



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** WEDNESDAY, 3 AUGUST  
2016

**Time:** 6.00 PM

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

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

## To Councillors on the Committee

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

**Published:** Tuesday, 26 July 2016

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*Putting our residents first*

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# Useful information for residents and visitors

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# A useful guide for those attending Planning Committee meetings

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## Petitions and Councillors

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

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

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

## How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

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### CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meeting held 21 June 2016 1 - 14
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

### PART I - Members, Public and Press

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

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### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Woodbridge House New Windsor Street Uxbridge  20590/APP/2016/1383	Uxbridge South	Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, resident's cafe/social room, ancillary buildings and associated parking and landscaping.  <b>Recommendation: Refusal</b>	15 - 44  222 - 241

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	1 Furzeground Stockley  37502/APP/2016/953	Botwell	Removal of existing pitched roof and the erection of a roof extension to provide 1,350sqm of office floorspace at third floor level, relocation of plant to rooftop enclosure, 220sqm of PV panels, associated recladding and refurbishment of existing building.  <b>Recommendation: Approval + Sec 106</b>	45 - 62  242 - 254
8	Bishop Ramsey C of E School Hume Way Ruislip  19731/APP/2016/2148	Eastcote & East Ruislip	Variation of condition 4 of planning permission ref: 19731/APP/2013/1292 dated 18/12/06 (amalgamation of upper and lower school sites to create one school campus and redevelopment of upper school site to include demolition and refurbishment of existing buildings, erection of new school buildings, new parking areas, access provision including a drop off point in Hume Way and playgrounds/sports facilities) to allow use of the Warrender Way pedestrian access for general pedestrian use between 0800 and 1430 on Saturdays and between 1800 and 2130 on school days, for a temporary period of 4 months between 30/06/16 to 02/11/16, to facilitate construction of a sports hall extension.  <b>Recommendation: Approval</b>	63 - 88  255 - 256

9	Heathrow Point West 234 Bath Road  41331/APP/2016/1035	Heathrow Villages	Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works  <b>Recommendation: Approval + Sec 106</b>	89 - 124  257 - 265
10	Holland & Holland Shooting School Ducks Hill Road  16568/APP/2016/939	Northwood	Amendment to Condition 2 (Approved drawings) of application 16568/APP/2015/3140 'Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage' to enclose the external plant area and make associated landscaping alterations.  <b>Recommendation: Approval</b>	125 - 144  266 - 273
11	Former Trimite Site Arundel Road Uxbridge  9117/APP/2016/278	Uxbridge South	Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sqm (GEA) including a new access off Ashley Road, a minor re-alignment of the highway, service yards, car parking and landscaping.  <b>Recommendation: Approval + Sec 106</b>	145 - 186  274 - 290
12	Kingsway House Horton Road Yiewsley  70438/APP/2015/4424		Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application) AMENDED RED LINE PLAN AND FLOOR PLANS RECEIVED  <b>Recommendation: Approval</b>	187 - 220  291 - 302

**PART I - Plans for Major Applications Planning Committee 221 - 302**



**Minutes**

**MAJOR APPLICATIONS PLANNING COMMITTEE**

**21 June 2016**

**Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge**

	<p><b>Committee Members Present:</b> Councillors Ian Edwards (Chairman), Roy Chamdal, Henry Higgins, John Morgan, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan and John Oswell.</p> <p><b>LBH Officers Present:</b> Charlotte Goff (Planning Officer) James Rodger (Head of Planning and Enforcement), Syed Shah (Principal Highway Engineer), Nicole Cameron (Legal Advisor) and Jon Pitt (Democratic Services Officer).</p>
14.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Eddie Lavery, with Councillor Roy Chamdal substituting.</p>
15.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Janet Duncan declared a non-pecuniary interest in agenda item number 6, Old Coal Depot, as she was a member of the Garden City Estate Residents' Association that was opposing the application. Councillor Duncan left the room during consideration of the item.</p>
16.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS HELD ON 11 MAY AND 31 MAY 2016</b> (<i>Agenda Item 3</i>)</p> <p><b>Resolved: That the minutes of the meetings held on 11 May and 31 May 2016 be agreed as accurate.</b></p>
17.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>No matters had been notified in advance or were urgent.</p>
18.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were Part I and would, therefore, be heard in public.</p>

19. **OLD COAL DEPOT, TAVISTOCK ROAD, YIEWSLEY - 18736/APP/2015/4457**  
(Agenda Item 6)

**Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure.**

**Introduction of the application**

Officers introduced the report, which sought the redevelopment of the Old Coal Yard to provide a materials recovery and recycling facility and Civic Amenity Site. The proposals would provide a Materials Recovery and Recycling Building (MRF), which would provide 15,581 square metres of floor space. A number of storage bays would house materials associated with the construction industry. External Processing and Storage Areas would be provided to the western side of the site for concrete and wood processing and inert material storage. Offices and associated parking would be provided for the site. The offices would be contained within a two storey building. A 220 metre railway platform was also proposed to allow loading and unloading of trains transporting materials to and from the site. The existing rail sidings would be retained and extended. Two weigh bridges would facilitate the weighing of vehicles entering and leaving the site and a civic amenity site would be provided with 22 parking bays.

The only difference between the proposals and the previously refused (2013) application was the reduction in the proposed capacity of the development from 950,000 tonnes per annum to 450,000 tonnes per annum.

A total of 974 neighbouring properties had been consulted, with site notices having been displayed at 22 locations within the Yiewsley and West Drayton area. 239 representations had been received, 2 had been in support, 6 provided general comments and 231 were objections. In addition, 9 petitions in objection to the scheme had been received, containing a total of 3,137 signatures.

The London Plan had designated the site as a strategic industrial location and as an industrial and business area in the local plan. Policies LE1 and LE2 of the Hillingdon Unitary Development Plan sought to retain land within these areas for B1, B2 and B8 uses.

The West London Waste Plan provided a policy framework for the assessment of applications for waste management facilities. The Old Coal Yard site had not been identified as a site for the provision of waste management during the period covered by the Plan. The Planning Inspector, upon examination of the West London Waste Plan, had concluded that the site would not be appropriate for such use. Appropriate sites had been identified and allocated to meet the need for waste management facilities.

The likely traffic impacts of the development were also a cause for concern, with the Council's Highway Officer having raised significant concerns about the quality and accuracy of the Transport Assessment. It was considered that the development would have significant adverse impacts on the free flow of the highway network in the Yiewsley and West Drayton Area and on highway and pedestrian safety.

The site had been almost entirely vacant since October 2015. Therefore, the



suggestion that traffic would not increase was considered to be incorrect as the baseline level of traffic was close to zero.

It had not been possible to make an informed assessment of the impact of the development on local area quality as the Air Quality Assessment was based upon assumptions from the Transport Assessment, which were considered to be flawed.

It was considered that the noise mitigation measures proposed would be likely to mitigate noise and vibrations resultant from HGV deliveries, internal loading/unloading and processing of recycling materials. The Council's Noise Officer had reviewed the application and had made no objections with regard to this and had recommended that conditions could be added in the event that the application was approved.

Members were referred to the addendum sheet circulated in advance of the meeting. This included that Network Rail had withdrawn their original comments and provided a holding objection to the scheme. There were concerns about public safety in relation to the proposed upgrade of the level crossing. It was recommended that a refusal reason be added in relation to this. An amendment to refusal reason 1 was recommended to add further reference to the West London Waste Plan. The addendum also included additional comments provided by objectors.

The application was recommended for refusal.

## **Petitions**

Multiple petitions had been received in objection to the application. In accordance with the Council's Constitution, the Chairman had determined that the petitioners would be allocated a total maximum of 25 minutes of speaking time. The petitioners had decided to allocate this time between four speakers.

Councillor Jan Sweeting spoke in relation to the main petition, making the following points:

- The petitions had been signed by a total 3,273 people. Several hundred other people representing, amongst others, local businesses and shops, had written letters of objection.
- The Committee was asked to reject the application on the basis that it would bring danger and misery to the residents of West Drayton and Yiewsley and result in increased traffic, as well as damaging existing businesses.
- Neighbouring business Tarmac had objected to the application on the basis that an additional railhead used by Powerday could have a severe impact on their operations as trains would be unable to leave their sites while trains were in the Powerday railhead.
- Petitioners considered the site to be completely unsuitable for use as an industrial waste plant as it would be in a town centre location where it would have a significant impact on the local community.
- The Council had previously determined on two occasions that the site was unsuitable for such a use.
- The Government inspector had considered that use of the site for waste recycling was "totally unacceptable" at its 2015 examination of the West London Waste Plan.
- Use of the site would also be unsuitable due to constant noise, increased pollution, additional traffic, the impact on the local economy and public health.
- 308 flats were being developed in nearby Tavistock Road. This would increase

traffic in the area, with traffic spilling out opposite the Coal Yard site.

- The site was within 50 metres of the nearest housing and would, therefore, affect thousands of local residents.
- Local residents would be overshadowed by the site, due to its elevated nature. The noise, odour and the view of the site would be detrimental to them. This would be made worse by the fact that the site would operate 24 hours a day. It was likely that the noise baffles proposed by the applicant would be inadequate.
- The submitted plans were for the processing of 950,000 tonnes per annum, but Councillor Sweeting felt that the applicant would have a strong incentive to increase the site's capacity in the event that planning permission was granted.
- Current operations of Powerday at the site had not been granted planning permission and had been the subject of an enforcement notice. This was already making the lives of local residents a misery.
- Access to the site was restricted, with the only access being via a narrow ramp. This would lead to the continuous queuing of traffic. Up to 400,000 additional vehicle movements per annum would be generated. Vehicle movements depended upon how much use of rail Powerday made, but the firm's suggestion that extensive use would be made of rail transport was not backed up by convincing evidence.
- The majority of vehicles accessing the site would be heavy goods vehicles, including bulk carriers, lorries and skips. The traffic forecasts made had not taken account of the size of the vehicles.
- The proposals would risk jeopardising the wider redevelopment of West Drayton and Yiewsley as no one would want to live, work or do business close to a waste plant.
- Concerns and objections raised by Transport for London were significant as they highlighted the traffic issues that the plant would cause.
- The application contained details of road traffic data from other sites, but it had not included any comparable data for rail freight movements. It was possible that Powerday may choose to use road transport instead of rail.
- The Council had already acknowledged the strategic importance of the site and had re-designated it from an industrial business area to an area for mixed use development, which would enable development to include small businesses, housing and community facilities.
- It was requested that the Committee reject the application. It was stated that the Council and the Committee was on the side of the people of West Drayton and Yiewsley, as were many local councillors, MP John McDonnell and the local Greater London Authority Member.

Keith Saunders spoke in relation to the traffic issues raised by the petitions, making the following points:

- Powerday had asserted that the level of traffic movement would not increase in comparison with their current operation.
- The firm's response to an enforcement notice against the current hours of operation was to seek planning permission. This evidenced that the current operation was taking place without permission.
- The Planning Inspector who had examined the West London Waste Plan had considered the access to the site to be "totally inadequate." He also concluded that local roads were unsuitable for the likely traffic volumes generated by the site and was concerned that the type of traffic would damage the local area.
- Powerday's current operation did not process anywhere near the amount of waste per annum that the application under consideration proposed. The

average loading would increase and the size of vehicles was likely to increase, along with traffic volumes.

- The firm had stated that it would not use Station Road in West Drayton for the movement of heavy goods vehicles. The only alternative to this would be to use Yiewsley High Street, where existing traffic levels and pollution were a cause for concern.
- Pollution levels in Tavistock Road were already close to maximum safe limits. The proposed scheme was likely to involve an increase in the movement of heavily laden HGVs.
- In a distance of one quarter of a mile after leaving the Old Coal Yard, a heavily laden HGV may have to stop at seven points. This would lead to increased congestion in the High Street, which was already slow moving at peak hours. An increase in stop-start traffic would also increase pollution levels.

Terry Morgan spoke in relation to the issues associated with Crossrail, regeneration and jobs raised by the petitions, making the following points:

- The development of Crossrail was having an impact on West Drayton and Yiewsley, with numerous housing developments being built in the area. This included developments either side of the canal bridge, south of the railway station and opposite the Old Coal Yard in Tavistock Road. House prices were increasing in the area.
- The character of the area had changed from predominantly industrial to commercial and residential use. The Council had reflected this change in the Local Development Plan, which was due to have its public examination later in 2016. It was proposed that the designation of the Coal Yard would be changed from an industrial and business area to mixed use, including public services and housing. This was consistent with a London Plan policy which stated that the redevelopment of surplus industrial land should "address local strategic objectives, particularly for housing and social infrastructure such as education, emergency services and community activities." Development should also focus around public transport links to enable higher density development.
- Powerday's proposals would create a large industrial unit within walking distance of the centres of West Drayton and Yiewsley, new housing developments and the Crossrail Station. Approval of the scheme would dissuade developers and potential residents, business owners and visitors from coming to the area.
- The Old Coal Yard site provided an opportunity for the provision of the public services required to support the new housing developments, such as schools, health facilities and open spaces.
- It had been stated by the applicant that the proposals would create 130 jobs. This was not challenged by the petitioners. However, the applicant had cleared the site of other tenants since making its previous application. This would have reduced employment, which should be set against any net gain in employment offered by the proposals.
- Some neighbouring businesses were concerned about the impact on their business as a result of increased traffic causing potential users to go elsewhere. This could lead to decreased profits and employment in the area.
- Congestion levels in Horton Road would increase, with businesses in Horton Road having told the campaign against the proposals that they were concerned about the impact of heavy goods vehicles.
- The proposals would be detrimental to the health of local businesses and to local employment levels.

David Andrews spoke in relation to the noise issues raised by the petitions, making the following points:

- Approval of the proposals would permit the Materials Recycling Facility to operate and vehicles to arrive / leave 24 hours per day, seven days per week. Outdoor loading and unloading would take place during a 12 hour period each day, while the outdoor crushing and shredding of materials would take place for up to 12 hours on weekdays and eight hours on Saturdays.
- Tavistock Road Residents had provided a log of noise nuisance caused by existing operations at the site to the Council. This demonstrated that noise nuisance was persistent through the night, on most days of the week.
- Powerday had not attempted to suggest that the noise had come from elsewhere. The firm had not shown a willingness to understand the impact of its operations or to engage with local residents. This did not give the petitioners confidence that Powerday would act as a responsible neighbour.
- It had been established that the majority of municipal and commercial waste processing in West London had been let on long term contracts to other firms, with the exception to this being the waste processed at Powerday's Old Oak Common facility.
- Powerday's website suggested that the majority of its business came from construction, excavation and demolition waste. This processing would involve timber shredding and concrete crushing.
- Noise produced by machinery operating at the site would not be comparable to the noise made by passing trains.
- It was questioned how robust and reliable the proposed methods of the shielding of noise emitted from the site would be. Noise would also be generated by HGVs travelling to and from the site on local roads.
- Overall, the best solution would be for the application to be refused.

In accordance with the Council's Constitution, Adrian James, representing the applicant's agent, Barton Willmore, addressed the Committee. The following points were made.

- A previous application had been made to the Council in 2013. A key Concern raised then, as now was the level of traffic that the proposals would generate.
- The 2013 application had been for a site with a capacity of 950,000 tonnes. The proposed capacity had been reduced in response to the refusal.
- The site had an established industrial storage use and had previously been used by railway companies for coal storage. There were currently a variety of uses at the site, with a wide range of vehicles already accessing it. The traffic generated by the Powerday proposals would be no worse than the traffic generated by previous uses and might be better as the site could currently be used 24 hours a day, 365 days a year with no restrictions on vehicle movements. The Committee had the opportunity to put in place a Traffic Management Plan as part of the application under consideration. This would specify the number of traffic movements, permitted hours of these movements and their routing. Such conditions would be enforceable by the Council.
- Concerns raised in relation to the application could be dealt with through planning conditions and it was requested that possible conditions be discussed by the Committee.
- Article 35 of the Town and Country Planning Development Order 2015 stated that when a refusal was made, there must be a reason within that refusal to set out what the planning authority had done to work with the applicant in a positive

and collective manner. The applicant had not had the opportunity to have such discussions with the Council. Additional information had been submitted in March 2016 in response to comments made on the proposals by Crossrail, the Environment Agency, the Greater London Authority, Transport for London, Natural England and Council departments. This information had dealt with a variety of issues raised. No response had been received, despite repeated attempts to make contact with officers.

- The agent had first heard that the application would be considered by Committee via a report in a local newspaper. He felt that the press must have been briefed in advance. The agent had only received official notification from the Council one week before the meeting. Powerday should have been notified in advance of the press having access to this information.
- Neither the GLA nor TFL had objected to the proposals in principal.
- Information had not been sought in relation to waste management. The applicant would be happy to provide such information.
- Network Rail would not be prepared to permit the use of a rail head if it posed any danger to the public.
- The West London Waste Plan was not concerned with the items that would be processed at the site and this was, therefore, not a relevant refusal reason.
- The development would help to meet the London Plan's target for self sufficiency by 2026. It would deal with waste that had been generated locally in West London and it was required that, where possible, waste should be dealt with close to the area in which it had been produced. The Planning Inspector had accepted that there may be sites, such as the application site, taken forward on sites that had not formally received permission. There were no alternative sites in West London to accommodate such a facility.
- The Inspector had noted that the site was well separated by from residential properties by the railway lines running close to the site. The Inspector was concerned about the impact of traffic generation and access to the site, rather than the specific use of the site.
- The officer report made clear that the proposals would be of acceptable appearance in the area. Given the proximity to the railway line, the scale of the development was justified and appropriate. The Head of Planning and Enforcement had been satisfied that there would be no harm to residential occupiers due to loss of privacy.
- The suggestion that the baseline traffic assessment was based upon current minimal use of the site was incorrect and the opportunity to review the document with Council officers would be welcome.
- There was an outstanding appeal in relation to an enforcement notice served by the Council in relation to the usage of a small section of the site, so this should not have an impact on the decision made.
- Comments made by Network Rail had not been addressed by the Highway Officer within the Committee report.
- In the event that the application was refused, the established long term use of the site would continue, with HGV usage continuing to be generated. It was therefore considered that the Transport Assessment was accurate.
- The application was a resubmission of a previously refused application. The current proposal was similar, with the main change being a reduction in the capacity of the site, which would lessen the traffic generated by the site.
- The proposals had always sought to provide no net impact in traffic terms and would give the Council the opportunity to monitor and restrict traffic movements.
- It was standard practice to consider the existing use of the site and the net impacts when compared to existing uses. The site had not been abandoned and

the existing use was a precursor to the use proposed by the application and its use was supported by Transport for London and Department for Transport guidance.

- The Council had identified the site as having an established industrial use and Network Rail had effectively confirmed that it did not have a strategic operational need for the site. The latter, in view of the Transport Assessment, had concluded that there would not be a significant increase in traffic in comparison to the baseline condition and also accepted that there would not be an increase in traffic at the level rail crossing. The site was nominated as a National Rail site and was protected for rail use.
- In comparison to the 2014 baseline, the proposals would result in hardly any increase in daytime vehicle movements and a reduction in evening vehicle movements.
- The size, specification and operating times of the civic amenity site could be agreed to comply with Council and any Network Rail requirements.
- A Council officer had contacted the agent on the day before the Committee meeting, enquiring about the proposed operating times of the civic amenity site. The agent advised that this would only be developed if the Council concluded that such a facility should be provided and that the provision could be subject to condition.
- Powerday was proposing that 300,000 tonnes of material would be transported by road. All material entering and leaving the site would be weighed on one of two weigh bridges. Therefore, the tonnage could be controlled by an enforceable condition. Delivery management could also be subject to condition and could be prepared in conjunction with Council officers and the local community in order to further minimise the impact on the area.
- In relation to the nearby residential development and the impact of traffic accessing both it and the Powerday site simultaneously, traffic surveys undertaken in relation to the residential development in 2012 and the applicant's survey undertaken in 2014 had predicted similar traffic flows. Permission had been granted to the residential development and co-use with nearby industrial development was considered to be acceptable.
- The residential development had been granted permission based upon the overall impact on the highway network. The first principle approach had been used for calculating existing site traffic and the impact of the traffic had been considered. This had been agreed by the Council and was the same as the methodology used by the applicant. The residential proposal had predicted a 40% increase in traffic turning in Tavistock Road in the evening peak. This had been deemed to be acceptable. The Council had been inconsistent and any capacity issues at the Tavistock Road / Station Road junction would not be exacerbated by the Powerday proposals.
- The traffic levels expected to be generated by the recycling facility had been calculated by Powerday using information in relation to similar sites operated by Powerday. Assumptions made had taken into account operational differences between sites. The Assessment had been understood and accepted by Transport for London. The trip generation estimated for the site had been shown to be robust.

In accordance with the Council's constitution, Councillor Peter Davis, Ward councillor for Yiewsley spoke in relation to the application. As a ward Councillor, Councillor Davis was entitled to up to three minutes of speaking time.

The following points were made:

- Councillor Davis welcomed the officer report, noting that he had received a significant amount of correspondence on the issue and that feelings were running high.
- The issue, which was of paramount importance to residents of Yiewsley and West Drayton, crossed the political divide. The presence of MP John McDonnell at the meeting, the MP for Hayes and Harlington, was noted, as was the letter in support of the petitioners that had been received from Boris Johnson, MP for Uxbridge and South Ruislip.
- The application had previously been considered and rejected twice by Hillingdon, in November 2011 and in December 2013. The site had been considered to be totally unacceptable for use as a waste and recycling site.
- The Councillor was puzzled by the resubmission of the application as nothing substantial had changed.
- Powerday had released a press statement on 20 January 2015. This had said that they would not be redeveloping the site for waste recycling purposes and would be consulting with local residents and groups concerning any future plans that the company had for the site.
- The objections to the proposals had been well stated by the petitioners and it was hoped that the Committee would consider these.
- Petitioners, local residents, businesses and other groups were firmly against the proposals. Hillingdon Council prided itself on putting residents first and had an opportunity to demonstrate this. On this basis, the application should be refused.

In response to a Member question to the applicant's agent, the following point was made:

- Part of the site that had been used by Powerday. This use had not been approved and the Council was taking enforcement action on the basis that the use was not established use. In Powerday's view, the current operation amounted to general industrial use and was therefore a permitted use. An appeal had been lodged with the Secretary of State on this basis, which would be heard later in 2016.

## **Discussion**

The Chairman advised that any issues relating to how the Council had informed the applicant that the application was due to be considered by Committee should be taken up separately outside the meeting. This did not have a bearing on the determination of the application.

The application was recommended for refusal on principal. Comment was requested from the Head of Planning on the impact of the proposals on the financial viability of Yiewsley and the extent to which the Committee could take into account the belief that there would be a negative impact on the vibrancy of the town centre, given the planned number of lorry movements. It was also asked whether the potential loss of development opportunity and the pending re-designation of the use of the site could be taken into account by the Committee.

The Head of Planning advised that a proposed refusal reason dealt with the adverse impacts upon the Highway network, but it would not be advisable to provide a separate refusal reason in relation to financial impact. It was considered that the applicant may appeal any refusal of the application. Therefore, it was important to have robust refusal reasons. The Council had, during development of policy documents, sought authority from Cabinet and full Council to use the Site Allocations document and the part 2 Local

Plan to use those documents for development control purposes. The Council had not yet adopted the Site Allocations document for development control purposes. Therefore, officers had not made reference to this in their planning reports. The focus was only on the part 1 Local Plan, which related to strategic policies. This did not refer to the fact that was proposed to designate the site as a residential, mixed use site, rather than as a waste transfer station.

Noise, pollution, odour and disturbance to the community had not been provided as a proposed refusal reason. The Chairman asked how these factors could be considered by the Committee and whether the proposed route to be taken by the HGVs had an impact on the decision. Officers advised that noise was one of the key material planning considerations, but it would be difficult to consider this as an extra refusal reason. The applicant had stated that they had reduced vehicle movements compared to the previous application, but the configuration of the site had not changed significantly. The Council's Environmental Protection Unit (EPU) had considered that, through planning conditions, it would be possible to mitigate noise issues. Government guidance specified that an issue that could be mitigated through conditions should not be cited as a reason for refusal. The EPU had not objected to the application currently under consideration as the site layout was the same. Approval of the previously refused application would have resulted in vehicles passing close to residential units and there had not been objections raised to this. Therefore, the Committee would need to explain why it had changed its view with regard to noise, in comparison to the previous application, if this was to be given as a refusal reason.

Officers advised that the reference made to West London Waste Plan in the officer's report referred to all types of waste. The applicant had suggested that construction and demolition waste had not been considered. The Head of Planning requested delegated authority to add a planning informative to the decision notice with regard to article 35 of the Town and Country Planning Order. This specified that the planning authority clearly and precisely state the full reasons for the refusal, specifying all policies and proposals in the development plan that were relevant to the decision. The informative would be used to specify how the Council had engaged with the applicant. It was noted that the Council had provided the applicant with consultation responses and that the applicant had not revised their proposals as a result of the concerns raised. The application was considered to be unacceptable in principle and therefore, there would not be as much engagement with the applicant as there would be for an application that was supported in principle.

The Committee noted that there were few changes in the application when compared to the previously refused application made in 2013. It was a concern that although the number of vehicle movements was proposed to decrease, that the tonnage per vehicle could increase. The new housing developments in the neighbouring area also made the application more unsuitable than it had been in 2013.

The size of the building proposed by the applicant was the same as in the original application and the applicant's suggestion that they would not use all the available capacity was felt to be unconvincing. It was suggested that an additional reason for refusal could be included to specify that the size of the building was considered to be excessive. It was also questioned whether it would be viable to add a planning condition in relation to access to the site. In relation to building capacity, officers advised that the original design of the building had been to enable HGVs to turn within the building itself and to accommodate plant for the proposed operations. Therefore, it was not necessarily practical for a reduction in the volume of waste coming to the site to result in a reduction in the size of the building. Officers considered that the impact of



vehicle movements associated with the building would be unacceptable in any case and it was therefore, unnecessary to make assumptions about an increased capacity that the building might theoretically be able to support. It could also be specified through a condition that the tonnage of waste being processed in the building be capped at a particular level.

Officers advised that the Council's access officer had not raised a particular issue in relation to the application. Therefore, it was suggested that accessibility should not be used as a possible refusal reason.

Concerns were raised that vehicle movements at the site could be more than predicted by Powerday.

Members considered that the officer report covered the key points in relation to the application well and that thanked the petitioners for their useful submission. It was reiterated that there had been little change to the proposals, compared to those that had previously been refused.

The Chairman advised that the Committee needed to consider whether the suitability of the site in relation to noise nuisance was a valid reason for refusal, given that there had been minimal changes since the previously refused application, which had not provided this as a reason.

The recommendation for refusal was proposed, seconded and upon being put to the vote, was agreed unanimously.

**RESOLVED: That the application be refused for the reasons set out in the officer's report, subject to the addendum sheet circulated and that delegated authority be granted to the Head of Planning to include an additional informative in relation to Article 35 of the Town and Country Planning Development Order 2015 to specify the policies of the local development plan that were relevant to the decision.**

20. **T5C, HEATHROW AIRPORT - 47853/APP/2016/1157** (*Agenda Item 7*)

**Consultation under part 8 of the Town and Country Planning (General Permitted development) Order 2015 for the erection of a Baggage Recovery Facility (BRF) and Utility Storage Device (ULD) Store.**

Officers introduced the report in relation to the proposed consultation response regarding a proposal to build a Baggage Recovery Facility and storage facility for Utility Loading Devices to the north of Terminal 5 at Heathrow Airport. The proposals were located within the green belt. The principal of development at Terminal 5 had been considered by the Planning Inspector at the Terminal 5 enquiry. It was noted that the proposals related to an airside development. There were no associated highway issues and the development would be 1.5 kilometres from the nearest residential properties. Accordingly, officers recommended that no objection be made to the proposals.

The recommendation to make no objection to the proposal as part of the consultation was proposed, seconded and upon being put to the vote, was agreed unanimously.

**Resolved: That no objection be made as part of the consultation.**

21.	<p><b>TEMPORARY CAR PARK SITE, SEALAND ROAD, HEATHROW AIRPORT - 65688/APP/2016/1929</b> (<i>Agenda Item 8</i>)</p> <p><b>Reserved matters (details of landscaping) in compliance with condition 2 of outline planning permission ref: 65688/APP/2016/94 dated 7/3/2016 (erection of a multi deck car park for use by Gate Gourmet and British Airways staff).</b></p> <p>Officers introduced the application, which was to provide details of landscaping in relation to a previous application for construction of a multi storey car park at Heathrow Airport. Construction of the car park had been approved by the Committee in March 2016. This included the provision of 1,022 parking spaces, motorcycle bays and electric vehicle parking. The application was recommended for approval.</p> <p>The recommendation for approval was proposed, seconded and upon been put to the vote, was agreed unanimously.</p> <p><b>RESOLVED: That the application be deferred for approval by the Head of Planning under Delegated powers. This approval would be subject to the conditions and informatives set out in the officer's report.</b></p>
22.	<p><b>RMA OFFICES, ST ANDREWS PARK, UXBRIDGE - 585/APP/2015/1297</b> (<i>Agenda Item 9</i>)</p> <p><b>Reserved Matters Application for the erection of 1 x 5 storey office building and 1 x 4 storey office building with associated plant, parking and landscaping.</b></p> <p>Officers introduced the report, which related to Reserved Matters in relation to the layout, scale, appearance and landscaping of a previously approved application for the construction of two office buildings at St Andrews Park. It was proposed that shared parking would be provided in a basement car park, to be used by both office users and local residents. Members were referred to the addendum sheet circulated, which proposed amendment to the wording of the proposed approval condition number 3. Approval of the application was recommended.</p> <p>A Member raised concerns with regards to a nearby barrier that had been put in place to prevent through traffic passing between Chippendale Waye and Vine Lane. Access was only due to be available to available to emergency services, but it appeared that 2,000 to 3,000 passes to the barrier had been issued to local residents. It was questioned whether passes would be issued to everyone who worked in the office, which would lead to increased traffic congestion. Officers advised that the issue raised was separate to the planning application under consideration and was an enforcement issue that officers were trying to resolve.</p> <p>It was questioned whether officers could be sure that the parking would be a shared facility, which would also be available for use by non users of the office. Officers advised that a link to the plaza area would be developed to ensure that the public could access the car park. There was also a planning condition associated with the outline application, which specified that the parking should be shared.</p> <p>The recommendation for approval was proposed, seconded and upon been put to the vote, was approved unanimously.</p> <p><b>RESOLVED: That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the conditions and</b></p>

	<b>informatives set out in the officer's report and subject to any changes negotiated by the Head of Planning and Enforcement prior to the issuance of the decision.</b>
	The meeting, which commenced at 6:00 PM, closed at 7:50 PM.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Jon Pitt on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

**The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.**

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

**Address** WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

**Development:** Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, resident's cafe/social room, ancillary buildings and associated parking and landscaping.

**LBH Ref Nos:** 20590/APP/2016/1383

**Drawing Nos:** 447/TP/000  
447/TP/001  
447/TP/002  
447/TP/003  
447/TP/004  
447/TP/005  
447/TP/006  
447/TP/007  
447/TP/008  
447/TP/009  
E10 14  
CO2 15 G  
CO2 15 F  
CO2 15 R  
CO2 15 S  
CO2 15 E1  
CO2 15 E2  
CO2 15 D  
Design and Access Statement April 2016  
Planning Statement March 2016  
Air Quality Statement

**Date Plans Received:** 07/04/2016                      **Date(s) of Amendment(s):**

**Date Application Valid:** 20/04/2016

### 1. **SUMMARY**

The application proposes the demolition of existing almshouses and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats for live-on-site staff and an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through

alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The National Planning Policy Framework (NPPF) is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the stated public benefits has been considered against the loss of the Heritage Asset and, given the value of the Heritage Asset and the professional opinion of the Access Officer that the buildings could be adapted, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be unacceptable.

The application is therefore contrary to Policy BE4 and BE8 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

## 2. **RECOMMENDATION**

### **REFUSAL for the following reasons:**

#### **1 NON2 Non Standard reason for refusal**

The total loss of Woodbridge House, a locally listed building and non-designated heritage asset of considerable local significance, would be to the detriment of the historic character, identity and distinctiveness of the immediate area and cause substantial harm to the special architectural and historic character of the Rockingham Bridge Conservation Area. In these respects, the proposal would fail to meet the requirements of Paragraphs 132, 133 and 135 of the National Planning Policy Framework (NPPF), London Plan Policy 7.8 and Policies BE4 and BE8 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **2 NON2 Non Standard reason for refusal**

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of off-site sustainability contribution to a carbon fund). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Borough of Hillingdon's

## INFORMATIVES

### 1 152 **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).

### 2 153 **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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
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 3.8	(2011) Housing Choice

LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2015) Sustainable design and construction
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.14	(2015) Improving air quality
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF12	NPPF - Conserving & enhancing the historic environment

### **3 159 Councils Local Plan : Part 1 - Strategic Policies**

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

#### **4**

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

### **3. CONSIDERATIONS**

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

The site is located to the north of, and accessed from, New Windsor Street approximately 400 metres west of Uxbridge Town Centre. It is in a secluded 'precinct-type' location, sitting behind buildings fronting New Windsor Street and behind buildings in the Lynch, to the west, and Lawn Road, Cross Road and Lynch Close to the north and east.

The site provides almshouse accommodation for elderly residents of Uxbridge. The existing two storey building on the site is 'U' shaped and sits around a central courtyard that is now utilised to predominantly provide 12 parking spaces and for vehicle turning, though some soft landscaping is present. The building, known as Woodbridge House, dates from 1905 and was designed by local architect William Eves. There have been additions to either end of the building (to provide staff accommodation and ancillary office provision) plus other additions such as a glazed 'cloister' to the front of building. To the north, east and west of the buildings are further areas of soft landscaping.



The site is owned and run by Uxbridge United Welfare Trust and information submitted within the application states that the Trust has provided almshouses for the community of Uxbridge since the 1720s. The Trust's Mission Statement is given as: 'The Trust maintains and improves the living conditions of the community within the almshouses, and maximises the assistance available to those in need within the area of benefit'.

