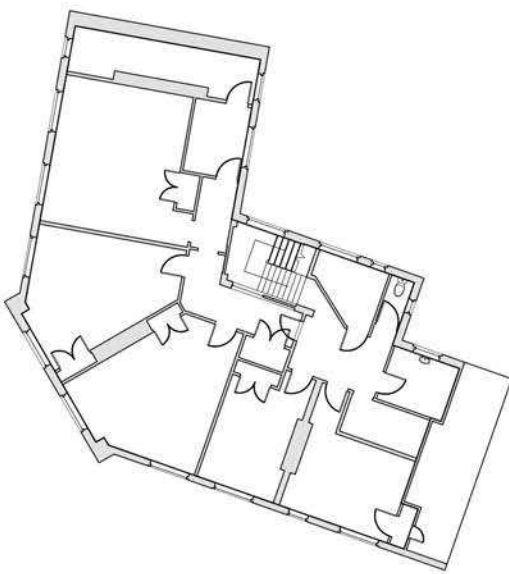
Scale 1:500. Use only for information. The Designer to check all dimensions and report any variations of omission to Willcox and Meilwies. The drawing is Copyright of Willcox and Meilwies and must not be reproduced or used without Express Permission.

Willcox and Meilwies, 15 Colville Hill, Wincobury, Berkshire, RG4 1PQ
 T: +44 (0) 1753 839566 F: +44 (0) 1753 831113
 www.willcoxandmeilwies.com

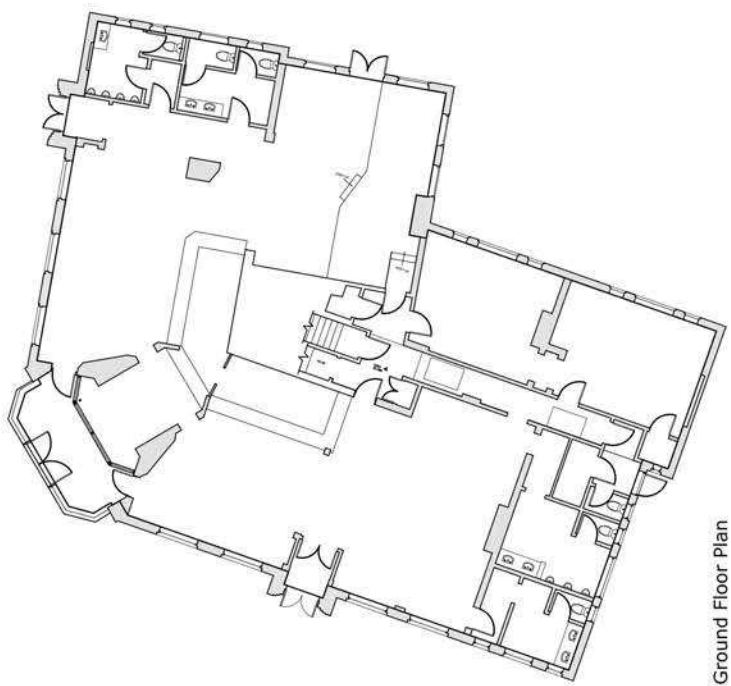




Basement Plan



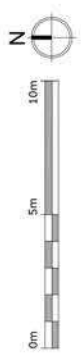
First Floor Plan



Ground Floor Plan

DRAWING TITLE Existing Plans		SCALE 1:200 @ A3	
PROJECT No. 21.4	DWG No 020	REV 00	STATUS For Approval
DATE 03/12/2015	DRAWN JP	CHECKED SM	For Approval
See also drawings: Use only the information shown. The Engineer to check the dimensions and report any variations of omission to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without Express Permission.			
CLIENT Bordersly Ltd		PROJECT Sutton Court Road	
Castle Hill House, 13, Castle Hill, Windsor, Berkshire, SL4 1PD T: +44 (0) 1753 839569 F: +44 (0) 1753 831113 www.willcoxandmeilwes.com			

REV 00	DATE Jan 15	DESCRIPTION Issued for planning	DRAWN MS
------------------	-----------------------	---	--------------------







DATE: _____

BY: _____

FOR: _____

PROJECT: _____

ADDRESS: _____

CITY: _____

COUNTY: _____

DATE: _____

DRAWN BY: _____

CHECKED BY: _____

FOR APPROVAL: _____



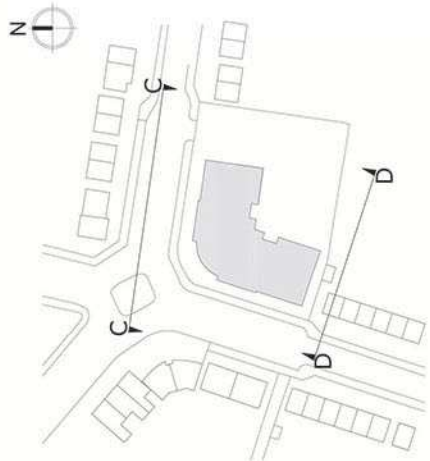




ELEVATION: C-C



ELEVATION: D-D



SUTTON COURT ROAD

09

76

G2 Mixed Fruit Trees
C2

T2 Sycamore
C1

T1 English Oak
B1

Neglected private hedge 2.5m high

9 Pepper Way
SLOUGH
SL1 7DS
Tel: 01753 643 760
Mob: 07864 056 025
Email: glen@ghatrees.co.uk
www.ghatrees.co.uk

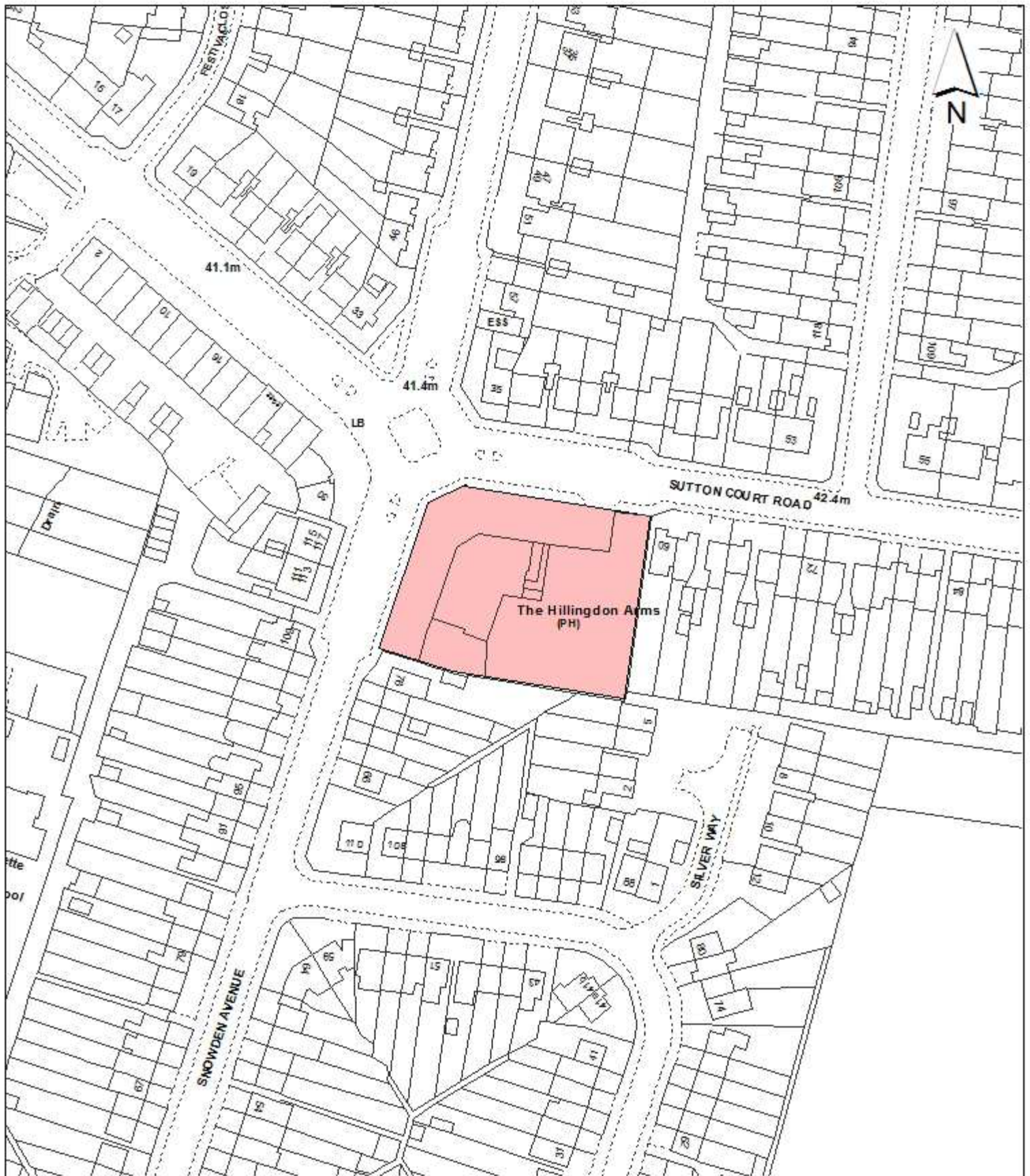
GHATrees
GARDEN HEALTH CARE

Site: Tommy Flynn's Pub
Drawing Title: Tree Protection Plan
Scale: 1:250 @ A3
Rev.C
Jan 2016

Key:

- Category A (Green dot)
- Category B (Blue dot)
- Category C (Grey dot)
- Category U (Red dot)
- Tree Position Approximate (not shown on original survey) (Blue hatched area)
- Tree Protection Fencing During Demolition & Main Building Works (Pink line)
- Tree Protection Fencing During Final Works (Blue line)
- No Dig Construction (Light blue area)
- Tree Protection Fencing During Demolition & Main Building Works (Blue line)
- Tree Protection Fencing During Final Works (Blue line)

Category: Crown Spread, Tree Number, Species, Category
Root Protection Area



Notes:

 Site boundary

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Site Address:

Fomer Tommy Flynns PH

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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

Planning Application Ref:

8396/APP/2016/777

Scale:

1:1,250

Planning Committee:

Major Page 127

Date:

July 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address GAELIC ATHLETIC ACCOS. SPORTS GROUND WEST END ROAD RUISLIH

Development: Variation of condition 2 of planning permission reference 24373/APP/2014/1946 dated 13/3/2015 (redevelopment of the GAA Sports Grounds), to allow a reduction in the overall length of the main stand from 136.8m to 101.4m; a reduction in the overall covered area from 54.6m to 39m; removal of proposed terrace on the north boundary; construction of 2 step viewing area to replace the north terrace; construction of 2 step viewing area t east and west of the main stand (Section 73 application).

LBH Ref Nos: 24373/APP/2016/1511

Date Plans Received: 18/04/2016

Date(s) of Amendment(s): 18/04/2016

Date Application Valid: 18/04/2016

**Major Applications Planning Committee -14th July 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

LEGEND
SITE BOUNDARY



- NOTES:**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR AND THE CONTRACTOR'S REPRESENTATIVE AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES.
 3. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LEVELS AND BELOW GROUND BEFORE ANY WORK COMMENCES.
 4. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (NEW 1985).

Rev	Date	Description	By	Check
D	16/06/2015	ISSUED BY TENDER	AK	AD
C	16/06/2015	ISSUED TO CLIENT	KL	AD
B	20/06/2015	ISSUED FOR PRELIM	KL	AD
A	16/06/2015	ISSUED FOR PRELIM	KL	AD

Client
**Coisile Chomtáe Londain
(London GAA County Board)**

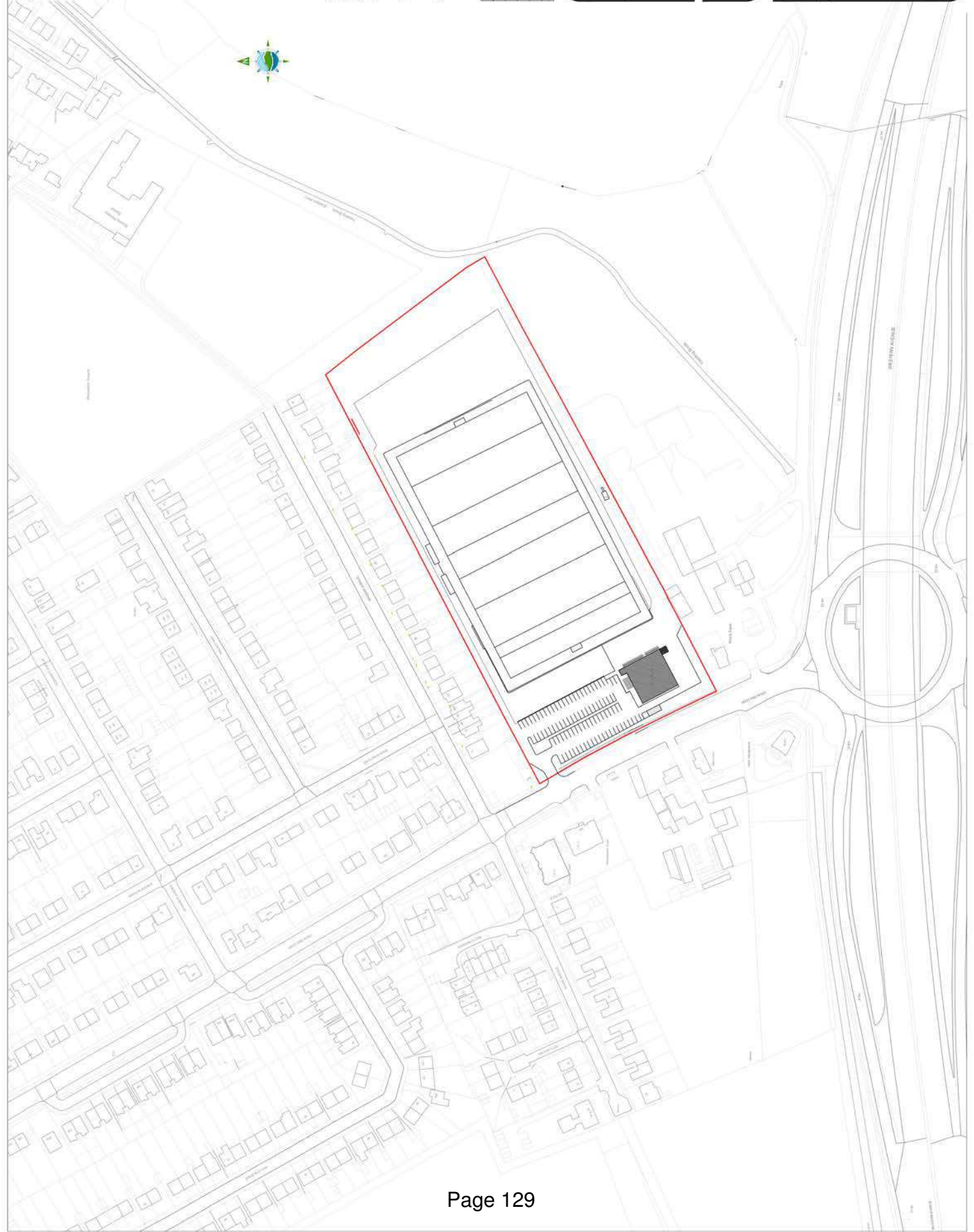
Project
**Redevelopment of Emerald GAA
Grounds at West End Road, Ruislip**

Title
Site Location Map

Scale @ A1: 1:1000 A3: 1:2000
Prepared by: KL Checked: AD Date: 20/10/15
Project Director: C. McGovern
Drawing Status: Tender

TOBIN
TOBIN Consulting Engineers (UK) Ltd
Floor 4, Egon House,
Westminster, Zircon,
5Mile 24L, London, W11,
e-mail: info@tobin.co.uk
www.tobin.co.uk

Drawing No. **7321-6200** Revision **D**



DOORS
 ALL DOUBLE DOORS TO CORRIDOR TO BE
 WITH GLAZED ALUMINIUM FRAMES. DOORS TO
 BE LOCATED FROM OUTSIDE ONLY
 TO BE LOCATED FROM OUTSIDE ONLY
 CONTAIN ALL REQUIRED HORNWORKERY
 WINDOWS TO BE DOUBLE GLAZED (AMM
 GAP) ALUMINIUM FRAMED.