The site has a Public Transport Accessibility Level (PTAL) of 4 and sits within the Rockingham Bridge Conservation Area, with the building itself locally listed. The site is also within an Archaeological Priority Area, an Air Quality Management Area and is within the Developed Area, as designated within the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The application proposes the demolition of the existing almshouses and other buildings on the site (20 existing almshouse bed-sit units, 2 No. 2 bed flats and a 3 bedroom house) and the construction of a new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats for live-on-site staff and, in order to finance the modernisation of the almshouse stock, an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over. These units would also be part of the sheltered, warden controlled environment. Also proposed are an ancillary staff office (to include kitchen, store and meeting room) plus a communal social room/cafe with kitchen for the residents.

The buildings proposed are three storeys in height, with a section of two storey height in the north west corner. Rather than provide internal corridors the scheme incorporates external sheltered circulation routes, predominately to the rear. A 'Cloister' is proposed at ground floor level that spans the front of the 'u' shaped layout and incorporates a 'gate house' entrance. Within this space the internal courtyard will be redesigned to create an external partially soft and partially hard landscaped area for use by residents.

8 parking spaces and a buggy/bike store are proposed to the west of the site adjacent to properties on The Lynch. Parking is proposed as staff/visitor parking and incorporates 2 disabled parking bays and 1 electric vehicle charging point. To the north of the buildings an area of soft landscaping is proposed plus a plant and store room. To the east of the site a private resident's garden is proposed with further soft landscaping.

### **3.3 Relevant Planning History**

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

The site has been subject to a small number of previous planning applications for minor extensions.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

## UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2015) Sustainable design and construction
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2011) Sustainable drainage

- LPP 5.15 (2015) Water use and supplies
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2011) An inclusive environment
- LPP 7.4 (2011) Local character
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.9 (2015) Heritage-led regeneration
- LPP 7.14 (2015) Improving air quality
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- NPPF12 NPPF - Conserving & enhancing the historic environment

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

- 5.1** Advertisement Expiry Date:- **25th May 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

16th May 2016

## 6. Consultations

### External Consultees

Consultation letters were sent to circa 130 local owner/occupiers and site notices were also posted. 2 petitions have been received, one in support of the application and one objecting to the development. In addition 16 letters of objection have been submitted against the proposals.

#### PETITION IN SUPPORT

The petition in support of the proposals (76 signatures) states:

'We the undersigned as local residents of the London Borough of Hillingdon petition the council to approve the planning applications to replace the outdated, tired and uneconomical Woodbridge House with modern almshouses and apartments that offer life time homes standards and step free access for all.'

#### PETITION OF OBJECTION

The petition of objection to the proposals (21 signatures) states:

'We the undersigned petition Hillingdon Council to reject the planning permission to demolish to current Woodbridge House Almshouses. We believe that the application undervalues the contribution that Woodbridge House makes to the Rockingham Bridge Conservation Area and the degree of harm that will be suffered if it is lost.'

Woodbridge House was built in 1908 in a garden suburb style with its port hole windows and decorative chimneys. It was designated as a 'locally listed' building by Hillingdon Council within the Rockingham Bridge Conservation Area. We don't believe this should be lost.'

#### LETTERS OF OBJECTION

The 16 letters of objection to the proposals can be summarised to cover the following points:

- Detrimental impact on the character of the area
- Loss of a outlook/visual amenity
- Almshouses contribute to the heritage/history of the area and should be retained
- Existing buildings are of high quality
- Damage to architectural legacy
- Loss of daylight
- Loss of privacy
- Insufficient parking and increase in parking stress
- Impact on highway safety
- Increase in noise
- Detrimental impact on residential amenity
- Heritage Statement undervalues contribution Woodbridge House makes to Conservation Area
- Existing building compliments area and proposal will not
- Benefits of new scheme do not outweigh harm should building be lost
- Existing buildings remain viable
- Unsympathetic design
- Inappropriate materials
- More than 8 units will be private rentals
- Increased risk of flooding
- Loss of security
- CGIs are incorrect and deceiving
- Renovation of existing roof space should be investigated further
- Detrimental impact on wildlife (bats)

- Detrimental impact on amenity during construction
- Level of care is lower than stated and therefore staff accommodation is not required
- Insufficient detail on transitional arrangements
- Numerous existing residents with mobility issues and no evidence of difficulties
- No evidence that accommodation for elderly couples is required
- Damage to adjacent buildings
- Air pollution
- Detrimental impact on property values
- Stress causation to pets
- Health and safety during construction
- Who will police parking during construction
- Alternative sites should be further investigated

#### UXBRIDGE LOCAL HISTORY AND ARCHIVES SOCIETY

The members of this Society would be saddened to see the demolition of this listed building, since it is of impressive appearance and was designed by William Lionel Eaves, an Uxbridge Architect. We hope that it can be adapted for continued use.

If this is found impossible, then we request that a full photographic record of the site be made, and deposited in the Borough Archives in Uxbridge Central Library.

#### NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly NATS has no safeguarding objection to the proposal.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgement of its impact on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Uxbridge; Colne Valley.

In pre-application consultation I advised the applicant to submit a desk-based assessment in support of this application because the proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area. The latter relates to the medieval and postmedieval town which was focused along the High Street but by 1754 (Rocque's map) included a road running down to the river and buildings in this general area.

This part of the Colne Valley is also well known for important late glacial and early post-glacial hunter-gatherer occupation sites and associated palae-environmental remains. Well preserved sites of this period are rare and likely to be of national importance. This site lies close to the boundary between the alluvial river floodplain and the terrace gravel which could be a favoured topographical location for early prehistoric settlement, although the existing development will presumably have caused some disturbance. Unfortunately, the applicant has chosen not to take this advice and has submitted a heritage statement which explicitly does not consider buried archaeology. I am therefore unable to recommend a favourable determination of this application at the present time.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures. The report should focus on the issues identified above, and in particular create a geo-archaeological deposit model to assess whether there is potential for in-situ survival of early prehistoric remains. Depending upon the results there may be a need for field evaluation test pits or trenches to inform the planning decision.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is no feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal. Further information on archaeology and planning in Greater London is available on the Historic England website. Please note that this advice relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

Case Officer's Comments:

Should the application be recommended for approval then a condition could be added to require the study/assessment requested by GLAAS. As such the lack of such an assessment is not deemed sufficient to warrant a reason for refusal of the proposal.

### **Internal Consultees**

A request has been received from a Ward Councillor that this application be presented to the Major Applications Planning Committee.

### **FLOOD AND WATER MANAGEMENT OFFICER**

The site appears to currently discharge to soakaways, any new proposal for this site would need to confirm the adequacy of these systems and ensure that their design meets current standards for controlling water on site.

Therefore the following condition is requested:

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:

Manages Water

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

a) Suds features:

- i. incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

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

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

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

- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
- ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

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

Thereafter the development shall be implemented and retained/maintained in accordance with these details for 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 (July 2011) 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 (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

WASTE SERVICES

The proposed scheme provides sufficient space for the refuse and recycling requirements. As such Waste Services has no objection to the proposals.

## S106 OFFICER

### Heads of Terms

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

### Case Officer comment's:

The proposed Heads of Terms have been discussed with the applicant and the Council's S106 Officer. Given that there are no S278/S38 works, Air Quality Monitoring or Travel Plan required for the development it is considered that these Heads of Terms are not relevant or appropriate. Also with regards to the Trust's charitable status the Construction Training and Project Management and Monitoring fee are deemed overly burdensome. The Council's Sustainability Officer has however requested an off-site contribution of £8,856, which is deemed appropriate and would be an agreed Heads of Term should the application be recommended for approval.

## CONSERVATION AND DESIGN

### a. The Existing Building

Woodbridge House was built in 1906 by the celebrated local architect, William Eves, for the Uxbridge United Charities. It is a two storey, U shaped building, arranged around a central courtyard. It was designed in the style of 'workers' cottages', each ground floor flat being handed, the paired front doors having an external door between, leading to the first floor flats above, though with some slight modification to this at the corners.

In external appearance, Woodbridge House has many similarities with the cottages built (a few years later) by Parker and Unwin at Hampstead Garden Suburb. Very much in the style of vernacular cottages, Woodbridge House has features such as steep roofs, dominant and ornate chimney stacks, the pairing of dormers which break the eaves line, open eaves, applied timber framing in the gables, ornate brick banding, runs of three side-hung casements, the use of 'oculi', the finishing of upper walls in whitewashed roughcast with the lower in brick, and the arrangement around planned open spaces.

The original plans and elevations demonstrate that much of the external appearance of the front of the building, together with its general layout, have survived intact, a tribute to its being used as almshouses for over a century. Woodbridge House also appears to be in good condition, having been well maintained over the years.

Although acknowledged as not being quite statutorily listable (neither are the cottages at Hampstead Garden Suburb), Woodbridge House is considered to be a very good locally listed building, which makes a positive contribution to the special architectural and historic interest of the Rockingham Bridge Conservation Area.

Rockingham Bridge Conservation Area was designated three years ago, in December 2012. At the time of designation, a leaflet was published with a Statement of Significance. This states that the Conservation Area is characterised by good quality, tightly developed 19th century two storey workers' terraces, that it has an urban character, softened by green spaces and modest plot sizes. Woodbridge House though a little later in date, is nevertheless very much consistent with this character.



The Statement picks out for particular mention: Rockingham Bridge, Union Villas, Woodbridge House and Fassnidge Park. Woodbridge House is the single, most important building in the Conservation Area, and the only one to be locally listed. It is thus a very important contributor to the special architectural character of the Conservation Area.

b. The Proposed Building

Without prejudice to the above, the replacement buildings have been assessed for their architectural merit, and ability to integrate with the character and context of the Conservation Area.

The buildings are three storeys, rather than two as now, and have been arranged around a smaller courtyard, each side being linked by a service core and cloister. There are outward facing walkways linking the flats on the second floor: a difficult plan to reconcile successfully with the traditional roofscapes in the Conservation Area. The development would certainly be visible from the wider area and the spaces within and around the buildings would be impacted by the extra storey height and reduced courtyard.

However the pre-application comments have been taken on board and the overall design now exhibits a much clearer vertical emphasis and cohesion of architectural elements, roof line and materials. Remaining concerns relate to the degree of dominance of the second storey windows in the courtyard and the heavy impact of the second storey walkways (on both the garden side and the Fassnidge Park side) on the roofscape of the external elevations. Also, whilst understanding the thinking behind the palette of browns and greys, there is a concern that such a large group of buildings might appear very dark overall.

c. Policy

The Rockingham Bridge Conservation Area is a designated Heritage Asset and Woodbridge House, through its local listing, has been identified as a Heritage Asset in its own right. It has also been highlighted in the Council's 'Statement of Significance' as making a positive contribution to the special architectural and historic character of that Conservation Area.

The NPPF (Para 126) advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. Conservation is defined as 'maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances' its significance.' (Appendix 2)

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Conclusions:

Woodbridge House is a locally listed building of some quality, which makes a positive contribution to the character of Rockingham Bridge Conservation Area. It has been well maintained and appears to be in good condition. It is understood that it is fully occupied. The Access Officer has suggested some alterations to the ground floor to make it more accessible. Moreover, potential alterations/additions at the rear, to increase the floor area of some at least of the flats, have been discussed with the applicants.

It is considered that the significance of Woodbridge House is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area. In weighing the scale of the loss (total) with the significance of the building (sizeable), the argument for retaining the building is very strong.

Recommendation: Unacceptable

#### ACCESS

In assessing this application, reference is made to the National Planning Policy Framework [NPPF]: conserving and enhancing the historic environment, Easy Access to Historic Buildings (Historic England, June 2015), and the Equality Act 2010.

The existing Almshouse complex was built in circa 1906, and Woodbridge House is understood to be a locally listed building. NPPF, paragraph 133, states that:

"Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use"

In view of the Uxbridge United Welfare Trust's aspirations to improve accessibility, I visited during October 2015 to carry out an assessment. The existing courtyard is block paved and provides some 12 parking spaces. The route from the car park to the external walkway, which leads to the ground and first floor flats, is essentially level. The threshold and water bar leading from outside into the external walkway does however exceed a height difference of 15 mm, resulting in an undesirable level difference between the external paved area and internal floor. The walkway floor has a crossfall gradient in excess of 1:60. However, it is considered that these two design issues could be remedied without too much disruption or cost.

Gaining access into the ground floor flats is via a 150-180 mm step up. The external walkway could be gently graded (1:21) to eliminate the single step leading to the flats. The door widths leading to and into the flats are, at 790 mm, considered to be acceptable. The front door to the flat visited led directly into a good-sized bedsit, and the accommodation benefits from a separate shower room and kitchen. The bathroom visited measures 4.16 m<sup>2</sup> and achieves an effective door opening width of 640 mm. The space has potential to achieve a level access showering area of 1200 x 1200 mm directly opposite the door opening. The toilet pan could be positioned adjacent to this area, with a half pedestal hand basin on the return wall in front of the toilet. The cupboard space could be relocated to the area where the toilet pan is currently positioned. To allow wheelchair access, the bathroom door would need to be widened to achieve a clear opening of no less than 800 mm.

I accept that the existing Almshouse accommodation, and particularly the first floor flats, could never be fully accessible to older and disabled people with more complex care support needs. However,

the primary function of the UUWT, I believe, is to provide residence for older persons, who find themselves impoverished and distressed. I also consider that persons with more complex support needs would meet the criteria for Social Care, and in all probability would be provided with accommodation where their mobility and/or care support needs could be fully met. Whilst the provision of modern, fully accessible accommodation would ordinarily be welcomed, I am of the professional view that accessibility improvements to the ground floor accommodation are possible, without harming the heritage asset, and thus allowing those who have an age-related mobility impairment to avail themselves of the charitable services offered by UUWT.

Should the council be minded to approve the application, it should be noted that page 67 of the Design & Access Statement refers to the Lifetime Home Standards and Category M4(1), as one and the same, which is not the case. In accordance with London Plan Policy 3.8, any approved redevelopment of the site would be subject to compliance with the Housing Technical Standards, which came into effect on 1st October 2015. To this end, 10% of the proposed residential units should meet the standards for M4(3) Category 3 - Wheelchair User Dwellings, with all remaining units designed to the standards for M4(2) Category 2 - Accessible and Adaptable Dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition.

The submitted drawings lack the necessary detail to determine whether the technical standards referred to above could be successfully incorporated into the proposed flat layouts.

Conclusion: unacceptable.

1. Accessibility improvements could be made to allow reasonable use of the site for persons with impaired mobility.
2. To support any approval, revised floor plans of at least 1:100 should be requested as a prerequisite to any planning approval. These should include furnished planned layouts, which clearly demonstrate the access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

#### LANDSCAPE ARCHITECT

Tree Preservation Order (TPO)/Conservation Area: This site is within Rockingham Bridge Conservation Area.

Significant trees / other vegetation of merit in terms of Saved Policy BE38: There are several trees on and adjacent to this site. Most of the trees appear to be far enough away from the proposals to be unaffected (directly); however, the trees could be indirectly affected by construction-related activities / storage of materials etc.

Scope for new planting: This matter can be dealt with by condition.

Recommendations: In order to show that this scheme makes adequate provision for the protection and long-term retention of valuable tree/s, the following detail is required (in accordance with BS 5837:2012):

A Tree Survey to categorize the trees on and off site;

An Arboricultural Impact Assessment showing existing and proposed levels (any proposed changes in levels must be clearly defined and shown in colour on the plans)

ALL existing and proposed drainage must be shown

A Tree Protection Plan to show how the trees (to be retained) will be protected during development;.

An Arboricultural Method Statement to show any incursion into tree root protection areas (RPA's) will

be addressed.

Details of how the tree protection measures will be assessed before demolition / construction starts and how the tree protection (and any procedures described within approved arboricultural method statements) will be supervised during construction.

A landscape scheme should also be submitted and any new tree planting specifics should be provided and must conform to BS 8545:2014.

Conclusion (in terms of Saved Policy BE38): Acceptable subject to conditions to RES8, RES9 and RES10.

#### HOUSING

Any new residential development on the site of over 10 units will be expected to provide 35% affordable housing.

Case Officers comments:

The proposed development incorporates 20 almshouses that the applicant has confirmed via email of the 12/07/16 will be available at 80% or less of market rate, therefore qualifying as affordable housing.

#### HIGHWAYS

I have considered the above application and have the following comments:

The site is located off New Windsor Street (A4007) which is a classified road. The site is on the edge of the Uxbridge Controlled Parking Zone.

The site has a PTAL value of 4 (good), which is a result of the proximity of local bus services and the 700+m walk from Uxbridge Station.

The site has a private vehicular and pedestrian access off New Windsor Street.

The site has approximately 12 car parking spaces available off the New Windsor Street access under the current arrangements

The proposals include the demolition of the existing 20 bedsit/studio almhouse facility and replacing it with 20 bedsit/studio flats+2x2bed staff flats and 8 sheltered housing flats.

The existing access is being re-used as part of the proposed development.

8 car parking spaces are proposed along with mobility scooter parking and EV charging point and a car parking management plan.

There is sufficient room within the development to provide the proposed car parking spaces and for vehicles to enter and leave the site in a forward direction.

On the basis of the above comments no highway objections are raised.

#### SUSTAINABILITY

I have no objections to the proposed development subject to the following:

The energy strategy (Woodbridge House, Uxbridge, February 2016) shows that the development does not achieve the required 35% reduction in CO2 from 2013 Building Regulations. The development is short of its target by 4.92tCO2/annum. Consequently, the development is not policy compliant. However, the attempts made to make the development compliant have been robust and are acceptable in principle. Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite.

The contribution is calculated using the 'Greater London Authority guidance on preparing energy assessments' (April 2015). This sets a contribution value of £60/carbon tonne/annum for 30years.

In this instance, the development would be compliant with Policy 5.2 subject to the following

condition and a contribution of £8,856 (4.92CO<sub>2</sub> x £60 x 30years).

#### Condition

Prior to the commencement of development, full details of the PVs required to meet the CO<sub>2</sub> reductions set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The details shall the specifications of the PVs selected, as well as roof plans and elevations showing the PVs. The development must proceed in accordance with the approved plans and details.

#### Reason

To ensure the development reaches the carbon reduction targets set out in the London Plan.

#### ENVIRONMENTAL PROTECTION UNIT

With reference to this planning application I have no objections subject to the following conditions respectively:

#### Air extraction system noise and odour

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

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

#### AIR QUALITY

The applicant has addressed how any potential impacts of the development will be controlled during both construction and operation. I can confirm that I have no air quality objections to the development provided appropriate conditions are attached. Please see below for consideration:

None of the development hereby permitted shall be commenced until an Air Quality Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as soon as the scheme hereby permitted is brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall incorporate as minimum the following components:

- a) The demolition and construction of the proposed development to be carried out as detailed in the requirements introduced by the Mayor of London, SPG, 'The control of dust and emissions during construction and demolition;
- b) Compliance with the requirements listed in the London's Low Emission Zone for non-road mobile machinery. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out below. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments. All Non-Road Mobile Machinery ( NRMM) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

- c) Mechanical ventilation including NOx/NO2 filtration is included for all habitable rooms in the residential units across the ground and 1st floors. The filtration system shall secure compliance with the EU Directive 2008/50/EC (the CAFE Directive) European Union Air Quality and the inlet positioned away from major traffic sources. This will provide a supply of clean air to rooms affected by any high pollution levels. Natural ventilation is only permitted for rooms located second floor level or above with inlets positioned at this level or above and away from major traffic sources to ensure the supply of clean air. The height at which this may occur may need to be estimated by detailed modelling to accommodate any on-site energy emissions.

- d) Compliance with the specification of the energy production unit as efficient ultra-low NOx gas boilers;

#### REASON

In order to protect residents from poor air quality and safeguard human health in compliance with policy 5.3 of the London Plan (2015); paragraph 124 of the NPPF, policy 7.14 of the London Plan.

## **7. MAIN PLANNING ISSUES**

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

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

Policy H3 of the Hillingdon Local Plan states that the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought.

The development proposes the demolition of the existing staff accommodation and studio units and the erection of 30 units to include one bedroom flats plus staff accommodation. The development in use class terms is considered an acceptable use on a brownfield site and would represent an increase in residential accommodation, in accordance with Policy H3 of the Hillingdon Local Plan (November 2012). The site is currently in residential use and therefore the principle of residential use on the site is already established.

However Policy BE4 of the Hillingdon Local Plan (November 2012) states that there will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area and Policy 7.8 of the London Plan (March 2015) states that development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

The Rockingham Bridge Conservation Area is a designated Heritage Asset and Woodbridge House, through its local listing, has been identified as a Heritage Asset in its own right. It has also been highlighted in the Council's 'Statement of Significance' as making a positive contribution to the special architectural and historic character of that Conservation Area.

Having reviewed the proposals and the submitted Heritage Statement it is considered that there is insufficient justification for the demolition of the existing heritage asset. The applicant's main argument for the demolition of the building is that it is no longer fit for purpose as it is not sufficiently accessible and could not be adapted to achieve this. However the Council's Access Officer has visited the site and is of the view that the buildings could be adapted to reach an acceptable degree of accessibility for residents.

The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss' the applicant has put forward the following arguments:

1. The proposal replaces units that are cramped and inaccessible to older, less mobile users and not capable of improvement through demonstrably viable adaptation, with highly specified, accessible units.
2. It performs an environmental role in reducing energy usage and CO2 emissions, through good design, improved building fabric and energy generation on-site.
3. It increases sheltered housing provision in a location determined by LP and Borough planning policies to be highly desirable for such uses, avoiding isolation and social exclusion.
4. It provides 67% of units within the scheme at a recognised level of 'affordability'.
5. It is financed without contribution from the public purse and directly supports the Local Authority's Housing Department in providing accommodation for the elderly.
6. It addresses an identified and increasing deficit in specialist elderly housing provision in both the Borough and London-wide.
7. It enables The Trust to maintain a use on this site that contributes importantly to the social fabric of Uxbridge.
8. It enables The Trust to reduce present inequality and discrimination in the accommodation offers it is able to make.

The value of the stated public benefits has been considered against the loss of the Heritage Asset. There would be no net increase in the number of affordable units as a result of the development. The reduction in CO2 emissions is limited and not even policy compliant. The slight increase in units is not of the magnitude it could be given substantial weighting. The existing complex of 20 units seems to be very popular and is already successfully addressing exclusion and contributing to the social fabric of Uxbridge. The Council's Access Officer has visited the site and concluded that the existing building could be amended to create accessible units, all be it on the ground floor only.

In summary, although the eight public benefits the applicant says apply are all laudable, none could be given substantial weighting. Given the substantial value of the Heritage Asset, the remaining stated public benefits are not deemed to outweigh the harm caused by the loss of the existing building. The principle of the demolition of the existing locally listed building and replacement with the proposed development is therefore considered to be unacceptable.

The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

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

The application site has an area of 2,725 sq.m which equates to 0.275 hectares, and the proposed development is for 30 units. This results in a proposed density of approximately 110 units per hectare.

In terms of habitable rooms the 28 No. 1 bed units have a kitchen/diner/living room space of 27 sq.m approximately, plus a bedroom. This equates to 3 habitable rooms each = 84 habitable rooms.

The 2 No. 2 bed units (staff) have 4 habitable rooms each = 8 habitable rooms.

Total proposed habitable rooms is therefore 92 and results in 340 Hr/Ha.

The London Plan's 'Sustainable Residential Quality Matrix' is used to determine the acceptability of density for proposed new development. For an application site with a PTAL



(Public Transport Accessibility Level) of 4 in an urban setting (predominantly dense development, terraced houses, between 2 and 4 storeys, within 800 metres of a District Centre) the indicative densities by PTAL and setting are 200-700 Hr/Ha and for smaller unit sizes (2.7-3.0 Hr/Ha) = 70-260 Units/Ha.

The proposed development therefore accords with the density ranges deemed appropriate with the London Plan (March 2016) and the Mayor's Housing SPG. It is worth noting that the densities are within the lower range of the threshold, however given the setting of the site within a conservation area the quantum of development is deemed appropriate.

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

The Uxbridge Local History Society have raised an objection to the demolition of the locally listed building stating that 'it is of impressive appearance and was designed by William Lionel Eaves, an Uxbridge Architect. We hope that it can be adapted for continued use.'

The Council's Head of Conservation has carefully considered the proposed development and provided detailed comments on the application. The proposals can be considered in two parts, firstly the demolition of the existing building and secondly the proposed new development.

#### **Loss of the Existing Building:**

Woodbridge House was built in 1906 by the celebrated local architect, William Eves, for the Uxbridge United Charities. Although it is acknowledged as not being quite statutorily listable, Woodbridge House is considered to be a very good locally listed building, which makes a positive contribution to the special architectural and historic interest of the Rockingham Bridge Conservation Area. Woodbridge House is considered the single, most important building in the Conservation Area, and the only one to be locally listed. It is thus a very important contributor to the special architectural character of the Conservation Area.

As set out in section 7.01 of this report it is considered that the significance of Woodbridge House is such that its demolition would be a great loss, not only in itself, but to the character of the Conservation Area. The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012) and Policy 7.8 of the London Plan (March 2016).

#### **The Proposed Building:**

The buildings are three storeys, rather than two as now, and have been arranged around a smaller courtyard, each side being linked by a service core and cloister. There are outward facing walkways linking the flats on the second floor: a difficult plan to reconcile successfully with the traditional roofscapes in the Conservation Area. The development would certainly be visible from the wider area and the spaces within and around the buildings would be impacted by the extra storey height and reduced courtyard. However the pre-application comments have been taken on board and the overall design now exhibits a much clearer vertical emphasis and cohesion of architectural elements, roof line and materials. Remaining concerns relate to the degree of dominance of the second storey windows in the courtyard and the heavy impact of the second storey walkways (on both the garden side and the Fassnidge Park side) on the roofscape of the external elevations. Also, there is a concern that such a large group of buildings might appear very dark overall.

#### **Conclusions:**

Whilst some concerns are raised with the design of the new proposals and their subsequent impact on the Conservation area, they are not deemed sufficient to warrant a recommendation of refusal of the application. However it is considered that the significance

of Woodbridge House is such that its demolition would be a great loss to the character of the Conservation Area and the this loss is deemed sufficient to warrant a recommendation for refusal of the application due to this detrimental impact.

## ARCHAEOLOGY

The proposed development lies on the edge of both the Colne Valley Archaeological Priority Zone and the Uxbridge Archaeological Priority Area.

The Greater London Archaeology Advisory Service was consulted as part of the application process and has reviewed the site and development proposals. They have raised an objection to the proposals based on the lack of a desk-based assessment of the site. Such an assessment was requested from the applicant however one has not been provided. Whilst the requirement of a desk-based assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment is not deemed sufficient to warrant a recommendation of refusal of the application as such an assessment could be required by an appropriately worded planning condition should the application be approved.

### **7.04 Airport safeguarding**

The National Air Traffic Services have been consulted as part of the application process and have raised no objections to the development proposed.

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

The application site is within a developed area and is not within close proximity of the green belt.

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

The impact of the proposals on the character of the area, and in particular the Rockingham Bridge Conservation Area, are discussed above in section 7.03 of this report. It is concluded that the proposals would have an unacceptable impact on the character and appearance of the area and is therefore recommended for refusal. The proposal therefore fails to be in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan (November 2012).

### **7.08 Impact on neighbours**

With the exception of small elements of circulation space and new single storey outbuildings, the proposed new development will sit within the footprint of the existing Woodbridge House buildings and will therefore be no closer to neighbouring residential properties than as currently exists on site. However the development will replace a two storey building with a new development that is three stories in height. The impact of the additional storey on the privacy and amenity of adjacent occupiers is an important consideration as to the acceptability of the proposed development.

In terms of loss of privacy one of the main concerns with the new development is the potential for overlooking from the external sheltered walkways or 'cloisters'. This concern was raised at pre-application stage and some efforts have been made to amend the design to reduce the possibility of overlooking occurring. Particular concerns were raised with regard to the proximity of the first and second floor walkways and properties to the west on The Lynch. The proposals have been amended to incorporate glazed sections on these floors rather than sections which remain open. The proposed elevation plans indicate that 'All first floor and second floor windows in this elevation in opaque glass'. It is considered that should the application be recommended for approval a condition is attached to any consent that confirms the requirement for these windows to be fixed shut and obscure glazed. Subject to the attachment of this condition the impact of the proposal on the privacy

of the neighbouring properties is considered to be acceptable.

The proposal incorporates a mansard roof to reduce the scale of the building from a traditional three storey design. However it will still raise the ridge height from approximately 8m above ground level to 11m in height. The applicant has submitted a Shadow Analysis and Daylight Study as part of the planning application. These studies conclude that whilst there will be some impact caused by the proposed new buildings, this impact will not be sufficiently detrimental to the amenity of adjacent occupiers to warrant a recommendation of refusal of the scheme. The Council's Environmental Protection Unit have reviewed the details submitted and raised no objection to the development subject to the attachment of conditions requiring the protection of neighbouring residential properties from unacceptable noise disturbance. These conditions would therefore be recommended to be attached to any approval of the application in order to protect residential amenity.

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

##### INTERNAL FLOOR AREA

The proposed development is for the creation of 30 units within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2016). However should the council be minded to approve the application, it should be noted that page 67 of the Design & Access Statement refers to the Lifetime Home Standards and Category M4(1), as one and the same, which is not the case. As the Council's Access Officer has advised, in accordance with London Plan Policy 3.8, any approved redevelopment of the site would be subject to compliance with the Housing Technical Standards, which came into effect on 1st October 2015. To this end, 10% of the proposed residential units should meet the standards for M4(3) Category 3 - Wheelchair User Dwellings, with all remaining units designed to the standards for M4(2) Category 2 - Accessible and Adaptable Dwellings, as set out in Approved Document M to the Building Regulations (2010), 2015 edition.

The submitted drawings lack the necessary detail to determine whether the technical standards referred to above could be successfully incorporated into the proposed flat layouts. It is therefore recommended that should the application be approved a condition be attached to any consent that revised floor plans of at least 1:100 be requested as a prerequisite to any planning approval. These should include furnished planned layouts, which clearly demonstrate the access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

##### EXTERNAL AMENITY SPACE

The present balance of open space to building footprint would not be significantly altered by the proposal. To determine whether amenity space provision remains adequate in light of the additional units, the Council sets out a guideline figure for flats of 20 sq.m for 1 bed flats and 25 sq.m for 2 bed flats. If space is provided within balconies, this may be deducted from the requirement. The proposed development makes provision as follows:

HDAS Requirement: 28 No. 1 bed flats @ 20 sq.m = 560 sq.m  
2 No. 2 bed flats @ 25 sq.m = 50 sq.m  
Total HDAS Requirement = 610 sq.m

Total Proposed Amenity Space Provision = 1138.75 sq.m

The proposed shared amenity space for the flats will be a mixture of formal and informal space that would provide an attractive setting for the new development. Therefore, the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

#### LIGHT, OUTLOOK AND OVERLOOKING

All of the habitable rooms within the units require an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 of the London Plan (March 2016).

In terms of outlook for future residents, Policy BE21 of the Local Plan seeks to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

It is considered that the site layout would provide an acceptable standard of amenity for future occupiers. 28 of the 30 proposed units would be dual aspect units. One aspect would be onto the shared sheltered circulation spaces, however the layout has been designed so that kitchen windows would face onto these spaces rather than bedrooms. This conforms with the approach suggested at pre-application stage. The two units in the north west corner of the site would be single aspect and the outlook for the ground floor unit is deemed less than ideal. However given the constraints of the site and the general quality of the amenity level proposed this is not deemed sufficient to warrant a recommendation of refusal of the proposal.

The layout ensures that there is adequate separation between the units. This would result in a satisfactory outlook from the proposed units and reduces the potential for disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

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

The proposed development incorporates eight car parking spaces, including two disabled spaces and an electric vehicle charging point. The application site has a PTAL of 4 and is within close proximity to Uxbridge Town Centre. Sufficient space would be provided to enable service vehicles to manoeuvre within the site.

The Council's Highway Engineer has considered the details submitted as part of the application and raised no objections to the proposals.

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

The layout provides natural surveillance of the surrounding and central spaces. The main approach is observed from three sides, and directly from the Warden and staff office. The social space (cafe) also ensures an active building appearance within the site and would contribute to surveillance of this area. Additionally the 24 hour warden presence adds considerably to the security of the setting.

The applicant has held discussions with the Metropolitan Police Designing out Crime Officer during the design process and the Officer has been consulted as part of the application process. The Metropolitan Police Designing out Crime Officer has not raised an objection to the proposals. Should the application be approved it is recommended that a condition is attached that requires the development to meet Secure by Design standards.

#### **7.12 Disabled access**

The Council's Access Officer has reviewed the proposals in detail and commented on both the justification for the demolition of the heritage asset and the proposed scheme as set out within this report.

The Council's Access Officer has raised no objections to the proposed scheme subject to a condition being attached to any consent that requires the scheme to demonstrate access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

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

The application has been submitted by the Uxbridge United Welfare Trust who are a registered charity. The Trust has also confirmed that the proposed almshouses within the development will be provided at 80% or below open market rate which under the London Plan (March 2016) definitions meets the requirements of 'affordable housing'. As such 20 of the proposed 30 units within the development would constitute affordable housing.

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

The Council's Landscape Architect has reviewed the details submitted with the application and raised no objections to the development subject to the attachment of planning conditions to any consent. These conditions are required to include a Tree Survey, An Arboricultural Impact Assessment, existing and proposed drainage, Tree Protection Plan and an Arboricultural Method Statement to show any incursion into tree root protection areas (RPA's) will be addressed.

A landscape scheme should be also be submitted and any new tree planting specifics should be provided. Subject to these requirements it is deemed that the proposal is acceptable and would be compliant with Policy BE38 of the Hillingdon Local Plan (November 2012).

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

The Council's Waste Services Officer has reviewed the application and confirmed that the proposed scheme provides sufficient space for the refuse and recycling requirements. As such Waste Services has no objection to the proposals.

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

The Council's Sustainability Officer has reviewed the details submitted within the application and whilst the energy strategy shows that the development does not achieve the required 35% reduction in CO<sub>2</sub> from 2013 Building Regulations he has raised no objections to the proposed development. This is because the attempts made to make the development compliant have been robust and are acceptable in principle.

Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite and sets a contribution value of £60/carbon tonne/annum for 30years. The Council's Sustainability Officer advised that the development would be compliant with Policy 5.2 subject to a contribution of £8,856 (4.92CO<sub>2</sub> x £60 x 30years) and a condition requiring that, prior to the commencement of development, full details of the PVs required to meet the CO<sub>2</sub> reductions set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority.