FINISHES (INTERNAL)
 ALL BLOCKWORKS TO BE FAIR FACED
 AND PAINTED WITH CONCRETE SEALER.
 FINISHES (EXTERNAL):
 ALL BLOCKWORKS TO BE RECEIVE 3
 COATS PLASTER (BOLD, SCRATCH AND
 FINISH COAT). 3 COAT EMULSION PAINT.

FLOORS
 ALL FLOORS TO BE CONCRETE
 WITH REINFORCING ON CONCRETE SLAB
 FOLLOWING POWERFLATING.

PLACE FOR DISABLED PERSON

- NOTES**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 2. ALL WORKS TO BE CHECKED BY THE CONTRACTOR ON SITE.
 3. ENGINEER/EMPLOYERS REPRESENTATIVE, AS STATED IN THE CONTRACT, TO BE PRESENT AT THE COMMENCEMENT OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 4. THE CONTRACTOR SHALL UNDERTAKE A SURVEY OF THE SITE TO DETERMINE THE LOCATION OF ALL SERVICES UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (NEW NY (ODM)).

Rev	Date	Description	By	Check
A	15/01/2015	Issued for Planning Purpose	KL	AD

Client
Coiste Chonlaie Londain
 (London GAA County Board)

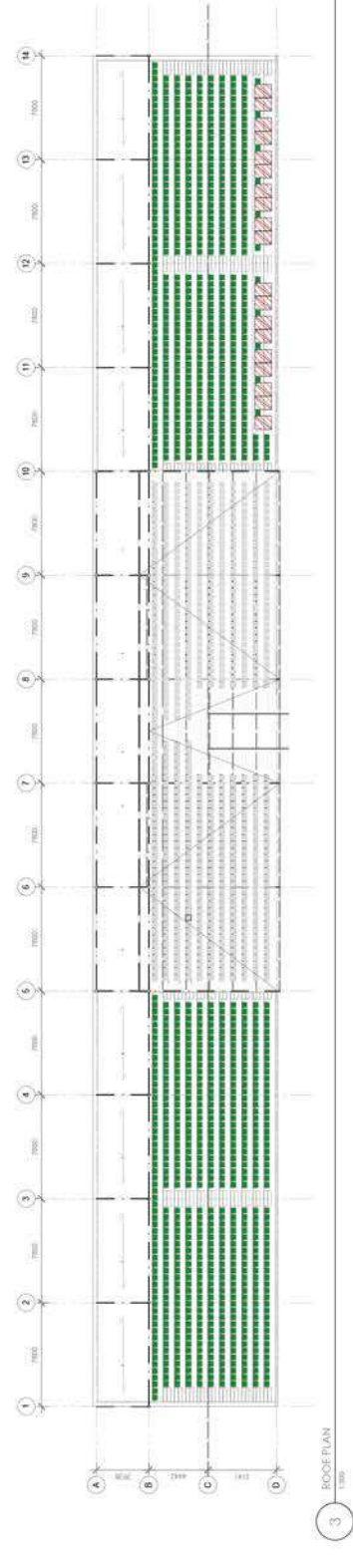
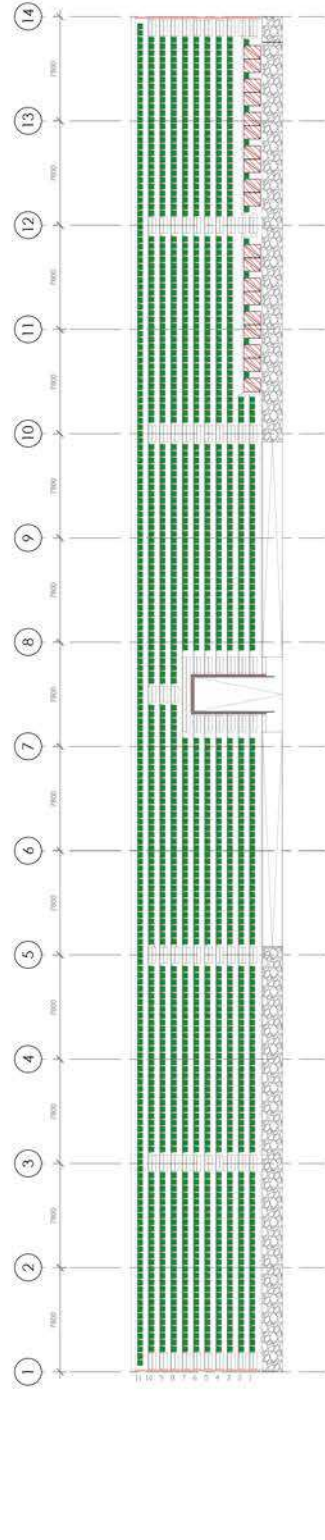
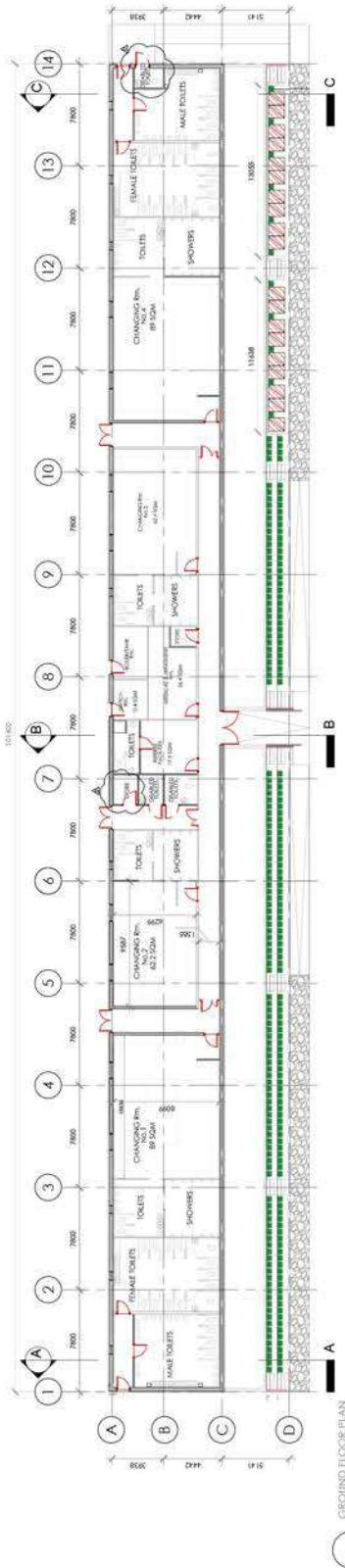
Project
Redevelopment of Emerald GAA Grounds at West End Road, Ruislip Main Contract

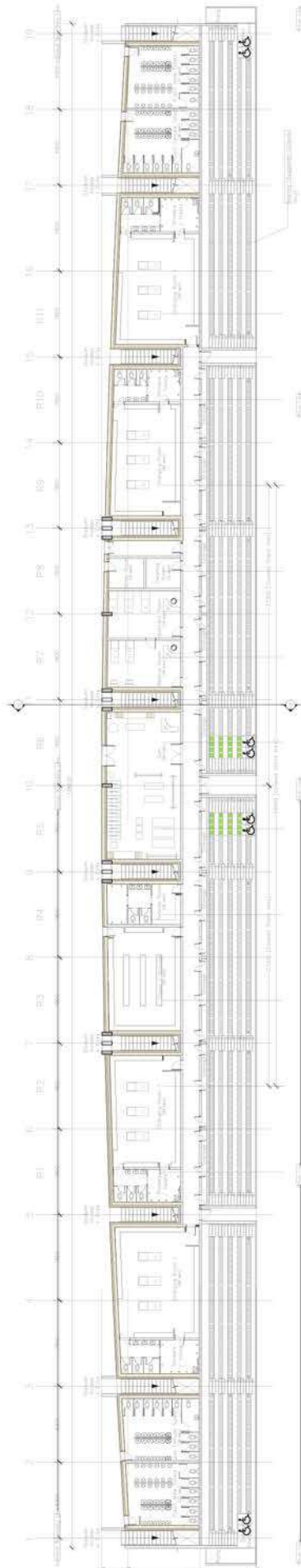
Title
Plans and Elevations

Scale @ A1: 1:200
 Prepared by: KL
 Checked: AD
 Date: 16/12/2015
 Project Director: C. McGovern
 Drawing Status: PLANNING

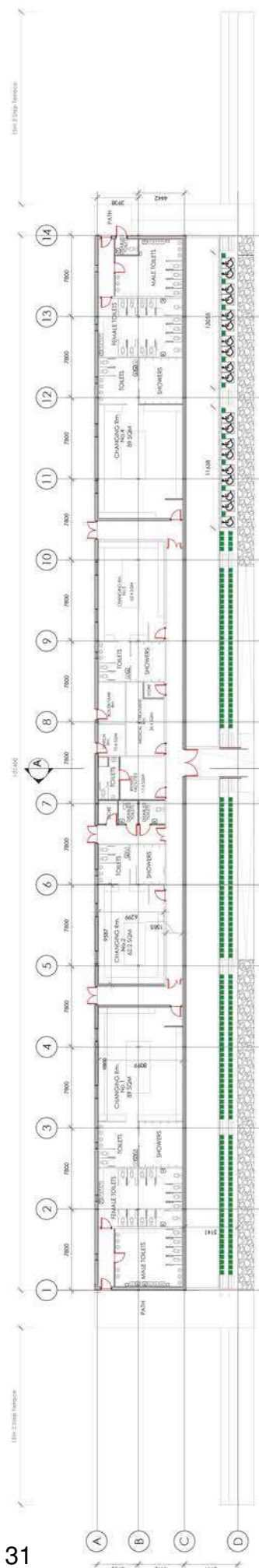
TOBIN
 TOBIN Consulting Engineers (UK) Ltd
 Floor 4, Egon House,
 2511p 2AL, London
 Westminster, UK
 T: +44 (0)20 7311 4371
 E: info@tobin-uk.com
 www.tobin.ie

Revision
7321-2003
A





7 LOWER FLOOR PLAN (AS GRANTED PLANNING)
1:200



8 GROUND FLOOR PLAN (PROPOSED PLAN)
1:200

- NOTES:
1. FIGURED DIMENSIONS ONLY TO BE TAKEN
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE
 3. ANY VARIATIONS TO BE REFERRED TO THE ARCHITECT TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES
 4. ANY WORK COMMENCES MUST TAKE A LOCATION OF ALL SERVICES UTILITIES BEFORE COMMENCING WORK ON GROUND. BEFORE ANY WORK COMMENCES
 5. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM NEWLYN (ODN)

Rev	Date	Description	By	Checked
A	22/02/2016	Issued to Planning Review	JK	AD
RW				

Client:	Coiste Chonlaie Londain (London GAA County Board)	Prepared by:	JK
Project:	Redevelopment of Emerald GAA Grounds at West End Road, Ruislip Main Contract	Checked:	AD
Title:	Ground Floor Plan	Date:	22/02/2016
		Project Director:	C. McGovern
		Drawing Status:	Preliminary
		Scale @ A1:	1:200

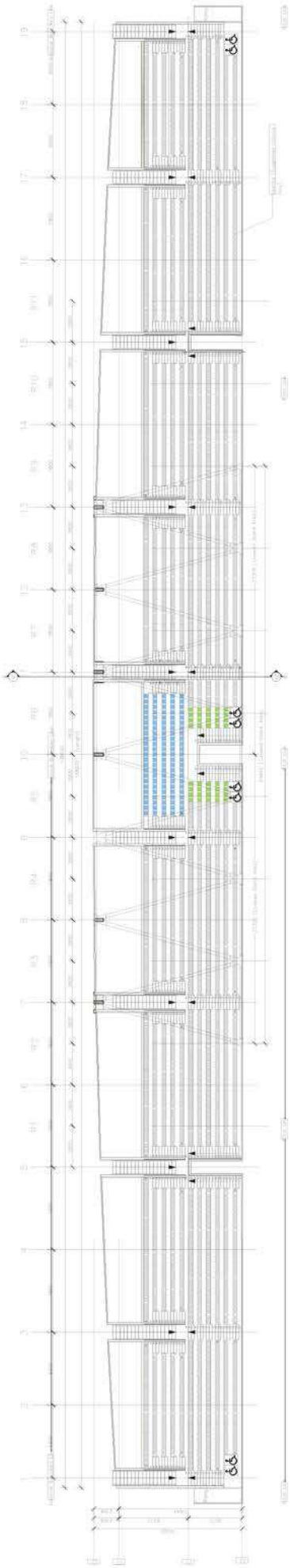


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Watlington,
SN12 2AL London
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Email: info@tobe.co.uk
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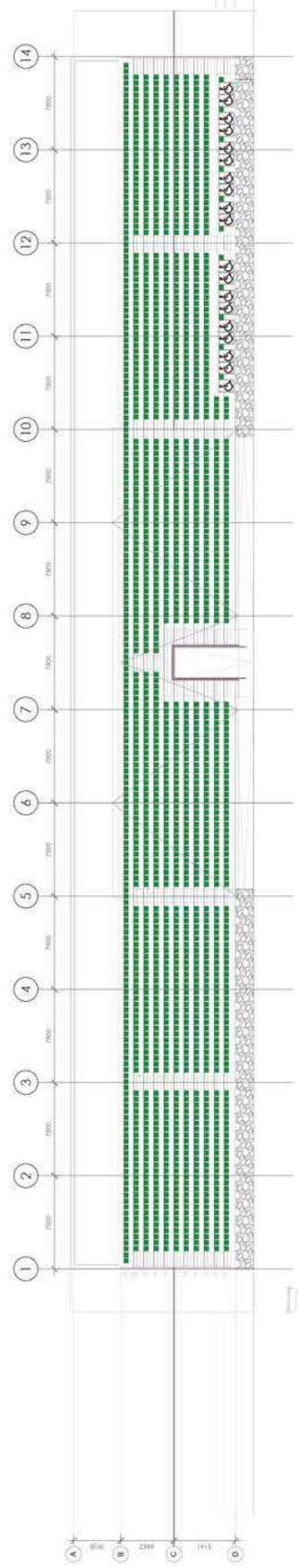
Revision:
7321-2103
Drawing No. **A**

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15 SEATING PLAN (AS GRANTED PLANING) 1:200

2385 SEATS IN TOTAL (GRANTED PLANING)



16 SEATING PLAN (PROPOSED PLAN) 1:200

106 TERRACE SPACES (PROPOSED)

1879 SEATS IN TOTAL (PROPOSED)

106 TERRACE SPACES (PROPOSED)

- NOTES:
1. FIGURED DIMENSIONS ONLY TO BE TAKEN
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE REPRESENTATIVE AS APPROPRIATE TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES
 3. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES UTILITIES, WORK COMMENCES GROUND, BEFORE ANY DRAINAGE/NEW/ON (DIN)