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

The Council's Flood and Water Management Officer has reviewed the details submitted as part of the application and raised no objection to the application subject to the attachment of a condition requiring a scheme for the provision of sustainable water management.

Subject to this condition the scheme is considered to be in accordance with Policy EM6 of

the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policies 5.12 and 5.13 and 5.15 of the London Plan (March 2015).

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

The applicant has addressed how any potential impacts of the development will be controlled during both construction and operation. The Council's Air Quality Officer has reviewed the details submitted as part of the application and raised no objection to the proposals subject to the attachment of a condition requiring a scheme for the protection of air quality.

Subject to this condition the scheme is considered to be in compliance with policies 5.3 and 7.14 of the London Plan (March 2015) and paragraph 124 of the NPPF.

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

Comments received from members of the public that refer to material planning considerations have been discussed within the body of this report. Matters or concerns that are not material planning considerations have not been discussed as they are not material to the consideration of the application.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon UDP is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development:

As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, these heads of terms would have been pursued:

1. Off-site sustainability contribution of £8,856 to a carbon fund.

No legal agreement to address the above issue has been offered. As such, the proposal fails to comply with Policy R17 of the UDP and it is recommended the application should be refused for the following reasons:

1. failure to provide off-site sustainability contribution of £8,856 to a carbon fund.

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

Not relevant to this application

#### **7.22 Other Issues**

None

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

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None

### **10. CONCLUSION**

The application proposes the demolition of existing almshouses and the construction of a

new almshouse complex to provide 30 units, including 20 one bedroom flats, 2 No. 2 bedroom flats for live-on-site staff and an additional 8 No. 1 bed flats intended for open market rental (not for sale), to people aged 65 and over.

The existing building is locally listed and is considered to make a significant contribution to the character of the Rockingham Bridge Conservation Area within which it is located. The NPPF Para 126 advises that Heritage Assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Para 132 advises that 'when considering the impact of a proposal on the significance of an asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.

The total demolition of Woodbridge House would lead to substantial harm to the significance of the buildings themselves and also to the Conservation Area. The NPPF is clear that in such circumstances, applications should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all of the criteria noted in the NPPF (para 133) apply.

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

With regards to demonstrating 'the substantial public benefits that outweigh that harm or loss' the applicant has put forward a number of public benefits of the proposal, including; the existing units are inaccessible and not capable of adaptation, proposals will reduce energy usage and CO2 emissions, will increase sheltered housing provision and provides affordable housing, is financed without contribution from the public, addresses an identified deficit in elderly housing provision, contributes to the social fabric of Uxbridge and reduces inequality and discrimination in the existing accommodation offer.

The value of the stated public benefits has been considered against the loss of the Heritage Asset and, given the value of the Heritage Asset and the professional opinion of the Access Officer that the buildings could be adapted, the principle of the demolition of the existing locally listed building and replacement with the proposed development is considered to be unacceptable.

The application is therefore contrary to Policy BE4 of the Hillingdon Local Plan (November 2012), Policy 7.8 of the London Plan (March 2016) and the NPPF.

## **11. Reference Documents**

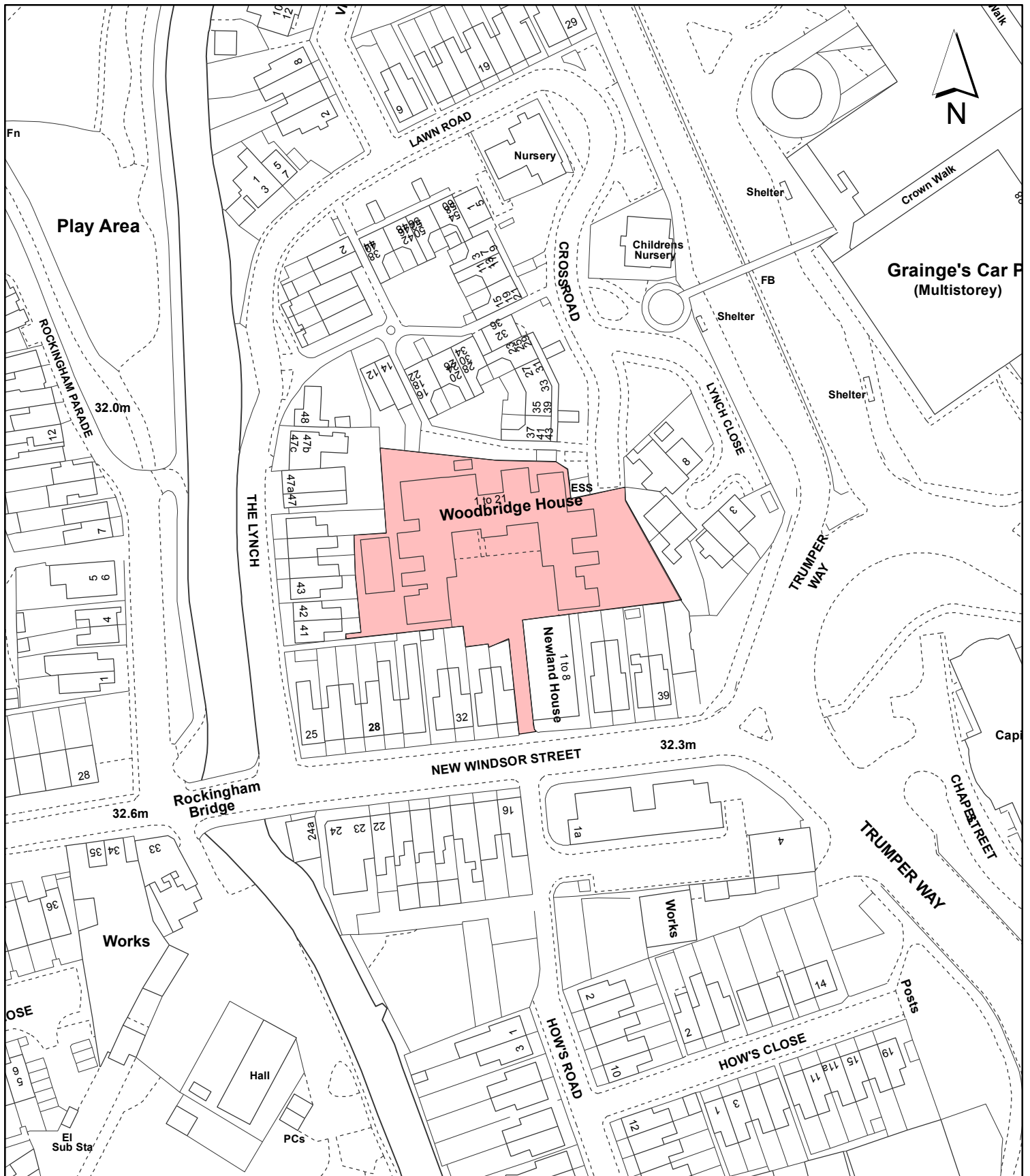
- Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
- Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
- London Plan (March 2016)
- National Planning Policy Framework
- Hillingdon Supplementary Planning Document - Accessible Hillingdon
- Hillingdon Supplementary Planning Document - Noise



Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Woodbridge House**

Planning Application Ref:

**20590/APP/2016/1383**

Planning Committee:

**Major Page 44**

Scale:

**1:1,250**

Date:

**August 2016**

**LONDON BOROUGH OF HILLINGDON**

**Residents Services Planning Section**

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



**HILLINGDON**  
LONDON

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

**Address** 1 FURZEGROUND WAY STOCKLEY PARK

**Development:** Removal of existing pitched roof and the erection of a roof extension to provide 1,350sqm of office floorspace at third floor level, relocation of plant to rooftop enclosure, 220sqm of PV panels, associated re-cladding and refurbishment of existing building.

**LBH Ref Nos:** 37502/APP/2016/953

**Drawing Nos:**

Existing and Proposed Ground Floor Plan  
Existing and Proposed First Floor Plan  
Existing and Proposed Second Floor Plan  
Existing and Proposed Third Floor Plan  
Proposed Roof Plan  
Existing and Proposed North Elevations  
Existing and Proposed East Elevations  
Existing and Proposed South Elevations  
Existing and Proposed Section AA  
Proposed Canopy Details  
Proposed Site Layout Plan

**Date Plans Received:** 04/03/2016

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

**Date Application Valid:** 21/03/2016

### 1. SUMMARY

This application relates to an existing office building within Stockley Park. The application proposes the removal of the existing pitched roof to the building and the erection of a single storey roof extension to provide 1,350sqm GIA of office floorspace at third floor level. Also proposed is the relocation of plant to a rooftop enclosure, 220sqm of PV panels plus associated re-cladding and refurbishment of the existing building. There is one additional car parking space proposed as part of the development.

The proposal is considered to be an acceptable design and an appropriate development in this location. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

### 2. RECOMMENDATION

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

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

- i. £50,000.00 contribution towards improvements to the local highway network.
- ii. 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. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
- iii. Amended Travel Plan: to include £20,000 Bond.
- iv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 19th of October 2016, or any other period deemed appropriate by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary Highway Contribution, Construction Training, Travel Plan and Project Management & Monitoring Fee would be undertaken/prepared in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Planning Obligations SPG.'

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

180 (SP)01 PL1 - Site Location Plan

(GA)01 PL1 - Existing and Proposed Ground Floor Plans

(GA)02 PL1 - Existing and Proposed First Floor Plans  
(GA)03 PL1 - Existing and Proposed Second Floor Plans  
(GA)04 PL1 - Existing and Proposed Third Floor Plans  
(GA)05 PL1 - Proposed Roof Plan  
(GA)10 PL1 - Existing and Proposed North Elevations  
(GA)11 PL1 - Existing and Proposed East Elevations  
(GA)12 PL1 - Existing and Proposed South Elevations  
(GA)13 PL1 - Existing and Proposed West Elevations  
(GA)20 PL1 - Existing and Proposed Section AA  
(GA)41 PL1 - Proposed Canopy Details  
(LA)01 PL1 - Proposed Site Layout Plan; and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

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

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

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

Design and Access Statement 20.01.16

Energy Strategy February 2016

Transport Assessment February 2016

Planning Statement March 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 that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

### **5 NONSC Non Standard Condition**

Prior to any works commencing to the existing structure on the site, the exterior of the building shall be recorded to Historic England recording Level 1, which is a photographic record of the structure, with the document to be agreed by the Council, and copies provided for the local library and Historic England.

REASON To ensure that there is a documented record of the building to be altered and in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**6 COM16 Scheme for site noise control**

The specified plant and/or machinery hereby approved shall not be used on the premises until a scheme which specifies the provisions to be made for the control of noise emanating from the site or to other parts of the building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the 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).

**7 COM31 Secured by Design**

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

REASON

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

**8 NONSC Non Standard Condition**

Prior to commencement of the development or any of the elements of development for which planning permission is hereby approved, detailed drawings and supporting documentation shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

- i) Detailed drawings and specification of covered, secured and signposted waste and recycling storage collection areas.
- ii) Detailed drawings and supporting information for the management and collection of waste.

REASON

To ensure a sustainable environment is secured in compliance with the requirements of Policy 5.3 of the London Plan (March 2016).

**INFORMATIVES**

**1**

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

**2**            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).

**3**            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).

**4**            I53                    **Compulsory Informative (2)**

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

AM14	New development and car parking standards.
AM17	Provision of short stay off-street parking space for town centres
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
OE1	Protection of the character and amenities of surrounding properties and the local area
OL5	Development proposals adjacent to the Green Belt

**5**            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.

## 6

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located within the original phase of the Stockley Business Park on the southern side of Furzeground Way. A lake is located immediately to the west and the Grand Union Canal to the south. The site currently contains a three storey office building of approximately 6,610sqm. The car parking area to the front of the building is landscaped with trees and hedges and the entire park creates an award winning landscape-led setting. The existing building has a floor space of approximately 6,610sqm GIA. Stockley Park is a large office and industrial park located within an Industrial & Business Area, as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and falls inside of the Heathrow Opportunity Area as defined in the London Plan.

The business park was constructed between 1984 and 1998 as the UK's first out of town business park occupying 150 acres with 25 buildings that provide 165,000 sqm of office space. It was designed in tandem with a detailed landscape masterplan for the site, which is a notable feature of the park.

The park was planned to be completed in three phases. Phases 1 and 2 are already complete, whilst Phase 3 was recently granted planning permission in September 2015 under application reference 37977/APP/2015/1004. Phase 3 will provide a significant uplift of up to 45,000 sqm of new floorspace for light industrial, storage and distribution uses. The buildings at Stockley Park range in height from two to four storeys and sit in their own landscaped setting.

The site has a public transport accessibility level (PTAL) of 1b and is within a developed area as designated by the policies contained within the Hillingdon Local Plan (November 2012).

#### 3.2 Proposed Scheme

The application proposes the removal of the existing pitched roof of the building and the erection of an additional flat roofed single storey extension to provide 1,350sqm GIA of office floorspace at third floor level. The additional storey will be set below the ridge height of the existing pitched roof and will be set back approximately 2.0m from the building edge to reduce its visual impact and to create an external terrace.

Also proposed is the relocation of plant to a rooftop enclosure that will sit within a new service tower. A three storey service tower has already been approved under planning application reference 37502/APP/2014/997 (March 2014). This service tower had a pitched



roof design to match the roof of the existing building. The proposed additional storey of the service tower will enclose the rooftop plant and match the height and design of the additional flat roofed office storey. The scheme involves the removal of a freestanding three storey plant structure, except for the electricity substation at ground level. This will create the space for one additional car parking space taking the car parking provision of the site from 225 to 226 spaces. 220sqm of PV panels are proposed to the roof of the building.

In addition to the main extensions, the entrance portico will be reconfigured and two new cycle stores providing a total of 37 cycle spaces are also proposed. These works were also approved under application reference 37502/APP/2014/997.

### 3.3 Relevant Planning History

37502/APP/2014/997 Lakeside House, 1 Furzeground Way Stockley Park

Three storey side extension to create new service tower, new glazed facade to main entrance, installation of 2 cycle stores, alterations to parking layout involving demolition of existing service tower

**Decision:** 20-05-2014 Approved

#### Comment on Relevant Planning History

Planning permission (reference: 37502/APP/2014/997) was granted in March 2014 under delegated authority for the erection of a three storey side extension to create a new service tower, new glazed facade to the main entrance, the installation of two cycle stores, alterations to the parking layout involving demolition of the existing service tower, and refurbishment works to the office building.

### 4. Planning Policies and Standards

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

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

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

#### UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

AM17 Provision of short stay off-street parking space for town centres

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

**Major Applications Planning Committee - 3rd August 2016**  
**PART 1 - MEMBERS, PUBLIC & PRESS**

BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
OE1	Protection of the character and amenities of surrounding properties and the local area
OL5	Development proposals adjacent to the Green Belt

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

**5.1** Advertisement Expiry Date:- **14th April 2016**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

#### **CANAL AND RIVERS TRUST**

After due consideration of the application details, the Canal & River Trust has no comments to make

#### **NATIONAL AIR TRAFFIC SERVICES (NATS)**

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

However, we would like to make the following observations:

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

Case Officer's comments:

This information has been added as an informative.

#### **METROPOLITAN POLICE**

In principle I have no objections to this application. I would however ask that a planning condition is invoked and that it achieves Secured by Design, adhering to the Commercial 2015 Design Guide.

Case Officer's comments:

A 'Secured by Design' condition has been attached.

### **Internal Consultees**

#### **LANDSCAPE ARCHITECT**

The high quality landscape around the existing office forms an integral part of the overall site masterplan, including the signature 'Lime necklace', which leads to the pedestrian bridge and lake to the west of the building. Well-screened car parking is situated to the east of the site - another feature which is typical of this business park.

#### Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site. The lake and parkland landscape to the south and west of the plot lie within designated Green Belt.

#### Landscape constraints/opportunities:

The exceptionally high quality of the landscape design and maintenance of Stockley Park renders it particularly sensitive to re-development and the integrity of the established planting should be safeguarded and maintained.

- 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.

#### Landscape considerations:

- The planning questionnaire (Q&A 15) that there are trees and/or hedges on the site - and that they are an important landscape feature.

- No tree survey has been submitted and no plans show the existing, or proposed, landscape features which contribute to the character and appearance of the site - albeit they are shown in the aerial photographs with the D&AS.

- However, in the Final Design Proposals there is a CGI view across the lake towards the glazed entrance portico which indicates the removal of the lime necklace and replacement with low level planting.

- While there are no plans to show this change to the external layout, the removal of the limes is unacceptable.

- If the application is to be recommended for approval, the local planning authority require site plans and a revised D&AS to confirm that the landscape infrastructure will not be affected and that the existing 'structure' planting will be retained.

#### Recommendations:

This proposal is unacceptable, as presented. In the absence of clear plans or a Tree Survey/Arboricultural Impact Assessment (to BS5837:2015), the applicant has failed to demonstrate that the trees will be unaffected by the proposals and has not made provision for their long-term protection.

#### Case Officer's comments:

The image within the Final Design Proposals does not include the 'lime necklace' as they would obscure the view of the proposals. The image was created purely for visualisation purposes and the application does not include the removal of these trees. The applicant has confirmed that the trees are to be retained via email on the 4th of May 2016.

#### LANDSCAPE ARCHITECT further comments:

These amended comments are made in the light of Aaron Peate's email of 4 May 2016 (on behalf of Indigo Planning), in response to the landscape comments of 18 April. The email confirms that:

- none of the existing soft landscape infrastructure will be removed as part of the proposals.

Furthermore,

- The CGI of the building was produced without the intervening trees for the sake of clarity, to illustrate the changes to the building.

On the understanding that the development proposals will only affect the space within/above the existing footprint of the building, there is no objection and no need for landscape conditions.

#### DESIGN AND CONSERVATION

This proposal has been subject to pre-application discussions and there are no objections to the

design of the new additions at roof level and to the side of the existing structure. We will need to condition the external materials to those areas where alterations are agreed and as the building is by a known architect, it should be recorded to HE Level 1 (photographic record) prior to the start of works on site. Once agreed, a copy of this record should be submitted to the Local Library and also the Local History Library at Uxbridge.

## SECTION 106 OFFICER

### Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 subject to comments from LBH air quality specialists.
4. Amended Travel Plan: to include £20,000 Bond.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

### Case Officer's comments:

The Council's Highway Engineer has requested a contribution of £50,000 for surrounding highways works to mitigate the impact of the development. The agent has confirmed acceptance of this contribution via email on the 18/07/16. The works are entirely within the applicants site and therefore no S278 or S38 agreements are required. The Council's Environmental Protection Unit have been consulted regarding the proposals and requested no contribution towards Air Quality Monitoring and as such this request is also removed.

## HIGHWAYS COMMENTS

The site has a low PTAL rating of 2.

The proposal will increase the office floor space by 2062 sqm. There will be no changes to the access and car parking provision. Increased cycle parking is proposed to provide 37 spaces.

The site currently provides 225 car parking spaces, which equates to an overall parking ratio of 1 space per 45 sqm GEA. This car parking ratio is well in excess of the LB Hillingdon's maximum parking standard of 1 space per 100 sqm.

A survey of the existing parking usage was carried out on Tuesday 21 April 2015, which showed that the maximum parking capacity for the whole site was 191 spaces. At total of 35-54 parking spaces were recorded to be vacant during the car parking survey.

The proposals are estimated to generate 241 daily trips, including 42 and 34 trips during the AM and PM peak periods respectively. Based on 2014 Stockley Park and 2013 GSK travel survey, 80.3% are car drivers. However, the trip rates based on these travel surveys is not provided in the Transport Statement.

Notwithstanding the above, the proposal will result in increased traffic impacts when there is already extensive traffic congestion at the Stockley Park Roundabout and along Stockley Road. In addition, Stockley Park is presently significantly under occupied and substantial new industrial warehouse developments have been approved along Stockley Road and at Horton Road - Prologis Park (formerly known as Stock Park Phase 3)) which is currently under construction. Please note a study of the Stockley Road corridor is presently in progress as part of the approval for development at Prologis Park - Horton Road.

In light of the above consideration, a financial contribution of £50k should be secured towards improvements to the local highway network.

#### Case Officer's comments

The proposed works to relocate the service tower will create one additional car parking space. However the change from 225 spaces to 226 spaces is not considered to be significant.

#### ACCESS OFFICER

I have considered the detail of this planning application and have no comments to make.

#### SUSTAINABILITY OFFICER

The development is not a complete new build and therefore the opportunities open to other developers are restricted in terms of energy improvements and carbon savings. Notwithstanding that, the primary source for achieving energy reductions comes from the use of PVs and show the development to be compliant with London Plan Policy by achieving commensurate carbon savings with the type and nature of the development. The PVs have been shown on the roof plans.

I therefore have no objections to the proposals subject to the development proceeding in accordance with the approved roof plan.

## **7. MAIN PLANNING ISSUES**

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

The London Plan (FALP) (2016) identifies Stockley Business Park as part of the Heathrow Opportunity Area. It notes that the park has a particular draw for a diverse range of offices, including marketing, research and development. It also provides headquarters for prestigious national and European organisations.

The business park was designated as an Industrial and Business Area (IBA) by the Unitary Development Plan (UDP), and continues to be one of the preferred locations for new office development. The principle of office use within the site is therefore well established. The principle of the proposed service tower and external alterations to the building have also been approved as part of the previous consent (reference 37502/APP/2014/997, dated March 2014).

The principle of the development is therefore deemed acceptable.

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

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to residential density are not therefore relevant to the application.

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

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

The Council's Conservation Officer has stated that as the building is by a known architect, it should be recorded to HE Level 1 (photographic record) prior to the start of works on site. An appropriately worded condition is therefore recommended to be attached to any consent requiring this record to be undertaken.

### **7.04 Airport safeguarding**

The National Air Traffic Service have been consulted as part of the application process and raised no objection to the proposals. They have however requested the addition of an

informative regarding wind turbines, which is recommended to be attached should the application be approved.

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

The application site and Stockley Park is surrounded by land designated as Green Belt with part of the Stockley Pines golf course immediately adjacent to the east.

Policy EM2 of the Local Plan states that any proposals for development in Green Belt will be assessed against national and London Plan policies. Policy OL5 of the UDP states that proposals for development adjacent to the Green Belt will only be permitted when they would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

Policy 7.16 of the London Plan indicates that the strongest protection should be given to London's Green Belt in accordance with national guidance which is now set out in Chapter 9 of the NPPF.

While the application site is located outside of the designated Green Belt, development has the potential to impact on the openness characteristic of the Green Belt. The existing site is currently occupied by a large three storey office building. The overall scale of the proposed development in relation to adjoining and nearby Green Belt land is not considered to impact on the overall openness of the area and therefore considered acceptable with regards to Policy EM2 of the Local Plan, Policy OL5 of the UDP, Policy 7.16 of the London Plan and the NPPF.

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

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

The proposed development involves the refurbishment and extension of the existing building to provide a modern contemporary office building and the majority of the works proposed have already been granted consent under application reference 37502/APP/2014/997. The Council's Design Officer has reviewed the proposals and, subject to a condition requiring the recording of the building in its current form and details of materials, raises no objections to the application.

Overall, the proposal would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Local Plan (November 2012).

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

The application site lies within the Stockley Park Industrial & Business Area. There are no residential properties within this area and as such, the proposal would not detract from the residential amenities of nearby properties.

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

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to residential amenity for future occupiers are not therefore relevant to the application.

The proposed development is considered to create an acceptable environment for future occupiers of the additional office floorspace.

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

The Council's Highways Engineer has reviewed the submitted details and raised no objection to the application subject to an appropriate contribution for highways works and the attachment of an appropriately worded planning condition.

There will be no changes to the access and car parking provision will increase by a single space, however additional cycle parking is proposed to provide 37 spaces. The site currently provides 225 car parking spaces and has a floor space of 8113 sqm GEA, equating to 1 space per 36 sqm GEA. The total floor space as a result of the development would be 10,195 sqm GEA, which with the additional car parking space would equate to an overall parking ratio of 1 space per 45 sqm GEA. This car parking ratio is well in excess of the LB Hillingdon's maximum parking standard of 1 space per 100 sqm but is closer to being policy compliant than the existing ratio.

A survey of the existing parking usage was carried out on Tuesday 21 April 2015, which showed that the maximum parking capacity for the whole site was 191 spaces. A total of 35-54 parking spaces were recorded to be vacant during the car parking survey. As part of the proposal, the vacant parking spaces will be utilised by the proposed additional office floorspace.

The proposal will result in increased traffic impacts when there is already extensive traffic congestion at the Stockley Park Roundabout and along Stockley Road. In addition, Stockley Park is presently significantly under occupied and substantial new industrial warehouse developments have been approved along Stockley Road and at Horton Road - Prologis Park (formerly known as Stock Park Phase 3) which is currently under construction. In light of the above consideration, the Council's Highways Engineer has stated that a financial contribution of £50k should be secured towards improvements to the local highway network

Subject to the above financial contribution, the proposal is deemed acceptable from a highways and parking perspective.

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

The Metropolitan Police Designing out Crime Officer has reviewed the proposals and, subject to a condition requiring the scheme to meet 'Secure by Design' standards, raises no objection to the development proposed.

Such a condition is therefore recommended to be attached to any planning consent granted for the proposals.

#### **7.12 Disabled access**

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

The Council's Access Officer has reviewed the proposals and raised no objection to the application. It is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

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

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

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

The application proposes no changes to the landscaping surrounding the building. The Council's Landscape Architect has reviewed the proposals and following confirmation that no trees will be lost has raised no objection to the application or requested the imposition of any landscaping conditions.

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

No detailed information has been provided regarding the provision of services for waste management for the additional office floor space created. However a service tower is proposed that is deemed to provide sufficient additional space for such services to be provided along the lines of that already approved for the lower floors under application reference 37502/APP/2014/997.

Therefore subject to the attachment of an appropriately worded condition requiring further details of the waste services proposed, the application is deemed acceptable with regards to sustainable waste management.

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

Policy BE1 requires all development to achieve reductions in carbon dioxide emissions in line with the London Plan targets. Policy 5.2 of the London Plan (FALP) requires new development to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The policy sets out the Target Emission Rate (TER) which aims to reduce the emissions of CO<sub>2</sub> over the plan period. During 2016, non-domestic buildings are expected to demonstrate a 40% improvement over 2010 Building Regulations

This standard has since changed with the introduction of the Sustainable Design and Construction SPD (2014), which assesses carbon emission savings against the 2013 Building Regulations, not 2010. This gives a revised carbon emission target of 35% less than Part L2A:2013. An Energy Strategy has been produced by Watkins Payne in support of the application. Analysis has shown that by incorporating a scheme of renewable energy technologies in addition to the passive and low energy design measures there is a predicted reduction of annual CO<sub>2</sub> emissions in line with London Plan targets commensurate with the type and nature of the development.

The Council's Sustainability Officer has reviewed the details submitted with the application and raised no objections to the proposals subject to the development proceeding in accordance with the approved roof plan, which is required by condition number 2.

The proposed development therefore complies with Policy BE1.

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

London Plan policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run-off is controlled to ensure the development does not increase the risk of flooding. The scheme would utilise the existing drainage system on site while the wider Stockley Park Business Park includes a number ponds providing sustainable urban drainage. The proposed development will also not increase the level of impermeable hard standing on site.



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

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

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to an appropriate condition in respect of noise levels from new plant and appropriate mitigation.

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

No comments were received from the public as part of the consultation process.

#### **7.20 Planning obligations**

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. £50,000.00 contribution towards improvements to the local highway network.
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. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
3. Amended Travel Plan: to include £20,000 Bond.
4. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £64,925.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £64,925.

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

Not applicable to this application

#### **7.22 Other Issues**

None

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

General

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

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

application concerned.

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None

### **10. CONCLUSION**

This application relates to an existing office building within Stockley Park. The application proposes the removal of the existing pitched roof to the building and the erection of a single storey roof extension to provide 1,350sqm of office floorspace at third floor level. Also proposed is the relocation of plant to a rooftop enclosure, 220sqm of PV panels plus associated re-cladding and refurbishment of the existing building.

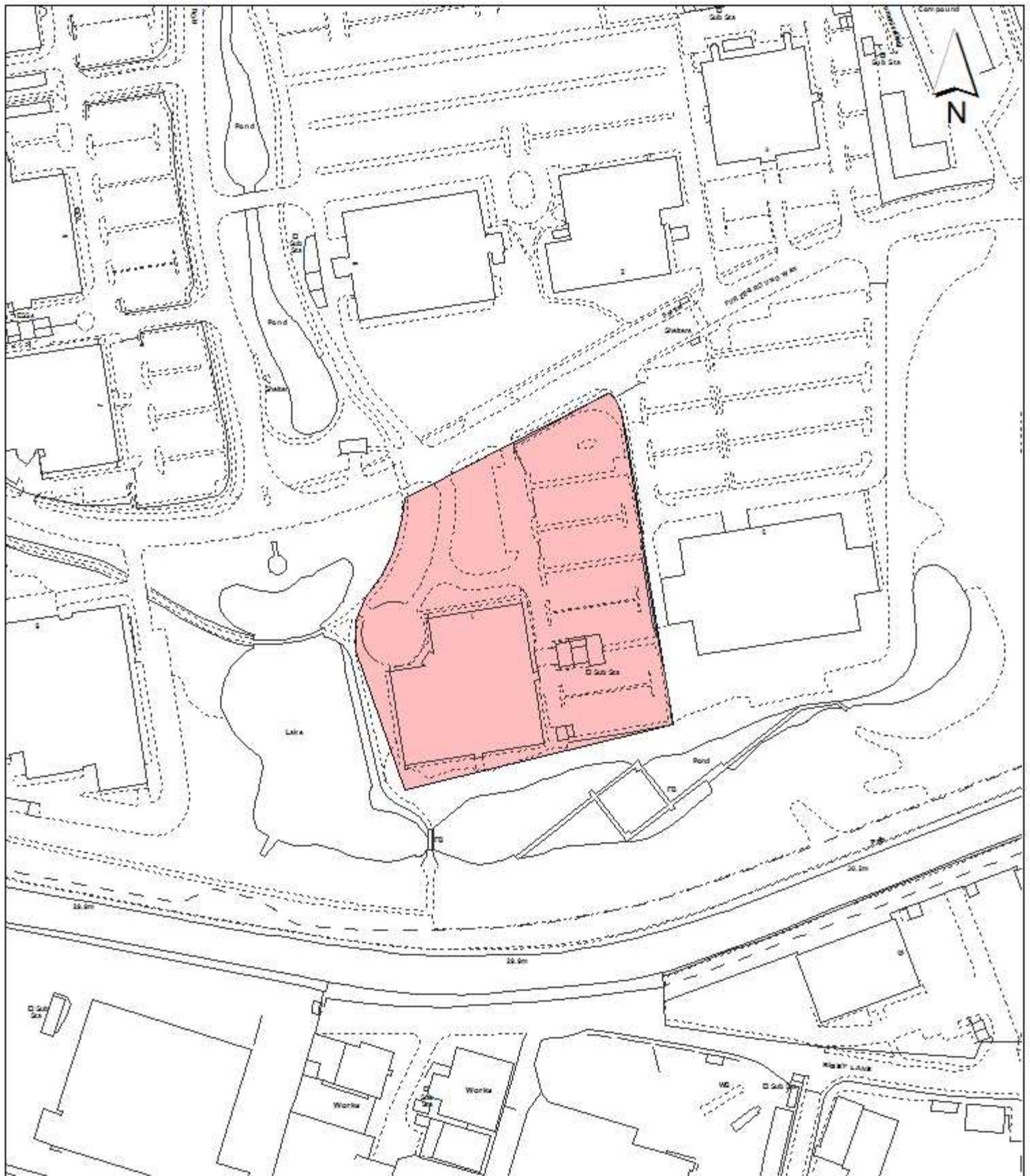
The proposal is considered to be an acceptable design and an appropriate development in this location. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**1 Furzeground  
Stockley**

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

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

Planning Application Ref:

**37502/APP/2016/953**

Scale:

**1:2,000**

Planning Committee:

**Major** Page 62

Date:

**August 2016**



**HILLINGDON**  
LONDON

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

**Address** BISHOP RAMSEY C OF E SCHOOL HUME WAY RUISLIP

**Development:** Variation of condition 4 of planning permission ref: 19731/APP/2013/1292 dated 18/12/06 (amalgamation of upper and lower school sites to create one school campus and redevelopment of upper school site to include demolition and refurbishment of existing buildings, erection of new school buildings, new parking areas, access provision including a drop off point in Hume Way and playgrounds/sports facilities) to allow use of the Warrender Way pedestrian access for general pedestrian use between 0800 and 1430 on Saturdays and between 1800 and 2130 on school days, for a temporary period of 4 months between 30/06/16 to 02/11/16, to facilitate construction of a sports hall extension.

**LBH Ref Nos:** 19731/APP/2016/2148

**Drawing Nos:**

- 1000 Rev B
- 1001 Rev A
- 1011 Rev.D
- 2000 Rev.A
- 2001 Rev.A
- 2002 Rev.A
- 2003 Rev.A
- 2004 Rev.A
- 2010 Rev.D
- 2011 Rev.E
- 2012 Rev.D
- 2013 Rev.D
- 2014 Rev.D
- 2100 Rev.A
- 2101 Rev.A
- 2111 Rev.C
- 2200 Rev.A
- 2210 Rev.B
- 2211 Rev.A
- 2212 Rev.A
- 2213 Rev.D
- L001 Rev.A
- L100 Rev.E
- L101 Rev.B
- L200 REv.B
- L300 REv.B
- D519

'Design and Access Statement' prepared by GHM Rock Townsend dated September 2006

'Supporting Landscaping Design Statement Rev.B' prepared by Fabrik dated September 2006

'Noise Impacts Assessment of Proposed School Development' prepared by Hawksmoor/GHM Rock Townsend dated 15/05/06

'Transport Assessment' prepared by Peter Brett Associates dated September 2006

'Air Quality Impact Assessment' prepared by Peter Brett Associates dated May 2006  
'Flood Risk Assessment (Issue 1)' prepared by Peter Brett Associates dated September 2006  
'Drainage Impact Assessment' prepared by Walsh Group dated July 2006  
'Renewable Energy Technologies Recommendations' prepared by Fulcrum Consulting dated 07/09/06  
'Planning Statement' prepared by Hephher Dixon dated 19/09/06  
'Ecological Impact Assessment of land at Bishop Ramsey School, Ruislip' prepared by Ecosulis dated September 2006  
'Our School Travel plan DFES number 3124600'  
SK\_90\_01.12.06 (Drop off Plan for Hume Way)  
Design and Access Statement, including appendices 1-6 dated 09/05/13  
Application form  
Email from M Faley dated 08/08/13

**Date Plans Received:** 03/06/2016                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 03/06/2016

**1. SUMMARY**

Planning permission (ref: 19731/APP/2006/2811) was granted, at the Council's North Planning Committee in May 2007, for the amalgamation of Bishop Ramsey Church of England School's upper and lower sites to create one school campus. That scheme included the redevelopment of the upper school site, located to the rear of Highgrove Pool off Hume Way in Ruislip, comprising the demolition and/or refurbishment of existing buildings, erection of new school buildings, creation of new car parking areas, access provision and playgrounds/sports facilities.