Rev	Date	Description	By	Chkd
A	22.02.2016	Issued to Planning Review	JK	AD

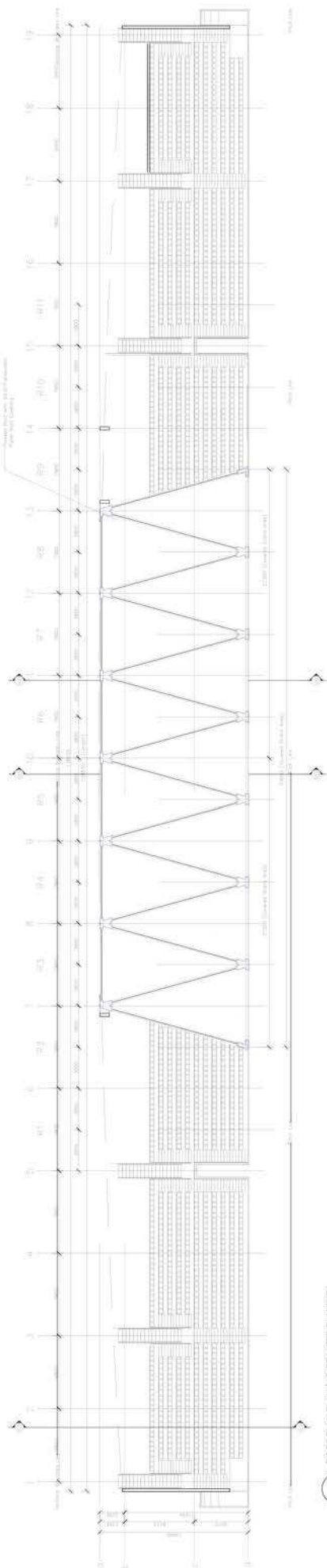
Client: Coiste Chontáe Londain
(London GAA County Board)
Project: Redevelopment of Emerald GAA Grounds at West End Road, Ruislip
Main Contract
Seating Plan

Prepared by: JK
Checked: AD
Date: 22/02/2016
Project Director: C. McGovern
Drawing Status: Preliminary
Scale @ A1: 1:200

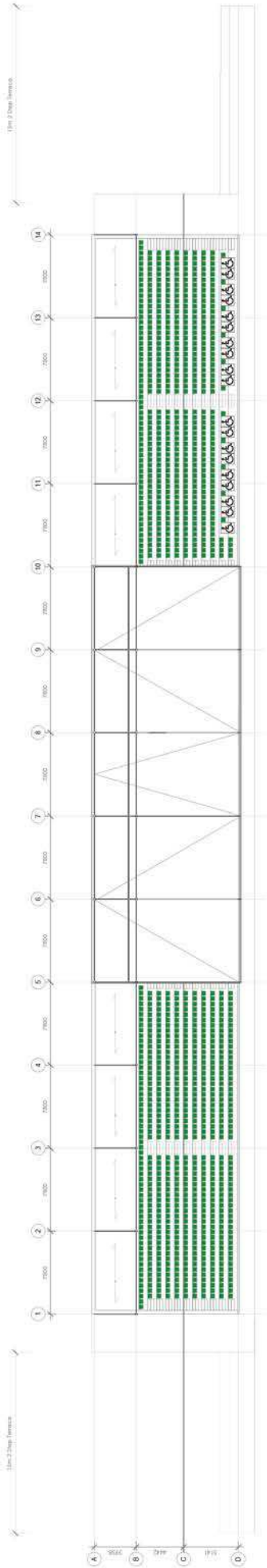


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Revision:
Drawing No: 7321-2106
A



13 ROOF PLAN (AS GRANTED PLANNING)
1:500



14 ROOF PLAN (PROPOSED PLAN)
1:500

- NOTES:
1. FIGURED DIMENSIONS ONLY TO BE TAKEN
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE REPRESENTATIVE AS APPROPRIATE. TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES
 3. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, BEFORE COMMENCES WORK. BEFORE ANY WORK COMMENCES
 4. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (NEWLYN ODN)

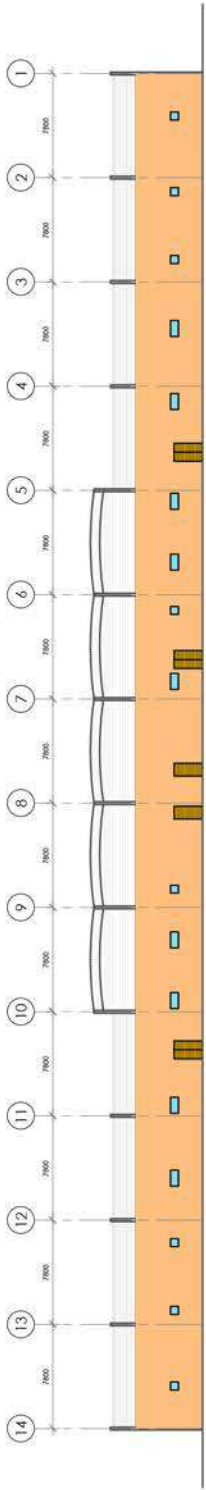
Rev	Date	Description	By	Chkd
A	22.02.2016	Issued to Planning Review	JK	AD

Client: Coiste Chontae Londain
(London GAA County Board)
Project: Redevelopment of Emerald GAA Grounds at West End Road, Ruislip
Title: Main Contract
Roof Plans

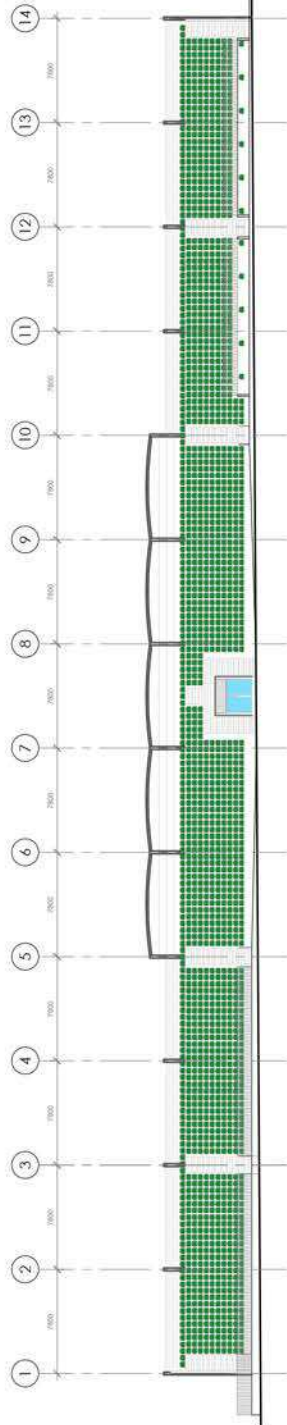
Prepared by: JK
Checked: AD
Date: 22/02/2016
Project Director: C. McGovern
Drawing Status: Preliminary
Scale @ A1: 1:200

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Revision: A
Drawing No: 7321-2105



5 SOUTH ELEVATION
1:200



4 NORTH ELEVATION (PITCH)
1:200



6 EAST ELEVATION (SIDE)
1:200

7 WEST ELEVATION (SIDE)
1:200

NOTES.

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE.
3. THE CONTRACTOR SHALL CHECK WITH THE ENGINEERING REPRESENTATIVE, AS APPOINTED BY THE CLIENT, BEFORE THE COMMENCEMENT OF ANY WORK.
4. THE CONTRACTOR SHALL UNDERTAKE A SURVEY OF THE SITE TO DETERMINE THE LOCATION OF ALL SERVICES UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDINANCE DATUM NEW IN (ODN).

Rev	Date	Description	By	Check
A	16/01/2015	Issued for Planning Purposes	KL	AD

Client: **Coiste Chonlaie Londain**
(London GAA County Board)

PROJECT

Redevelopment of Emerald GAA Grounds at West End Road, Ruislip
Main Contract

Title

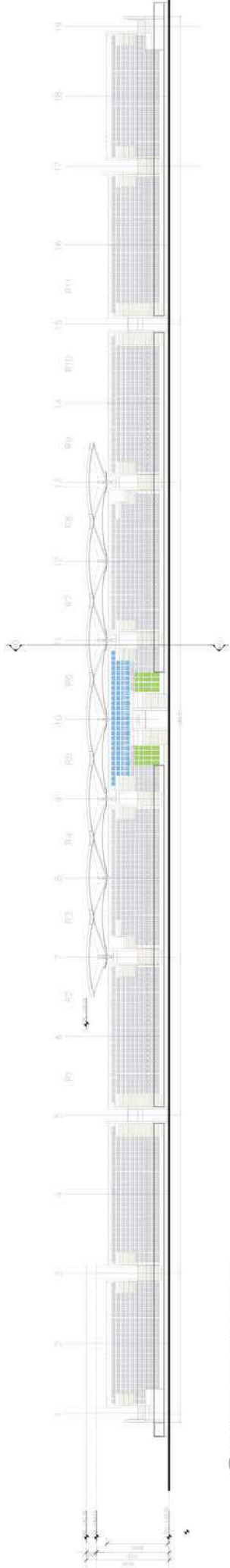
Elevations

Scale @ A1:	1:100	1:200
Prepared by:	KL	AD
Checked:	AD	AD
Date:	16/12/2015	
Project Director:	C. McGovern	
Drawing Status:	PLANNING	

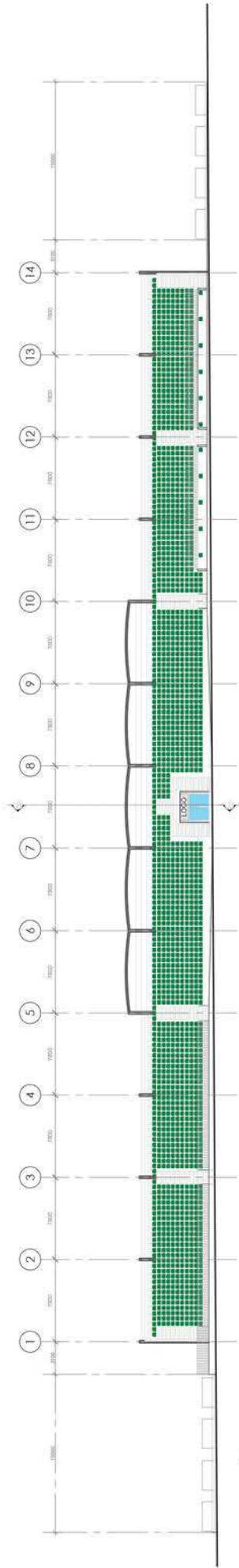


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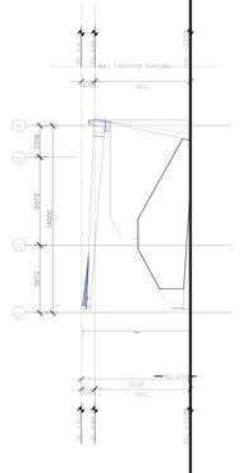
Revision	A
Drawing No.	7321-2004



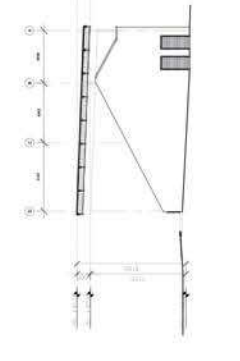
1 NORTH ELEVATION (AS GRANTED PLANNING)
1:200



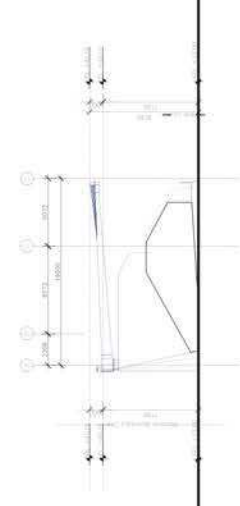
2 NORTH ELEVATION TERRACE (PROPOSED ELEVATION)
1:200



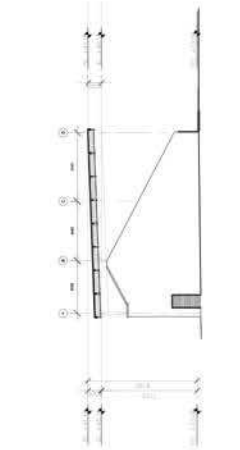
3 WEST ELEVATION (AS GRANTED PLANNING)
1:200



4 WEST ELEVATION (PROPOSED ELEVATION)
1:200



5 EAST ELEVATION (AS GRANTED PLANNING)
1:200



6 EAST ELEVATION (PROPOSED ELEVATION)
1:200

- NOTES:**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE RESPONSIVE AS APPROPRIATE TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES
 3. THE CONTRACTORS SHALL UNDER TAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, WORK COMMENCES BEFORE ANY DRAINAGE/NEWLYN (GDN)

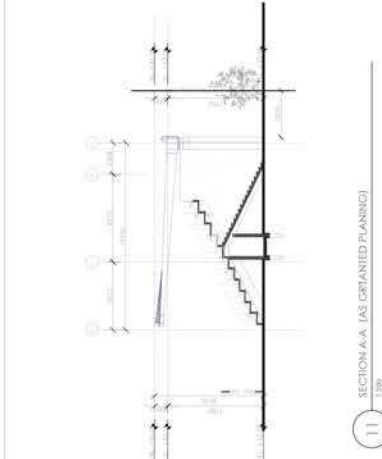
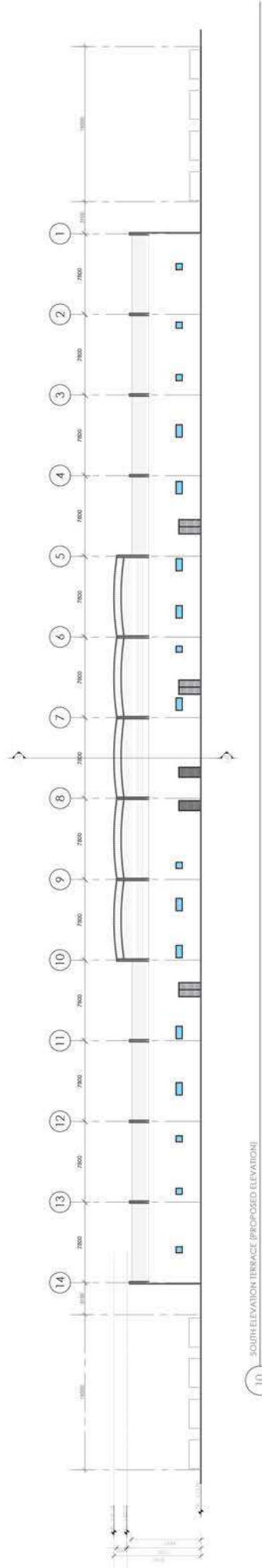
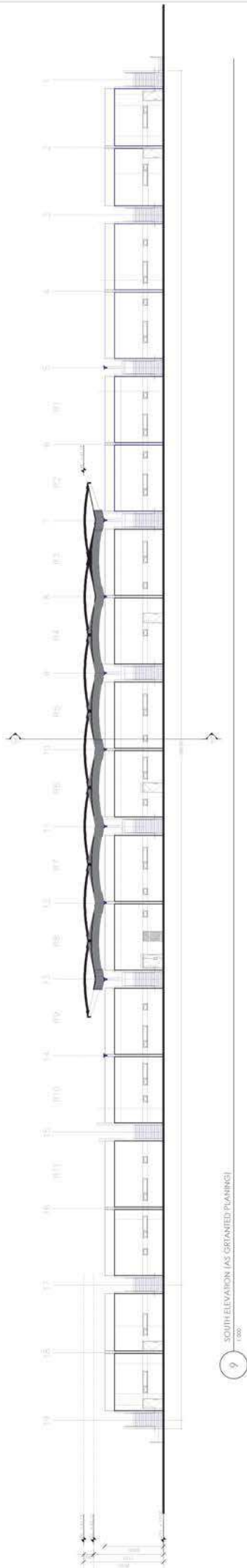
Client: Coiste Chontlae Londain
(London GAA County Board)
Project: Redevelopment of Emerald GAA Grounds at West End Road, Ruislip
Main Contract
Title: North, West and East Elevation

Prepared by: JK
Checked: AD
Date: 22/02/2016
Project Director: C. McGovern
Drawing Status: Preliminary
Scale @ A1: 1:200



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Revision: A
Drawing No: 7321-2102



- NOTES:**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE REPRESENTATIVE AS APPROPRIATE - TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES
 3. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, BEFORE COMMENCES WORK ON GROUND. (BEFORE ANY WORK COMMENCES)
 4. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (NEWLYN ODIN)

Rev	Date	Issued by Planning Review	Description
A	22.02.2018	JK AD	By Chmt.