Condition 4 of that consent restricted the use of the Warrender Way entrance to pedestrian use only, between 0800 hours and 0900 hours and 1500 hours and 1700 hours, on school days only.

Planning permission (ref: 19731/APP/2013/1292) was subsequently granted in December 2013 for the variation of that condition to allow the use of the Warrender Way pedestrian entrance, for general pedestrian use between 0800 hours and 0900 hours and 1500 hours and 1800 hours on school days only; and for student use between 0800 hours and 1800 hours on school days only.

Following the grant of planning permission for the erection of single-storey extensions to the school's sports hall in March 2015 (ref: 19731/APP/2015/286), the temporary variation of condition 4 of the latter consent is now sought to also allow use of the Warrender Way pedestrian access for general pedestrian use between 0800 and 1430 on Saturdays and on school days between 1800 and 2130 for a temporary four month period for the duration of the building works, from 30.06.16 to 02.11.16.

The applicant advises as follows:

"We have a Saturday lettings which start from 08:30 and finishes at 18:00, one specific letting, typically has a movement of 450 people, students, parents and teachers between

08:30 and 14:00. This along with a very busy period in the Highgrove swimming and fitness centre car park creates a substantial traffic problem both in terms of people and vehicles.

"To alleviate some of the pressure a drop and go system is operated by the bus stops in Hume Way. Personnel for the school are let out at this point and make their way through the sports hall gate into the school premises.

There are planning restrictions on the use of the Warrender Way pedestrian gate preventing its use at weekends; it would be very helpful to get the restrictions relaxed for the duration of the sports hall refurbishment.

If we are not able to have the restrictions for the pedestrian gate relaxed there would be a substantial increase of pedestrians mixing with the vehicle traffic in the Highgrove car park and the Hume Way route through to the school. This will increase the likelihood of pedestrian and vehicle collision, driver frustration possible resulting in angry exchanges."

Whilst resident fears that this could become long term are noted, on a temporary basis it is not considered that this would lead to such a detrimental impact on residential amenity through increased traffic noise and disturbance that refusal could be justified. Indeed, in principle, the aim of reducing pedestrian and vehicular conflict during the construction works is supported.

The development is considered to comply with current planning policies which seek to both support the expansion and enhancement of existing school and to safeguard highway and pedestrian safety. Given this, the justification provided for the proposal and the temporary variation sought, approval is recommended.

## 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

### 1 T5 **Temporary Use - Discontinuance and Reinstatement**

The use of the Warrender Way gates hereby permitted shall be discontinued and hours of use as per planning permission ref. 19731/APP/2013/1292 shall be restored by 02/11/16.

#### REASON

To facilitate temporary short-term construction works and to safeguard the longer-term amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### 2 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### REASON

To ensure that the external appearance of the development is satisfactory and complies with Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

### 3 ST1 **Standard Condition**

The Warrender Way entrance shall be closed to all vehicular traffic except construction traffic, emergency vehicles, service vehicles and for disabled access.

REASON

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

**4 ST1 Standard Condition**

The Warrender Way entrance may be opened for student pedestrian use between 0800 and 1800 hours on school days only and for general pedestrian use between 0800 and 0900 hours and 1500 to 1800 hours on school days only. It may also be opened for general pedestrian use between 1800 and 2130 on weekdays and 0800 and 1430 on Saturdays, for a temporary period until 02.11.16.

Thereafter the Warrender Way entrance may be opened for student pedestrian use between 0800 and 1800 hours on school days only and for general pedestrian use between 0800 and 0900 hours and 1500 to 1800 hours on school days only.

REASON

To facilitate temporary short-term construction works and to safeguard the longer-term amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**5 ST1 Standard Condition**

The following activities, practices and events shall not take place in connection with the premises:

1. The loading and unloading of goods and refuse collection vehicles other than between the hours of 0800 and 1800 on Mondays to Fridays;
2. The operation of audible vehicle reverse warning alarms between the hours of 2300 and 0700 on any day.

REASON

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

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

No development approved by this permission shall be carried out otherwise than in accordance with the materials and external finishes agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

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

**7 M5 Means of Enclosure - details**

No development approved by this permission shall be carried out otherwise than in accordance with the details of boundary fencing or other means of enclosure agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8 MCD11 Storage in Defined Areas**

No raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be kept on the site except within the buildings or storage areas specified on



the approved plans.

REASON

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

**9 OM5 Provision of Bin Stores**

No development approved by this permission shall be carried out otherwise than in accordance with the details of refuse storage agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

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

**10 OM12 External Litter Bins**

No development approved by this permission shall be carried out otherwise than in accordance with the details of the scheme for external litter bin provision agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

To protect the visual amenities of the street scene and the surrounding area and to safeguard the interests of the amenities of the occupiers and adjoining residents, in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 OM11 Floodlighting**

No development approved by this permission shall be carried out otherwise than in accordance with the external lighting scheme agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and in the interests of ecology.

**12 OM13 Demolition Protocols**

No development approved by this permission shall be carried out otherwise than in accordance with the demolition protocol agreed via planning permission ref: 19731/APP/2007/1483 dated 25/05/07.

REASON

To establish an 'audit trail' for demolition materials based on an established Demolition Protocol which will encourage more effective resource management in demolition and new builds, in accordance with London Plan (July 2011) Policy 5.20.

**13 ST1 Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the construction environmental management plan agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

REASON

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

**14 TL1 Existing Trees - Survey**

No development approved by this permission shall be carried out otherwise than in accordance with the tree survey agreed via planning permission ref: 19731/APP/2007/1988 dated 18/12/08.

**REASON**

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

**15 TL2 Trees to be retained**

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

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

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

**REASON**

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

**16 TL3 Protection of trees during site clearance and development**

No development approved by this permission shall be carried out otherwise than in accordance with the tree protection measures agreed via planning permission ref: 19731/APP/2007/1988 dated 18/12/08.

**REASON**

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

**17 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development approved by this permission shall be carried out otherwise than in accordance with the landscape scheme agreed via planning permission ref: 19731/APP/2007/1988 dated 18/12/08.

**REASON**

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

**18 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

**REASON**

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

**19 TL7 Maintenance of Landscaped Areas**

No development approved by this permission shall be carried out otherwise than in accordance with the schedule of landscape maintenance agreed via planning permission ref: 19731/APP/2007/1988 dated 18/12/08.

**REASON**

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

**20 TL17 Nature Conservation Scheme (existing)**

No development approved by this permission shall be carried out otherwise than in accordance with the scheme of ecological management agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

**REASON**

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

**21 ST1 Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the provision for the control of noise from the music department agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

**REASON**

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

**22 ST1 Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the provisions made for the control of noise or odour from the site agreed via planning permission ref: 19731/APP/2007/1668 dated 18/12/08.

**REASON**

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

**23 DIS1 Facilities for People with Disabilities**

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

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**24 DIS4 Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

**REASON**

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**25 ST1 Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the detailed surface water source control measures agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

**REASON**

To prevent the increased risk of flooding and to improve water quality in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**26 ST1 Standard Condition**

Unless otherwise agreed in writing with the Local Planning Authority, the parking

arrangements shown on the approved plans shall be installed and made available for use prior to first occupation of the multi-purpose school building. Notwithstanding the approved plans, no less than 8 car parking spaces shall be marked out for drivers with disabilities. Such 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 the provision of adequate car parking facilities in accordance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**27 ST1 Standard Condition**

Unless otherwise agreed in writing by the Local Planning Authority, the applicant shall, prior to first occupation of the multi-purpose school building, provide no less than 150 secure (Sheffield style) covered cycle stands in a position consistent with drawing 1011 rev D received 02/10/2006.

**REASON**

To ensure the provision of satisfactory on-site cycle parking in accordance with Policies AM9 and AM10 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**28 ST1 Standard Condition**

Unless otherwise agreed in writing by the Local Planning Authority, the applicant shall implement the renewable energy technologies proposed in the report titled 'Renewable Energy Technologies Recommendations' prepared by Fulcrum Consulting dated 7 September 2006 received 02/10/2006, prior to first occupation of the development hereby approved. The implemented technologies shall thereafter be permanently retained.

**REASON**

To ensure a proportion of the site's energy needs are met by renewable energy sources in accordance with Policy 5.7 of the London Plan (2011).

**29 ST1 Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the security measures agreed via planning permission ref: 19731/APP/2007/1668 dated 18/12/08.

**REASON**

To ensure ongoing site security in compliance with London Plan (July 2011) policies 7.1 and 7.3.

**30 H4 Pedestrian/cyclist's access - construction**

The building hereby permitted shall not be occupied until the means of access for pedestrians and cyclists has been constructed in accordance with the approved plans. Thereafter, this means of access shall be retained and kept open for pedestrians and cyclists using the building.

**REASON**

To ensure that safe and convenient access is provided for pedestrians and cyclists prior to the occupation of the building in accordance with Policies AM8 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**31** ST1 **Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the scheme for improving the levelling, maintenance and drainage of the playing field agreed via planning permission ref: 19731/APP/2007/1988 dated 18/12/08.

**REASON**

To ensure the provision of recreational open space in accordance with Policy R4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**32** ST1 **Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the written scheme of investigation agreed via planning permission ref: 19731/APP/2007/1598 dated 13/08/07.

**REASON**

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**33** ST1 **Standard Condition**

No development approved by this permission shall be carried out otherwise than in accordance with the travel plan agreed via planning permission ref: 19731/APP/2007/1668 dated 18/12/08.

**REASON**

To ensure a broader modal split, and to ensure that highways outcomes are assured in accordance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**34** ST1 **Standard Condition**

The use of the buildings hereby permitted other than by staff employed at the School (including contractors undertaking maintenance work) or pupils enrolled at the school shall be restricted to the hours of 9.00am to 10.30pm Mondays to Thursdays, 9.00am to 11.00pm on Fridays and 9.00am to 6.00pm on Saturdays, Sundays and Bank Holidays, unless prior agreement to a variation to the above hours is agreed in writing by the Local Planning Authority.

**REASON**

To restrict non-educational use of the buildings in order to protect the amenities of the occupiers of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**INFORMATIVES**

**1** I52 **Compulsory Informative (1)**

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

**2** I53 **Compulsory Informative (2)**

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

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
R10	Proposals for new meeting halls and buildings for education, social, community and health services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
LPP 3.18	(2015) Education Facilities
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

### 3

Written notification of the intended start of works shall be sent to the Hillingdon London Borough Council, Planning & Transportation Group, Civic Centre, High Street, Uxbridge, UB8 1UW, at least seven days before the works hereby approved are commenced.

### 4 I1 **Building to Approved Drawing**

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

### 5 I3 **Building Regulations - Demolition and Building Works**

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

### 6 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.

### 7 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).

**8            I12            Notification to Building Contractors**

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

**9            I14            Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

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

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

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

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

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

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

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

**11          I16          Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent



from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

**12**        I18                    **Storage and Collection of Refuse**

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

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

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

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

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

**14**        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.

**15**        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

**16**        I43                    **Keeping Highways and Pavements free from mud etc**

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

**17**        I46                    **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

**18**        I47                    **Damage to Verge**

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).

**19**            148            **Refuse/Storage Areas**

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

**20**            134            **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

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

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

## **21**

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

## **22**

It is acknowledged that relevant works have been carried out and completed in accordance with the requirements of the S106 legal agreement relating to the original consent (ref: 19731/APP/2006/2811) and dated 18/05/07. Accordingly, no deed of variation is required to that S106 agreement.

### **3. CONSIDERATIONS**

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

Bishop Ramsey Church of England School occupies an approximately 3.6 hectare irregularly shaped plot located at the eastern end of Warrender Way in Ruislip. The site accommodates several school buildings of up to three-storeys in height, playing fields, hard and soft landscaping, car parking, and associated facilities.

The site is bounded to the north by Highgrove Pool; to the east by Warrender Park; to the south by a narrow strip of public open space, beyond which are residential properties; and to the east by a narrow footpath, beyond which are residential properties.

The main vehicular access to the site is via Hume Way, through the Highgrove Swimming Pool Car Park. Pedestrian access and service vehicle access is available via Warrender Way.

The school site falls within the developed area as designated in the Hillingdon Local Plan. Warrender Park, to the east, is designated as a Nature Reserve and Nature Conservation Site of Borough Grade II or Local Importance.

#### **3.2 Proposed Scheme**

Planning permission (ref: 19731/APP/2006/2811) was granted on 18/05/07 for the amalgamation of the upper and lower school sites to create one school campus at Bishop Ramsey Church of England School in Ruislip. The scheme included the redevelopment of the upper school site, comprising the demolition and/or refurbishment of existing buildings, erection of new school buildings, creation of new car parking areas, access provision and playgrounds/sports facilities.

Condition 4 of that consent stated:

" The Warrender Way entrance may be opened for pedestrian use between 0800 and 0900 hours, and 1500 to 1800 hours on school days only. It shall be closed to pedestrians at all other times except for emergency access.

Reason: To safeguard the amenity of surrounding areas in accordance with Policy OE1."

Planning permission (ref: 19731/APP/2013/1292) was subsequently granted on 06/11/13 for the variation of condition 4 of that original consent to allow more flexibility over the use of this access. Condition 4 of this latter consent states:

"The Warrender Way entrance may be opened for student pedestrian use between 0800 and 1800 hours on school days only and for general pedestrian use between 0800 and 0900 hours and 1500 to 1800 hours on school days only.

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

Following the grant of planning permission for the erection of single-storey extensions to the sports hall in March 2015 (ref: 19731/APP/2015/286), the applicant now seeks the variation of condition 4 of that latter planning permission to allow the use of the Warrender Way access for general pedestrian use between 0800 and 1430 on Saturdays and on school days between 1800 and 2130, for a temporary period of four months during construction works.

### 3.3 Relevant Planning History

19731/APP/2006/2811 Bishop Ramsey Church Of England School Hume Way, Ruislip  
AMALGAMATION OF UPPER AND LOWER SCHOOL SITES TO CREATE ONE SCHOOL CAMPUS. REDEVELOPMENT OF UPPER SCHOOL SITE INCLUDING DEMOLITION AND REFURBISHMENT OF EXISTING BUILDINGS, ERECTION OF NEW SCHOOL BUILDINGS, NEW PARKING AREAS, ACCESS PROVISION INCLUDING A DROP OFF POINT IN HUME WAY AND PLAYGROUND/SPORTS FACILITIES.

**Decision:** 18-05-2007 Approved

19731/APP/2007/1483 Bishop Ramsey C Of E School Hume Way Ruislip  
DETAILS OF DEMOLITION PROTOCOL IN COMPLIANCE WITH CONDITION 12 OF PLANNING PERMISSION REF: 19731/APP/2006/2811 DATED 18/05/2007 'AMALGAMATION OF UPPER AND LOWER SCHOOL SITES TO CREATE ONE SCHOOL CAMPUS. REDEVELOPMENT OF UPPER SCHOOL SITE INCLUDING DEMOLITION AND REFURBISHMENT OF EXISTING BUILDINGS, ERECTION OF NEW SCHOOL BUILDINGS, NEW PARKING AREAS, ACCESS PROVISION INCLUDING A DROP OFF POINT IN HUME WAY AND PLAYGROUND/SPORTS FACILITIES.'

**Decision:** 25-05-2007 Approved

19731/APP/2007/1598 Bishop Ramsey C Of E School Hume Way Ruislip  
DETAILS OF MATERIALS, BOUNDARY FENCING, REFUSE STORAGE, LITTER BINS, EXTERNAL LIGHTING, CONSTRUCTION MANAGEMENT PLAN, ECOLOGICAL MANAGEMENT FOR NATURE CONSERVATION SITE, NOISE CONTROL MEASURES FOR THE THE MUSIC DEPARTMENT, SURFACE WATER CONTROL MEASURES AND A WRITTEN SCHEME OF AN ARCHEOLOGICAL INVESTIGATION IN COMPLIANCE WITH CONDITIONS 6, 7, 9, 10, 11, 13, 20, 21, 25 & 32 OF PLANNING PERMISSION REF: 19731/APP/2006/2811 DATED 18/05/2007 'AMALGAMATION OF UPPER AND LOWER SCHOOL SITES TO CREATE ONE SCHOOL CAMPUS. REDEVELOPMENT OF UPPER SCHOOL SITE INCLUDING DEMOLITION AND REFURBISHMENT OF EXISTING BUILDINGS, ERECTION OF NEW SCHOOL BUILDINGS, NEW PARKING AREAS, ACCESS PROVISION INCLUDING A DROP OFF POINT IN HUME WAY AND PLAYGROUND/SPORTS FACILITIES.'

**Decision:** 13-08-2007 Approved

19731/APP/2007/1668 Bishop Ramsey C Of E School Hume Way Ruislip

DETAILS OF A SCHEME FOR THE PROVISION OF NOISE AND ODOUR CONTROL EMANATING FROM THE SITE, SECURITY MEASURES AND A TRAVEL PLAN IN COMPLIANCE WITH CONDITIONS 22, 29 & 33 OF PLANNING PERMISSION REF: 19731/APP/2006/2811 DATED 18/05/2007 'AMALGAMATION OF UPPER AND LOWER SCHOOL SITES TO CREATE ONE SCHOOL CAMPUS. REDEVELOPMENT OF UPPER SCHOOL SITE INCLUDING DEMOLITION AND REFURBISHMENT OF EXISTING BUILDINGS ERECTION OF NEW SCHOOL BUILDINGS, NEW PARKING AREAS, ACCESS PROVISION INCLUDING A DROP OFF POINT IN HUME WAY AND PLAYGROUND/SPORTS FACILITIES.

**Decision:** 18-12-2008 Approved

19731/APP/2007/1988 Bishop Ramsey School, Hume Way Ruislip

DETAILS OF EXISTING LANDSCAPING, SITE LEVELS AND SERVICES, TREE PROTECTION MEASURES, HARD AND SOFT LANDSCAPING SCHEME, LANDSCAPE MAINTENANCE AND LEVELING OF THE PLAYING FIELD IN COMPLIANCE WITH CONDITIONS 14, 16, 17, 19 AND 31 OF PLANNING PERMISSION REF. 19731/APP/2006/2811 DATED 18 MAY 2007 'AMALGAMATION OF UPPER AND LOWER SCHOOL SITES TO CREATE ONE SCHOOL CAMPUS. REDEVELOPMENT OF UPPER SCHOOL SITE INCLUDING DEMOLITION AND REFURBISHMENT OF EXISTING BUILDINGS, ERECTION OF NEW SCHOOL BUILDINGS, NEW PARKING AREAS, ACCESS PROVISION INCLUDING A DROP OFF POINT IN HUME WAY AND PLAYGROUND/SPORTS FACILITIES'

**Decision:** 18-12-2008 Approved

19731/APP/2013/1292 Bishop Ramsey C Of E School Hume Way Ruislip

Variation of condition 4 (hours of use of gate to Warrender Way) of planning permission ref. 19731/APP/2006/2811 (Amalgamation of upper and lower school sites to create one school campus. Redevelopment of upper school site including demolition and refurbishment of existing buildings, erection of new school buildings, new parking areas, access provision including a drop off point in Hume Way and playground/sports facilities).

**Decision:** 27-11-2013 Approved

19731/APP/2015/286 Bishop Ramsey C Of E School Warrender Way Ruislip

Single storey extension to north side and single storey extension to west side of existing sports hall

**Decision:** 24-03-2015 Approved

19731/APP/2016/1982 Bishop Ramsey C Of E School Warrender Way Ruislip

Details pursuant to conditions 4 (arboricultural assessment), 5 (levels), 6 (tree protection) and 7 (green screen) of planning permission ref: 19731/APP/2015/286 dated 25/03/15 (Single storey extension to north side and single storey extension to west side of existing sports hall).

**Decision:** 14-07-2016 Approved

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

The site has an extensive planning history. That most relevant to this application is summarised above and in parts 1 and 3.2 of this report.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

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  
R10 Proposals for new meeting halls and buildings for education, social, community and health services  
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  
AM7 Consideration of traffic generated by proposed developments.  
LPP 3.18 (2015) Education Facilities  
LPP 6.3 (2015) Assessing effects of development on transport capacity  
LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

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

**5.1** Advertisement Expiry Date:- **8th July 2016**

**5.2** Site Notice Expiry Date:- **8th July 2016**

#### **6. Consultations**

##### **External Consultees**

Consultation letters were sent to 43 local owner/occupiers, the Eastcote Residents' Association and the Ruislip Residents' Association. Site and press notices were also posted. Seven letters of objection have been received, including one written on behalf of four properties, which raise the

following concerns:

- i) Warrender Way, rather than Hume Way, has become the school's main entrance and is used for parking and pick-up/drop-off with students using the sports hall gate for access.
- ii) Students use a gate to the side of the main gates in Warrender Way so the planning consent is being totally abused.
- iii) During a school day morning grid lock and high volumes of traffic can be witnessed - the area is already saturated.
- iv) Increased parking, congestion, inconsiderate driver behaviour, damage to grass verges and danger to highway and pedestrian safety along Warrender Way and Highgrove Way.
- v) The traffic and parking problems severely disrupt the everyday life of residents to an unacceptable level.
- vi) Parking by students and staff makes it hard for residents and for deliveries.
- vii) This will make the situation worse on weekdays and Saturdays and it includes the summer holidays. Lettings should be stopped.
- viii) The school have repeatedly asked for out of hours access via Warrender Way. This must not be allowed as it will set a precedent for future permanent applications.
- ix) Members of the Planning committee should visit the site to witness the problems at peak times.
- x) The originally approved drop off point in Hume Way no longer exists and should be reinstated.
- xi) At the end of the works this will have encouraged greater use of Warrender Way as a continuing parking facility.
- xii) A peak time survey of traffic conditions in Warrender Way should be carried out.
- xiii) Insufficient consultation by the school.
- xiv) The supporting text gives mention to "driver frustration" but takes no account of resident frustration.
- xv) Noise.
- xvi) Consideration should have been given to how the school would operate before permission was granted to improve the sports hall facility.
- xvii) Large scale redevelopments are generally cordoned off to public view and thus reduce potential dangers. Why is there a need to have access in the evenings? If the school is hosting events it is unlikely to be whole school & therefore Hume Way access should be sufficient.
- xviii) The school should seek to complete the works during the holiday.
- xix) Staff, students and visitors should be directed to use the official entrance in Hume Way or the school car park.
- xx) The roads were built in 1936 and not designed for current traffic levels.
- xxi) More courtesy should be shown to the residents of Warrender Way, Westbury Close and Highgrove Way.

METROPOLITAN POLICE

No objection.

#### **Internal Consultees**

HIGHWAY ENGINEER

The condition was attached to safeguard residential amenity. Its variation is likely to cause local residents some annoyance. However, in highway terms this pedestrian route has no capacity or safety issues at this time and no significant concerns are therefore raised on highway grounds. Conditions should be attached to ensure this situation will revert back to the previously agreed hours of use after the works have been completed.

ENVIRONMENTAL PROTECTION UNIT

No objection.

## **7. MAIN PLANNING ISSUES**

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

The educational use of the site is well established. Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough. This overall objective is reiterated in the London Plan Policy 3.18. At national level the DCLG Policy Statement on Planning for Schools Development and the NPPF are particularly supportive of applications which enhance existing schools.

The proposed variation of the condition is directly linked to approved extensions to the sports hall, which will enhance the schools existing facilities in accordance with the above mentioned policy objectives.

Whilst many residents have suggested that the approval of this application would set a precedent for the future use of the gate, which they believe to be the school's ultimate goal, it must be noted that planning permission would be required for the longer term variation or relaxation of the condition. This application must be assessed on its merits based on the information available at this time and not based on speculation over the future. Accordingly, refusal cannot be justified on these grounds.

The site does not fall within the Green Belt and has no other specific designations which would preclude development. The proposed temporary variation of the condition is directly linked to proposals associated with the enhancement of the school's facilities. Accordingly, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria.

**7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Not applicable to this application.

**7.06 Environmental Impact**

Not applicable to this application.

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

Not applicable to this application.

**7.08 Impact on neighbours**

No physical works are proposed. Residents have particularly raised concern over the traffic impact and noise. These issues are discussed in parts 7.10 and 7.18 of this report, respectively.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

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

Restrictions were originally placed on the use of the Warrender Way Gates, via planning permission ref: 19731/APP/2006/2811, in order to "safeguard the amenity of surrounding areas." No other specific reasons were provided for the imposition of the condition.

In 2013 the applicant sought to vary the hours of use of the gate to provide greater flexibility over its hours of use. It was determined, at the Council's Majors Planning Committee on 20/11/13, that taking all relevant matters into account, that the proposed hours of use were



acceptable. Accordingly, that application (ref: 19731/APP/2013/1292) was subsequently approved, subject to the following condition:

"The Warrender Way entrance may be opened for student pedestrian use between 0800 and 1800 hours on school days only and for general pedestrian use between 0800 and 0900 hours and 1500 to 1800 hours on school days only.

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

In addition to those approved hours, for a temporary period of 4 months for the duration of construction works to the sports hall, the applicant is now also seeking to allow general pedestrian use of the gates between 0800 and 1430 on Saturdays and between 1800 and 2130 on school days. The school suggests that these are peak times for the adjoining Highgrove Pool site and that use of the Warrender Way gates is required to reduce likely conflict between those accessing the school via Hume Way, who would otherwise be required to walk through the busy Highgrove Pool car park to access the school via its Hume Way entrance.

Whilst residents' suggestions that use of Hume Way would nevertheless be preferable, it is considered that this could increase congestion within the already busy car park and increase the risk to pedestrian and vehicular safety. Accordingly, officers accept the school's argument that this is not ideal. Once the works are complete, drop-off/pick-up via Hume Way could resume during these times and users would be able to use the pedestrian footpath to access the school via the sports hall gates.

Residents have raised significant concern over traffic and parking issues in Warrender Way, Highgrove Way and surrounding roads. It is acknowledged that some parking, associated with the school, occurs in surrounding roads. It is also acknowledged that surrounding roads become very congested at peak school start and finish times, as is typical at most schools across the borough. However, it must also be noted that congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. The school's website confirms that the typical school date is 8:30am to 3:15pm and, as would be expected, traffic and parking demand is at its highest around these times.

The proposed additional hours of use of the gate, during evenings and weekends, are outside peak school start/finish times and, as such, most traffic associated with the school will have dispersed by these times. Whilst it is accepted that the proposal could result in increased traffic and parking demand during evenings and Saturdays, it is not considered that this would be so significant that refusal could be justified, particularly given the temporary nature of the proposals. Notably, the Council's Highway Engineer has raised no objections on these grounds. Accordingly, notwithstanding the strong objections raised by residents, it is not considered that refusal could be justified on highway grounds for a temporary relaxation of the condition.

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

- Urban design  
Not applicable.

- Access

The proposal would allow temporary general pedestrian access via the school's Warrender Way gates during weekday evenings and Saturdays, whilst construction works are

underway at the sports hall, preventing use of the sports hall gate. This would offer an alternative to walking through the Highgrove Pool Car Park to access to school's Hume Way access, to those accessing the school from the Hume Way drop-off/pick-up facility. This is considered to be acceptable on a temporary basis, for the reasons discussed above in part 7.10 of the report.

- Security

It is not considered that the proposals give rise to any increased issues of security. Notably, no objections have been received from the Metropolitan Police in this regard.

**7.12 Disabled access**

Not applicable to this application.

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

Not applicable to this application.

**7.14 Trees, Landscaping and Ecology**

Not applicable to this application.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

- Noise

Residents have raised concern over noise from increased traffic and pedestrian activity during the proposed extended hours of use for the gate. However, the proposed hours of use are not considered to be unreasonable and it is not considered that the proposal would give rise to such an unacceptable increase in noise and disturbance during evenings and weekends that refusal could be justified, particularly given the temporary nature of the proposal. Notably, officers in the Council's Environmental Protection Unit have raised no objections on noise grounds.

- Air Quality

It is not considered that the proposal would result in an overall increase in traffic to the area which could be prejudicial to local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no concerns in this respect.

**7.19 Comments on Public Consultations**

Point (i), (iii), (iv), (v), (vi), (vii), (viii), (xiv), (xv), (xvii), (xix), (xx) and (xxi) predominantly raise concerns over need, highway matters, noise and residential amenity and have been addressed in the report.

Point (ii) suggests students use a gate to the side of the main gates in Warrender Way, thus abusing the original planning consent. Officers have no reason to believe the school is failing to comply with the condition requirements. However, should residents believe this to be the case they can report this to the Council's Enforcement Team who can investigate.

Point (ix) suggests Members of the Planning Committee should visit the site to witness the problems at peak times. This request is noted. However, it is for Members to decide whether a site visit would be necessary.

Point (x) suggests that the originally approved drop off point in Hume Way no longer exists and should be reinstated. Officers have visited the site and note that the facility still exists.

Point (xi) suggests that this will encourage greater use of Warrender Way as a continuing parking facility. It is not considered that this would encourage such an increase in parking in Warrender Way such that refusal could be justified. Following completion of the works to the sports hall, convenient access would again be available via Hume Way.

Point (xii) suggests that a peak time survey of traffic conditions in Warrender Way should be carried out. The proposal does not seek to vary the hours of use of the gates during peak times and, as such, this could not be justified.

Point (xiii) suggests insufficient consultation has been carried out by the school. Any consultation carried out by the school is voluntary and not under the control of the Local Planning Authority. Refusal cannot be justified on these grounds.

Point (xvi) suggest consideration should have been given to how the school would operate before permission was granted to improve the sports hall facility. Planning applications must be assessed on their merits based on the information provided at the time. Refusal cannot be justified on these grounds.

Point (xviii) suggests the school should seek to complete the works during the holiday. The Local Planning Authority has no control over the school's agreed works programme. However, it is noted that works would only last for four months, which include the school summer holiday and autumn half term.

#### **7.20 Planning Obligations**

Not applicable to this application.

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

Not applicable to this application.

#### **7.22 Other Issues**

None.

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

#### **General**

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

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

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

#### **Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

The proposal seeks more flexible use of the Warrender Way access gates to Bishop Ramsey School for a temporary period whilst the school's sports hall gate is out of action due to construction works to the sports hall.

Notwithstanding strong concerns raised by residents, given the temporary consent sought, it is not considered that the proposal would lead to such an increase in traffic, parking demand and noise that refusal could be justified.

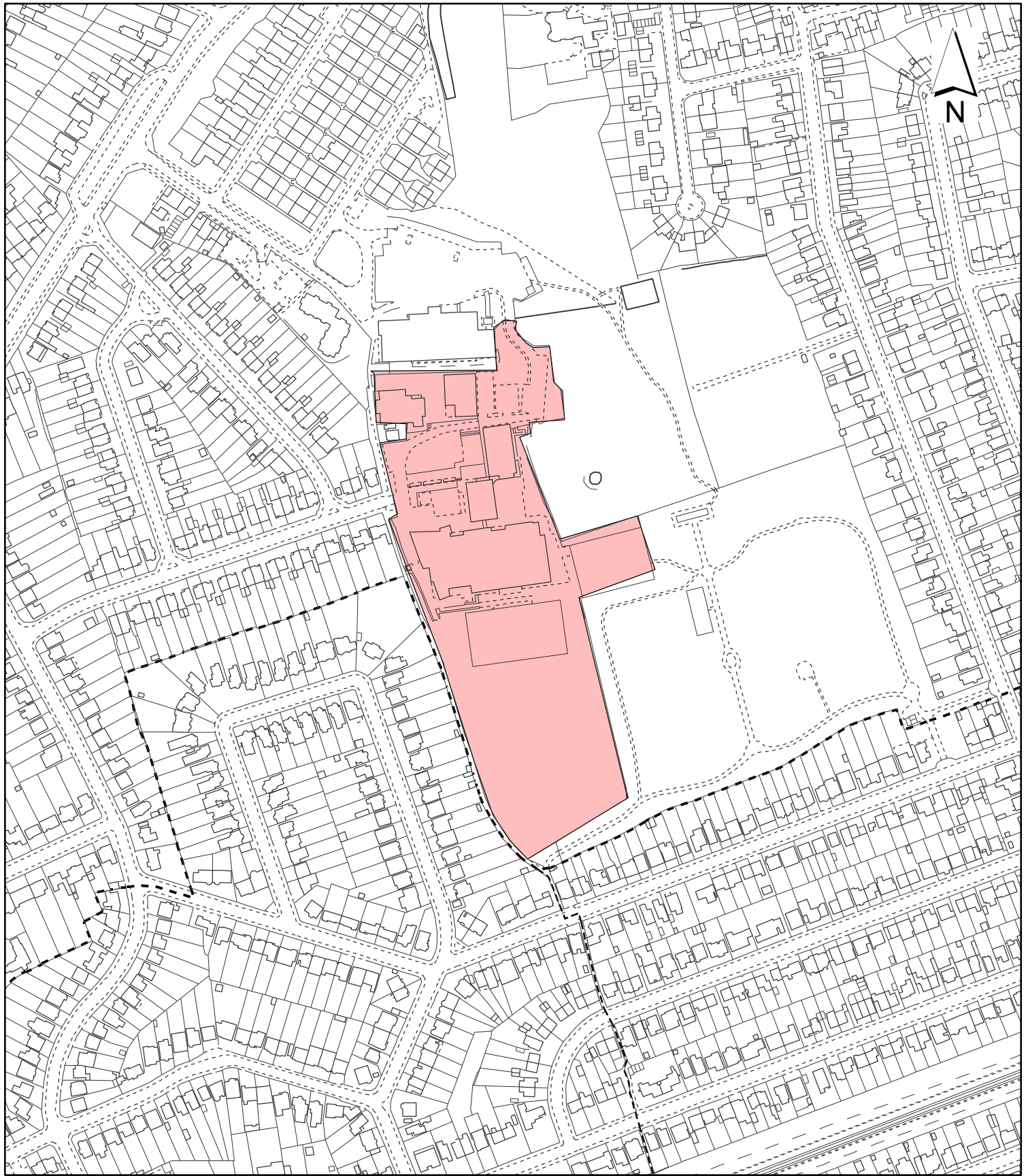
The proposal is considered to comply with current local, London Plan and national planning policies and guidance which seek to support applications associated with enhancements to existing school facilities and, accordingly, approval is recommended.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Bishop Ramsey C of E School  
 Hume Way  
 Ruislip**

**LONDON BOROUGH  
 OF HILLINGDON**

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

Planning Application Ref:

**19731/APP/2016/2148**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 88

Date:

**August 2016**



**HILLINGDON**  
 LONDON

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

**Address** HEATHROW POINT WEST 234 BATH ROAD HEATHROW

**Development:** Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works

**LBH Ref Nos:** 41331/APP/2016/1035

**Drawing Nos:** Design and Access Statement  
MCA1215/03 Landscaping details  
890 RDP P01  
890 AM PM Hotel Market Snapshot  
890/RDP/P06  
890/RDP/P05  
890/RDP/P04  
Addendum to Design and Access Statement  
890 RDP P03 REV A  
Energy Statement E595-00- dated 20/5/2016  
Bird Hazard Management Report March 16  
Letter of Support - 234 Bath Road  
Soil Report Phase I Desk Study  
Sustainable Drainage Scheme March 16  
Transport Assessment  
Travel plan  
Waste Management Plan March 16  
Arboricultural Report Ref: 01035D/CJO/2705 dated 27/5/2016  
SUDS/ Drainage Report Ref:8215 Issue 3  
890/RDP/P02 Rev. C

<b>Date Plans Received:</b>	11/03/2016	<b>Date(s) of Amendment(s):</b>	11/03/2016
<b>Date Application Valid:</b>	11/03/2016		06/06/2016
			20/06/2016
			04/07/2016
			27/05/2016
			18/07/2016
			05/07/2016

### 1. SUMMARY

The application seeks planning permission for the erection of a 4 storey hotel annexe including a link bridge and associated amendments to landscaping and car parking.