Client: Coiste Chonitae Londain (London GAA County Board)
 Project: Redevelopment of Emerald GAA Grounds at West End Road, Ruislip Main Contract
 Title: South Elevations Terrace and Sections

Prepared by: JK
 Checked: AD
 Date: 22/02/2018
 Project Director: C. McGovern
 Drawing Status: Preliminary
 Scale @ A1: 1:200

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Drawing No. 7321-2104
 Revision: A

LEGEND

- SITE BOUNDARY
- PROPOSED FINISHED LEVEL
- PROPOSED FINISHED LEVEL
- PROPOSED FINISHED LEVEL
- CONTOUR

NOTES

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. THIS DRAWING HAS BEEN CHECKED BY THE CONTRACTOR ON SITE.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS WITH THE ENGINEER/EMPLOYERS REPRESENTATIVE, AS WELL AS THE LOCAL AUTHORITY, PRIOR TO THE COMMENCEMENT OF ANY WORK.
4. BEFORE ANY WORK COMMENCES, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES UTILITIES ABOVE AND BELOW GROUND. BEFORE ANY WORK COMMENCES, THE CONTRACTOR SHALL VERIFY ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM NEWLYN (ODN).

Rev	Date	Description	By	Check
B	15/02/2016	Issued for Planning Review	AL	AD
A	03/02/2014	Issued for Planning Purposes	NOSE	AD

Client: Coiste Chontae Londain (London GAA County Board)

Project: Redevelopment of Emerald GAA Grounds at West End Road, Ruislip

Title: Internal Roads Site Layout

Scale @ A1:500 A1:1000
 Prepared by: AD
 NOG: AD
 Project Director: C. McGovern
 Drawing Status: Planning

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 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

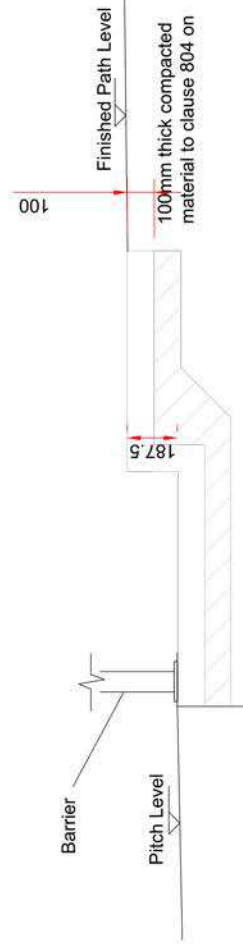
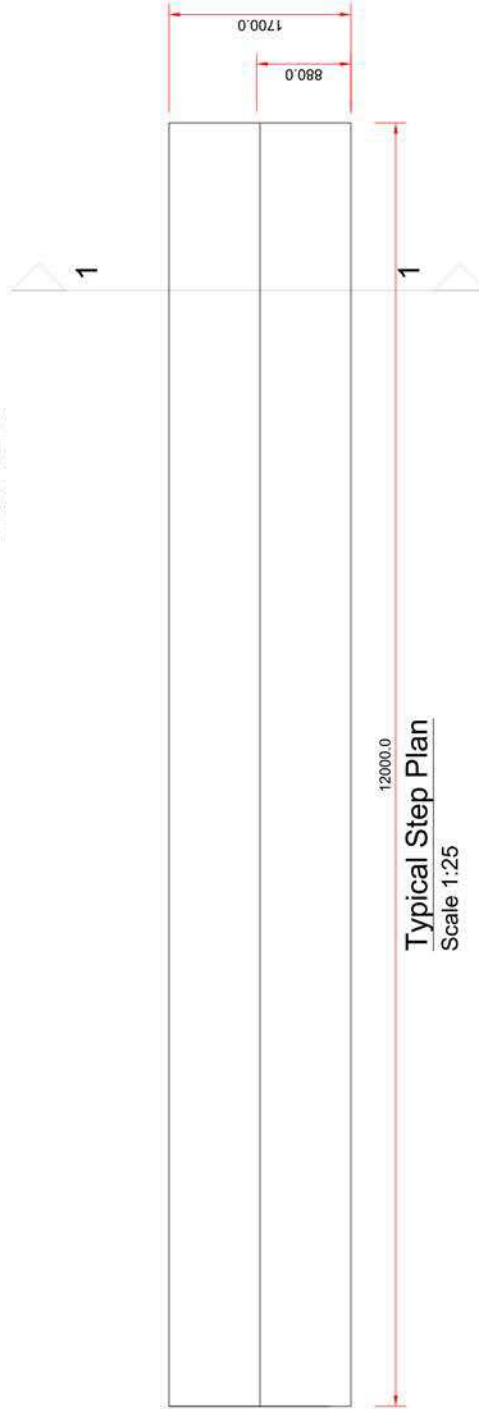


FEL 34.771

Barrier

FFL 33.760

Typical Step Layout
Scale 1:100



Rev	Date	Description	By	CHKD
B	19/04/2016	Issued for Planning Purposes	KL	AD
A	13/03/15	First Issue	KL	AD

Client: **Coliste Chontae Londain**

Project: **Redevelopment of Emerald GAA Grounds at West End Road Ruislip Phase 1**

Title: **Step Layout & Sections**

Scale: @ A1
Prepared by: KL
Checked: AD
Date: July 14

Project Director: C. McGovern
Drawing Status: Planning

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Drawing No. **7321 - 2011** Revision **B**

GENERAL NOTES
X-BRACING AS PER STRUCTURAL DRAWING TO BE BOX OUT

- NOTES:
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 - ALL WORK TO BE CHECKED BY THE CONTRACTOR ON SITE.
 - ENGINEERS/COVERS REPRESENTATIVE, AS APPOINTED BY THE CONTRACTOR, SHALL BE PRESENT AT THE COMMENCEMENT OF ANY WORK COMMENCES.
 - THE CONTRACTOR SHALL UNDERTAKE A SURVEY OF THE SITE TO DETERMINE THE LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 - ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.

No.	Date	Description	By	Check
A	16/01/2015	Issued for Planning Purpose	JK	AD

Client
Coiste Chonlaie Londain
(London GAA County Board)

Project
Redevelopment of Emerald GAA Grounds at West End Road, Ruislip
Main Contract

Title
Section A-A and Details

Scale @ A1
1:50 1:20

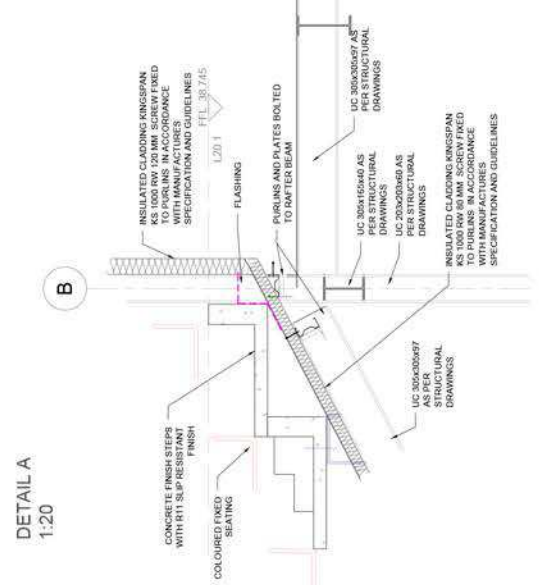
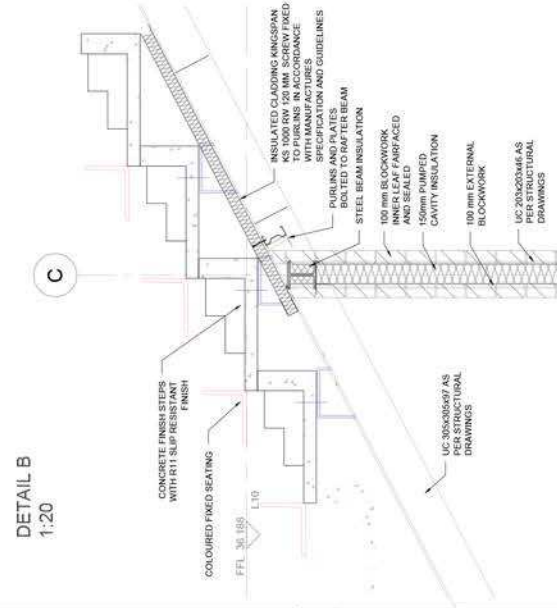
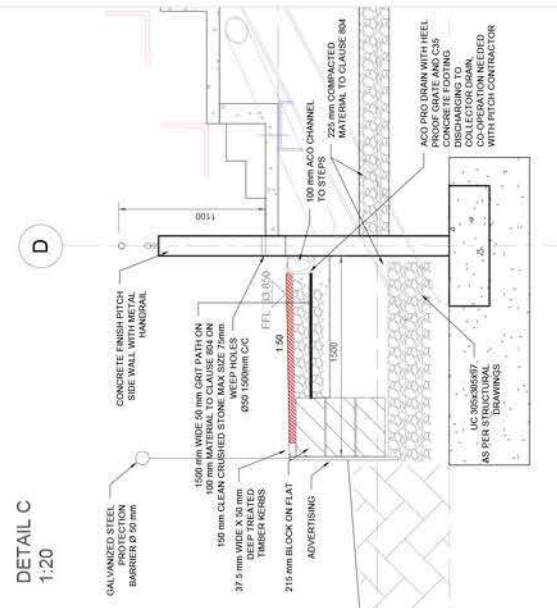
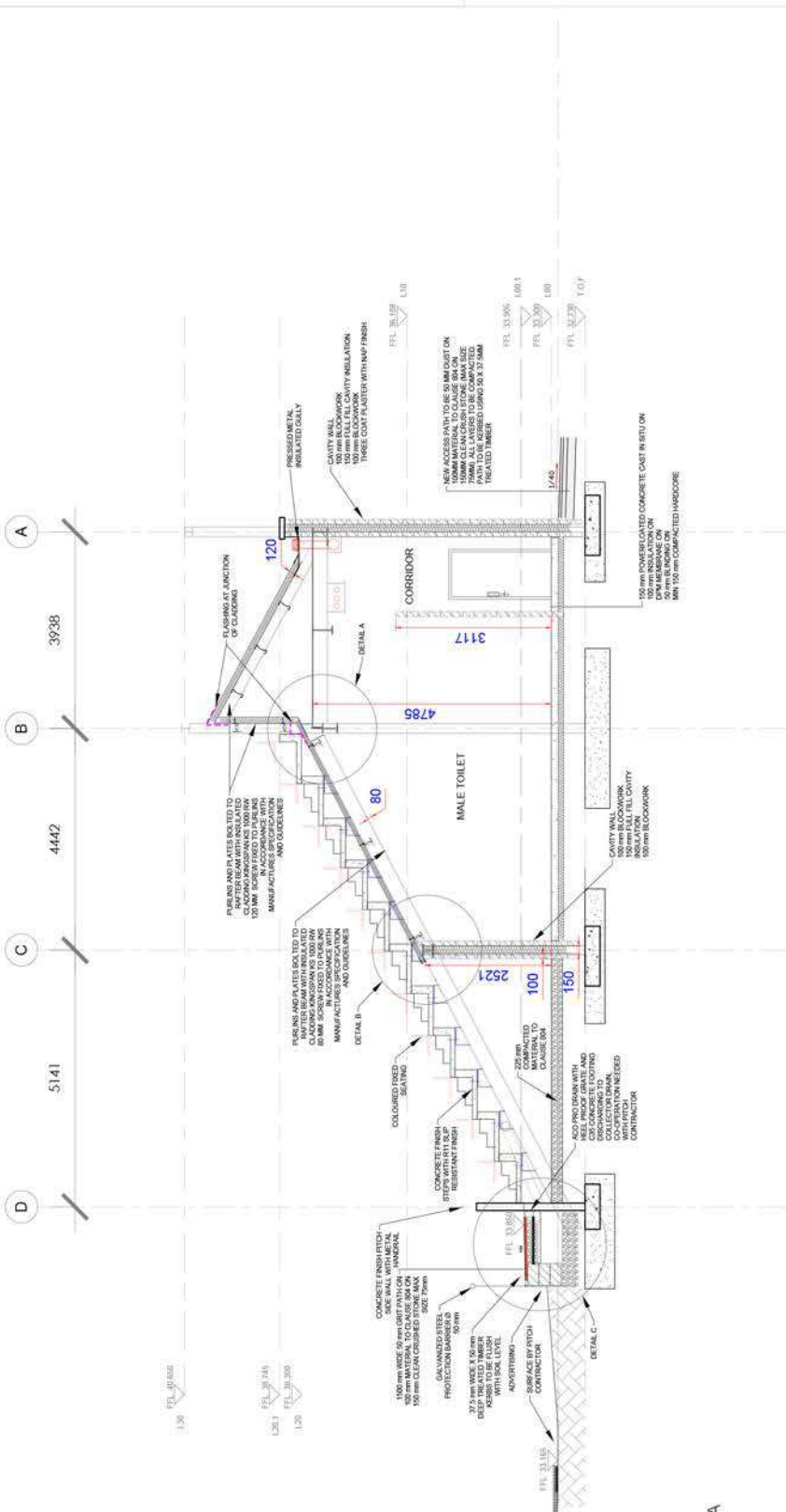
Prepared by
Checked
AD
Date
16/12/2015

Project Director
C. McGovern
Drawing Status
Planning



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e: info@tobinuk.com
www.tobinuk.com

Drawing No. **7321-2009**
Revision **A**



STAND SECTION A-A
SCALE 1:50

- LEGEND**
- SITE BOUNDARY
 - Existing Pitch Drainage
 - Existing Storm Drain
 - Existing Foul Drain
 - Railway Sleeper Kerbing
 - Railway Sleeper Kerbing
 - Existing Trees
 - Existing Car Park Lighting to be Retained
 - 300mmØ Low Pressure Gas Main

- NOTES**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR AND THE CONTRACTOR'S ENGINEERING SERVICES REPRESENTATIVE AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES.
 3. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES (ELECTRIC, WATER, GAS, FIBRE OPTIC, ETC.) ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 4. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (NAD 49) (OSN).