Planning permission was recently granted for a change of use of the main building from offices to hotel use. There is no objection to the principle of the intensification of the hotel use on this site in planning policy terms.

Given the site's context, the scheme raises no adverse amenity issues to residential neighbours, nor does the new annexe's siting and massing prejudice the existing office developments on the adjacent sites. The height of the proposed annex is consistent with the surrounding development and in terms of visual appearance, the treatment of the elevations is considered appropriate.

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

Subject to details, the proposed landscaping is adequate.

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

## **2. RECOMMENDATION**

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

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

**1. All necessary highway works**

**2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.**

**2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).**

**3. Hospitality Training contributions or an in-kind scheme**

**4. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.**

**5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 31/08/2016, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training, hospitality training, highway works and air quality). The proposal therefore conflicts with Policies R17, AM7 and OE1 of the adopted Local Plan Part 2 and the Council's Planning Obligations SPD and Air Quality SPG.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the**



**completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

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

**1 COM3 Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

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

890/RDP/P02 Rev. C

890 RDP P03 REV A

890/RDP/P04

890/RDP/P05

890/RDP/P06

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 the following has been completed in accordance with the specified supporting plans and/or documents:

Arboricultural Report Ref: 01035D/CJO/2705 dated 27/5/20

Bird Hazard Management Plan dated March 2016

Waste & Refuse management Plan dated March 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 that the development complies with the objectives of Policies of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

**4 NONSC Air Quality - Energy Provision**

Prior to occupation of the development hereby approved, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the Local Planning Authority for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

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).

**5 NONSC Air Quality - CHP**

Prior to occupation of the development hereby approved, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

**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).

**6 COM17 Control of site noise rating level**

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

**REASON**

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

**7 COM25 Loading/unloading/deliveries**

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

**REASON**

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

**8 COM30 Contaminated Land**

(i) Prior to works associated with the hotel annex and any external ground works, a scheme to deal with contamination in accordance with the Supplementary Planning Guidance on Land Contamination shall be submitted to 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 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.

(b) 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.

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

#### REASON

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

### **9 COM15 Sustainable Water Management**

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

a) Manages Water The scheme shall follow the strategy set out in the Statement for Sustainable Urban Drainage scheme, produced by RDP Architects Limited dated April 2015 and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

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

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be

undertaken at the appropriate time of year as groundwater levels fluctuate).

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

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

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will: incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

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

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

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

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

f) During Construction

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

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with 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).

#### **10 NONSC Energy Efficiency**

Prior to the commencement of development, a scheme showing the development can achieve a 35% reduction in CO2 emissions shall be submitted and approved in writing by the Local Planning Authority. The scheme shall set out

1: the existing emissions (regulated and unregulated) associated with the existing development, a similar size new build development built to 2013 building regulations, and the baseline expected emissions from the proposed development.

2: The measures (in accordance with the London Plan Policy 5.2 energy hierarchy) that will show a reduction in regulated energy of 35% from the existing development unless otherwise agreed in writing by the Local Planning Authority.

3: Details and specifications (i.e. technology specifications, roof plans etc.) of the chosen low or zero carbon technologies to be used to reach the target.

The development must proceed in accordance with the approved plans.

**REASON**

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

**11 COM31 Secured by Design**

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The building shall be occupied for hotel use until accreditation has been achieved.

**REASON**

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

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

**13 COM10 Tree to be retained**

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

Remedial work should be carried out to BS 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.

**14 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. A tree surveyor shall be retained to supervise and monitor the tree protection measures on site and the Local Planning Authority shall be invited to attend a tree work briefing on site and be kept informed of the programme of work.

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).

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

Prior to works associated with the single storey side extension and any external ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

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

2. Details of Hard Landscaping
  - 2.a Refuse Storage (which shall be covered and secure)
  - 2.b Cycle Storage (including secure storage for at least 44 cycles)
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for the whole site, including the provision 63 car parking spaces, including at least 7 disabled parking spaces, and demonstration that at least 12 parking spaces are served by electrical charging points (8 active and 4 passive); and 14 motor cycle parking bays
  - 2.e Hard Surfacing Materials (including measures to prevent car parking on the redundant car parking areas)
  - 2.f External lighting including for the car park

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

### **16 NONSC Fire Evacuation Plan**

Prior to the first occupation of the development hereby approved, a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

### REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

### **17 NONSC Facilities for People with Disabilities**

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

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

**REASON**

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

**18 NONSC Car Parking for guests and staff only**

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

**REASON**

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

**19 NONSC Air Extraction**

No air extraction or air conditioning systems shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the 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 occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**20 COM27 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

## **21 NONSC Archaeology**

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

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

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

### **REASON**

Heritage assets of archaeological interest are expected to survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

### **INFORMATIVES**

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation

	of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

**3 I14C Compliance with Building Regulations Access to and use of**

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

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

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

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

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

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

gb.org.

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

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

#### **4 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

#### **5**

Condition 5 relates to the operational phase of the commercial development and is intended for the protection of future occupants in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: [http://www.iaqm.co.uk/text/guidance/epuk/chp\\_guidance.pdf](http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf). An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

#### **6 128 Food Hygiene**

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

#### **7 158 Opportunities for Work Experience**

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

installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

## **8            I60            Cranes**

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

## **9**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Mayor's Community Infrastructure Levy is estimated to be £126,315, which is due on commencement of this development. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £144,360.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

## **10**

With respect to the archaeological condition 21, the applicant is advised that the written scheme of investigation should be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. The applicant's archaeological scheme will need to identify where groundworks could reveal archaeological remains and make provision for appropriate monitoring and recording.

## **11**

The five eurobins shown on the plan would not provide sufficient storage capacity for the waste produced. Larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The

latter would give to opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

### **3. CONSIDERATIONS**

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

Heathrow Point West is situated on the North side of Bath Road (A4) north of Heathrow Airport which is located to the south of the A4.

Heathrow Point West is a three storey building, last used as offices, totaling approximately 5,096.7 sq m, located on a site with an area of 0.9 hectares.

Boltons Lane lies to the west of the site boundary and Mondial Way to the north. The site bounded on the east by Amadeus Building and Samsonite House, both offices. The main access to the site is from the junction of Boltons Way and Mondial Way.

The building is set within a well-planted site, with tree and shrubs / hedges around all boundaries and between the two car parks, situated to the north and west of the building. However, some of the planted areas are tired-looking / suffering from a lack of maintenance and are in need of rejuvenation.

The site lies within the proposed Heathrow Archaeological Priority Zone.

#### **3.2 Proposed Scheme**

Planning permission is sought for the erection of a 4 storey hotel annexe building in an area of redundant car park, with a link bridge connection to the main building. The annexe will provide 107 additional bedrooms.

The proposed building will be 58.00 metres long and 16.3 metres wide supporting a pitched roof, with a maximum height of 15.65 metres, which is 1.35 metres lower than the existing building.

All floors will accommodate guest bedrooms, housekeeping and lobbies.

The external areas of the site are developed to include vehicular and pedestrian access routes to the site, landscaping to the front and rear, including out door amenity space.

The reconfigured site will accommodate around 63 parking spaces, 3 taxi stands, 4 coach parking spaces, 7 motor bike stands, 44 cycle stands and integral refuse bin areas. The parking will also provide active and passive electric vehicle charging points.

The following documents have been submitted in support of the application:

1. Air Quality Assessment
2. Energy Assessment
3. Transport Statement
4. Travel Plan
5. Arboriculture Report & Landscaping Details
6. Sustainable Urban Drainage Plan

7. Soil Contamination report
8. AM PM Hotel Market Snapshot
9. Hotel Brand and Interest letter
10. Bird Hazard Management Plan
11. Waste & Refuse management Plan
12. Sustainable Urban Drainage Plan

### 3.3 Relevant Planning History

41331/APP/2015/1886 Heathrow Point West 234 Bath Road Heathrow

Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping.

**Decision:** 26-08-2015 Approved

#### Comment on Relevant Planning History

Planning permission (ref:41331/APP/2015/1886) was granted on 26-08-15 for the change of use of the existing office building from Use Class B1(a) to a Hotel (Use Class C1), including single storey side extension and associated amendments to landscaping and car parking.

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

- |          |   |
|----------|---|
| PT1.BE1  | (2012) Built Environment                        |
| PT1.E1   | (2012) Managing the Supply of Employment Land   |
| PT1.E3   | (2012) Strategy for Heathrow Opportunity Area   |
| PT1.E7   | (2012) Raising Skills                           |
| PT1.EM1  | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management             |
| PT1.EM7  | (2012) Biodiversity and Geological Conservation |
| PT1.EM8  | (2012) Land, Water, Air and Noise               |
| PT1.T4   | (2012) Heathrow Airport                         |

Part 2 Policies:

- |      |  |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - |
|      | (i) Dial-a-ride and mobility bus services  |
|      | (ii) Shopmobility schemes  |
|      | (iii) Convenient parking spaces  |
|      | (iv) Design of road, footway, parking and pedestrian and street furniture schemes  |

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd April 2016**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 38 local owner/occupiers on 29/05/2015. The application was also advertised by way of site and press notices. No responses have been received.

METROPOLITAN POLICE

No response.

Transport for London (TfL)

No response.

HARLINGTON VILLAGE RESIDENTS ASSOCIATION

No response.

## HARMONSWORTH AND SIPSON RESIDENTS ASSOCIATION

No response.

## HISTORIC ENGLAND

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The planning application lies in an area of archaeological interest.

This application lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan so the assertion in the Design & Access Statement (6.4) that it doesn't lie in an archaeological zone is incorrect. The zone reflects the well documented and extensive archaeological interest in the Heathrow area which is summarised in the Council's review document. At approximately 1 hectare, this is a fairly large site so the application should have been supported by an archaeological desk-based assessment. However, the development appears to involve only relatively small-scale groundworks and there is unlikely to be good survival beneath the modern building.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

### Condition

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:



## Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website. Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.

Please note that this response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

## HEATHROW AIRPORT LTD

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

However, we would like to make the following observation:

### Cranes

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

### NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application.

This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

### **Internal Consultees**

S106 OFFICER

### Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

3. Air Quality Monitoring: A financial contribution to the sum of £25,000 subject to comments from LBH air quality specialists.
4. (Updated) Travel Plan: to include £20,000 Bond
5. (Updated) Hospitality Training
6. (Updated) Hoppa Bus Provision
7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

##### Noise:

This application is for a hotel development, EPU do not consider hotels to be noise sensitive development as such, it is up to the developer to ensure that noise levels inside the hotel meet an acceptable standard. However, the following conditions and informative are recommended:

##### Conditions:

##### Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

##### Deliveries and refuse collection

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

##### Informative:

Standard Control of environmental nuisance from construction work informative.

##### Contamination

##### Submitted Report

Phase 1 Desk Study at 234 Bath Road by Soils Ltd dated April 2015 reference 14926/DS

The above desk study provides sufficient detail to indicate where any potential contamination issues. The report highlights where contamination might be present and particularly notes the potential issues as airport, petrol station, motor repair works and substation. The site had an old motor repair works in the south west corner, there is a substation and car park there now. The petrol station use may refer to Axis House on Bolton's Lane where there was a garage. Axis House went from offices to flats fairly

recently under a prior approval application. There was a contamination report and some groundwater monitoring with this application, and it appears some hydrocarbons were found in the groundwater in the area. The source was not proved. It was probably due to the old garage uses and motor repair works in the vicinity, although with the adjacent airport there may be other sources. The Soils Limited report recommends a site investigation which is considered necessary post any approval, as we have no investigation boreholes on this side of Bolton's Lane.

Although the proposed use is not residential, it is recommended adding the standard contamination condition to ensure that some investigation is carried out. Problems are not anticipated, but the ground is fairly unknown and in particular, the motor works and adjacent garage may have affected the soils. The substation should be OK, but they can leak PCB's if the station is very old.

A desk study has already been submitted. After the site investigation hopefully there will not be too much remediation necessary, the investigation should include some gas and vapour monitoring.

## TREES AND LANDSCAPE

The site is occupied by a substantial office block, previously occupied by BAA, on the north side of Bath Road. There is an extant planning approval, ref. 2015/1886, to convert the office block for use as a hotel. Accessed via a mini-roundabout to the north-west there is a car park to the west side of the building and to the north.

There is a landscape buffer to the south, between the building and the back edge of the Bath Road footway, part of which lies outside the site boundary. All other boundaries are tree-lined and under planted with ground cover shrubs, which provides screening and welcome relief in an otherwise built up area.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

Landscape constraints / opportunities:

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

**LANDSCAPE CONSIDERATIONS:** A line of trees within the northern car park will be removed to facilitate the development. The northern elevation of the proposed building is very close to the existing line of boundary trees. If the trees have been plotted accurately, the canopies will be brushing the side of the building. In fact the canopies will have to be reduced, prior to construction, in order to provide access for the construction of the building.

Once built, it is likely that there will be pressure to cut the trees back, or removal them, due to their proximity to the building and the need for natural light. The Design & Access Statement fails to make any analysis of the trees or landscape character of the site and fails to set out any landscape objectives for the site, contrary to good practice.

A Landscape Details Plan, drawing ref. MCA1215/03, by MCA provides a planting plan for the whole site. This includes the retention of existing boundary trees and the provision of new planting around the base of the new building and in the car park.

If the application is recommended for approval, landscape conditions should be imposed to ensure

that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: The Tree Report by OMC Associates, dated 27 May 2016, confirms that the best row of trees / landscape feature T19-T29 can, and will, be retained. The two westernmost trees in this row (T30 and T31) are not scheduled to be retained but 'could potentially be if required' (section 4.2). T30 and T31 are an important extension of the row and should be retained.

Section 4.2 also specifies the need to trim back trees T19 - T31 to facilitate the construction work and the need for regular light trimming to keep the trees off the building in the future. This and other tree / root protection measures should be specified in a Tree Protection Plan and Method Statement prior to commencement of work on site. The need to manage the trees in the future should be specified in the Landscape Management and Maintenance plan to obviate the need to apply for permission every time this work is required.

In addition to the above, the tree surveyor should be retained to supervise and monitor the tree protection measures on site - and the LPA should be invited to attend a tree work briefing on site and be kept informed of the programme of work.

#### FLOOD AND DRAINAGE OFFICER

There is insufficient information provided on the use of sustainable drainage systems within the application set out in the submitted Sustainable Drainage Scheme.

Officer comment:

Following initial comments from the Flood and Drainage Officer, a Drainage Strategy and Sustainable Drainage Management and Maintenance Plan has now been submitted. These indicate that an acceptable sustainable drainage scheme can be provided.

#### SUSTAINABILITY OFFICER

No objections to the proposed development subject to a condition requiring a detailed energy schem

#### ACCESS OFFICER

In assessing this planning proposal to erect a new hotel extension building to provide 108 guest rooms and 63 parking spaces, reference is made to the London Plan (FALP) 2015, policy 4.5.

The Design & Access Statement refers to a 10% provision of accessible bedrooms with ensuite facilities, and 27 accessible parking spaces. However, the Access Statement section (on page 5) largely refers to general design principles and good practice, rather than how inclusive design principles and specifications have been incorporated into the design.

Whilst the submitted drawings indicate accessible bedrooms, the ensuite facilities appear not to have been designed to a recognised accessibility standard. Clarification should be sought to ensure they would be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms, a further 5% should be capable of adaptation as stated in the following excerpt from the British Standard:

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

supporting adaptations, e.g. handrails);

Whilst the development proposal refers to access and inclusion principles, the plans and accompanying Design & Access Statement lack the necessary detail.

Officer comment:

Revised plans were requested from the applicant. These plans were received and further comments sought from the Council's Access Officer.

**ADDITIONAL ACCESS OFFICER COMMENTS:**

I have reviewed the revised floor plans, the ACCOR international guidelines document, together with a revised Design & Access Statement. I am content with the proposed accessible bedroom layout, but having reviewed Plan 20, I consider the ensuite bathroom design to be unsuitable for a wheelchair user. It would be acceptable to design the ensuite bathrooms to a standard equivalent to BS 8300.

Officer comment:

Amended plans have been received to reflect BS 8300: 2009 for the accessible guest rooms with ensuite.

**HIGHWAY ENGINEER**

Although the address of the property is 234 Bath Road the vehicular access is off the traffic signal junction of Bath Road (A4) and then in turn a dedicated access off Bolton's Lane. Traffic flows along the A4 in the area of the site have been historically as high as 35000 vpd but in recent years this figure has dropped to a figure closer to 20000 vpd.

There are currently parking restrictions outside the property on both Bath Road and Bolton's Lane so there is no parking stress in the area. The site has an existing car park for 133 vehicles which was a result of its previous use as offices. The site has a PTAL value of 3 as a result of bus and rail services nearby.

A Transport Statement (TS) and Travel Plan Framework (TPF) in support of this application were carried out by Monson and dated February 2016. Previously this site was granted permission (41331/APP/2015/1886) for the conversion of the existing office building into a 159 bed hotel. That application included 40 car parking spaces along with coach, cycle and motorcycle parking.

This latest proposal is to create a new four storey building on part of the site with an additional 107 hotel bedrooms so that the new provision will be 266 bedrooms. The new hotel extension will be constructed on part of the existing car park so that 63 car parking spaces remain along with the 4 coach bays 5 taxi bays and cycle and motorcycle bays. TfL in the previous application thought the on-site parking was excessive and suggested a figure of 0.3 spaces per bedroom. This latest application provides 0.24 spaces per bedroom but given the PTAL value and the special circumstances that existing for hotels around the airport with shuttle services and taxis, the latest on-site car parking is seen as acceptable.

There are 27 disabled parking spaces on site for an overall car parking provision of 63 spaces means that more than the Council standard of 10% has been provided in this instance which might need revision. I support the idea that active EV charging is being provide at the site.

The TS estimated that the the peak hour traffic estimates for the new use will be relatively small (16 trips) in the morning peak hour and negligible in the evening peak hour. Given the existing peak hour trips on the A4 the likely change is not seen as significant.

The provision of cycle and motorcycle parking bays on the site must be seen predominantly for staff use and this is supported.

The Travel Plan Framework outlined staff surveys, measures and monitoring so I suggest a condition relating to a Travel Plan should be made along with a monitoring fee.

In line with other hotels in the Heathrow area I suggest that a condition limiting the long stay car parking on the site is provided.

On the basis of the above comments I have no significant highway objections to the application.

Officer comment:

An amended site plan has been received reducing the wheelchair accessible parking bays to 7.

## WASTE MANAGER

The five eurobins shown on the plan would not provide sufficient storage capacity for the waste produced. Larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

Alternatively a private company, who is a licensed waste carrier, would have to be found that could carry out daily collection.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The principle of a hotel use on the site has been established by virtue of planning permission ref:41331/APP/2015/1886, for a change of use from offices to a hotel on the main building.

In terms of the intensification of use, Table 5.3 (Heathrow Opportunity Area) of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) notes that there is particular pressure on employment land for hotel uses in the Heathrow area. Accommodating hotel growth must not be at the expense of employment land around Heathrow Airport and as such, hotel development will be directed to locations outside the airport boundary and outside of designated employment areas.

Policy E1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) safeguards Locally Significant Industrial Sites on the Heathrow perimeter. However, the application site does not fall within any of the designated locally significant industrial sites along Bath Road.

In addition, Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; and
- ii) The development is located near or on a primary or secondary road or rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and

(iv) Parking to standards adopted by the local planning authority can be met within the curtilage of the site.

(v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

The development is considered to comply with the above mentioned criteria and in light of the site's location and the adequate car parking provision (refer to section 7.10 of the report), it is considered that the scheme is acceptable in principle when assessed against Local Plan part 2 Policy T4.

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

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

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

The site is not located within a Conservation Area, Area of Special Local Character or close to the site.

The site lies within the proposed Heathrow Archaeological Priority Zone (APZ). The Greater London Archaeological Advisory Service (GLAAS) has been consulted. GLAAS advise that heritage assets of archaeological interest are expected to survive on the site. As such, it will be necessary to secure the provision of appropriate archaeological investigation, including the publication of results. A condition is therefore recommended to secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation.

As such, it is considered that the archaeological position could be reserved by attaching the above mentioned condition to any consent granted under this application, in accordance with Policy Saved Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.04 Airport safeguarding**

The proposed annexe would be lower in height than the existing building and there are no airport safeguarding objections to the proposal. However, given the proximity to Heathrow Airport, it is

important to ensure the site does not attract birds. Therefore a condition is recommended to ensure that the proposed landscaping is done in a way which would not create large pools of water, involve berry bearing species (which may also attract birds). Subject to this condition, it is considered that the proposal would not impact on the safe operation of Heathrow Airport.

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

The site is not located within or is in close proximity to the Green Belt. there are therefore no Green Belt issues relating to this application.

#### **7.06 Environmental Impact**

##### **CONTAMINATION**

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. The site had an old motor repair works in the south west corner, and there is currently an electricity substation and extensive car parking there at present.

Although the proposed use is not residential, the Council's Environmental Protection Unit

(EPU)advise adding a condition to ensure that some site investigation is carried out. EPU point out that the ground is fairly unknown and in particular, the motor works and adjacent garage may have affected the soils. The electricity substation could potentially leak Polychlorinated biphenyls (PCBs) if the station is very old. (PCBs are a group of man- made compounds that were widely used in the past, mainly in electrical equipment, but which were banned at the end of the 1970's in many countries because of environmental concerns).

In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with this condition, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

This site is surrounded on three sides by the existing built form of office buildings of similar heights to the existing office building and proposed annexe, with the surrounding office buildings being set relatively close to their road frontages. As such, the proposed annexe is not considered to be out of character with the surrounding built form.

The annexe has been deigned to match the architectural details of the existing main building and it is not considered that this structure will have a significance impact on the existing building, the site, or the area in general.

The details of the materials would be controlled via a condition on any permission.

Subject to this condition, the scheme is considered to be of an appropriate massing and design, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed extension would be sited a over 100 metres away from the nearest residential properties in Boltons Lane and Doghurst Avenue to the north and west of the site.

The proposed extension is not considered to be over-dominant when viewed in conjunction with the existing building and the wider context of the site and surroundings, with numerous large commercial buildings. As such, the extension is unlikely to impact on the visual



amenities of neighbouring properties in terms of loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

Overall, it is not considered that there would be a material loss of amenity to neighbouring residential properties, in compliance with with policies BE20, BE21 and BE24 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

The proposal is for a hotel and there will be no future residential occupiers. There are no policies or standards that relate to hotel accommodation.

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

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

The site has a PTAL of 3, with bus stops just outside the site. There are currently 133 car parking spaces on site for the permitted office use. The recently approved 159 bed hotel proposal will reduce these to 40 spaces (including 4 disabled parking bays).

The current proposal is for a new four storey annexe building to be constructed on the northern part of the site, currently used for surface level parking, but allocated for soft

landscaping on the recently approved hotel scheme.

The annexe will provide a further 107 bedrooms bringing the total to 266. The proposed on-site parking will be increased to 63 car parking spaces (including 7 disabled bays), 4 coach bays, 5 taxi bays, 14 spaces for motorbikes/scooters and secure and covered cycle parking for 44 cycles.

This level of on site car parking provision, a ratio of 1:42 guest rooms, is similar to that of other hotel developments approved by the Council located nearby and serving Heathrow Airport. In addition, The parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

44 covered cycle parking spaces, 5 taxi stands and 14 motor bike stands are considered adequate.

In view of its location, it is anticipated that much of the business of the hotel will be related to Heathrow Airport and it is likely that there will be a high proportion of non-private car traffic, with taxis being used to a large extent. Long Term parking on site (Park & Fly) will not be available to visitors.

Given the reduction in on site car parking, it is considered that the transport impacts of the current proposal would be lower compared to the previous authorised office use of the site. The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to a condition limiting the long stay car parking on the site and a S106 requirement to secure a travel plan.

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

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

#### **7.12 Disabled access**

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

12 accessible bedrooms are shown on the floor plans. Plans suggest that the rooms would be specified to BS 8300:2009.

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

Following initial comments from the Access Officer, amended plans have been received addressing outstanding concerns. The Access Officer is now satisfied with the proposals.

Subject to a appropriate conditions, it is considered that the proposal would provide an

inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan (2015).

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

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

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

##### TREES/LANDSCAPE

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

A line of trees within the northern car park will be removed to facilitate the development. The northern elevation of the proposed building is very close to the existing line of boundary trees. The canopies of these trees will need to be reduced, prior to construction, in order to provide access for the construction of the building.

A Landscape Details Plan provides a planting plan for the whole site, including the retention of existing boundary trees and the provision of new planting around the base of the new building and in the car park. The submitted Tree Report confirms that the best row of trees will be retained, but there will be a need to trim back trees on the northern boundary, to facilitate the construction work and highlights the need for regular light trimming to keep the trees off the building in the future.

The Tree and Landscape Officer considers that the above mentioned works, together with other tree / root protection measures should be specified in a Tree Protection Plan and Method Statement prior to commencement of work on site. The need to manage the trees in the future should be specified in the Landscape Management and Maintenance plan to obviate the need to apply for permission every time this work is required. This can be secured by an appropriately worded condition.

A landscape condition is also recommended requiring the submission and approval of a more detailed landscape plan. Subject to appropriate landscape conditions, the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

##### ECOLOGY:

Saved Policy EC2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in and surrounding the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The previous use and extent of hard standing and built form on the site reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting and soft landscaping will contribute towards the promotion of nature conservation interests in the area. It is

considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area, in compliance with the above mentioned policies.

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

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. The bin area is integral to the building with access for staff and access from for the refuse collectors. The level of waste and recycling store provision, and its location and means of collection by refuse vehicles is considered to comply with the Council's requirements.

However, it is recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan Policies 5.16 and 5.17. Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

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

Sustainability policy is now set out in the London Plan (2015), at Policy 5.2. This policy requires major applications to include a detailed energy assessment. The 2015 London Plan requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement. The energy strategy prioritises energy efficiency through a highly insulated thermal envelope ,use of LED lighting and mechanical

ventilation with heat recovery. Space and hot water heating will be supplied from a communal heating system that is fed by a single gas fired combined heat and power (CHP ) engine and peak load/high efficiency low NOx gas fired boilers. Renewable energy will be supplied from photovoltaic panels installed on the roof of the development to provide renewable electricity to the site, helping to offset the need for grid supplied electricity.

In terms of water minimising water use, this would be achieved by water efficient fittings, water recycling systems and appliances as necessary,

The Sustainability Officer considers that the Energy Statement is satisfactory to determine the application favourably, albeit with more information required to be provided by the applicant. This extra information can be secured by planning condition. Subject to conditions to secure the installation of measures in accordance with the London Plan requirements, the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

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

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

London Plan Policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doingso. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development

does not increase the risk of flooding.

Following initial comments from the Flood and Drainage Officer, a Drainage Strategy and Sustainable Drainage Management and Maintenance Plan has been submitted in support of this application. Surface water will be disposed of by means of sustainable urban drainage systems (SUDS) and installed, prior to the occupation of the new building.

The impermeable roof areas are intended to be drained with conventional roof guttering and downpipes, which will be directed to a rainwater harvesting tank underneath the carpark, where water will be stored before being pumped back into the building and re-used. Additional flood storage for the 1 in 100 year critical storm plus 30% climate change, will be provided in the form of sealed crated attenuation tank. Detail of maintenance of the rainwater harvesting system.

The Council's Floodwater Management Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition. Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan Policies 5.12 and 5.13.

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

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring.

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

There has been no response to the neighbour public consultation.

#### **7.20 Planning obligations**

A S106 Agreement has been completed with the applicant in connection with the recently approved application for the main building on this site for a change of use from offices to hotel (Class C1). Should this application for an annexe be approved, a range of planning obligations similar to those secured on the existing consent would be sought, or the original obligations updated to include the annexe, in order to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The obligations sought are as follows:

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

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

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is liable for the Mayor's CIL with respect to new floorspace being created.

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

No enforcement action is required in this instance.

#### **7.22 Other Issues**

None.

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

#### General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

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

The general size, height and massing of the proposed annex extension is considered acceptable. It is not considered that the development would have any detrimental impact on the street scene, or upon residential amenity.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off, and these matters taken together are not considered to have any significant detrimental impact on the existing highway network or highway safety, given the reduced on-site car parking, limiting the use of the car park to staff and guests, the small number of vehicular movements anticipated (as a 266 bedroom hotel) serving Heathrow airport, where most guests will arrive by public transport or taxi.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role)

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

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

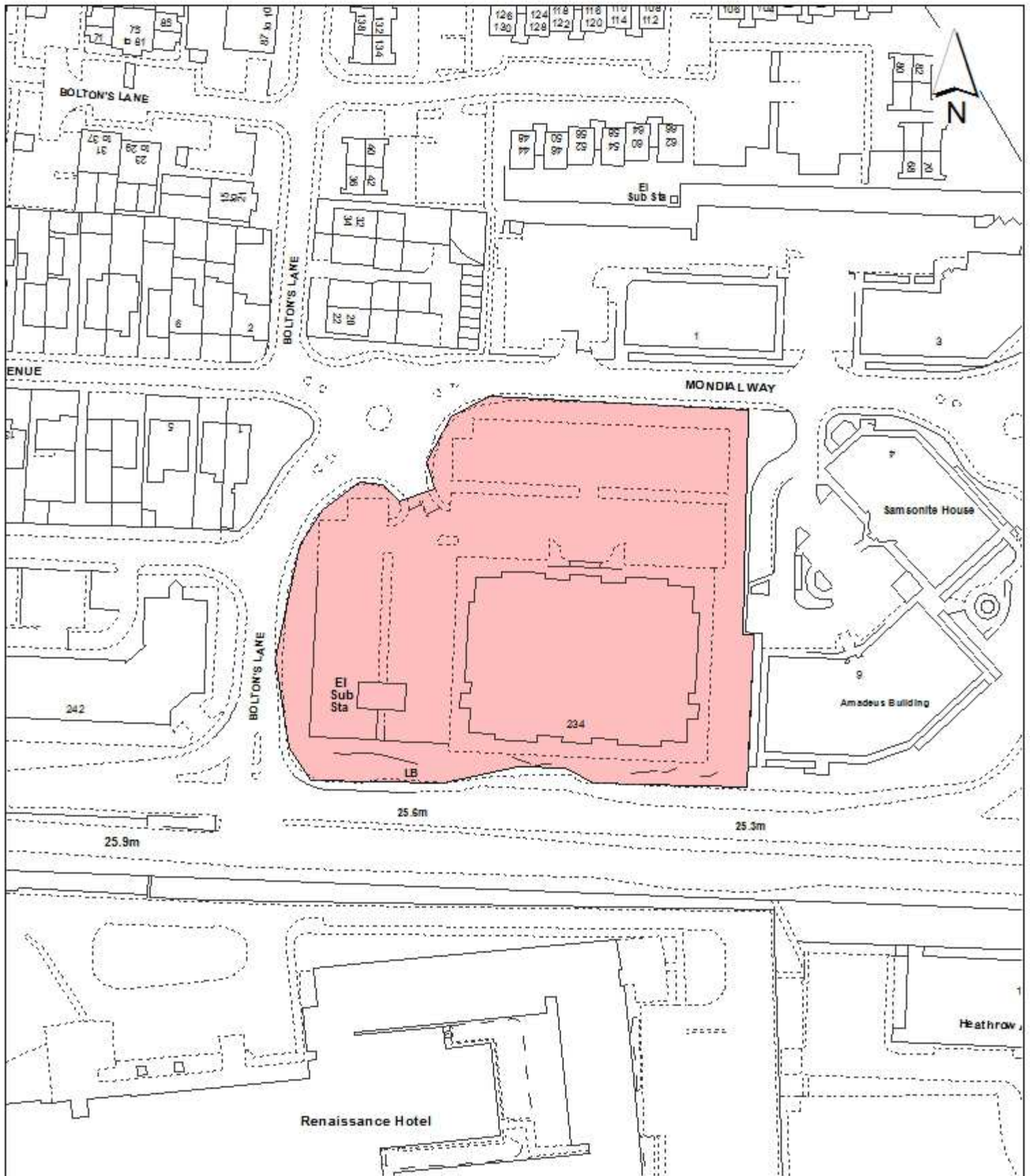
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2015)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Heathrow Point West  
234 Bath Road Heathrow**

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

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

Planning Application Ref:

**41331/APP/2016/1035**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 123

Date:

**August 2016**



**HILLINGDON**  
LONDON

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

- Address** HOLLAND AND HOLLAND SHOOTING SCHOOL DUCKS HILL ROAD  
NORTHWOOD
- Development:** Amendment to Condition 2 (Approved drawings) of application 16568/APP/2015/3140 'Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage' to enclose the external plant area and make associated landscaping alterations.
- LBH Ref Nos:** 16568/APP/2016/939
- Drawing Nos:** 1227-119C  
1227-120C  
Location Plan  
Design and Access Statement  
1227-118 Rev B  
1227-117 Rev B  
1227-SCH.04
- Date Plans Received:** 04/03/2016                      **Date(s) of Amendment(s):**
- Date Application Valid:** 04/03/2016

### 1. SUMMARY

The application seeks to amend condition 2 (approved drawings) of application 16568/APP/2015/3140 'Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage' to enclose the external plant area approved to the south and make associated hard landscaping alterations.