Rev	Date	Description	By	CHK
B	15/03/2014	Issued for Planning Review	ML	AD
A	25/03/2014	Issued for Planning Purpose	AD	BT

Client
Coisile Chontlae Londain
(London GAA County Board)

Project
Redevelopment of Emerald GAA Grounds at West End Road, Ruislip

Title
Existing Storm & Foul Drainage Layout

Scale @ A1: 1:500 AS: 1:1000

Prepared by: AD
Checked by: BT
Date: 03/06/2014

Project Director: C. McGovern
Drawing Status: Planning

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Drawing No.: 7321-2000 **B**



LEGEND

WHERE COVER TO THE PIPE UNDERGATHA
PIPES SHOULD BE BEDDED AND SURROUNDED IN
CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
WITH BS 5400 PART 1:1992 OF THE SPECIFICATION FOR
ROADWORKS

- ALL MANHOLES AND PIPES TO BE CONSTRUCTED
IN ACCORDANCE WITH THE LATEST
RELEVANT GUIDELINES. PIPES FROM GULLIES TO BE
150MM UPVC LAD TO 1150 FALLS

- LEGEND**
- SITE BOUNDARY
 - MAIN CONTRACT
 - SITE BOUNDARY
 - PITCH CONTRACT
 - EXISTING CD CHANNEL
 - EXISTING STORM SEWER
 - PROPOSED FOUL SEWER
 - EXISTING FOUL SEWER
 - PROPOSED 150mmØ MANHOLES
 - EXISTING MANHOLES
 - COLLECTOR DRAIN
 - SILT DRAINS
 - GRAVEL MOLE DRAINS
 - FRENCH DRAINS
 - PROPOSED ROAD GULLY

- NOTES:**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING
 2. CHECK ALL DIMENSIONS AND LEVELS WITH THE CONTRACTOR ON SITE
 3. ENGINEER/EMPLOYERS REPRESENTATIVE AS NOTED ON THIS DRAWING IS TO BE CONTACTED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES
 4. THIS DRAWING IS TO BE USED TO LOCATE THE LOCATION OF ALL SERVICES/UTILITIES ABOVE AND BELOW GROUND. BEFORE ANY WORK COMMENCES
 5. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM NEWLYN (ODN)

Rev	Date	Description	By	CHK
1	15/02/2014	Issued for Planning Review	AL	AD
2	15/02/2014	Issued for Planning Purposes	NSD	JAD

Client:
**Coiste Chonitae Londain
(London GAA County Board)**

Project:
**Redevelopment of Emerald GAA
Grounds at West End Road, Ruislip**

Title:
**Proposed Storm & Foul
Drainage Layout**

Scale @ A1:1:500
AJ: 1:1000

Prepared by: NSG
Checked: AD
Date: 03/06/2014

Project Director: C. McGovern
Drawing Status: Planning

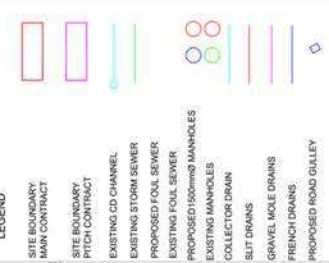
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Fax: +44 (0)20 713 4372
www.tobin-uk.com

Drawing No: **7321-2001**
Revision: **B**



WHERE COVER TO THE PIPE WORK UNDERGATHA
 ALL MANHOLES AND PIPES TO BE CONSTRUCTED
 SHALL BE CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
 WITH BS EN 12451-1. ALL PIPES SHALL BE 150mm
 CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
 WITH BS EN 12451-1. ALL PIPES SHALL BE 150mm
 CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
 WITH BS EN 12451-1.

LEGEND
 ALL MANHOLES AND PIPES TO BE CONSTRUCTED
 SHALL BE CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
 WITH BS EN 12451-1. ALL PIPES SHALL BE 150mm
 CONCRETE, 150mm THICK, CLASS E, IN ACCORDANCE
 WITH BS EN 12451-1.



- NOTES:**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 2. CHECK ALL DIMENSIONS AND LEVELS WITH THE CONTRACTOR ON SITE.
 3. ENGINEER/EMPLOYER REPRESENTATIVE, AS APPOINTED, SHALL BE PRESENT AT ALL STAGES OF THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 4. THIS CONTRACTOR SHALL TAKE CARE TO PROTECT ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 5. ALL LEVELS SHOWN RELATE TO ORDNANCE DATUM (A.M.S.L.) (ODN).

Ref	Date	Description	By	Check
1	15/02/2014	Issued for Planning Review	AD	AD
2	15/02/2014	Issued for Planning Purposes	NSD	AD

Client: **Coiste Chontae Londain (London GAA County Board)**

Project: **Redevelopment of Emerald GAA Grounds at West End Road, Ruislip**

Title: **Proposed Pitch Drainage Layout**

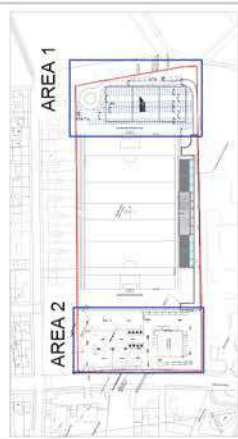
Scale @ A1:1:500 A1: 1:1000
 Prepared by: AD
 Checked by: AD
 Date: 03/06/2014
 Project Director: C. McGovern
 Drawing Status: Planning

Tobin Consulting Engineers (UK) Ltd
 Floor 4, Ergon House,
 Dean Bradley Street,
 SW16 2AL, London
 Tel: +44 (0)20 713 4371
 Fax: +44 (0)20 713 4372
 www.tobin-uk.com

Drawing No: **7321-2002** Revision: **B**



LEGEND
SITE BOUNDARY



- NOTES.**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 2. CHECKED BY THE CONTRACTOR ON SITE.
 3. ENGINEER/EMPLOYERS REPRESENTATIVE, AS STATED ON THE DRAWING, IS NOT RESPONSIBLE FOR THE CONTRACTOR'S COMPLIANCE WITH ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 4. THE CONTRACTOR SHALL UNDERTAKE A LOCATION OF ALL SERVICES/UTILITIES ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 5. ALL LEVELS SHOWN RELATE TO ORDINANCE DATUM NEWLYN (ODN).

Rev.	Date	Description	By	Check
A.	25.02.2016	Issued for Planning Review	JK	AD

Client
Coiste Chontae Londain
(London GAA County Board)

Project
Redevelopment of Emerald GAA Grounds at West End Road, Ruislip

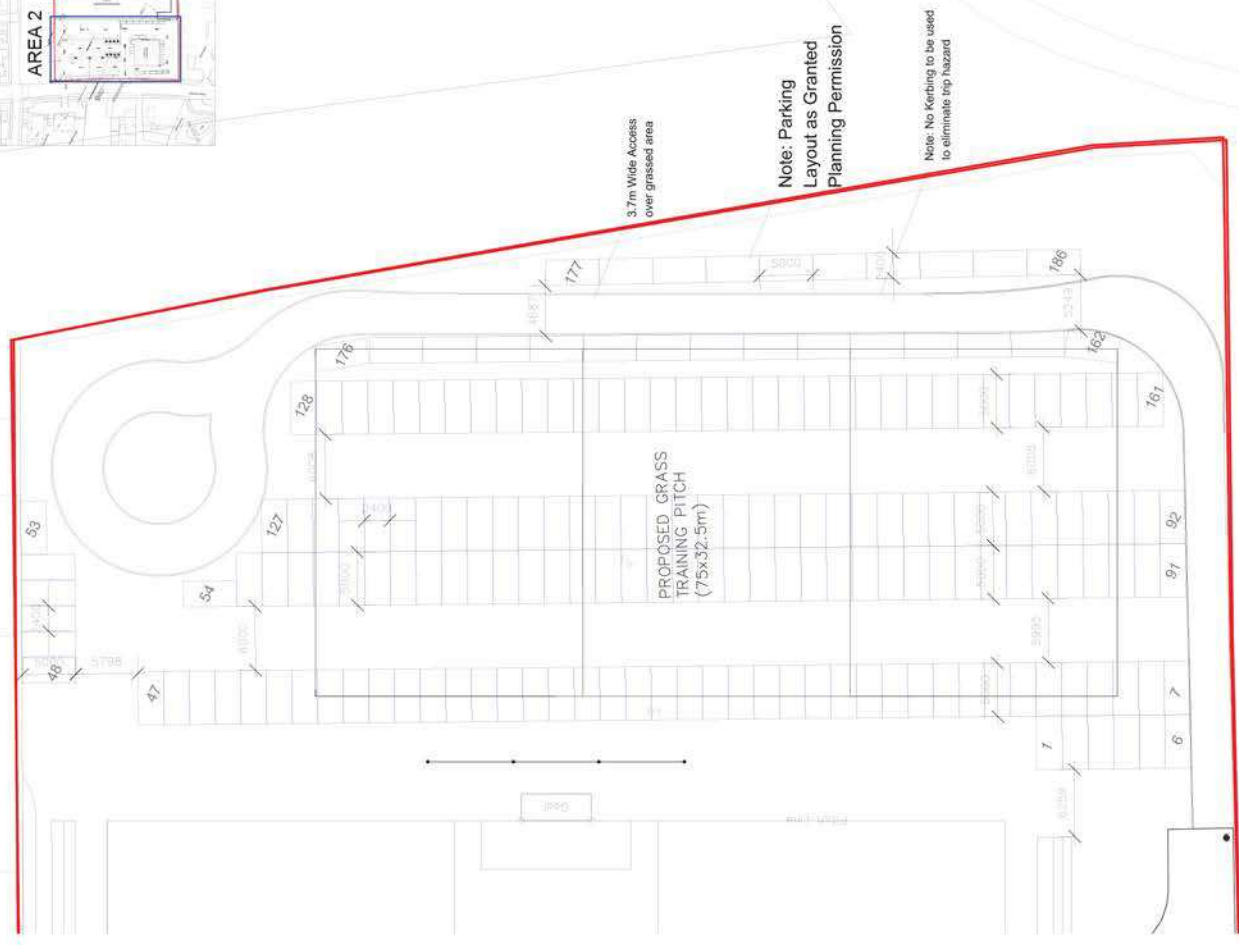
Title
Car Parking Layouts Area 1

Scale @ A1: 1:250 AS: 1:500
 Prepared by: JK Checked: AD Date: 15/02/2016
 Project Director: C. McGovern
 Drawing Status: Planning

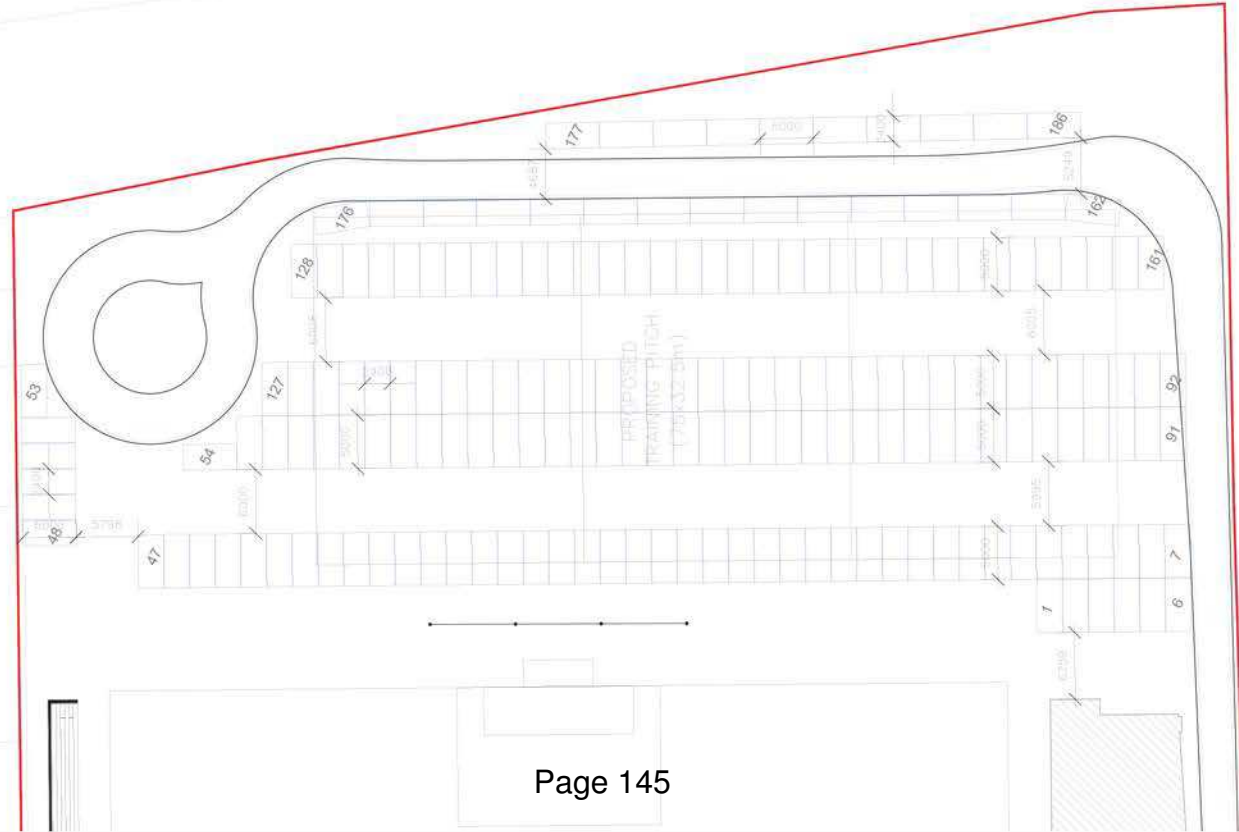
TOBIN
 TOBIN Consulting Engineers (UK) Ltd
 Floor 4, Ergon House,
 Westminister Street,
 Westminster, London
 SW1P 2JL, London, U.K.
 t: +44 (0)20 7321 2107
 e: mail: info@tobinuk.com
 www.tobinuk.com

Drawing No: **7321-2107** **A**

CAR PARKING LAYOUT AREA 1 (PROPOSED)



CAR PARKING LAYOUT AREA 1 (AS GRANTED PLANNING)



LEGEND

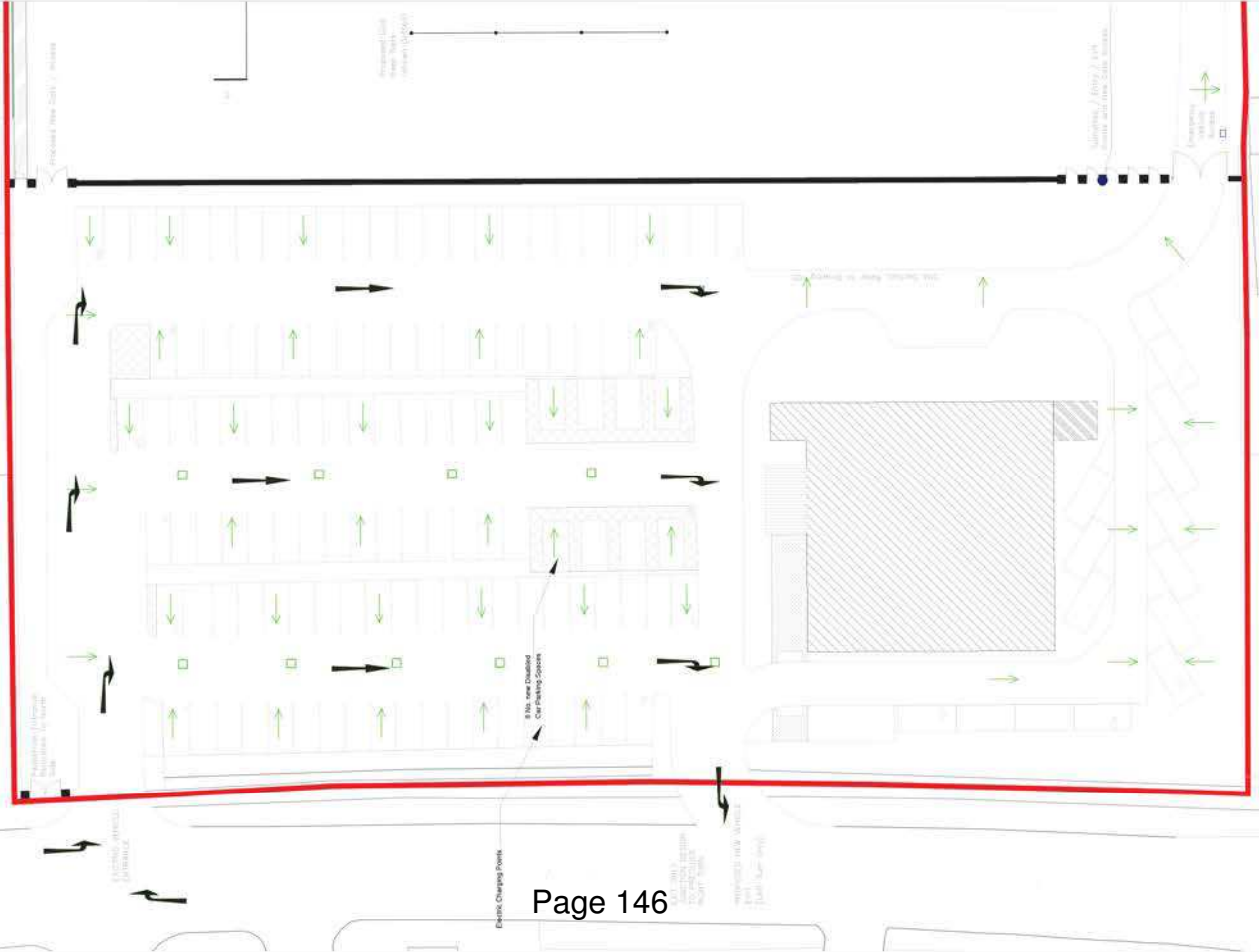


SITE BOUNDARY

CAR PARKING LAYOUT AREA 2 (PROPOSED)

CAR PARKING LAYOUT AREA 2 (AS GRANTED PLANNING)

315



NOTES

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. CHECKED BY THE CONTRACTOR ON SITE.
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4. THE CONTRACTOR SHALL UNDERTAKE A LOCATION OF ALL SERVICES/UTILITIES ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDINANCE DATUM NEWLYN (ODN).

Rev	Date	Description	By	Check
A	22.02.2016	Revised for Planning Review	JK	AD

Client
Coisde Chontae Londain
(London GAA County Board)

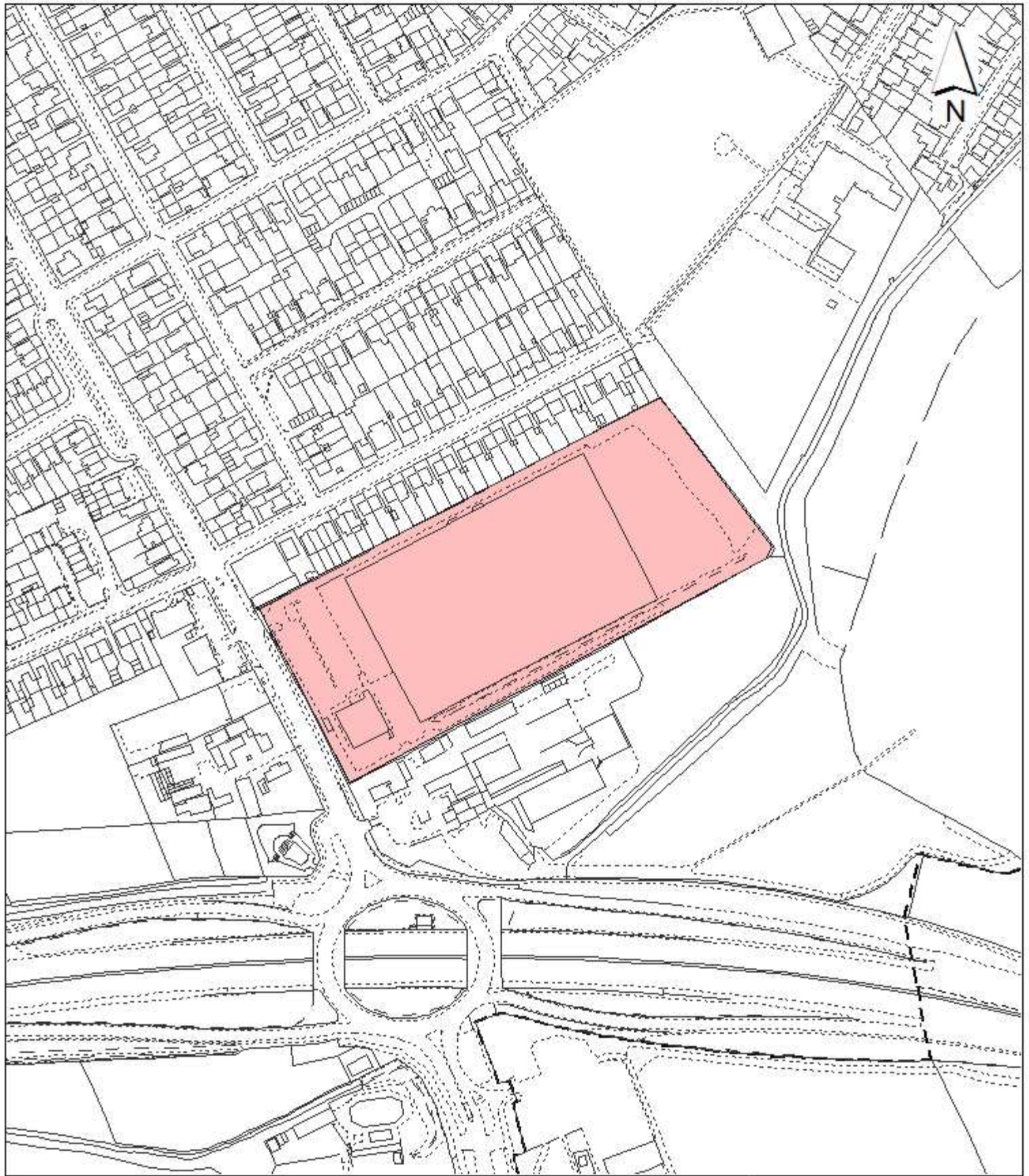
Project
Redevelopment of Emerald GAA Grounds at West End Road, Ruislip

Title
Car Parking Layouts Area 2

Scale @ A1: 1:250 AS: 1:500
 Prepared by: JK Checked: AD Date: 15/02/2016
 Project Director: C. McGovern
 Drawing Status: Planning

TOBIN Consulting Engineers (UK) Ltd
 Floor 4, Ergon House,
 Westminister Street,
 Westminster, London, W1A 1AF
 t: +44 (0)20 7611 1111
 e: mail@tobinuk.com
 www.tobinuk.com

Drawing No: **7321-2108**
 Revision: **A**



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Site Address:

**Gaelic Athletic Accos
Sports Ground
West End Road**

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

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

Planning Application Ref:

24373/APP/2016/1511

Scale:

1:3,000

Planning Committee:

Major Page 147

Date:

July 2016




HILLINGDON
LONDON

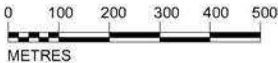
Report of the Head of Planning, Sport and Green Spaces

Address UNIT 2, TRINITY TRADING ESTATE SILVERDALE ROAD HAYES
Development: Change of use of an existing storage depot (Class B8 Storage and Distribution) into a waste transfer station (Sui Generis Waste Handling).
LBH Ref Nos: 70738/APP/2015/4688

Date Plans Received: 22/12/2015 **Date(s) of Amendment(s):** 22/12/2015
Date Application Valid: 22/12/2015



 Application Site Location



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
0	OCT 2015		AR	VIA	MM	

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JACOBS

Jacobs House, Shrewsbury Business Park, Silk Drive, Shrewsbury SY2 8LG
 Tel: +44(0)1743 294900
 www.jacobs.com

Client



Project

**PHS HAYES DEPOT
 PLANNING APPLICATION**

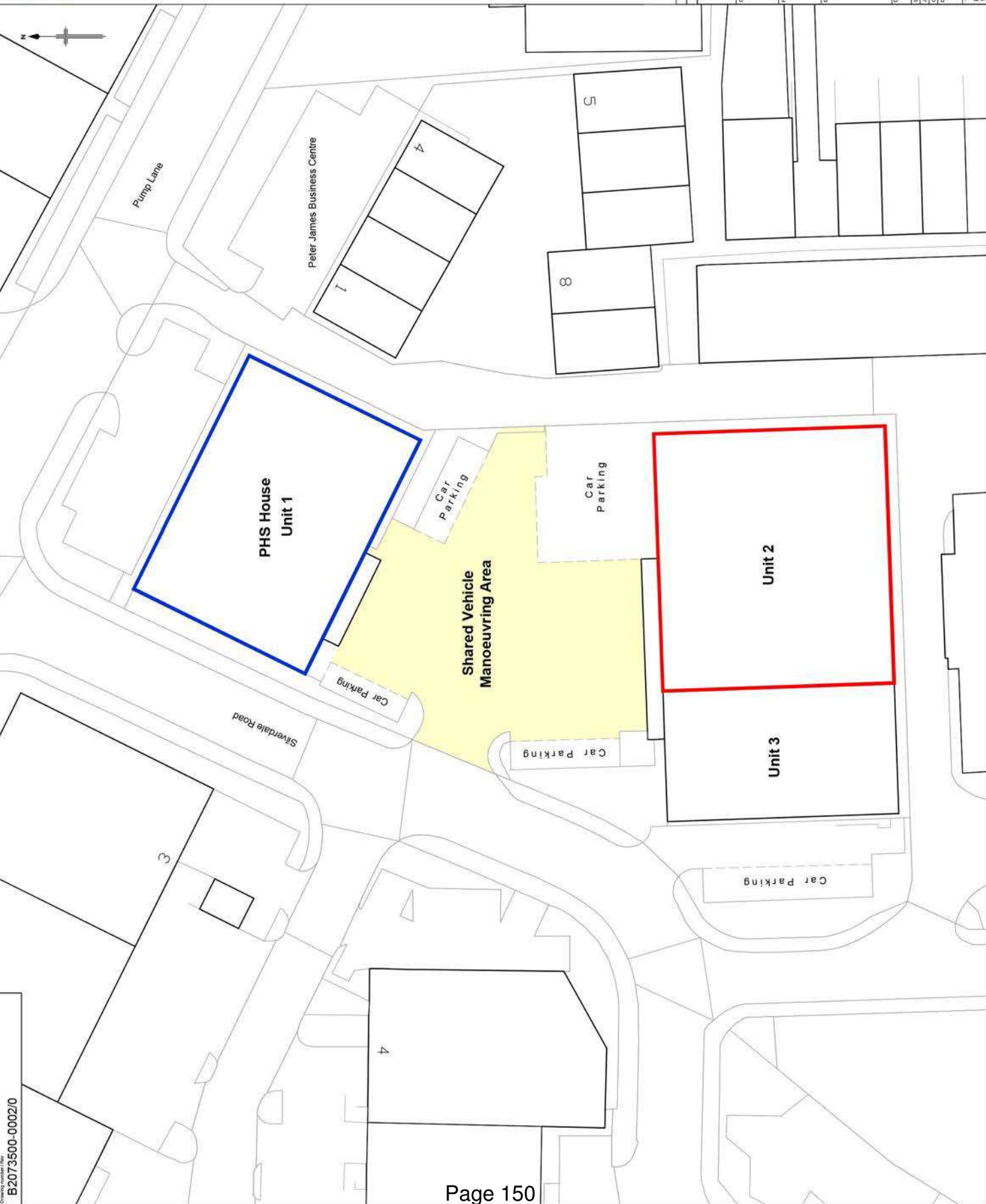
Drawing title

**FIGURE 1
 SITE LOCATION PLAN**

Drawing status

Scale	1:15,000 @ A4	DO NOT SCALE
Jacobs No.	B2073500	
Client no.		

Drawing number	B2073500-0001	Rev	0
----------------	---------------	-----	---



KEY:

- Planning Application Boundary
- Additional Land Under Control of the Applicant

Drawn	Checked	Scale	Date	Author
		1:500 (B3 A3)		

JACOBS
 Jacobs Group
 Jacobs Group (UK) Limited
 15, Abchurch Lane, London EC4N 3DF, UK
 Tel: +44 (0)20 7324 5000
 Fax: +44 (0)20 7324 5001

Client: PHS HAYES DEPOT
 Project: PLANNING APPLICATION
 Drawing No: **FIGURE 2**
 SITE PLAN INCLUDING BLOCK PLAN

Drawing scale: DO NOT SCALE
 Jacobs No: B2073500
 Drawing title: B2073500-0002

Revision: 0
 Date: 0

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 Site boundary

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Site Address:

**Unit 2
Trinite Trading Estate
Silverdale Road**

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

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

Planning Application Ref:

70738/APP/2015/4688

Scale:

1:1,250

Planning Committee:

Major Page 151

Date:

July 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 1-3 UXBRIDGE ROAD HAYES

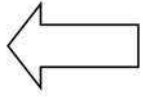
Development: Change of use of Unit 4 to Absorbent Hygiene Products (AHP) recycling facility and associated alterations to the external elevations, addition of an exhaust stack, storage tanks and substation

LBH Ref Nos: 1911/APP/2016/1472

Date Plans Received: 14/04/2016

Date(s) of Amendment(s):