The principle of the demolition of the existing corporate facility building at the Holland & Holland Shooting Grounds, Ducks Hill Road, which is located within the Green Belt, and extensions of the existing single storey detached reception building at ground level and basement, to provide a larger corporate facility and rifle range, were considered and approved within application 16568/APP/2015/3140.

The plant store occupies an area of approximately 170 sq.m and it is proposed to enclose this area, which would take the proposed net additional floor space to 1057 sq.m (the total floor area of the building is now 1280 sq.m - this includes the existing and proposed floor space)

Substantial enlargements to the existing building have already been approved as part of applications 16568/APP/2013/3588 and 16568/APP/2015/2277 with the total floor area of the extensions equating to approximately 966 sq.m and 1042 sq.m in each of these applications. The most recent application (16568/APP/2015/3140) on the site, approved extensions totalling 888 sq.m and it is this application being implemented on site at present, that the additional footprint is proposed to.

The proposed enclosure of the plant room would result in the total floor area of the proposed extensions to the building within this application equating to 1057 sq.m, which

represents a modest increase above the previous schemes.

The plant area to be enclosed would be set over 380 metres back from the highway of Ducks Hill Road. The design and form of the enclosure is proposed in materials to match those approved for the remainder of the site, and the height and scale of the additions are to match those of the approved scheme. Given such, and that the site is well screened by tree lines to south and east, both of which ensure that the proposed works would not be visible from the public domain.

Overall, it is considered that the amendments to the approved scheme, would not have a detrimental impact on the openness of the Green Belt or character and appearance of the surrounding area. No alterations are proposed to the landscaping or parking layouts considered previously and no objection is therefore raised in this regard.

The application is recommended for approval.

## 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 and supporting documentation: 1227-101; 1227-102; 1227-111B; 1227-112B; 1227-113B; 1227-114B; 1227-115B; Flood Risk Assessment; Design and access statement; Initial Assessment Bat Survey; Holland and Holland Planning Statement; Ground Investigation Report reference C13262; Outline Method Statement for Excavated Material and 1227-119 Rev C, 1227-120 Rev C and 1227-SCH.04 received 4th March 2016 shall thereafter be retained/maintained for as long as the development remains in existence.

No importation of material or modification of landforms shall take place other than those indicated in the approved plans and documentation

#### 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 (March 2015).

#### **3 COM7 Materials (Submission)**

The development shall be constructed in accordance with the schedule of materials contained within document reference 1227-SCH.04 and shall thereafter be retained as such.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies OL1 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **4 COM8 Tree Protection**

The development shall be implemented in accordance with the details submitted to and approved within application 16568/APP/2015/4704 in respect of Tree protection proposed during the demolition and building works (1227.202 Rev A and Tree Protection Method Statement). 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 Policies OL2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **5 COM9 Landscaping (including refuse/cycle storage)**

The development shall be carried out and maintained in full accordance with the details approved within application 16568/APP/2015/4704 in respect of the soft (1227-206) and hard landscaping (1227-208) details, green roof proposed over the basement, details of the landscape maintenance and schedule for the implementation of planting.

#### REASON

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

### **6 COM10 Tree to be retained**

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

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

REASON

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

**7 NONSC Soil method statement**

The development shall be carried out in accordance with the method statement for soil handling and storage and Soils Management Plan, submitted to and approved in writing by the Local Planning Authority within application 16568/APP/2015/4704. The scheme shall only be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development promotes sustainable management of the soil within the site and ensure the scheme does not have a detrimental impact on the openness, character and appearance of the Green Belt, and to accord with Policies OL2 and BE38 of the Hillingdon Local Plan Part 2

**8 COM15 Sustainable Water Management**

The development shall be implemented and retained/maintained in accordance with the Sustainable Water Management scheme approved as part of application 16568/APP/2015/4704 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 (2015) and National Planning Policy Framework (March 2012). 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).

**9 NONSC Carbon Dioxide emission reduction**

The development shall be implemented and retained/maintained in accordance with the Energy Statement approved as part of application 16568/APP/2015/4704 and maintained in accordance with such for as long as the development remains in existence.

REASON

To ensure the development contributes a reduction in regulated CO2 emissions in accordance with London Plan (March 2015) Policy 5.2.

**10 NONSC Use**

The development hereby approved shall be used strictly in accordance with the terms of the application, plans and supporting details and in conjunction with operation of the site by Holland and Holland as a shooting ground.

REASON: To protect the Green Belt and ensure the building is used in association with the shooting school and not as a separate planning unit, and to accord with Policy OL1 of the Hillingdon Local Plan Part 2 Saved UDP Policies (November 2012).

**INFORMATIVES**

**1**            I52                    **Compulsory Informative (1)**

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

**2**            I53                    **Compulsory Informative (2)**

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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.
NPPF	National Planning Policy Framework
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 7.16	(2015) Green Belt
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
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
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

### 3

On this decision notice policies from the Council's 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 7th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

#### 4            I1                    **Building to Approved Drawing**

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

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

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

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

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

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

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

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

#### 6            I3                    **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least



6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

### **7            I33            Tree(s) Protected by a Tree Preservation Order**

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

### **8**

You are advised that this permission has been granted on the basis that the primary use of the site is as a shooting ground (A Sui Generis Use) and that other activities which may take place within the building are ancillary to this primary use and the facility should be operated in an appropriate manner. Should at any point the balance of uses change such that the primary use of the site is not a shooting ground this could constitute a material change of use and would require the benefit of planning permission.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application relates to the Holland and Holland Shooting Grounds off the highway of Ducks Hill Road. The buildings at the site are situated approximately 350 metres from the public highway at the end of the private access driveway into the site. The main structures at the shooting grounds are the larger lodge building and the smaller corporate facility building, which is the subject of this application.

The existing corporate facility building is a single storey wooden structure with two gable end, pitched roof sections and a mansard style crown roof towards the rear of the building, which was an extension added over 10 years ago. Contained within the building is an entrance room at the front of the building which provides access to the main toilets and a galley style kitchen area. A larger second dining room is situated to the rear of the building, which is also accessible from the kitchen. The corporate facility building has a rectangular shape with an internal floor area of 222 square metres.

The site has a car park with 40 spaces located off the main drive at the site, with further parking available to the rear and side of the existing corporate facility.

The application site is located within the Green Belt as identified in the policies of the Hillingdon Local Plan Part 2 and is surrounded by open countryside.

### **3.2 Proposed Scheme**

This application seeks consent for amendments to Condition 2 (Approved drawings) of application 16568/APP/2015/3140 'Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage' to enclose the external plant area and make associated landscaping alterations.

Application 16568/APP/2015/3140 approved extensions and alterations to the existing

building which provided an additional net floor space of 888 sq.m (total floor space of the site including the existing building was 1109.5 sq.m). A plant area approximately 170 sq.m in floor area was proposed to the south of the proposed extensions, adjacent to the car park. This area given consent is external and surrounded by a timber fence above a retaining wall. Due to the nature of the design, it incorporates some challenging details with waterproofing and thermal elements below ground level, with the plant equipment sitting on top. This application seeks to rationalise the design and improve the thermal and weather tightness of the proposal.

This application seeks solely to fully enclose this space. The roof of the extension will extend over the plant area and enclose this, with no alteration to the footprint of this space. As a result of this enclosure, the proposed additional net floor space has increased to 1057 sq.m (the total floor area of the building is now 1280 sq.m).

The height of the roof will 2 metres to the eaves and 5.7 metres to the ridge, which follows the height of the approved scheme.

In terms of the design of the overall structure, landscaping, parking etc, no alterations are proposed to these elevations of the scheme, which remain as approved within application 16568/APP/2015/3140.

### 3.3 Relevant Planning History

16568/APP/2000/965 Holland & Holland Shooting School Ducks Hill Road Northwood  
ERECTION OF EXTENSION TO SINGLE STOREY PAVILION

**Decision:** 12-07-2000 Approved

16568/APP/2012/1423 Holland And Holland Shooting Ground Ducks Hill Road Ruislip  
Single storey building for use as a corporate facility involving demolition of existing building

**Decision:** 11-12-2012 Approved

16568/APP/2013/3588 Holland & Holland Shooting School Ducks Hill Road Northwood  
SINGLE STOREY GROUND FLOOR EXTENSION TO THE LODGE AND CONSTRUCTION OF BASEMENT

**Decision:** 30-10-2014 Approved

16568/APP/2015/2277 Holland & Holland Shooting School Ducks Hill Road Northwood  
Variation of Condition 2 (Approved drawings) of planning application 16568/APP/2013/3588 (Single storey ground floor extension to the lodge and construction of basement) to allow for a variation the finished floor levels, increase in the ridge height of the building, increase in the size and depth of the basement, retention of spoil on site and associated internal alterations.

**Decision:** 29-12-2015 Approved

16568/APP/2015/3140 Holland & Holland Shooting School Ducks Hill Road Northwood  
Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage.

**Decision:** 08-12-2015    Approved

16568/APP/2015/4704    Holland & Holland Shooting School    Ducks Hill Road Northwood

Details pursuant to conditions 3 (Materials), 4 (Method Statement), 5 (Landscape Scheme), 7 (Soil and Storage Handling), 8 (Sustainable Water Management) and 9 (Energy Assessment) of planning permission Ref: 16568/APP/2015/3140 dated 11/12/2015 (Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage.)

**Decision:** 23-02-2016    Approved

16568/APP/2016/97    Holland And Holland Shooting School    Ducks Hill Road Northwood

Installation of single storey modular building as a decant facility to use as function rooms, kitchen and toilet areas for a temporary period of 78 weeks (Retrospective)

**Decision:** 24-03-2016    Approved

16568/M/88/1864    Holland & Holland Shooting School    Ducks Hill Road Northwood

Use of agricultural land as an extension to shooting school grounds.

**Decision:** 08-02-1989    Approved

16568/N/89/1139    Holland & Holland Shooting School    Ducks Hill Road Northwood

Installation of automatic clay pigeon trap to existing tower (Application for determination under Section 53 of the Act)

**Decision:** 16-06-1989    GPD

16568/P/89/1242    Holland & Holland Shooting School    Ducks Hill Road Northwood

Erection of a single-storey timber shelter

**Decision:** 17-11-1989    Approved

16568/R/89/2338    Holland & Holland Shooting School    Ducks Hill Road Northwood

Retention of renovation works to existing building (former pavilion)

**Decision:** 22-03-1990    Approved

16568/S/90/0127    Holland & Holland Shooting School    Ducks Hill Road Northwood

Renewal of temporary permission for continued use of six acre field for shooting grounds (Ref:16568M /88/1864)

**Decision:** 19-06-1990    ALT

16568/T/91/0759            Holland & Holland Shooting School        Ducks Hill Road Northwood  
Continued use of 6 acre field for shooting grounds

**Decision:** 04-03-1992    ALT

16568/W/92/1924            Holland & Holland Shooting School        Ducks Hill Road Northwood  
Erection of single-storey extensions to infill a verandah and form an entrance lobby and alteratic

**Decision:** 21-01-1993    Approved

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

There have been a number of planning applications relating to this site, and a more detailed summary of these is provided below.

Planning application 16568/APP/2015/3140 was the most recently approved application on this site, which granted consent for extensions to the existing reception building and a new underground shooting range. During the development stage of the previously approved application 16568/APP/2013/3588, it became apparent that a number of the technical requirements had not been fully understood or incorporated into the approved design. Modifications to the hard and soft landscaping, site levels and soil management had also not been fully considered as part of the application. This application sought to consolidate these required alterations and the resultant extensions proposed 888sq.m of net additional floorspace.

A number of the conditions associated with this approved application have been discharged as part of application 16568/APP/2015/4704.

Planning application 16568/APP/2015/2277 was considered by committee members at the 28th October planning committee, and members resolved to grant permission for alterations to allow for enlargements to the extensions approved under application 16568/APP/2013/3588.

Planning permission was approved under application reference 16568/APP/2013/3588 for a single storey ground floor extension to the Lodge and construction of a basement.

Planning permission was approved under application reference 16568/APP/2012/1423 for the erection of a single storey building for use as a corporate facility involving demolition of existing building. This scheme was not implemented on the site however approved a new building with an internal floor area of 637 square metres, a 2.37 fold increase in the floor area beyond the existing.

Planning permission was approved under application reference 16568/APP/2000/965 for the erection of an extension to the corporate facility. The extension has been added to the building and is the large dining room area to the rear of the building, which is viewed from the outside as the crown roof section of the property. This extension added approximately 100% to the footprint of the original pavilion building.

The Lodge building at the site was erected following the approval of planning permission under application reference 16568/E/80/0613 on 9 July 1980.

#### 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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services  
(ii) Shopmobility schemes  
(iii) Convenient parking spaces  
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- 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.
- NPPF National Planning Policy Framework
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 7.16 (2015) Green Belt
- LPP 7.4 (2015) Local character
- LPP 7.6 (2015) Architecture
- 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
- 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

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

**5.1** Advertisement Expiry Date:- **6th May 2016**

**5.2** Site Notice Expiry Date:- **6th May 2016**

## **6. Consultations**

### **External Consultees**

Site notices were erected on the public highway to provide notice of the development. No consultation responses have been received from any neighbouring occupier.

GLA

Having assessed the details of the application, my officers have concluded that the proposal for the 'Amendment to Condition 2 (Approved Drawings) of application 16568/APP/2015/3140' does not raise any strategic planning issues.

Therefore under article 5(2) of the above Order, the Mayor of London does not need to be consulted further on this application. Your Council may therefore proceed to determine the application without further reference to the GLA.

### **Internal Consultees**

#### TREES AND LANDSCAPE

No objection subject to the previous conditions recommended for application 16568/APP/2015/3140 being added to any consent.

For reference, these included conditions relating to details of trees to be retained, tree protection, hard and soft landscaping and a soil method statement explaining how and where any excavated soil was to be transported and re-used.

#### FLOOD AND WATER MANAGEMENT

The minor amendments to the shooting range proposed through variation of condition 2, appear to have no implication on drainage, therefore there are no objections to this proposal.

#### CONSERVATION

There are no comments from the Conservation and Urban Design team in regards to this application.

#### ENVIRONMENTAL PROTECTION UNIT

No comments to make on this application.

#### HIGHWAYS

No comment.

## **7. MAIN PLANNING ISSUES**

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

Policy EM2 of the Hillingdon Local Plan Part 1 - Strategic Policies (November 2012) states that any proposals for development in Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

Policy OL1 of the Hillingdon Local Plan Part 2 defines the types of development considered acceptable within the Green Belt. These are predominantly open land uses including agriculture, horticulture, forestry, nature conservation, open air recreational activities and cemeteries. It states that planning permission will not be granted for new buildings or

changes of use of existing land or buildings which do not fall within these uses.

Policy OL2 of the Hillingdon Local Plan Part 2 states that, where development proposals are acceptable within the Green Belt, in accordance with Policy OL1, the Local Planning Authority will seek comprehensive landscaping improvements to enhance the visual amenity of the Green Belt.

London Plan policy 7.16 reaffirms that the strongest protection should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

The NPPF reiterates that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It states that:

'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. A Local Authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- i) buildings for agriculture and forestry.
- ii) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries.
- iii) the extension or alteration of a building provided that it does not result in disproportionate additions and above the size of the original dwelling.
- iv) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.'

The NPPF also states that a presumption in favour of sustainable economic development is a golden thread running through all planning determinations, with the three dimensions to sustainable economic development being considered as the economic, environmental and social aspects of any planning proposal.

The key considerations in determining this application are whether any harm to the green belt which may arise from the amendment to the approved scheme, the economic benefit to the Borough of the expansion of this business, and if the economic benefits from the proposal are considered as very special circumstance for an increase in the size of the building being proposed.

The application site is in use as a shooting ground, which is considered to be an outdoor sport and open air recreational activity. Therefore, the use of the site is considered an acceptable use in the Green Belt.

The previous applications have demonstrated and the arguments accepted, that extensions to the existing building would provide significant economic benefits to the site, in allowing them to offer modern facilities on par with similar facilities within the UK.

A substantial enlargement to the existing building has already been approved as part of applications 16568/APP/2013/3588 and 16568/APP/2015/2277 with the total floor area of the extensions equating to approximately 966 sq.m and 1042 sq.m in each of these applications. The most recent application on the site, approved extensions totalling 888sq.m and it is this application being implemented on site at present, that the additional

footprint is proposed to.

The proposed enclosure of the plant room would result in the total floor area of the proposed extensions to the building within this application equating to only 1057 sq.m, which represents a modest increase above the previous schemes.

The plant area to be enclosed would be set over 380 metres back from the highway of Ducks Hill Road. The design and form of the enclosure is proposed in materials to match those approved for the remainder of the site, and the height and scale of the additions are to match those of the approved scheme. Given such, and that the site is well screened by tree lines to south and east, both of which ensure that the proposed works would not be visible from the public domain.

Overall, it is considered that the amendments to the approved scheme, which encloses the previously external plant area, would not have a detrimental impact on the openness of the Green Belt. Accordingly, the proposal does not represent inappropriate development in the Green Belt.

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

Not applicable to this application.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

The application site is sufficiently located from any airport to ensure the development would cause no harm in terms of airport safeguarding.

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

The impact on the Green Belt is discussed under the 'Principle of the Development' section of this report.

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

The existing building is located within the Green Belt, with the surrounding area characterised by open countryside. The replacement building proposed at the site has been design to have a low pitched roof which keeps the building to the same height as the existing. This is currently well screened and not visible from the public domain.

The previous applications on the site have considered in detail the bulk, design and scale of the proposed extensions in relation to their impact on the character and appearance of the surrounding area.

This application seeks to enclose the external plant area to the south of the site. The proposed enclosure would continue the slate and brick of the south elevation and be of the same size, scale and form as the approved extensions.

The plant area to the south is not highly prominent in view from the surrounding area, and by reason of the appropriate design and form of the proposed enclosure of this space, the overall it is not considered that the proposed enclosure of the plant store would have a detrimental impact on the character and appearance of the surrounding area.

Therefore, proposed amendment to the approved scheme is considered to have an acceptable impact on the character of the surrounding area, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan Part Two - Saved Policies (November 2012).

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



The proposed corporate facility is located over 500 metres from the nearest neighbouring building. The previous applications for extensions and alterations to the building were considered to have an acceptable impact on the residential amenity. Given the location of the external plant to be enclosed, this is not considered to have an unacceptable impact on the amenities of any neighbouring occupier in terms of loss of light, loss of outlook, sense of dominance or loss of privacy. Therefore, the development is considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan Part Two - Saved Policies.

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

Not applicable to this application.

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

The application site has a sizeable car park located off the main driveway to the east of the buildings at the site, with further parking available behind the existing corporate facility.

The parking areas have been considered further within the site and provide 40 car parking spaces 5 disabled spaces and 8 electric charging points (4 passive and 4 active) within the site. The proposed parking is considered sufficient to service the proposed enlarged corporate facility and the existing parking requirements for the site. The enclosure of the plant area, does not increase the footprint of what was previously approved and no alterations are proposed to the parking layout approved. Therefore, the application is considered to comply with Policy AM14 of the Hillingdon Local Plan Part Two - Saved Policies.

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

The development is located within an enclosed site within the Green Belt, which would not be visible from the public domain. The materials proposed are similar to the previous approved schemes, with the addition of brick and timber for the elevations and slate for the roof, to which no objection is raised.

The materials for the main extensions to the building have been approved within application 16568/APP/2015/4704 and the approved material details accompany this application also.

The overall design approach is considered acceptable in the context of the site and to not have a detrimental impact on the character and appearance of the surrounding area.

#### **7.12 Disabled access**

The plans submitted have made provisions for disabled access and are considered acceptable.

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

Not applicable to this application.

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

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The existing building is set within an area of tarmac car park which wraps around the building. Some ornamental shrubs and one or two small trees (to the west of the building) will be lost due to the development. However, no trees of merit, or other significant landscape features will be affected by the proposed footprint of the building.

Application 16568/APP/2015/3140 was approved subject to a number of conditions which included ones requiring the submission of landscaping, tree protection and soil management. Since the approval of this application, details pursuant to this condition have been submitted and approved (application reference 16568/APP/2015/4704).

This application to enclose the plant area, occupies the same footprint as approved within application 16568/APP/2015/3140 and the landscaping for the site will be as approved within the recent details application. Therefore it is recommended that the conditions on any consent be updated to reflect the approved landscaping, tree protection and soil recycling conditions.

The application is therefore considered acceptable in respect of its impact on the surrounding landscape.

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

The waste collection and disposal methods at the site would not be altered from the existing arrangements. Therefore, no objection is raised on waste collection grounds.

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

Sustainability policy is now set out in the London Plan (2015), at Policy 5.2. This policy requires development proposals to be designed in accordance with the LP energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction: Year Improvement on 2013 Building Regulations: 2014 - 2016 35 per cent.

An energy assessment was approved under the discharge of conditions application 16568/APP/2015/4704. Reference to this document will be reflected in the recommended conditions.

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

The application site is outside of Flood Zones 2 and 3. No Flood Risk Assessment or information relating to the management of water has been submitted with this application. A Hydrological report which was useful detail in determining the impact of the proposed development and basement on groundwater issues, was submitted as part of previous applications on the site. This was reviewed by the Councils Floodwater Management Officer who raised no objection in this regard. The previous information submitted provides sufficient information to demonstrate that groundwater can be managed within the site sufficiently and that surface water will be managed on the site. The Floodwater Officer has reviewed the amendments proposed as part of this application and does not consider that they have any further implications on drainage.

A SuDs scheme was approved under the discharge of conditions application 16568/APP/2015/4704. Reference to this document will be reflected in the recommended conditions.

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

The site is set sufficiently far from neighbours to ensure residential amenity would not be affected.

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

None received.

#### **7.20 Planning obligations**

Not applicable to this application.

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

Not applicable to this application.

#### **7.22 Other Issues**

No other issues for comment.

### **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 received.

**10. CONCLUSION**

The proposed enclosure of the plant room would result in the total floor area of the proposed extensions to the building within this application equating to only 1057 sq.m, which represents a modest increase above the previous schemes.

The plant area to be enclosed would be set over 380 metres back from the highway of Ducks Hill Road. The design and form of the enclosure is proposed in materials to match those approved for the remainder of the site, and the height and scale of the additions are to match those of the approved scheme. Given such, and that the site is well screened by tree lines to south and east, both of which ensure that the proposed works would not be visible from the public domain.

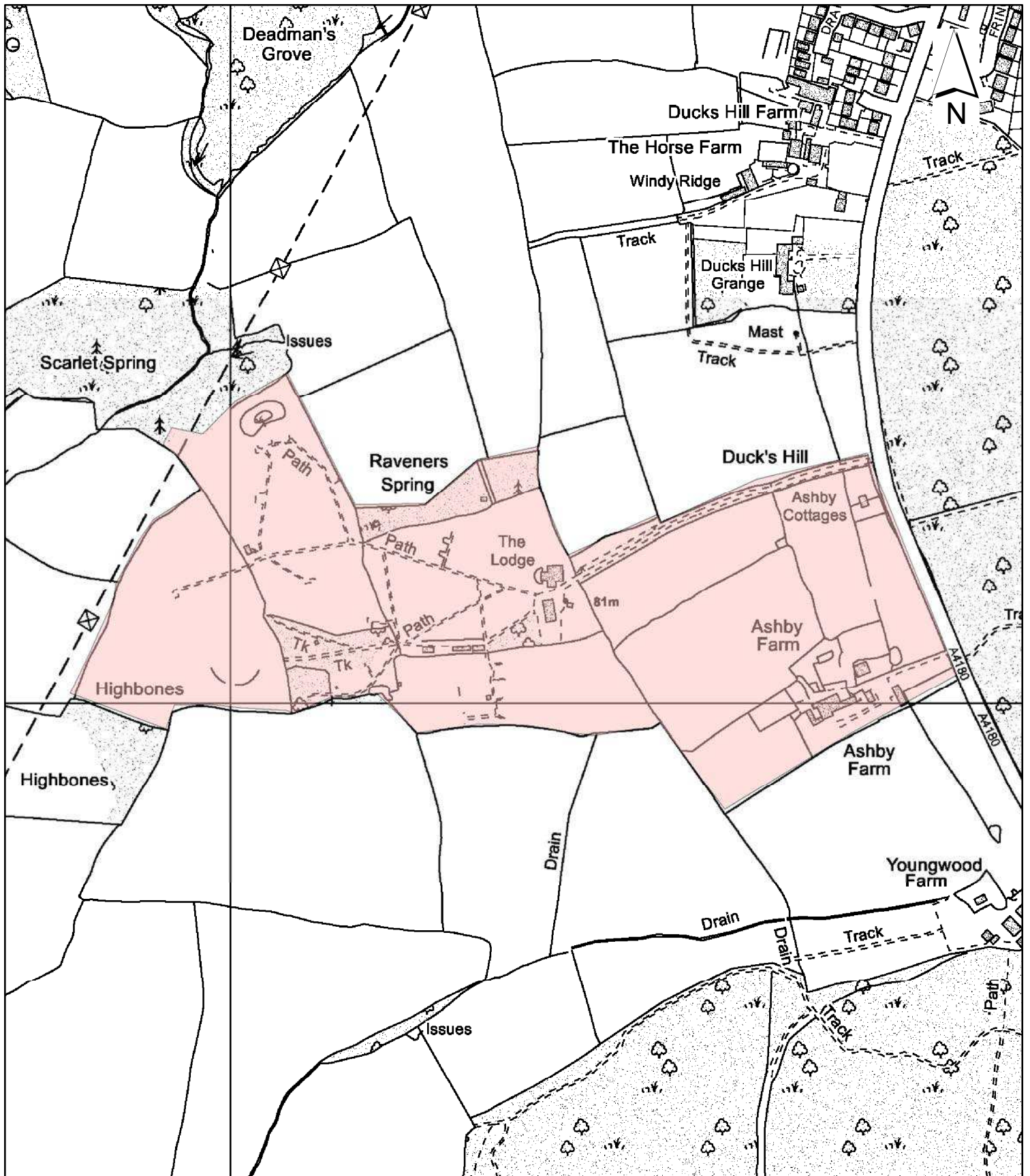
Overall, it is considered that the amendments to the approved scheme, would not have a detrimental impact on the openness of the Green Belt or character and appearance of the surrounding area. No alterations are proposed to the landscaping or parking layouts considered previously and no objection is therefore raised in this regard.

**11. Reference Documents**

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).  
Hillingdon Local Plan Part Two - Saved Policies (November 2012)  
The London Plan (March 2015).  
National Planning Policy Framework.

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address: **Holland & Holland Shooting School  
 Ducks Hill Road  
 Northwood**

Planning Application Ref:  
**16568/APP/2016/939**

Planning Committee:  
**North** Page 143

Scale:  
**1:5,500**

Date:  
**August 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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## Report of the Head of Planning, Sport and Green Spaces

**Address** FORMER TRIMITE SITE ARUNDEL ROAD UXBRIDGE

**Development:** Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sqm (GEA) including a new access off Ashley Road, a minor re-alignment of the highway, service yards, car parking and landscaping.

**LBH Ref Nos:** 9117/APP/2016/278

**Drawing Nos:** Flood Risk Assessment  
Landscape Management Schedule  
Phase 1 Land Quality Assessment Report  
Air Quality Assessment  
Framework Travel Plan  
Transport Assessment  
Design and Access Statement  
Agent's letter dated 22/1/16  
30802-PL-100A  
30802-PL-102B  
30802-PL-104A  
30802-PL-105A  
30802-PL-107A  
BREEAM Pre-Assessment Report, Unit 1  
BREEAM Pre-Assessment, Units 2 and 3  
P155-150116 A  
30802-PL-101A  
16654-GA-04 Rev. A  
30802-PL-103B  
30802-PL-106B  
Energy Strategy Report, Planng Submission Revision 1  
Technical Note: Assessment of the Canal Bridge Signals and the Wallingford Road/Cowley Mill Road Priority Junction  
30802-PL-101F  
683.19.01 Rev. B  
30802-FE-16  
683.29.01 Rev. B  
Geo-Environmental & Geotechnical Assessment (Ground Investigation) Report  
16654-ATR-01 Rev. B  
16654-ATR-02 Rev. B

<b>Date Plans Received:</b>	22/01/2016	<b>Date(s) of Amendment(s):</b>	20/07/2016
<b>Date Application Valid:</b>	01/02/2016		14/07/2016
			19/07/2016
			31/05/2016
			22/01/2016
			08/07/2016

## 1. SUMMARY

This application is for the industrial re-development of the former Trimate site which has now been cleared, which is located on the northern edge of the Uxbridge Industrial Estate which for the most part, appears tired and in need of renovation.

There would be no objections in principle for the sites industrial redevelopment within the Uxbridge Industrial and Business Area, subject to normal development control criteria.

The scheme would provide a total Gross Internal Area (GIA) of 15,531sqm (16,178sqm Gross External Area (GEA)) of Class B1c, B2 and B8 floor space with ancillary ground floor/ mezzanine office accommodation within three single storey buildings of varying sizes served by an internal access road with its junction taken from Ashley Road.

The proposed buildings are of a scale and design appropriate to this industrial area and with landscaping provided along the northern boundary and along the road frontages adjacent to the proposed buildings, the scheme would enhance this part of the industrial estate. The proposed buildings would not harm the amenities of the only residential properties which adjoin the site to the north of Cowley Mill Road and the service yards of the units have been kept away from the sensitive road boundaries, the nearest service yard to Cowley Mill Road being screened by an acoustic fence. The Council's EPU Officer raises no objections to the proposal on noise grounds, subject to recommended conditions.

The scheme would allow for the re-alignment of this part of Cowley Mill Road with appropriate land dedication and would make provision for other highway improvement/ alteration works, including re-instatement of public footpath on Cowley Mill Road, provision of a pedestrian crossing point with dropped kerbs and junction re-alignment and involves the need for parking / loading restriction on Cowley Mill Road and its Ashley Road and Wallingford Road junctions so that the scheme would make a commensurate contribution to improving pedestrian links and highway safety in this vicinity. The Council's Highway Engineer raises no objections to the scheme, subject to conditions and highway works being controlled through a S106/S278/S38 Agreement.

The Council's EPU Officers who deal with land contamination and air quality issues are satisfied with the proposals, subject to conditions, and the scheme is also acceptable on flood risk and sustainability grounds, subject to the recommended conditions. The scheme would also make commensurate contributions towards construction and employment training.

Furthermore, the Mayor does not raise any in principle objections to the scheme in his Stage 1 Report.

The application is recommended for approval, subject to no concerns being raised by English Heritage (Archaeology) and MoD Safeguarding that could not be dealt with by additional conditions and that no objections raising material planning objections to the scheme that have not already been considered in the officer's report as a result of a further period of neighbour re-consultation being carried out regarding the highway improvement works and waiting and loading restrictions.

Subject to these provisos and the Mayor not directing that the application should be called in or refused, the scheme is recommended for deferral to the Head of Planning and Enforcement for approval, upon completion of the S106 Agreement and recommended conditions.



## **2. RECOMMENDATION**

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

1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,
2. That subject to no adverse comments being received from MoD Safeguarding, English Heritage (Archaeology) that could not be dealt with by planning condition and neighbouring properties do not raise material planning objections to the Parking Restrictions Plan and the Cowley Mill Road/Wallingford Road Junction Improvement Plan that have not already been dealt with in the officer's report,
3. That the Council enter into a S106/S278/S38 Agreement or other appropriate legislation to secure:

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 28th September 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 development has failed to secure obligations relating to highway improvements and transport, construction and employment training and project management. Accordingly, the proposal is contrary to policies R17, 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 (November 2012) and Policy 5.12 of the London

**Plan (March 2016) and the NPPF.'**

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 30802-PL-100A, 30802-PL-101A, 30802-PL-101F, 30802-PL-102B, 30802-PL-103B, 30802-PL-104A, 30802-PL-105A, 30802-PL-106B, 30802-PL-107A, P155-150116 A, 16654-GA-04 Rev. A, 16654-ATR-01 Rev. B, 16654-ATR-02 Rev. B, 683.19.01 Rev. B, 683.29.01 Rev. B and 30802-FE-16 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 the following has been completed in accordance with the specified supporting plans and/or documents:

Reduction in energy use and renewable technology installation [Energy Strategy Report, Planning Submission Revision 1, dated April 2016]

Noise mitigation measures [Noise Assessment]

Landscape management and maintenance [Landscape Management Schedule]

Land contamination mitigation [Geo-Environmental & Geo-technical Assessment (Ground Investigation) Report]

Reduction in reliance on the private car [Framework Travel Plan]

Air quality mitigation [Air Quality Assessment]

Flooding mitigation measures [Flood Risk Assessment]

Building performance measures [BREEAM Pre-Assessment Reports, Unit 1 and Units 2 and 3]

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

**REASON**

To ensure that the development complies with the objectives of Policies 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.21, 7.14, 7.15 and 7.21 of the London Plan (March 2016) and Policies BE38, OE1, OE3, OE7, OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **4 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)

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

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

2.a Refuse Storage

2.b Means of enclosure/boundary treatments

2.c Car Parking Layouts (including demonstration that 30 spaces (20% of all parking spaces) are served by electrical charging points, with a further 15 spaces (10% of all parking spaces) being capable of conversion to provide electric charging in the future)

2.d Hard Surfacing Materials

2.e Details of external lighting

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

#### **REASON**

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

#### **6 NONSC Revised Cycle Parking Provision**

Notwithstanding the details submitted on Drawings Nos. 30802-PL-101F, revised details of the provision to be made for cycle parking to include a total of 41 long stay and 18 short-stay spaces and a revised siting of the spaces serving Unit 1 so that they are closer to the unit's entrance, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the revised details and the cycle parking spaces shall be permanently retained for so long as the development remains in existence.