Date Application Valid: 14/04/2016



The Site



Client – Knowwaste Limited

Project – Unit 4, 1-3 Uxbridge Road
Site Location

Drawing No: KNOW01/44461/LOC/01

Scale NTS @ A4

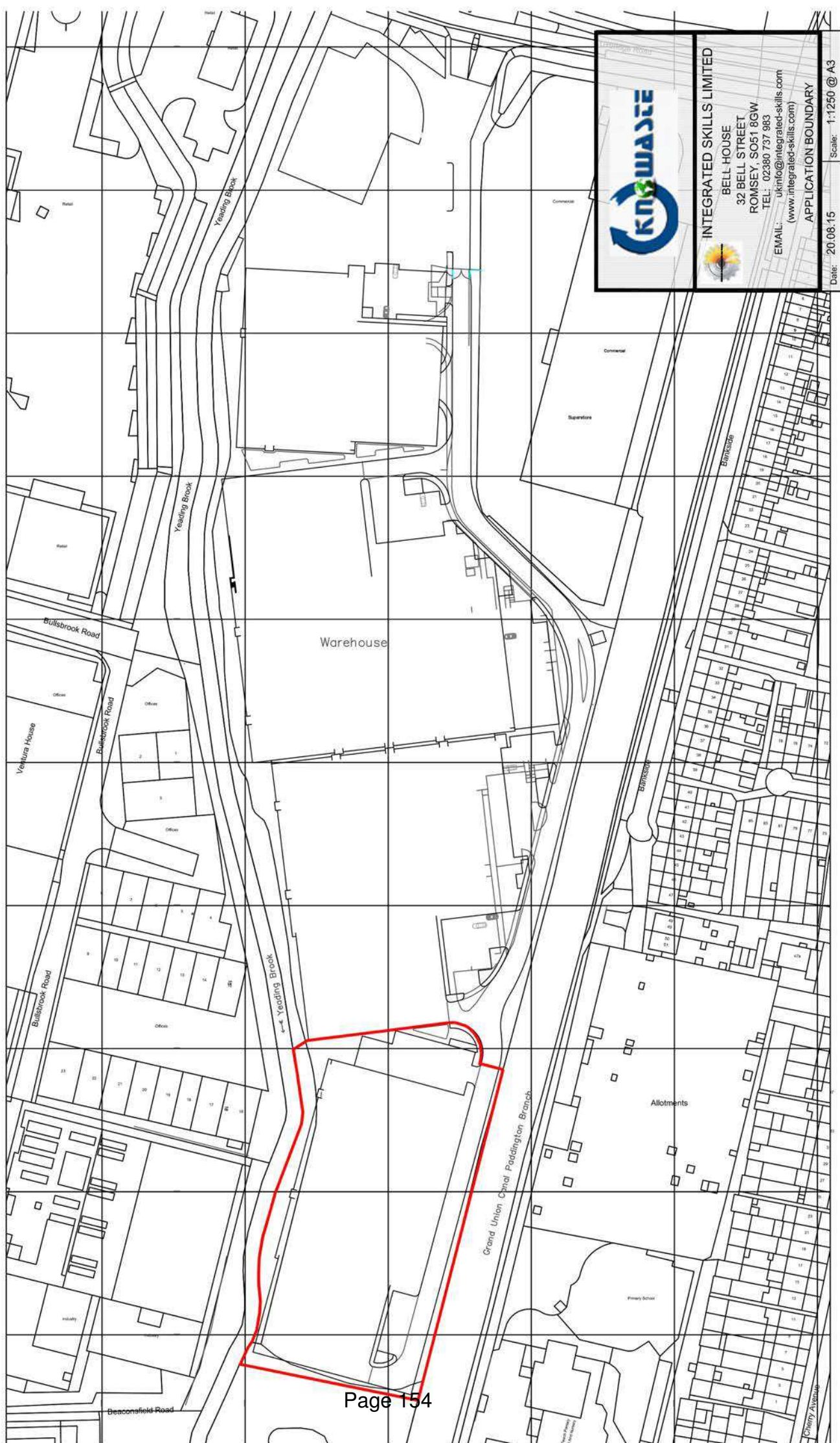
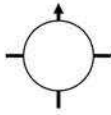
Prepared by ARC

Date April 2016



Integrated Skills Limited
Specialists in Environmental Management

Bell House, 32 Bell Street
Romsey, Hampshire SO51 8GW
Tel. 02380 737 983
E-mail ukinfo@integrated-skills.com
Web site www.integrated-skills.com

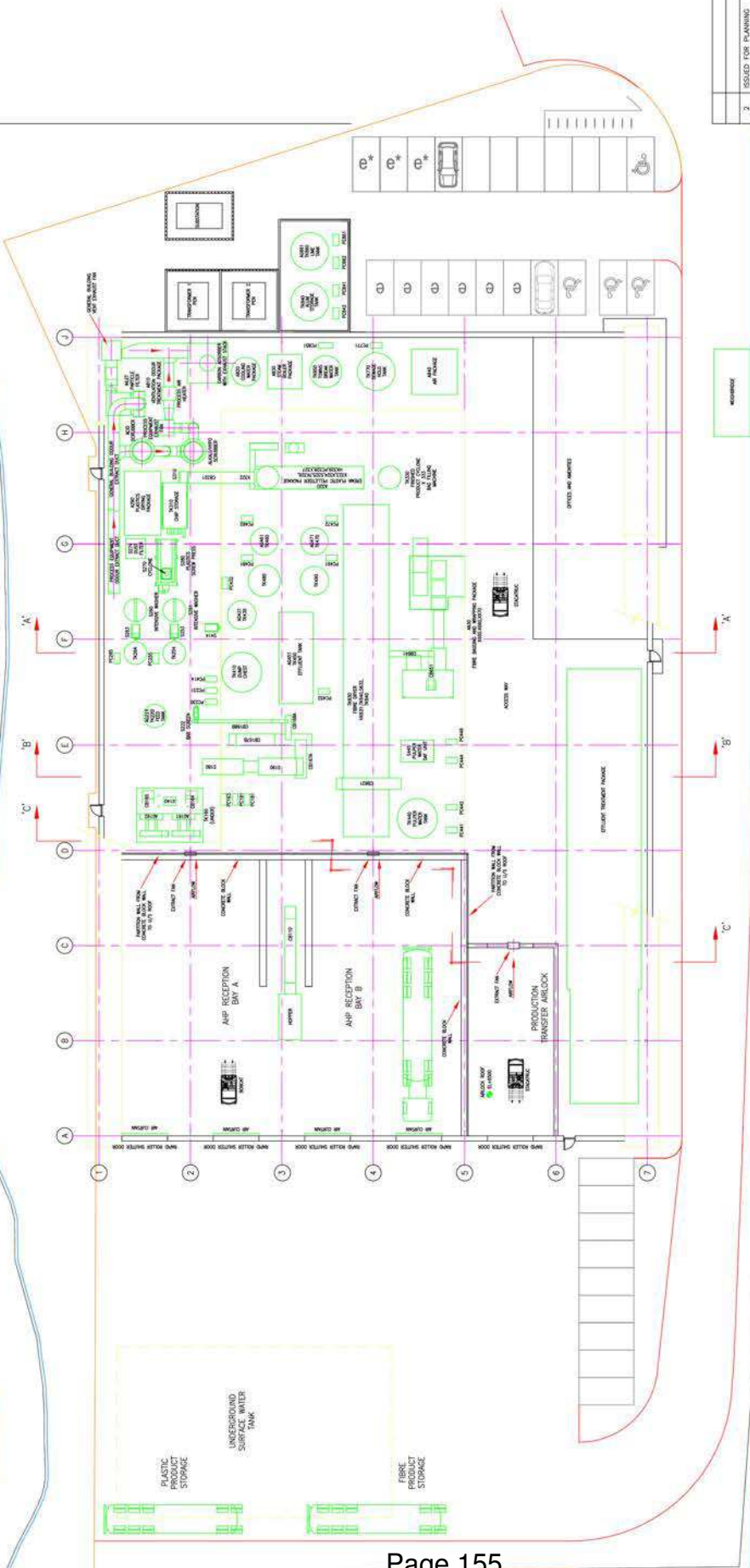


	INTEGRATED SKILLS LIMITED BELL HOUSE 32 BELL STREET ROMSEY, SO51 8GW TEL: 02380 737 983 EMAIL: ukinfo@integrated-skills.com www.integrated-skills.com	Date: 20.08.15 Scale: 1:1250 @ A3 Dwg No: KNO06144461A/P901 Dm: ARC
		APPLICATION BOUNDARY

REFERENCE DRAWINGS
 4579-32001
 4579-32003
 4579-32006
 4579-32007

OVERALL PLAN AT 5000M AND 4500M LEVELS
 SECTIONS
 ELEVATION ON BUILDING
 OVERALL PLAN SHOWING MAIN PROCESS EQUIPMENT,
 ODOUR CONTROL SYSTEM AND EXTRACTION

Yeading Brook



Grand Union Canal Paddington Branch

REV.	STATUS	ISSUED BY	CHECKED BY	APPROVED BY	CLIENT	DATE
2	ISSUED FOR PLANNING	SFB	SK	SK		06/04/16
1	ISSUED FOR INFORMATION	SFB	SK	SK		30/02/16
0	ISSUED FOR FEED STUDY	SFB	X	X		18/12/15

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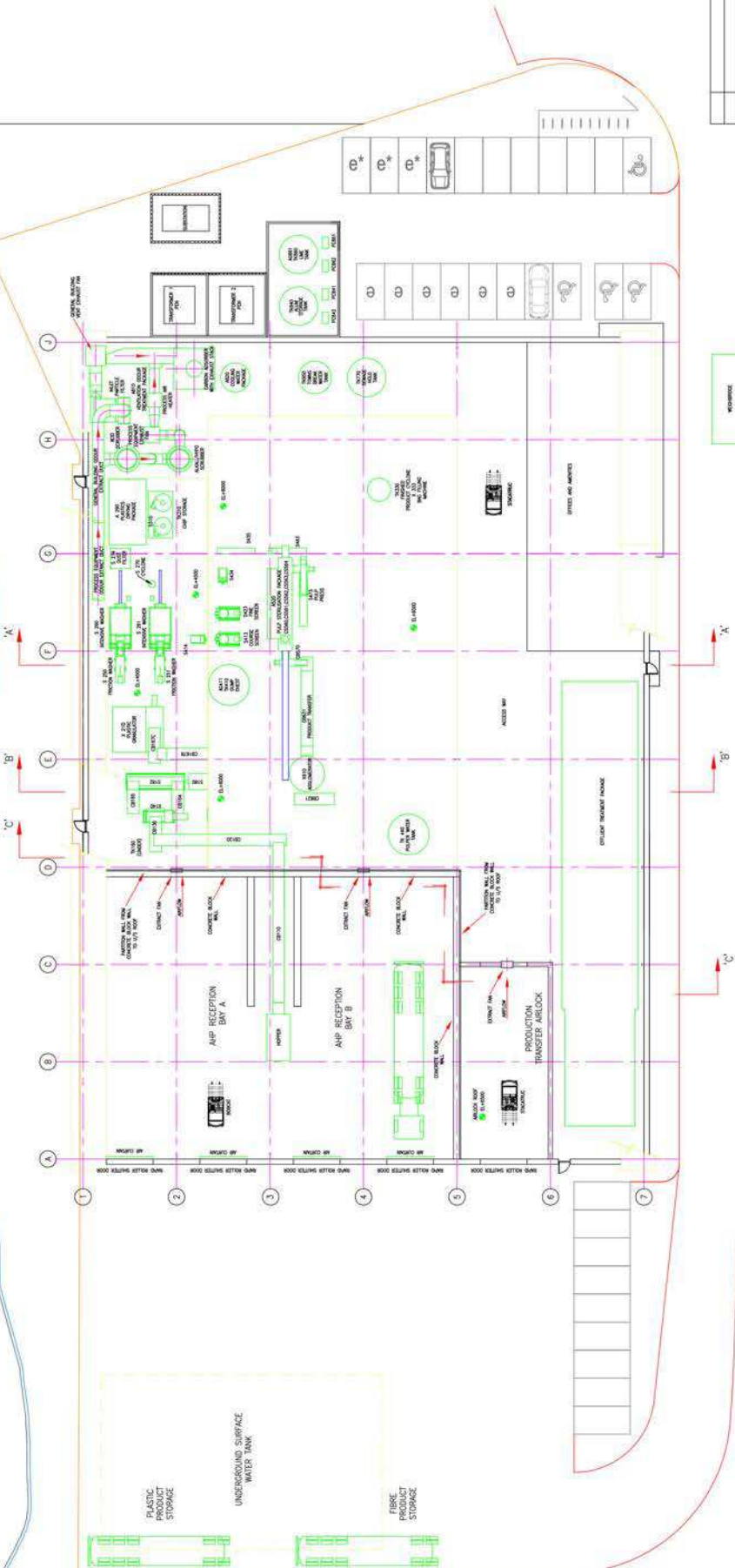
CLIENT: KNOWWASTE
 PROJECT: AHP RECYCLING PLANT
 TITLE: OVERALL PLAN AT GROUND LEVEL

SCALE: 1:200 @
 A1
 REV 2
 DWG. N°: 4579-32002

REFERENCE DRAWINGS
 4579-32002
 4579-32003
 4579-32006
 4579-32007

OVERALL PLAN AT GROUND LEVEL
 SECTIONS
 ELEVATION ON BUILDING
 OVERALL PLAN SHOWING MAIN PROCESS EQUIPMENT,
 ODOUR CONTROL SYSTEM AND EXTRACTION

Yeading Brook



REV.	STATUS	ISSUED FOR	DATE
2	ISSUED FOR PLANNING	SFB	06/04/16
1	ISSUED FOR INFORMATION	SFB	30/02/16
0	ISSUED FOR FEED STUDY	SFB	18/12/15
	DESIGN CHECKED	APP/PTD	
	CLIENT		

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CLIENT	KNOWWASTE	SCALE	1:200
PROJECT	AHP RECYCLING PLANT	OVERALL PLAN AT	6000M AND 4500M LEVELS
TITLE		DWG. N°	4579-32001
		REV	2

Grand Union Canal Paddington Branch

NOTES:
 1. NEW DOORS AND EXHAUST STACK TO MATCH COLOURS SPECIFIED FOR PLANNING CONSENT 1911/APP/2012/3185.

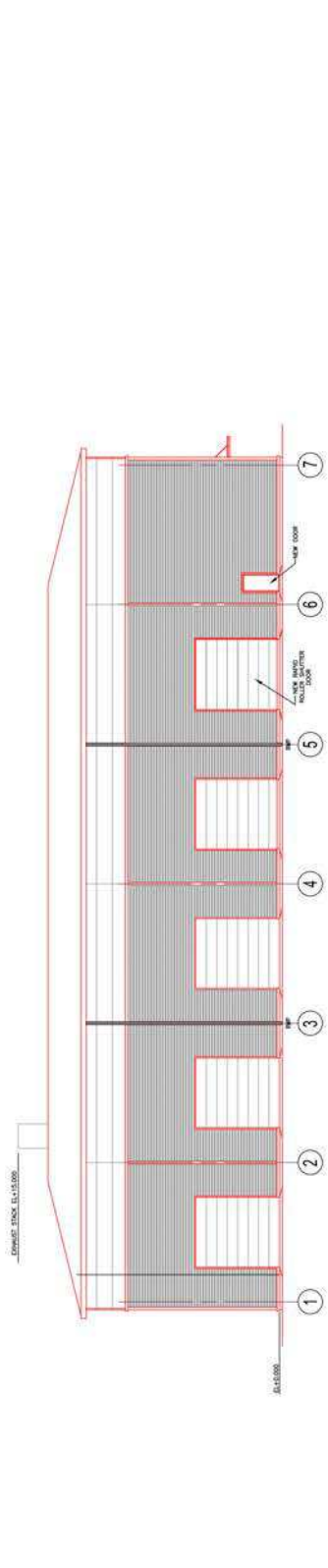
REFERENCE DRAWINGS
 OVERALL PLAN AT 6000 AND 4500M LEVELS 4579-32001
 OVERALL PLAN AT GROUND LEVEL 4579-32002
 SECTIONS 4579-32003
 OVERALL PLAN SHOWING MAIN PROCESS EQUIPMENT, ODOUR CONTROL SYSTEM AND EXTRACTION 4579-32007

REV.	ISSUED FOR PLANNING	SFB	DESIGN	CHECKED	APPROVED	CLIENT	DATE
0							08/04/15

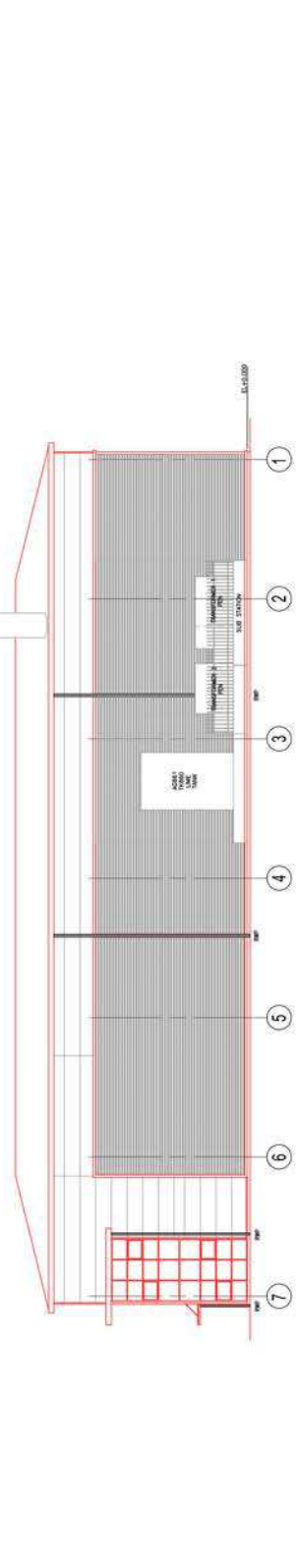
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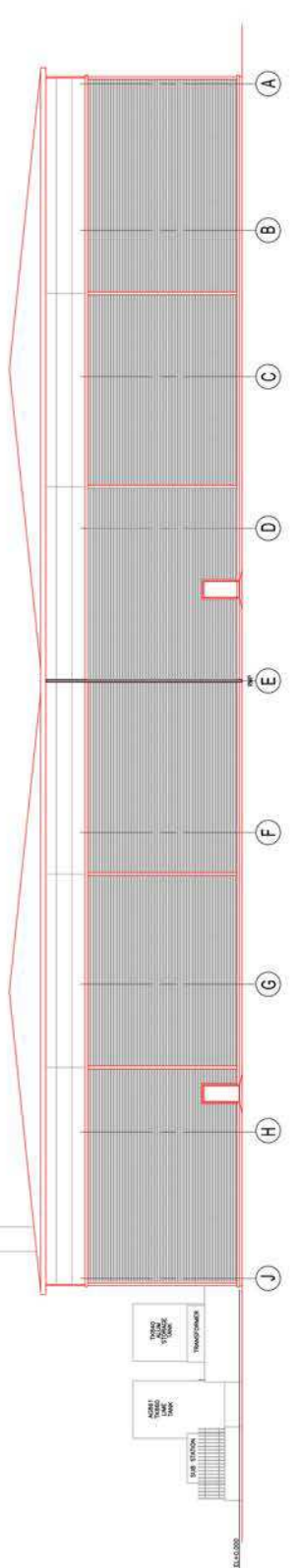
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 PROJECT: AHP RECYCLING PLANT
 TITLE: ELEVATIONS ON BUILDING
 SCALE: 1:150
 DWG. N°: 4579-32006
 REV 0



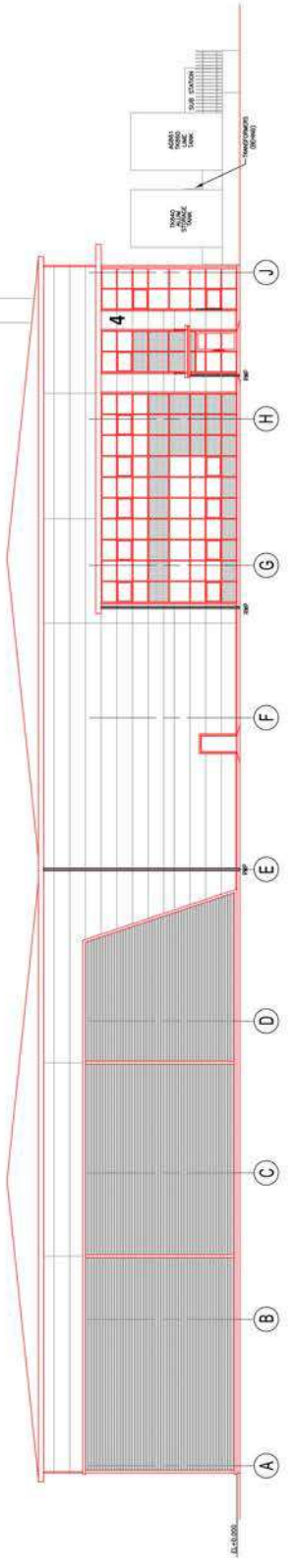
VIEW ON SOUTH FACE OF BUILDING



VIEW ON NORTH FACE OF BUILDING



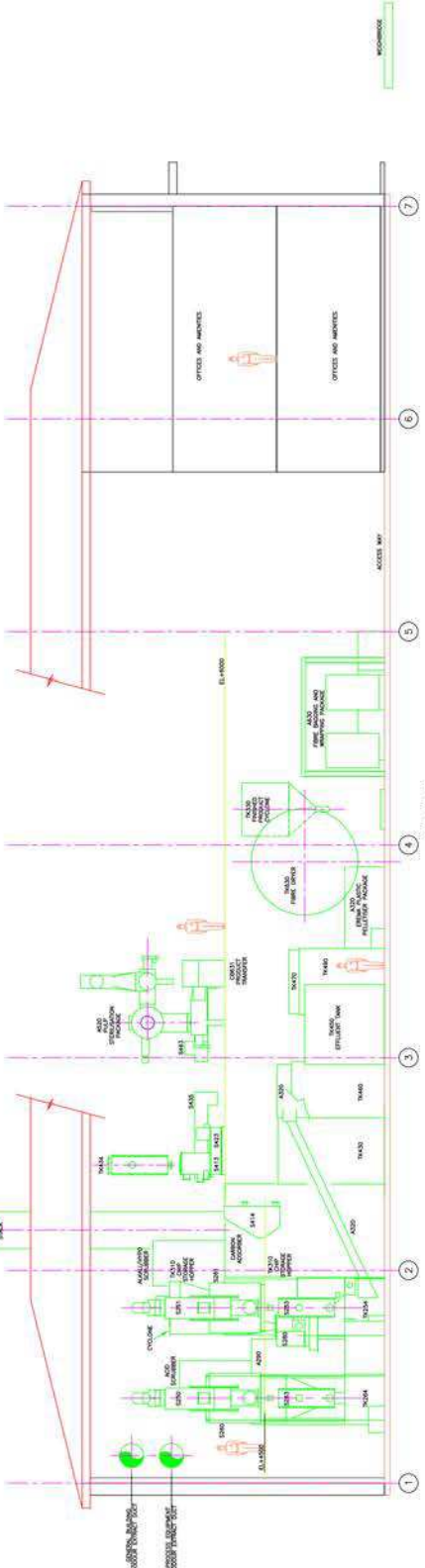
VIEW ON EAST FACE OF BUILDING



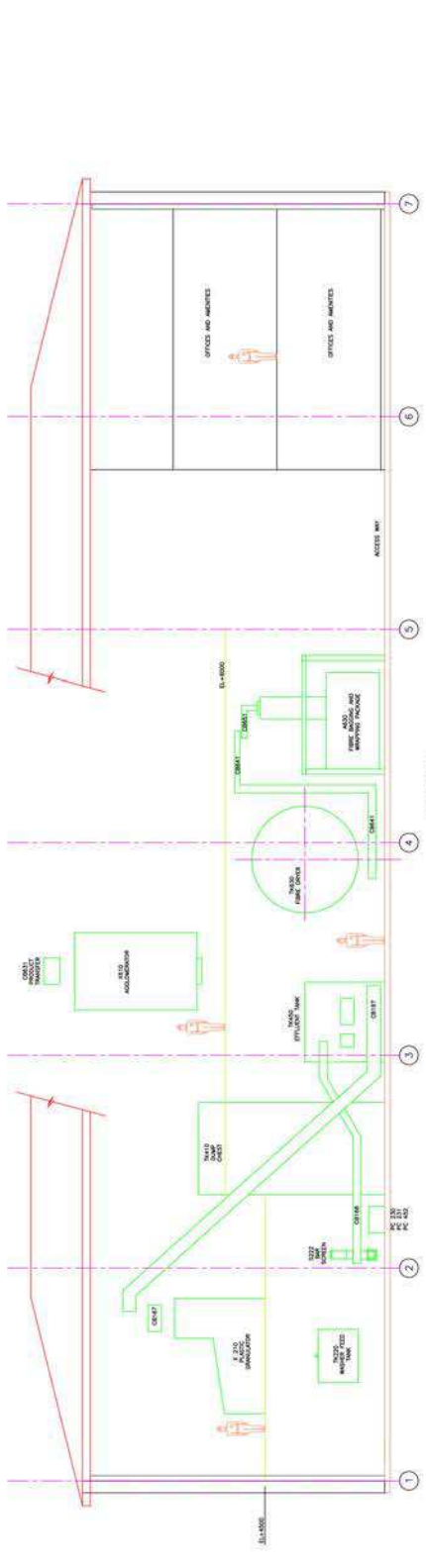
VIEW ON WEST FACE OF BUILDING

REFERENCE DRAWINGS
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 4579-32002
 4579-32006
 4579-32007

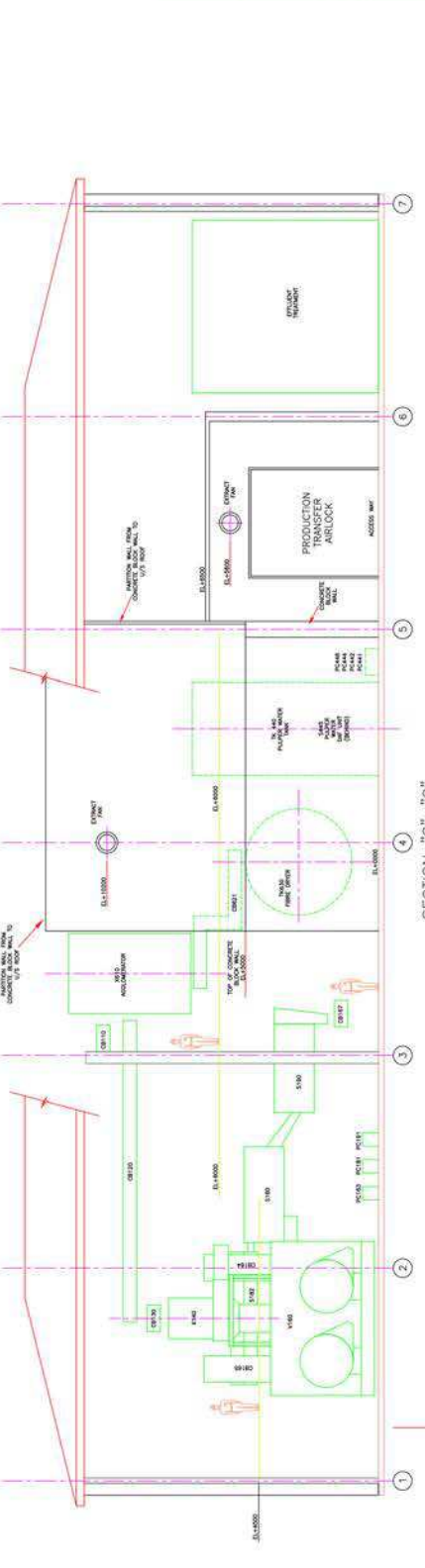
OVERALL PLAN AT 6000M AND 4500M LEVELS
 OVERALL PLAN AT GROUND LEVEL
 ELEVATION ON BUILDING
 OVERALL PLAN SHOWING MAIN PROCESS EQUIPMENT,
 ODOUR CONTROL SYSTEM AND EXTRACTION



SECTION "A"-"A"



SECTION "B"-"B"



SECTION "C"-"C"

REV.	STATUS	ISSUED FOR	DATE
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1	ISSUED FOR INFORMATION	SFB	26/02/16
0	ISSUED FOR FEED STUDY	SFB	18/12/15

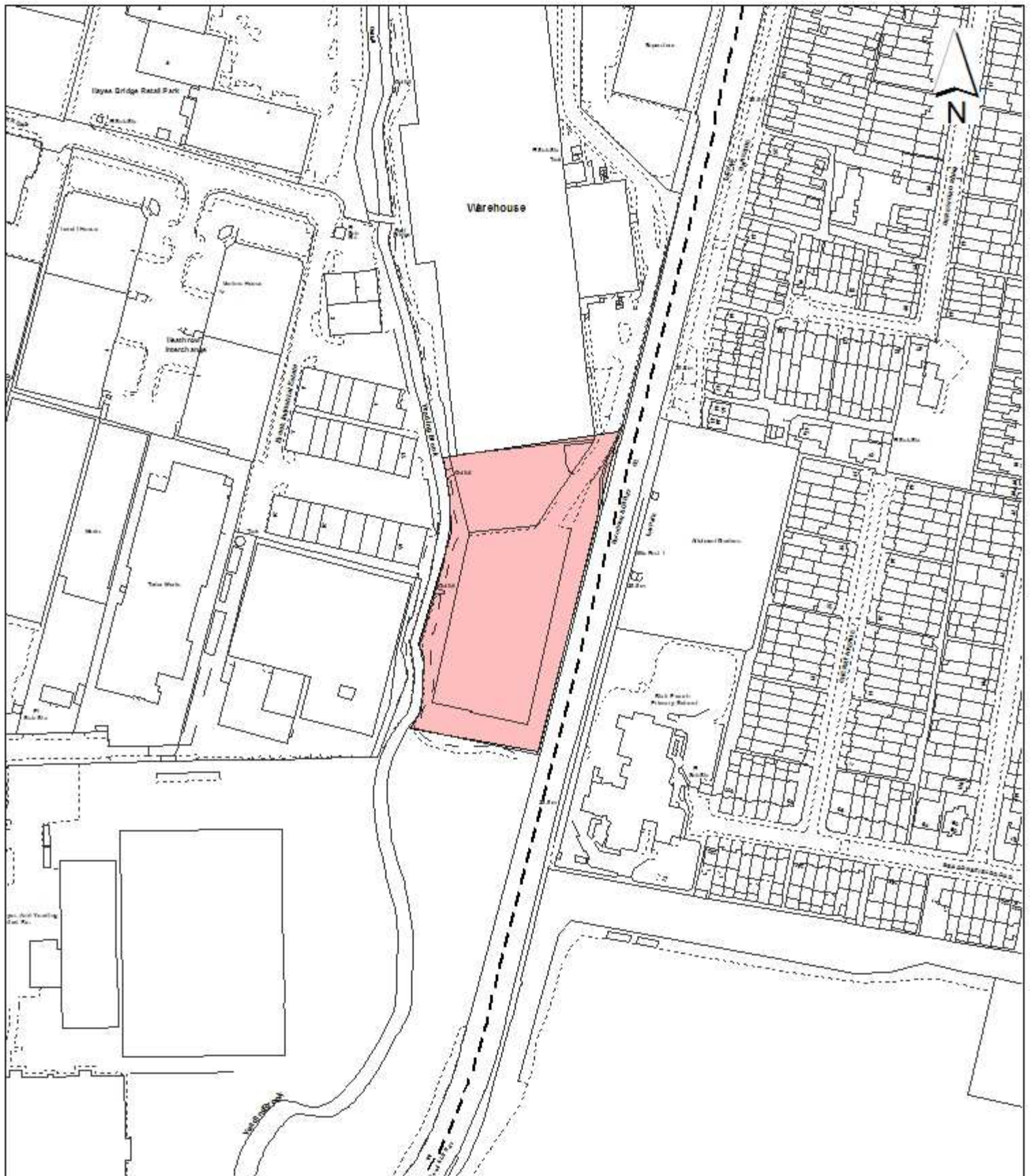
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CLIENT KNOWWASTE
PROJECT AHP RECYCLING PLANT
TITLE SECTIONS

SCALE 1:200 @
 A1
 REV 2

DWG. N° 4579-32003



Notes:

 Site boundary

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Site Address:

**Unit 4
1-3 Uxbridge Road**

Planning Application Ref:

1911/APP/2016/1472

Planning Committee:

Major Page 159

Scale:

1:2,500

Date:

July 2016

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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