#### **REASON:**

To ensure that adequate facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

#### **7 NONSC Low Emission Strategy**

Prior to operation of the site, a Low Emission Strategy addressing emissions of vehicles associated with the operation of the site shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, the low emission strategy will demonstrate

that all the HGVs associated with the operation of the site will have euro 6 emission standards or tighter (as euro standards get updated). In the instance this fleet composition is not viable in the opening year of the site, the strategy will present a clear plan for the fleet update over the next 24 months. It will also include a plan to encourage/provide an incentive for staff to use cars to be euro 5 or above.

**REASON:**

To ensure that the operational use of the development is not unduly detrimental to the air quality within the Air Quality Management Area, in accordance with Policy 7.14 of the London Plan (March 2016), Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies, the Mayors Air Quality Strategy and the Local Action Plan.

**8 NONSC Living Walls/ Roofs**

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 and Policy EM1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

**9 NONSC Revised Elevations with PV Panels**

Notwithstanding the details shown on Drawing Nos. 30802-PL-105A, 30802-PL-106B and 30802-PL-107A, revised elevation drawings shall be submitted to and approved in writing by the LPA, which include the proposed PV panels.

**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)

**10 NONSC Control of Noise Scheme**

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical and administrative measures, 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. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require. The scheme shall include:-

- (i) A 10 mph speed limit shall apply to all vehicles entering and leaving the site;
- (ii) All goods vehicles used at the site shall be of recent construction and shall conform to recent European Union noise emission standards;
- (iii) A "Considerate Neighbour" package shall be produced and distributed to all drivers and other workers associated with the site advising site location, route to/from the site, the 15 mph site speed limit, the requirement to minimise noise (such as not to slam doors) and to drive in such a manner that respects the amenities of neighbours;
- (iv) Vehicles shall be fitted with directional white noise reverse alarms set to the ambient level;

- (v) The level of noise emitted from all activities from the site including goods vehicle movements and loading/unloading activities, shall not exceed 55 dB LAeq,1hr (free field) (0700 to 2300 hrs) in outdoor living areas of any neighbouring residential property on any day, and 45 dB LAeq,5mins (facade) and 60 dB LAm<sub>ax</sub> (facade) (2300 to 0700 hrs.) outside any bedroom of any neighbouring residential property on any night;
- (vi) An effective site management plan, including the provision of 24-hour supervision at the site to ensure compliance with measures (i) to (v) above, shall be devised and implemented;
- (vii) Measures to adequately control noise from plant and equipment at the site affecting neighbouring residential properties, the rating level of such noise shall be at least 5dB lower than the existing background noise level. The measurements and assessment shall be made in accordance with BS4142;
- (viii) Measures to adequately insulate the buildings at the site to control breakout of noise from within the units affecting neighbouring residential properties;
- (ix) Details of the proposed acoustic boundary treatment including locations, height and length

**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).

**11 NONSC Construction Environmental Management Plan**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

**REASON:**

To safeguard the amenity of surrounding areas in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**12 NONSC Non Standard Condition**

Prior to the commencement of works on site, a drainage system management and maintenance plan shall be submitted to and approved in writing by the LPA.

The drainage works shall be maintained in accordance with the approved plan.

**REASON:**

To ensure that the drainage works are maintained in good order to ensure their effectiveness, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

### **13 COM30 Contaminated Land**

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

(a) A 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.

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

### **14 NONSC Secure by Design**

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

#### **REASON**

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

## **INFORMATIVES**

### **1 I52 Compulsory Informative (1)**

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

property) and Article 14 (prohibition of discrimination).

## **2            I53            Compulsory Informative (2)**

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding costal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 4.12	(2015) Improving opportunities for all
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2015) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

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

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You



should ensure that the following are complied with:

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

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

#### 4

The Environment Agency advise that:-

Developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE

website and;

- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Please note once developed if the new site is used for a Part A Listed Activity under Environmental Permitting Regulations or a waste management activity an environmental permit will be required. This may include additional measures relating to sealed drainage, dust suppression, fire management etc.

## **5            121            Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

## **6**

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

## **7**

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

## **8**

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.

## **9**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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 to take steps to address barriers that impede disabled people.

## 10

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The 2.17ha application site is located within the Uxbridge Industrial Estate and is bounded by Cowley Mill Road and Ashley Road to the north and north-west, Wallingford Road to the east, Salisbury Road to the south and Arundel Road to the south-west. The site was previously occupied by Trimite, a paint manufacturer and accessed from Cowley Mill Road, Arundel Road and Salisbury Road but it has now been cleared, with building rubble being piled on site and hoarding erected around its boundaries. The application site comprises almost the whole of the area bounded by these roads, with the exception of units which occupy the south eastern corner, adjoining Wallingford and Salisbury Roads.

The Uxbridge Industrial Estate for the most part, appears tired and unattractive with poor infrastructure in terms of the quality of buildings, site boundaries and estate roads. The estate has also not benefitted from planned landscaping, with the only vegetation being small areas of self-set scrub.

Adjoining the site to the north, on the opposite side of Cowley Mill Road are residential properties, whereas to the east, south and west is the industrial estate. Behind the industrial premises fronting the eastern side of Wallingford Road is the Grand Union Canal and its towpath. Beyond the industrial premises some 150m to the south-west is the Colne River which at this point marks the borough boundary and beyond the river is open countryside which forms part of the Green Belt through which runs the M25.

The site forms part of the Uxbridge Industrial Business Area as designated by the Hillingdon Local Plan - Saved UDP Policies (November 2012), forms part of an Area Quality Management Area and is located within the Colne Valley Archaeological Priority Area. This part of the frontage along Cowley Mill Road is also the site of a safeguarded road proposal as identified by Policy AM4 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

#### 3.2 Proposed Scheme

This application is for the re-development of the site to provide three industrial/warehouse buildings (Use Classes B1c, B2 and B8) of varying sizes, all with their own ancillary offices, service yards and car parking, served by a single access from Ashley Road. This would utilize a new priority junction on Ashley Road located between Units 1 and 2. This

would serve the internal access road that would pass between these units and serve the car parks and service yards of all three units. The buildings would have a total Gross Internal Area (GIA) of 15,531sqm (16,178sqm Gross External Area (GEA)).

Unit 1 would be the largest of the units with a floor area of 11,116sqm (GIA) (11,461sqm GEA), which would occupy the north-western corner of the site at the junction of Ashley and Arundel Roads. The unit would measure approximately 130m x 80m and have a shallow pitched dual hipped roof with a maximum ridge height of 16.03m. The unit would include 1,385sqm of ancillary office space on the ground and mezzanine first floor adjoining the north-eastern elevation which would have ground and first floor windows which would return along a small section of the south-eastern elevation. The service area would also be along the south-eastern elevation which would have 9 no. dock levelers and 5 no. level HGV access bays. A total of 106 parking spaces would serve this unit, with 76 parking spaces provided in the south-eastern corner of the site, which would be separated from the service area, a further 5 parking spaces would be provided with 22 cycle spaces adjacent to the south-east elevation with 25 parking spaces adjacent to the north-east elevation, including 5 disabled spaces adjacent to the main access road.

Unit 2 would be the mid sized unit with a floor area of 3,346sqm (GIA) (3,550sqm GEA) sited in the north eastern corner of the site at the junction of Cowley Mill Road and Wallingford Road. The building would be approximately 60.1m x 47.8m and have a shallow pitched dual hipped roof with a maximum ridge height of 11.10m. The unit would provide 643sqm of ancillary office space at first floor level along the north elevation and this elevation would incorporate ground and first floor windows which would also wrap around onto a small section of the east elevation. The HGV level service bays (3 in total) would be sited on the west elevation, with 7 parking spaces provided in the service yard, with the main segregated car park to the north of the service yard providing 26 spaces, including 2 disabled spaces and 10 cycle spaces.

Unit 3, the smallest unit would have a floor area of 1,069sqm (GIA) (1,167sqm (GEA)), located in the south eastern corner of the site, behind the unit(s) fronting Wallingford Road. The unit would be approximately 38.0m x 25.9m and have a shallow pitched hipped roof with a maximum ridge height of 11.33m. This would include 187sqm of ancillary office floor space at first floor level on the north elevation and this elevation would incorporate ground and first floor windows which would also wrap around onto a small section of the west elevation. 2 level HGV bays would also be provided further to the east on the north elevation. A segregated car park for 10 vehicles would be provided in front of the service yard adjacent to the north elevation which would include 1 disabled space and 4 cycle spaces.

Highway works:-

In association with this it is also proposed to adjust the development site boundary along Cowley Mill Road to allow for an improvement to the alignment of the highway. Land would be dedicated to the Council and in the short term, this would form part of the footpath. In addition to the new Priority Junction on Ashley Road, the proposal also includes a new pedestrian crossing point in Cowley Mill Road, footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions along Cowley Mill Road and its junctions with Ashley Road and Wallingford Road.

The application is supported by the following documents:-

Design and Access Statement:

This provides an introduction to the assessment and outlines its content. The site context is assessed and an analysis of the design principles provided. The development proposals are described and the statement goes on to consider sustainability issues and personal safety and crime prevention and provides an access statement.

#### Planning Statement:

This provides an introduction to the scheme, describes the site, relevant planning history and the development proposals. Relevant national, strategic and local planning policies, together with the Mayor's relevant supplementary planning guidance. Various planning considerations are assessed under the headings of principle of development, access, land quality, noise, flood risk, air quality, transport and energy renewables and carbon dioxide reductions. The statement concludes by stating that the development meets all relevant policy requirements and that the proposals will deliver a sustainable economic development that will create new jobs and enhance the employment land portfolio in Hillingdon so that consent should be granted.

#### Transport Statement:

This provides an introduction to the study and describes the existing site and surroundings in terms of the transport infrastructure. The development proposals are described, with a focus on access arrangements. Junction visibility and parking standards are then assessed, including disabled parking requirements, cycle parking and electric charging points. An analysis of trip generation and traffic impacts is then provided and relevant transport policy is assessed. A summary and conclusions drawn from the study are presented.

#### Framework Travel Plan:

This sets out the background to the plan describes the site, the development proposals and the accessibility of the site. The Travel Plan describes its purpose and goes on to advise of the objectives and targets, plan initiatives and measures and describes how the travel plan will be managed , monitored and reviewed.

#### Technical Note: Assessment of the Canal Bridge Signals and the Wallingford Road/Cowley Mill Road Priority Junction:

This provides further modeling of Canal Bridge shuttle signal junction and the priority junction of Cowley Mill Road/ Wallingford Road.

#### Noise Assessment:

This provides an introduction to the study, describes the site, the development proposals and the background to the assessment's methodology. Relevant national, regional and local policy and guidance is then assessed and the study methodology described and baseline noise survey results are presented. The report then goes on to assess the likely operational activity and fixed plant noise impacts of the proposed development and compares these to the baseline noise levels for day, evening and night-time periods. Mitigation measures are described, including a 2.5m high acoustic fence at the northern end of the site; provision of electrical hook-up points for Unit 1, so refrigerated trailers can be electrically-powered rather than use their internal engines; diesel-powered refrigerated trailers should not be used at night and the opening of the level access doors on Units 2 and 3 may also need to be controlled during the night-time period, where the noise in the

spaces behind the doors is at a level of 65dB(A) or above.

The report concludes by stating that providing the mitigation measures are implemented, noise levels at the properties closest to the site would be no higher than the background sound levels so that noise from the site would not pose a material constraint to the proposed development.

Air Quality Assessment:

This provides the background to the study, describes the existing site and the proposed development. Relevant international, national, regional and local legislation and guidance is assessed and the report's methodology is described for the construction and operational phases. Results are presented and mitigation measures are proposed, including techniques to control dust emissions from the construction phase and use of a Travel Plan to reduce single occupancy car usage.

Phase 1 Land Quality Report:

This describes the site and the proposed development. The report notes that the site has been the subject of various previous land contamination assessments and these are then reviewed. The existing site is described and a history of the use of the site is presented. The land is described in terms of its geology and geotechnics, hydrogeology and hydrology. The report summarises previous findings, namely that the large body of previous work has identified numerous areas of concern within the site, including the presence of several 'plumes' of impacted shallow groundwater with elevated concentrations of contaminants and the presence of vapours and soil gases. The report concludes by making recommendations for further work, including further site assessments to define the required remediation works.

Geo-Environmental & Geotechnical Assessment (Ground Investigation) Report:

This describes the history of the site and previous ground investigations. It goes on to describe the methodology of the assessment, including further ground investigation which was undertaken between 14 and 18 March 2016. The methodology is described and results of the soil laboratory analysis are presented. The report concludes with making detailed recommendations.

Energy Strategy Report (Planning Submission Revision 1, dated April 2016):

This revised report assesses the various energy technologies available and makes recommendations for the preferred option.

BREEAM Pre-Assessment Reports:

The 2 reports assess the energy performance of Unit 1 and Units 2 and 3.

### **3.3 Relevant Planning History**

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

5 applications have been submitted since 2014, seeking to re-develop parts of this site, but they have all been withdrawn to allow this application to be submitted for the site's comprehensive re-development.

#### 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.E1 (2012) Managing the Supply of Employment Land
- PT1.E7 (2012) Raising Skills
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

###### Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.17 (2015) Strategic Industrial Locations
- LPP 3.2 (2015) Improving health and addressing health inequalities
- LPP 4.12 (2015) Improving opportunities for all
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.9 (2015) Overheating and cooling
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.15 (2015) Water use and supplies
- LPP 5.17 (2015) Waste capacity
- LPP 5.21 (2015) Contaminated land
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure

LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2015) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity



AM4	Safeguarded road proposals - schemes shown on Proposals Map
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

66 neighbouring properties have been consulted, 5 notices have been displayed around the site with a closing date of 4/3/16 and the application has been advertised in the local press on 10/2/16. Initial responses have been received from 4 neighbouring properties, 1 in general support and 3 raising concerns which are summarized below. Further responses have been received from 2 properties, querying the delay in determining the application.

Objection comments:-

(i) Left turn out of Wallingford Road on to Cowley Mill Road is currently impossible for HGVs if there is east bound traffic on Cowley Mill Road queued at Swan Bridge lights. A small land take from this development would enable the junction to be realigned to facilitate this manoeuvre. This is doubly important as HGVs will soon be unable to turn right out of Wallingford road due to impending weight and width limit on Swan Bridge,

(ii) Proposed office block directly opposite our house will be closer to the boundary than any previous applications, with first floor offices constantly overlooking our property and potentially into our bedroom which will compromise our privacy. If you can prove that the landscaping will prevent this for our first floor windows then we may reconsider,

(iii) Proposal will block the usually good light levels at the front of my property,

(iv) Unable to open any of the plans except the road widening plan. Please sort out the plans so I can make a better informed decision,

(v) Would like to be consulted again as this application progresses towards a decision.

Comments in support:-

(vi) Essential and much needed re-development will benefit the entire site as it has been in a poor state for a few years now and not very welcoming due to the poor state of the roads which is not good for other businesses on the site,

Comments concerning delay:-

(vii) Decision was due on 2/5/16. Living opposite the site, am sick of having to look at piles of rubble. I wish the site to be developed ASAP,

(viii) What is the hold up here, why has this much needed development not been given the go ahead? The rest of the site has been allowed to become like a bomb site and out of control, with roads so bad and unrepaired it's becoming a nightmare running a business here.

ENVIRONMENT AGENCY:

The site is located on Secondary A Aquifer and is affected by flood zone 2. We have no objections to the proposed development but have the following comments in relation to the site constraints.

Flood Risk

In relation to the flood risk on site we have produced a series of standard comments for local planning authorities (LPAs) and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue. These comments replace the requirement for direct case by case consultation with us. This planning application sits within this category.

Our standard comments are known as Flood Risk Standing Advice (FRSA). We recommend that you view this standing advice in full to obtain the relevant comment or guidance for this proposal.

You may also refer the applicant to the standing advice. Applicants should follow the advice and submit the relevant information alongside their planning application submission. We do not need to be consulted further on this application.

Groundwater and Contaminated Land

The proposed development site appears to have been the subject of past industrial activity which poses a risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides

operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and;
- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Please note once developed if the new site is used for a Part A Listed Activity under Environmental Permitting Regulations or a waste management activity an environmental permit will be required. This may include additional measures relating to sealed drainage, dust suppression, fire management etc.

GLA:

London Plan policies on strategic industrial land, employment, urban and inclusive design, accessibility, energy, flooding and transport are relevant to this application. The application is broadly acceptable in strategic planning terms, however further information is needed on the matters set out below:

- Flooding: further information on a sustainable drainage regime meeting the requirements of London Plan policy 5.13 should be submitted to and approved by London Borough of Hillingdon Lead Local Flood Authority before the proposal can be considered compliant with the London Plan.
- Employment and training: The provision of jobs for local residents and on-the job training for young people should be conditioned.
- Transport: the provision of additional cycle parking and upgraded complementary facilities, as well

as information on the 'cycling level of service' of streets and junctions in the vicinity of the site are required before the proposal can be considered to comply with the London Plan. In addition, as indicated in the transport section at paragraph 53 of this report, the applicant is required to submit a full Travel Plan, a framework Construction Logistics Plan (CLP) and a Deliveries & Servicing Plan (DSP).

- Climate change: whilst the application has broadly followed the energy hierarchy, further information should be provided indicating how preventing overheating and minimizing cooling demand will be addressed; and drawings should be submitted to demonstrate that there is sufficient capacity on the roof to accommodate the proposed PV arrays.

Whilst the application is broadly acceptable in strategic planning terms, on balance, it does not fully comply with the London Plan.

**METROPOLITAN POLICE SECURE BY DESIGN OFFICER:**

I have no objections to this development providing that it adheres to the security principles of Secured by Design - Commercial 2015 Design Guide. As such, I would request that a condition (SBD) is placed on this development to ensure adherence.

### **Internal Consultees**

**HIGHWAY ENGINEER:**

#### **Introduction**

Cowley Mill Road is a classified road on the Council's Road Network and Ashley Road is an access road to many of the industrial units that are located on the Uxbridge Industrial Estate. The site also has a boundary with Wallingford Road, Salisbury Road and Arundel Roads.

The applicant submitted a Transport Statement (TS) by WSP Parsons Brinckerhoff dated January 2016 in support of the application.

There have been a number of previous applications on this site for B2/B8 uses but all have been withdrawn.

The latest proposal is for one large and two smaller buildings on the site both with B2/B8 uses with an access directly off Ashley Road.

As part of the application process discussions with the applicant and their transport consultants have taken place.

#### **Existing Situation**

The site is located on the corner of Ashley Road and Cowley Mill Road in the Uxbridge Industrial Estate with the main vehicular access to the area coming from Cowley Mill Road to the west as to the east there is a weak bridge (17t limit) over the Grand Union canal that is not suitable for large HGVs.

The site has a PTAL value of 1b (poor) which is indicative of the relatively poor public transport services at the site. There are bus services to the west of the site in St Johns Road that in turn link to local railway services.

From the parking stress that exists on the roads outside the site it is clear that car trips play a major role in local employee's trips to work.

The TS mentions traffic surveys that were carried out in December 2015 whereby the weekday daily

flows in Ashley road were approximately 1200 vpd but no traffic flow information is provided for Cowley Mill Road and yet it is apparent that Cowley Mill Road suffers from weekday am/pm congestion as well as lunchtime delays.

The existing access points to the site are in Ashley Road and Cowley Mill Road but at present the site has been cleared of all buildings. Hoardings have been erected around the site and no traffic movements are currently generated by the site. However the site was previously used for industrial (B2) uses and would of generated significant volumes of traffic which the TS mentions.

The existing Uxbridge Industrial Estate produces a great deal of traffic and Cowley Mill Road is the main traffic route providing access to the estate.

There is an existing road widening alignment route that affects the development site along the Cowley Mill Road frontage and any future development will have to respect that alignment.

The Council is concerned over the traffic movements in and around Cowley Mill Road and commissioned an earlier study to investigate the issues that could be addressed along this route.

There are current concerns over the geometry of the existing Cowley Mill Road and Wallingford Road junction which is immediately adjacent to the site. Lorries cut the corner exiting Wallingford Road and this is a danger for pedestrians.

There are also very few facilities for pedestrians to cross Cowley Mill Road under the existing arrangements.

#### Development Proposals

The proposals for the site were discussed within the TS and the applicant has had discussions with Council officers over the proposals.

It is proposed to develop the site with 3 development units with B2/B8 uses for a floor area of 16178 sq.m and one new vehicular access created directly off Ashley Road. There are no proposed vehicular access points off Cowley Mill Road, Wallingford Road, Salisbury or Arundel Roads. The existing access off Cowley Mill Road will have to be re-instated.

Each of the units has car parking and loading facilities and tracking was provided to show that 16.5m HGV access is available for all three development units.

The new access to the site in Ashley Road has been designed to allow adequate sight distances.

The car parking provision is Unit 1 - 105 spaces, Unit 2 33 spaces and Unit 3 10 spaces and this provision equates to approximately 1 car parking space per 100 sq.m which complies with LBH latest proposals for other B class uses and in accordance with the London Plan. The level of disabled car parking is 10% of provision but the current plans have disabled car parking provided at 5% of space with further 5% available to be converted at a later stage if demand is identified. The exact level of electric vehicle charging points provided on site is not clear but this can be conditioned. For commercial premises the proportion of EV charging points should be 5% active and 5% passive.

Cycle parking is provided on site in secure covered facilities for each of the 3 units proposed with a total of 38 cycle parking spaces provided.

There are expected to be large numbers of people working on the site and as a result of the proposals there will be additional trips made to and from the area. This will include staff and visitors as well as deliveries and collections from the site.

The existing traffic generation of the site uses could not be measured as the site has been demolished but an estimate was created using TRICS values and then compared with the expected traffic levels for the new development.

Once the comparison was made it was estimated in the TS that the proposed use would generate additional traffic but the levels would be less than 10 vehicles per hour in the peak hours which is unlikely to cause any significant traffic impact on the local road network given the existing traffic levels in the area. In real terms the net traffic impact will be totally additional traffic as the existing site was demolished long before the traffic counts were taken.

The proposed industrial units have been designed to accommodate large HGVs but from the traffic estimates the majority of goods movements are likely to be Ordinary Goods Vehicle categories which means large vans and lorries are likely to make up the majority of goods deliveries and collections.

Given the level of traffic generated by the development and the delays that are already in place along Cowley Mill Road further traffic modelling for the Wallingford Road/Cowley Mill Road junction needed to be undertaken. The additional modelling had to be validated/calibrated with the existing situation in the first instance before development traffic and growth are added to the future traffic demand.

The transport consultants then produced a supplementary Technical Note (July 2016) that modelled the traffic on Cowley Mill Road and the Wallingford Road and Ashley Road junctions. This traffic modelling showed that the additional traffic generated by the industrial units will not cause significant impacts on the local road network in terms of reduced capacity or queue lengths.

#### Impacts of Development

The proposed development will generate more trips than the existing situation especially as the existing site is vacant. As an industrial development there will be goods vehicles servicing the site but given the expected level of activity and the lack of existing traffic from the site it is important that traffic modelling is relevant.

In terms of traffic routeing the 17t weight limit on the Canal Bridge will limit the largest vehicles but cars along with smaller vans generated by the development will be able to use Cowley Mill Road.

In order to restrict the level of HGVs using the Canal bridge the applicant has agreed for all HGVs servicing the site will use St Johns Road- Cowley Mill Road as the access route and this can be conditioned through the Delivery and Servicing Plan.

The applicant's TS provided swept path plans for 16.5m articulated vehicles from the external roads to each of the units on the site.

There will be a large number of staff and visitors using the site so all trips will increase including pedestrians wishing to connect to bus services in St Johns Road or those provided in the east on Cowley Road.

The proposed development will be focussed on one access point on Ashley Road but the access will be subject to adjacent on-street parking that will be likely to interfere with sight distances and turning movements. The applicant's transport consultant has produced a plan of the proposed waiting and loading restrictions that need to be implemented in order that the site can operate safely and efficiently.

#### Mitigation

There have been discussions with the applicant over the impacts of the proposed development and the appropriate mitigation measures which can be summarised as follows:

The frontage of the site on Cowley Mill Road is dominated by an existing crossover that will become redundant with the proposals and this whole frontage area should be reinstated. The applicant has agreed to re-instate the footway along the Cowley Mill Road frontage and will be covered in a S106 agreement.

Council's highway alignment scheme will require the applicant to assign the land to Council under a S38 Highways Act and in the short term the area of land provided by the applicant will become part of the footway. This will be covered in a S106 agreement.

The junction of Wallingford Road and Cowley Mill Road is to be re-aligned in order to improve the left turn out of Wallingford Road that will also accommodate HGVs. The applicant's transport consultant has prepared an outline scheme for these works that will in turn be funded by the applicant. This scheme will be part of a S106 agreement.

There is a very little pedestrian facilities available along Cowley Mill Road and a pedestrian refuge cannot be accommodated opposite the site. In order to improve pedestrian facilities dropped kerbs will be provided on Cowley Mill Road (opposite No. 80 Cowley Mill Road) and this will be part of the S106 agreement and will be funded by the applicant.

In order to improve traffic flow and sight distances parking restrictions will be required in and around the new access and the junction of Cowley Mill Road, Ashley Road and Wallingford Road. The waiting and loading restrictions will require a TRO at a later date. This activity will be part of S106 agreement and be funded by the applicant.

The above measures will help to mitigate the impacts of the development.

#### Conditions/Agreements

In the light of the above comments I believe conditions relating to the following should be included in any permission:

- a) Travel Plan and monitoring
- b) Electric vehicle charging points(5% active and 5% passive)
- c) Highway Works: to include pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of the Wallingford Road junction and new parking and loading restrictions.
- d) Reinstatement of existing crossover in Cowley Mill Road
- e) Construction Management Plan
- f) Delivery and Servicing Plan

Under a S106 agreement create a S278 scheme to cover the above Highway works.

In if Council is of a mind to approve the application I would suggest the above conditions are set and a S106 agreement is put in place containing the above elements. If these issues are addressed I will not have any significant areas of concern from a Highways perspective.

#### TREES/ LANDSCAPING OFFICER:

Further to the receipt of amended landscape drawings and document titled Landscape Management Schedule, I confirm that the amendments have been subject to pre--application discussion with TALA, the landscape consultant and are acceptable. There is no objection to the proposal on landscape grounds.

EPU (NOISE):

Following on from the initial queries raised on the submitted noise assessment, having reviewed the additional information, I have no objections to the proposed development, subject to conditions requiring the submission of a scheme to control noise from the site and a construction/environmental management plan, together with the informative dealing with the control of environmental nuisance from construction work.

#### EPU (AIR QUALITY):

Please find below the analysis of the planning application in the context of the Hillingdon Local Action Plan currently under updating. I have mapped the location of Arundel Road (along which the planning application is located) in relation to Hillingdon Priority Areas for focused action to improve air quality over the next five to ten years.

The planning application is near one of Hillingdon's Priority areas. The coloured dots represent areas of relevant exposure (residential, etc) exposed to various levels of pollution. The highest levels of Hillingdon are predicted in this area, with exposure above 60ug/m<sup>3</sup>. With an increase of almost 7% in HGVs in the opening year we will need a condition requiring a Low Emission Strategy to be associated with the Environmental Management Plan of the site once operational. This is to comply with the Mayor's Air Quality Strategy, Hillingdon Policies and Local Action Plan.

#### EPU (LAND CONTAMINATION):

I refer to your consultation regarding the above submitted report by Jomas Associates. I also refer to my consultation comments on the first report dated May 4 2016 which considered the past work by Concept and Environ. The site investigation by Jomas has used the previous reports to design a 32 'borehole' survey of 25 shallow and 7 deep boreholes across the site in areas of concern and areas that have not been covered previously due to buildings being present. The spread of boreholes on the site map in Appendix 1 (Figures) seems to cover the site.

The work has added to the previous work by consultants and has shown again that there are levels of contamination that require remediation at this site. The levels are not such to preclude this type of development. The contamination found in the soil meets the guidelines for a commercial use, apart from asbestos and one cyanide result. The asbestos is proposed to be dealt with in the remediation work, the cyanide was one result and statistically not a significant concern. However considerable contamination is below the surface from old tanks and in the gravels and ground water therein that could cause a problem. Due to the paint factory use hydrocarbons and solvents including chlorinated solvents have been found, also some poly aromatics including Naphthalene are present with some heavy metals. The presence of solvents and hydrocarbons from the paint factory use has led to some boreholes having high gas and volatile compounds levels. The consultant does indicate that the majority of boreholes have levels of gas and gas flows that are not a concern. The gravels below the site may be a concern as they store water and appear to be affected by solvents and paints. Surrounding property is not known to be affected.

The consultant proposes that a remediation strategy is necessary to remove the underground tanks that are still present on the site. Some tanks are already removed and it is indicated that contaminants have shown some attenuation (reduction over time) of contaminant levels. It appears that the consultant does not recommend the remediation of groundwater as the removal of the sources (tanks and surrounding spills, and solvent affected soils) should reduce contamination in the groundwater. This would need to be monitored to the satisfaction of the Council and the Environment Agency under the planning condition. Likewise gas protection at a very high level is proposed due to the gas and volatile hydrocarbons present, but after tank removal it is indicated the level can be reduced. But protection looks necessary. There are monitoring wells for gas and water on the site which can be used.



I would advise that the reporting and overall data obtained to date is to a good standard and can support the planning application. The next stage will be the remediation strategy, and more investigation / monitoring and validation looks necessary. This will probably be targeted to the tank removal areas and hot spot areas where there are contaminants (hydrocarbons / metals solvents) in the soils and / or ground water.

I would recommend a contaminated land condition. The next stage is the remediation strategy and perhaps more monitoring and a investigation to clarify the areas of concern. I would advise that the Environment Agency will be involved in the controlled waters aspect of this condition if they do not apply their own condition. I would emphasise that paint factories do usually require much remediation, as at BASF West Drayton although this was a higher standard for housing. At this site contamination is present but not at levels that cannot be remediated for the use proposed.

#### PRINCIPAL FLOOD AND WATER OFFICER:

With the submission of the map showing the flood flow route to be maintained through the site as well as the levels through the site being maintained as existing the proposals manage the impact of flooding even in an extreme event.

Levels of the flood level of the building are set above the flood levels

The drainage strategy providing controls of surface water from the site at all events is limited to 80ls providing a reduction in run off from that proposed within the initial FRA and provides a run off rate more in compliance with the London Plan requirements to reduce run off to greenfield run off rates. This is to be provided through permeable paving.

At this stage I would still need a management and maintenance plan to be conditioned.

#### SUSTAINABILITY OFFICER:

The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. A condition requiring the submission of a scheme for living walls/ roofs is therefore necessary.

Following the receipt of the revised Energy Strategy Report which includes a plan of the PV panels, I have no further issues in relation to the PVs. The previously recommended PV condition is no longer required subject to the development proceeding in accordance with the roof plan set out in this updated energy assessment.

Need to make sure that any conditions relating to elevations not showing PVs will need to be superseded or caveated.

#### ACCESS OFFICER:

Planning permission is sought to create a high quality, modern development, to comprise three industrial/warehouse units.

Having considered the detail contained within the Design & Access Statement on pages 17 and 18, no concerns are raised from an accessibility perspective.

Informatives relating to induction loop specification and interference, flashing beacons/strobe lights linked to fire alarms and the Equality Act 2010 should however be attached to any grant of planning permission.

S106 OFFICER:

The following S106 Heads of Terms are required:-

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

## **7. MAIN PLANNING ISSUES**

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

The site is identified as falling within the Uxbridge Industrial and Business Area (IBA) as designated by the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). These areas are designated for business, industrial and warehousing purposes and appropriate sui generis uses.

Within the London Plan, the Uxbridge IBA is identified as a Preferred Industrial Location (PIL) within its identified Strategic Industrial Locations (SILs) and within the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) as a Locally Significant Industrial Site (LSIS).

In the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), relevant policies include the following:-

Policy E1 outlines that the Council will protect Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy E2 advises that employment growth should be directed towards appropriate locations, including SILs and LSISs.

Policy E6 seeks affordable accommodation for small and medium sized enterprises in sustainable locations.

Policy E7 seeks to ensure a range of training and employment opportunities are linked to the development of major sites.

In the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), relevant policies include the following:-

Policy LE2 states that the Local Planning Authority will not permit development for other uses other than B1, B2, B8 or appropriate sui generis in industrial and business areas

unless it is satisfied that:-

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

Policy LE3 states that redevelopment in IBAs should, where appropriate and practical, include the provision of small units in designated IBAs.

The proposal involves a mix of different sized buildings for industrial/ warehousing purposes within Use Classes B1(c), B2 and B8. The land uses proposed within this development are in accordance with policies relative to the aforementioned designations and as such the proposal is, in principle, complies with the Development Plan.

**7.02 Density of the proposed development**

Not applicable to industrial development.

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

The application site does not lie within or adjacent to any conservation area or area of special local character. Furthermore, it will not affect any statutory or locally listed building. The site is proposed to be included within an Archaeological Priority Zone. Comments from English Heritage (Archaeology) are awaited.

**7.04 Airport safeguarding**

The MoD Safeguarding Authority has been consulted on this application and their comments are awaited.

An informative relating to the use of cranes has been attached.

**7.05 Impact on the green belt**

No green belt issues are raised by this application.

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

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE25 supports the modernisation and improvement of Industrial and Business Areas through the careful design and landscaping of buildings.

The design of the scheme has been determined by the need to make efficient use of this irregular shaped industrial site with access provided at a single point and the constraints imposed by its defined boundaries.

As regards the layout, Unit 1 would be set back some 5.6m from the Ashley Road frontage and 3.1m from the Arundel Road frontage. Unit 2 would be set back some 3.0m from the

Wallingford Road frontage and 5.8m from the Cowley Mill Road frontage at the junction of the road with Wallingford Road which increases to 16.9m at the western end of the building due to the curvature of the road. Unit 3 would be sited to the rear of buildings which front Wallingford Road and would not have a road frontage. These set back distances are considered to be sufficient to ensure that the proposed buildings would not appear unduly prominent, particularly as a good depth of landscaping could be provided along the more sensitive road frontages of Cowley Mill Road and Ashley Road where the long side elevation of Unit 1 would be positioned. These set backs would also allow some, more limited landscaping to be provided alongside the buildings on the other road frontages internal to the industrial estate.

Unit 2 has been further revised and the first floor glazing to the mezzanine area would now be returned along part of the Wallingford Road frontage which would improve the visual interest of the building from the canal bridge on Cowley Mill Road. This prominent corner of the building could be further enhanced with green walls.

The proposed buildings are of an appropriate size, massing and design for an Industrial and Business Area. Furthermore, the layout allows for car parking and servicing areas to be provided, together with a good landscape buffer at the northern end of the site along the sensitive Cowley Mill Road. The scheme is considered to enhance the visual amenity of the area and make an appropriate contribution to the improvement of the IBA, in accordance with Policies BE13 and BE25 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. Although not strictly applicable to this application, the Council's Supplementary Planning Document HDAS: Residential Layouts is useful in that it establishes a minimum separation distance to prevent two or more storied buildings from appearing dominant from neighbouring residential property of 15m and a 21m distance within which habitable room windows and 3m deep patio areas adjacent to the rear elevation of residential properties should not be overlooked in order to maintain an adequate level of privacy.

The only boundary to the application site that contains residential properties is to the north, on the opposite side of Cowley Mill Road. The nearest residential properties, Nos. 26 - 34 Andover Close have their rear gardens adjoining Cowley Mill Road with the rear boundary on Cowley Mill Road marked by 1.8m - 2.0m high close boarded fencing. The nearest proposed building to these properties would be Unit 2 which would have mezzanine office floorspace with first floor windows along its northern elevation. As the rear boundary of Nos. 26 - 34 Andover Close would be sited over 22m from these windows and their main rear elevations would maintain a separation distance of at least 31m, these properties and their amenity space would be sufficiently distant from the new development to ensure that their amenities would not be unduly affected as a result of overshadowing, dominance or loss of privacy. The scheme complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Not applicable to this industrial/commercial development.

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

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies

(November 2012) require development proposals to be assessed against their traffic generation and the availability of public transport and the capacity and functions of principal roads. Policy AM9 seeks to ensure that adequate provision for cyclists is made in development proposals. Policies AM14 and 15 require parking to be provided in accordance with standards, including provision for disabled persons. Policy AM4 advises that planning permission will not be granted for proposals which would prejudice the implementation of safeguarded road proposals which include Cowley Mill Road.

The re-development scheme avoids the use of separate accesses serving each of the units and would have a single access on Ashley Road, with the units served by means of an internal access road. The units would have their own dedicated parking and service areas. Overall, the development would provide 148 parking spaces (105 spaces for Unit 1, 33 spaces for Unit 2 and 10 spaces for Unit 1). This equates to approximately 1 space per 109sqm of floor space which would be towards the upper limit of the 100 - 600sqm range for industrial uses in the London Plan. Of these spaces, 5, 2 and 1 of the spaces serving Units 1, 2 and 3 respectively would be disabled spaces which is some 5% of the total provision and the Transport Assessment states that a further 9 spaces could be easily converted at a later date if demand was identified. This accords with the London Plan standards.

Provision for electric charging points has not been specified on the plans, but this is referenced in the Transport Assessment. The Council's Highway Engineer raises no objections to the level of provision. To accord with the London Plan's cycle standards, overall, 41 long stay and 18 short stay spaces would be required. The plans show each of the units being served by cycle parking facilities but with 36 spaces, provision is deficient. The Highway Engineer considers that car parking, including disabled space provision is acceptable and would satisfy relevant standards. Swept path drawings have also been submitted and demonstrate that internal circulation to service all of these units is acceptable. The Council's Access Officer also does not raise any objections to the amount and location of the disabled space provision. Deficiencies in cycle parking facilities and electric charging points can be controlled by condition, which forms part of the officer recommendation.

A Transport Assessment has been submitted in support of the proposals. The application has formed the subject of numerous discussions with Highway Engineers which has resulted in a further technical note, and various highway alteration/ improvement works plans being submitted.

Traffic generation has been modelled and the Highway Engineer advises that following the receipt of requested additional information/ verification data, the additional traffic generated by the industrial units will not cause significant impacts on the local road network in terms of reduced capacity or queue lengths.

The Highway Engineer advises that the 17t weight limit restriction on the Canal Bridge will allow smaller vans to use Cowley Mill Road to the east of the bridge but it will prevent the largest vehicles serving the site from this direction. However, the applicant has agreed that all HGVs serving the site will use Cowley Mill Road from St John's Road as the access route which can be controlled as part of the Delivery and Service Plan.

The proposed development has been sufficiently set back from Cowley Mill Road so that it would not prejudice the Council's highway alignment scheme, in accordance with Policy AM4. The Council's highway alignment scheme on Cowley Mill Road will require the

applicant to assign the safeguarded land to the Council and in the short term, this land will become part of the public footway which would be covered by the S106 Agreement.

The junction of Cowley Mill Road and Wallingford Road is also to be re-aligned in order to improve the left turn out of Wallingford Road so that it can accommodate HGVs and their current encroachment upon the public footpath can be avoided.

The Highway Engineer also advises that there will be a large number of staff and visitors using the site so all trips will increase, including those of pedestrians wanting to connect with bus services in St John's Road and those to the east of the site on Cowley Road. There is currently a lack of pedestrian facilities along Cowley Mill Road and due to a lack of space, a pedestrian refuge cannot be provided opposite the site. However, in order to improve pedestrian facilities, dropped kerbs will be provided on Cowley Mill Road opposite No. 80 and this will also form part of the S106 Agreement to be funded by the applicant.

The former access point into the site on Cowley Mill Road will also be re-instated, with the public footpath being re-instated.

The Highway Engineer also advises that on-street parking will have the potential to restrict sight lines and turning movements associated with the new access. The applicant has produced a plan of proposed waiting and loading restrictions that would need to be implemented in order to ensure that the site and its proposed access can operate safely and efficiently.

The proposals, including all the highway alterations/ improvement works are fully supported by the Council's Highway Department. A further neighbour consultation has been undertaken on the proposed parking restrictions and the highway and junction improvements which will expire on 4/8/16. The officer recommendation is that the final decision on the application is deferred to the Head of Service, and includes the proviso that no adverse comments being received to the further neighbour consultation that raise material planning considerations that have not already been considered in this report.

The GLA in their Stage 1 Report advise that TfL are broadly supportive of the proposals and the net traffic impact on the local network would be minimal, with estimated increases of 54 two-way vehicle trips in the AM peak and 47 in the PM peak. Modelling undertaken on the proposed priority junction on Ashley Road also suggests there is sufficient spare capacity to accommodate development traffic without causing delay to existing road users on Ashley Road. The GLA also advise that as Cowley Mill Road is one of the most congested roads in the borough, the Council should consider the need to seek mitigation from this proposal.

TfL confirm that no mitigation is required to deal with the minimal uplift in passengers on local bus services and that internal access arrangements, including those for HGVs are adequate.

TfL does consider that the proposed junction on Ashley Road could be made safer and more attractive for pedestrians and cyclists. A separate access to the site for cyclists and pedestrians could also be considered.

TfL are satisfied that the proposals make adequate provision for car parking, disabled parking and electric vehicle charging points, in line with the latest London Plan standards. However, they also note that cycle space provision is deficient with only 36 of the total 59

spaces being provided. They also advise that the location of cycle spaces for Unit 1 be sited closer to its main entrance and complimentary facilities such as showering and changing facilities with accessible features and storage should be considered. This has been controlled by the recommended condition and the need for showering and changing facilities would be controlled by means of the Travel Plan. Also, TfL also requests that the applicant provides a study of 'cycling level of service' of streets and junctions in the vicinity of the site, particularly with its links to Uxbridge Station, following the methodology in the London Cycling Design standards to identify severance issues and fundamental crossings which can inform where and which improvements are necessary to provide a safer access for cyclists. This forms a Heads of Term within the S106 Agreement.

Finally, TfL advise of the need for a full Travel Plan, a framework Construction Logistics Plan and a Deliveries & servicing Plan (DSP) which should be secured by condition/ S106 Agreement.

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

##### URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

##### ACCESS

This issue is addressed in Section 7.12 of the report.

##### SECURITY

The scheme has been designed with regard to Secure By Design principles, including use of perimeter fencing, secured yards, CCTV and external lighting.

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design - Commercial 2015 Design Guide and to this end, recommends a condition. This forms part of the officer recommendation.

#### **7.12 Disabled access**

Policy 7.2 of the London Plan and guidance within the Council's HDAS - Accessible Hillingdon requires developments to be designed to be fully accessible for wheelchair users.

The application has been accompanied by a Design and Access Statement which includes an access statement that specifies the provisions to be made for disabled access. This includes external pedestrian access routes to be clearly defined with tactile paving at crossing points, disabled parking spaces and building entrances to satisfy Approved Document M recommendations and located close to office entrances, provisions to be made for horizontal and vertical movement within the buildings, including stairs and a lift (only a platform lift in the case of Unit 3 due to its size) to the first floors, WC facilities and means of escape.

The Council's Access Officer has reviewed the application and its relevant supporting documents

and advises that there are no concerns from an accessibility perspective and recommends that informatives relating to induction loop specification, induction loop interference, flashing beacons/ strobe lights and the Equality Act 2010 be attached to any permission. These form part of the officer's recommendation.

The proposals are therefore considered to accord with the aims of policy 7.2 of the London Plan 2011, the HDAS Accessible Hillingdon SPD and policy AM15 of the Hillingdon Local Plan Part Two Saved UDP Policies (2012).

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

Not applicable to this development.

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

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

There are no Tree Preservation Orders or Conservation Area designations affecting the site and no trees or other landscape features of merit would be affected by the proposal. The landscaping scheme has been revised and includes a deep and robust landscape frontage onto Ashley Road and Cowley Mill Road which will provide a significant landscape enhancement to the area. This will include a total of 25 trees, together with strips of grass and ornamental shrubs. A narrower planted strip will be provided around the north-western and south-western boundaries of Unit 1 and the east boundary of Unit 2. Ideally, landscaping should be provided along all the site boundaries but the concentration of the extensive landscape buffer on the northern boundary will provide maximum benefit to the neighbours opposite and constitute a significant improvement to the appearance of the industrial estate as viewed from the public road and on this basis, the Council's Tree/Landscape Officer raises no objections to the scheme.

Ecology

The site was formerly in industrial use which has only fairly recently been cleared and is mainly surrounded by other intensively used industrial sites. As such, it is considered that the potential for the site to have any ecological interest is negligible. It is considered that the proposed landscaping scheme, including the provision of 22 trees will enhance potential habitat on site. The Council's Sustainability Officer does advise that as the site is within an air quality management area and there is a need to improve opportunities for wildlife, living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation and recommends a condition. This forms part of the officer recommendation.

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

London Plan policy 5.17 requires adequate provision of refuse and recycling facilities for new development.

The proposal includes the provision of bin store enclosures within the service yards of each of the three units. Their detailed design would be controlled through condition. Arrangements for the collection of waste and recycling would be a matter for the individual occupiers of the units but the location of the enclosures, within the service yards, would allow access by refuse vehicles.

The proposals therefore accord with planning policy requirements.

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

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable



design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

An Energy Strategy Report has been submitted in support of the application.

The application has been referred to the GLA and in their Stage 1 Report they advise that the proposals include a range of passive design features and demand reduction measures which will reduce carbon emissions and air permeability and heat loss parameters of the buildings will be improved beyond the minimum required by the building regulations. Low energy lighting and a Building Management System is also proposed. Cooling to the ancillary office of Unit 1 is proposed and the GLA do advise that the applicant should advise how Policy 5.9 has been addressed to avoid overheating and minimize cooling demand. The development is estimated to achieve a reduction of 53 tonnes per annum (12%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development.

In terms of district heating, the applicant has carried out an investigation that demonstrates there are no existing or planned heating networks at present within the vicinity, but the development is designed to allow future connection should one become available.

The feasibility of the use of a Combined Heat and Power System has been investigated but due to the intermittent nature of the heat load, this has been discounted which is accepted by the GLA.

A range of renewable technologies has also been investigated and the preferred option is to install 655sqm of roof mounted Photovoltaic panels on the three units. The GLA do not raise objection to this approach but advise a roof layout drawing should be provided to demonstrate that there is sufficient space to accommodate the proposed PV arrays. An Air Source Heat Pump would also provide space heating for Unit 1. Taken together, renewable technologies would produce a saving in regulated CO2 emissions of 112 tonnes per annum (24%).

A total reduction of 165 tonnes of CO2 per year in regulated emissions would be achieved compared to a 2013 Building Regulations compliant development, equivalent to a saving of 36%.

The GLA advise that the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan and the application is broadly in line with the London Plan's energy hierarchy but advise that their detailed comments cited above need to be addressed.

A revised Energy Strategy Report has been submitted, which includes a plan showing the siting of the PV panels and considers matters in relation to overheating. The Council's Sustainability Officer is now satisfied that the scheme can provide sufficient roof space for the quantum of PV panels and advises that this aspect of the proposals would no longer need to be conditioned, although the elevations of the buildings would need to be revised which has been controlled by condition. Subject to the GLA not raising any further issues in their Stage 2 Report, the scheme is considered acceptable in terms of energy issues.

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

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to

flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a Flood Risk Assessment.

The Environment Agency do not raise any objections to the scheme on flooding grounds, and just refer to their standing advice. The GLA in their Stage 1 Report advise that further information on a sustainable drainage regime meeting the requirements of London Plan Policy 5.13 should be submitted to and approved by Hillingdon's Water and Flood Management Officer. Following review by the Council's Water and Flood Management Officer, further plans and information has been submitted. The officer advises that Drw. No. 15-129 / 600 Rev. P1 shows that a flood flow route would be maintained through the site and Drw. No. 15-129 / 300 Rev. P1 shows that the levels through the site would be maintained as existing allow the proposals to manage the impact of flooding even in an extreme event. Furthermore, the floor level of the building are set above the flood levels.

The Officer goes on to advise that the drainage strategy provides for control of surface water from the site at all events and is limited to 80 litres per second providing a reduction in run off from that proposed within the initial FRA and provides a run off rate more in compliance with the London Plan requirements to reduce run off to greenfield run off rates. This is to be provided through permeable paving.

The officer advises that subject to a management and maintenance plan for the drainage system, which can be controlled through condition, the scheme is acceptable and complies with Policies OE7 and OE8 of the Saved Policies UDP and Policy 5.13 of the London Plan (March 2016).

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

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

##### **Noise**

The proposed re-development of this IBA site seeks to minimize the potential for adverse noise impacts from the yard areas servicing each unit by siting the service yards away from the nearest noise sensitive residential properties to the north, particularly the largest yard serving Unit 1 and by siting the proposed units so that they would provide an element of screening. It is only Unit 2 that only partially screens the service yard from the residential properties on the northern side of Cowley Mill Road, but the service yard would be separated by this unit's car parking area and a deep landscaped buffer/screen along the Cowley Mill Road frontage. Furthermore, as part of the proposals, a 2.5m high acoustic fence would be provided between along the northern edge of the car park, and screened by the landscaping that would assist in the mitigation of noise from this unit.

The Council's Environmental Health Officer has reviewed the application, including the supporting Noise Assessment. Various clarifications have been sought regarding noise

levels, but following the receipt of this information, the officer advises that the scheme is acceptable, subject to conditions requiring the submission of a noise control scheme and a Construction Environmental Management Plan, together with an informative advising of control measures to be taken from demolition and construction work. These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

#### Air Quality

The Council's EPU Officer (Air Quality) has reviewed the application and advises that the site is near one of Hillingdon's Priority areas for pollution, with the highest levels of pollution predicted in this area, with exposure above 60ug/m<sup>3</sup>. The proposals would result in an increase of almost 7% in HGVs in the opening year. Therefore, a condition is needed, requiring a Low Emission Strategy to be submitted and agreed by the Council. The recommended condition forms part of the officer's recommendation.

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

As regards the public comments received, Point (i) to (iii) have been dealt with in the officer's report. In terms of point (iv), this issue was resolved and the consultee submitted additional comments. As regards, point (v), there is no formal requirement to re-consult neighbours, although a re-consultation has been undertaken in terms of the proposed highway works. Point (vi) regarding this re-development being much needed is noted. Although this scheme would improve the Cowley Mill Lane frontage and its junctions with Ashley Road and Wallingford Road, the roads in the wider industrial estate are in private ownership. Points (vii) and (viii) are noted but this scheme has involved detailed negotiation as regards highway works.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that the S106 needs to cover/seek contributions for the following:-

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of

the resulting agreement.

The need for construction training has also been raised by the GLA.

The scheme is also Mayoral and Council CIL liable.

**7.21 Expediency of enforcement action**

No enforcement issues are raised by this application.

**7.22 Other Issues**

**LAND CONTAMINATION:**

The Environment Agency do not raise any objections to the scheme, and provide advice for the developers which has been added as an informative.

The Council's Environmental Health Officer (Land Contamination) advises that the information submitted with the application is of a good standard and sufficient to support the proposals and that the reports are comprehensive. Although contamination is present at the site, it is not at a level that cannot be remediated for the proposed use. The officer does advise that a contaminated land condition is required and the next stage is the remediation strategy and perhaps more monitoring and an investigation to clarify the areas of concern.

**8. Observations of the Borough Solicitor**

**General**

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

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

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

**Planning Conditions**

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

**Planning Obligations**

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

2010).

#### Equalities and Human Rights

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

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

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

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

### **10. CONCLUSION**

The scheme is for the industrial re-development of this IBA site so that there are no objections in principle to the scheme.

The proposed re-development of this vacant industrial site, which includes a good landscape buffer along the Cowley Mill Road frontage would improve the appearance of this part of the Uxbridge Industrial Estate and the proposal makes suitable provision and dedicates land to allow for the re-alignment of Cowley Mill Road and makes a commensurate contribution to junction, footway and pedestrian crossing improvements along this part of Cowley Mill Road which would involve the need for parking / loading restrictions. The scheme would not be harmful to any surrounding residential occupiers and would minimize its environmental impacts as regards risk of flooding, land contamination, air quality and sustainability grounds, subject to the recommended conditions.

Furthermore, the Mayor does not raise any in principle objections to the scheme in his Stage 1 Report.

The application is recommended for approval, subject to no concerns being raised by English Heritage (Archaeology) and MoD Safeguarding that could not be dealt with by additional conditions and that no objections raising material planning objections to the scheme that have not already been considered in the officer's report as a result of a further period of neighbour re-consultation being carried out regarding the highway improvement works and waiting and loading restrictions.

Subject to these provisos and the Mayor not directing that the application should be called in or refused, the scheme is recommended for deferral to the Head of Planning and Enforcement for approval, upon completion of the S106 Agreement and recommended conditions.

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

NPPF (March 2012)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

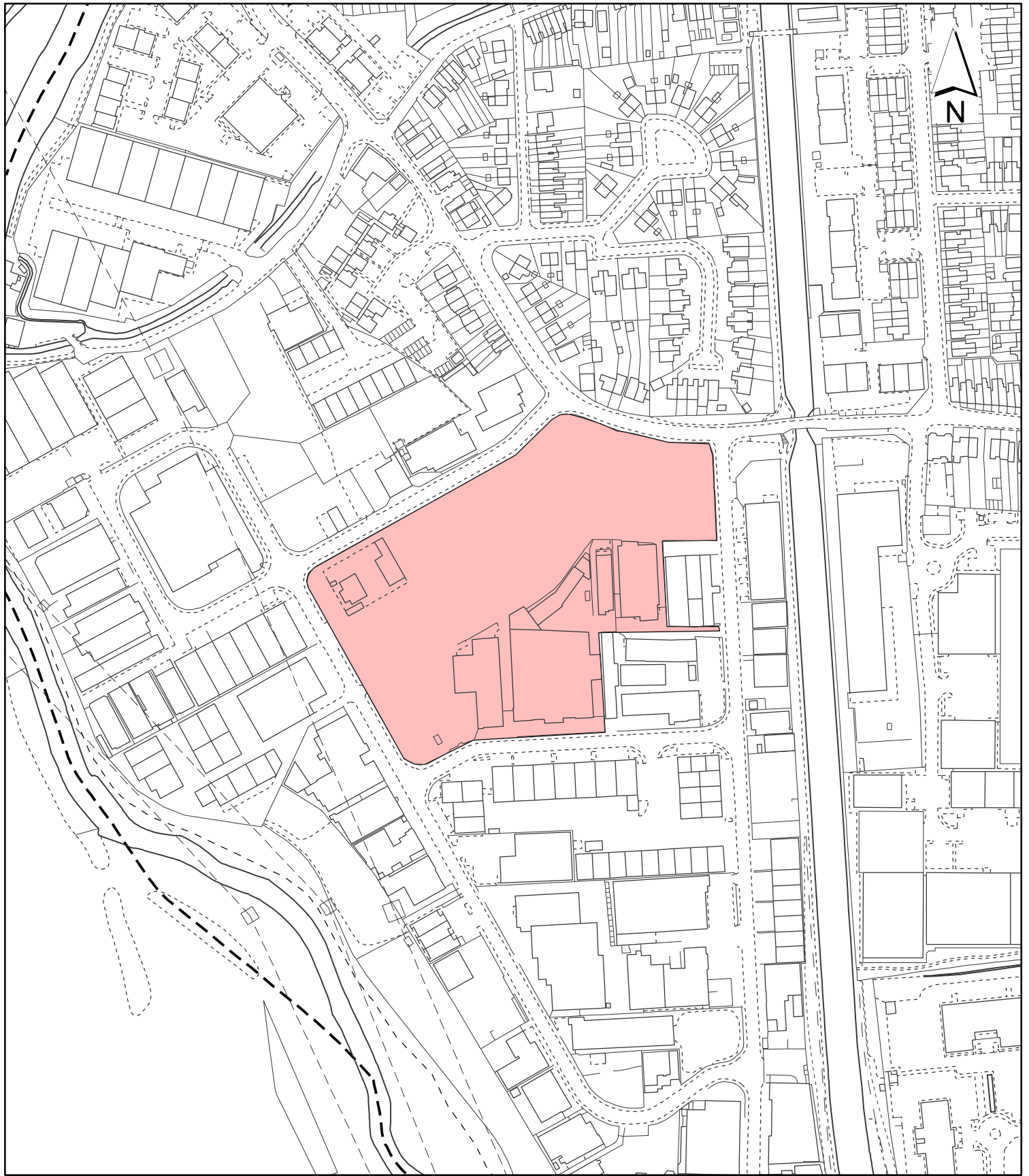
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Former Trimite Site**

Planning Application Ref:

**9117/APP/2016/278**

Planning Committee:

**Major** Page 185

Scale:

**1:3,000**

Date:

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

**Address** KINGSWAY HOUSE HORTON ROAD YIEWSLEY

**Development:** Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application)

**LBH Ref Nos:** 70438/APP/2015/4424

**Drawing Nos:** Geo-Environmental Desk Study  
Planning, Design and Access Statement  
A2562 204 Rev R1 Roof Plan  
Trip Rate Calculations Greater London  
Trip Rate Calculations South East  
PTAL Map  
SK01 B Swept Path Analysis for a Delivery Vehicle  
Response to Highways comments dated 26-04-16  
A2562 200 Rev P5 Ground Floor Plan  
A2562 203 Rev P5 3rd Floor Plan  
A2562 202 Rev P5 2nd Floor Plan  
A2562 201 Rev P5 1st Floor Plan  
A2562 204 Rev P5 4th Floor Plan  
Additional Supporting Information dated 07-06-16  
A2562 200 Rev R1A OS Plan  
CGI Visuals  
SK01 Rev A Swept Path Analysis for a Refuse Vehicle

<b>Date Plans Received:</b>	02/12/2015	<b>Date(s) of Amendment(s):</b>	27/04/2016
<b>Date Application Valid:</b>	05/01/2016		20/06/2016
			19/04/2016
			06/07/2016
			02/12/2015

### DEFERRED ON 11th May 2016 FOR FURTHER INFORMATION .

The application was considered at the Majors Planning Application Committee held on 11th May 2016. It was agreed by the Planning Committee that more information was required in order to ensure that the proposed development met Council standards in regards to:

1. Amenity space provision to demonstrate compliance with minimum standards
2. Vehicle tracking, particularly for refuse vehicles
3. Clarification of overlooking distances to Building B and Bignell House
4. Clarification whether contributions towards health provision should be sought

The Planning Committee determined that the application should be deferred.

The applicant has provided the following additional information:

Additional Supporting Information dated 07-06-16  
CGI Visuals  
A2562 200 Rev R1A OS Plan  
SK01 Rev A Swept Path Analysis for a Refuse Vehicle  
A2562 200 Rev P5 Ground Floor Plan

A2562 201 Rev P5 1st Floor Plan  
A2562 202 Rev P5 2nd Floor Plan  
A2562 203 Rev P5 3rd Floor Plan  
A2562 204 Rev P5 4th Floor Plan

The issues raised at the Planning Committee have been discussed in the relevant sections of this report.

## 1. SUMMARY

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters reserved for subsequent approval.

There is no land use policy objection to the principle of a residential use development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for housing developments.

The proposal provides a regeneration opportunity to improve the character and appearance of the canal side.

The proposal is considered to be acceptable in regards to access and the scale of the residential development.

The outline application is therefore recommended for approval, subject to conditions and a S106 Agreement.

## 2. RECOMMENDATION

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

**1. That the applicant submit a Unilateral Undertaking, or the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**(i) Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status**

**(ii) Construction Training: A financial contribution to the sum of £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.**

**(iii) Air Quality Monitoring: A financial contribution to the sum up to £12,500.**

**(iv) Travel Plan to include £20,000 Bond for each of the elements.**

**(v) Financial contribution of £17,000 towards improvements to the Canal towpath including a management scheme for the future maintenance of the towpath**

**(vi) Affordable Housing: 35% in habitable room terms with a tenure mix set at 100% affordable rent**

**(vii) Affordable Housing review mechanism.**

(viii) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

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

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 31st August 2016, or any other period deemed appropriate by the Head of Planning and Enforcement then delegated authority be granted to the Head of Planning and Enforcement to refuse the application 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 construction and employment training facilities, canal towpath improvements, affordable housing and travel plan). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

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

**1 RES1 Outline Time Limit**

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

**REASON**

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

**2 RES2 Outline Reserved Matters**

Details of the appearance, landscaping and layout, (hereinafter called "the reserved matters") shall be submitted to the Local Planning Authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

The development shall be carried out in accordance with the approved details.

**REASON**

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

**3 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, A2562 200 Rev R1 OS Plan, A2562 200 Rev R1 Ground Floor Plan and A2562 204 Rev R1 Roof Plan and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions 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 of the 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 in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

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

#### **7 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 Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 40% of all parking spaces are served by electrical charging points (20% passive and 20% active) and that 10% of the total number of parking spaces are designed for disabled users)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

#### REASON

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

#### **8 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **9 RES15 Sustainable Water Management (changed from SUDS)**

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

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

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

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

#### REASON

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

#### **10 RES17 Sound Insulation**

Development shall not begin until a scheme for protecting the proposed development from 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 noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.15.

#### **11 RES22 Parking Allocation**

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

#### REASON

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

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

### **13 NONSC Risk Assessment and Method Statement**

Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the Grand Union Canal must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process.

#### REASON

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

### **14 NONSC Feasibility Study**

Prior to the commencement of development hereby approved, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

#### REASON

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

### **15 NONSC Waterside Area Landscaping Scheme**

Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details.

#### REASON

To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area, in accordance with Policies BE38 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.



**16 NONSC Water Drainage into Waterway**

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

**REASON**

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

**17 NONSC Lighting and CCTV Scheme**

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

**REASON**

In the interest of crime prevention, ecology, visual amenity and the waterway setting in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**18 NONSC Ecological Survey**

Prior to the commencement of the development hereby permitted, an ecological survey of the site, and proposals for mitigation of any impact on local ecology, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved mitigation measures should be implemented prior to first occupation of the development.

**REASON**

In the interest of ecology and the waterway setting in accordance with Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**19 NONSC Bat Survey**

Prior to the demolition of the existing building on site, the building and adjacent trees shall be surveyed for bats and the details of this survey shall be submitted and approved in writing by the Local Planning Authority before development commences.

**REASON**

To ensure that demolition process does not prejudice or compromise the ecological and conservation values found within the canal and immediate setting in accordance with Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

**20 NONSC Piling Method Statement**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including methods to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with on Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

#### REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the details of the piling method statement.

#### INFORMATIVES

##### **1            I52            Compulsory Informative (1)**

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

##### **2            I53            Compulsory Informative (2)**

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
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.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 3.10	(2015) Definition of affordable housing

LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.3	(2015) Designing out crime
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.3	(2015) Community infrastructure levy

### 3

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-codeof-practice>)

### 4

The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

### 5

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement.

### 6

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)

### 7

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or underpinning work would be over the line of, or would come within 3 meters of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the options available at this site.

### 8

The applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a

combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. They can be contacted on 0800 009 3921.

**9 115 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 Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**10 121 Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**11 147 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).

**12 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies

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

### 13

In order to achieve improvements in the design of the final scheme the applicant is hereby advised to seek to discuss the detailed design aspects of the scheme with officers, including materials, landscaping and elevational profiles and articulation, prior to the submission of the reserved matters application. If you have any queries regarding the information contained in this informative then please email the Council Planning Services at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk). Alternatively, you can send your submissions to: London Borough of Hillingdon, Environment and Community Services, 3 North, Civic Centre, High Street, Uxbridge, Middlesex, UB8 1UW.

### 14

Article 35 Statement:

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

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site currently contains an industrial building and associated hard standing and car parking and is surrounded by a combination of residential and industrial buildings.

The sites to the north and east have recently been granted planning permission for 3-5 storey residential apartments (ref: 3507/APP/2013/2327). Further to the north of the site on the other side of Horton Road, the area is predominantly low rise residential. To the west, the site sits adjacent to several industrial buildings. To the south, the site fronts the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation, with the mainline railway on the other side.

Vehicular and pedestrian access to the site is provided via the Bignell House/Horton Parade access which is mainly commercial. The site has a PTAL rating of 3. West Drayton Station is planned as a stop on the Crossrail route development. It is anticipated that this will improve the site's current PTAL rating from a 3 to a 4.

The site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), but outside both the primary and secondary shopping areas. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

### 3.2 Proposed Scheme

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters reserved for subsequent approval.

Access to the site would be provided via the new access road (Otter Way) off of Horton Road. The access road is gated and would be shared with the neighbouring residential development. Parking would be partly provided within an undercroft with the remaining spaces located next to the proposed building.

### 3.3 Relevant Planning History

70438/PRC/2014/119      Impression Uk Ltd Horton Road Yiewsley

Demolition of existing commercial/light industrial unit and erection of approximately 34 new residential units, car parking and amenity.

**Decision:** 28-01-2015      NO

#### Comment on Relevant Planning History

## 4. Planning Policies and Standards

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1      (2012) Built Environment
- PT1.EM7      (2012) Biodiversity and Geological Conservation
- PT1.EM6      (2012) Flood Risk Management
- PT1.H1      (2012) Housing Growth
- PT1.H2      (2012) Affordable Housing

Part 2 Policies:

- AM7      Consideration of traffic generated by proposed developments.
- AM14      New development and car parking standards.
- 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.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.3	(2015) Designing out crime
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.3	(2015) Community infrastructure levy

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

**5.1** Advertisement Expiry Date:- **9th February 2016**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 27 local owners/occupiers and a site notice was displayed. No responses were received.

Following the submission of an amended Red Line Plan and Floor Plans, 14 day re-consultation letters were sent to 27 local owners/occupiers. No responses were received at the time of this report.

#### Canal & River Trust:

After due consideration of the application details, the Canal & River Trust has no objections to the proposed development, subject to the imposition of suitably worded conditions and the applicant first entering into a legal agreement relating to canalside and towpath improvements. We have the following specific comments about the submitted proposals:

#### - Scale and Layout

In principle, we support the opening up of the canalside and the development's potential for interaction with the waterside. However, we have some concern about the height of the canalside block adjacent to the towpath, which we feel is unduly overbearing and out of character in this location. We accept that the adjacent development has been approved with a similar height, and we are concerned that the proposal should not be any taller or closer to the canal than the adjacent approval for 26-36 Horton Road. This site and its surrounds, on the north side of the canal, is characterised by slightly lower development, with a more traditional scale and form. We are keen to avoid a canyoning effect on the canal corridor. We would therefore like to see the future reserved matters proposal move the development further back from the towpath, with a reduced height, stepping down towards the canalside.

#### - Access to Canalside

Any new accesses onto the towpath require a commercial agreement with our Estates team, and we request an informative regarding this.

We support the principle of improved access onto the towpath, but we are also aware that the development will bring more visitors to the site and the canal environment. They will make use of the towpath and waterspace as a valuable amenity resource, and also a useful walking and cycling route to West Drayton Station and other destinations. While we support increased access to this resource, we would request appropriate mitigation towards the increased use of the towpath and canal environment, such as upgrading of the towpath, through a S106 agreement. Given that the adjacent site made a S106 contribution of £25,000 towards the towpath, we would request £17,000 from this development towards the upgrade of the towpath environment.

#### - Ecology and Sustainability

The submission is not accompanied by an ecology report or EIA, and we would ask that this be supplied so that we can assess any impact on the local ecology.

The development may benefit from utilising its waterside location for moving demolition waste and materials from the site by barge. The site is within a lock-free section of the Grand Union Canal, which may make deliveries to the Powerday site (which has a wharf) at Willesden Junction more efficient than by road, as well as offering other benefits to the wider community. Please see the condition requested below.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice (in addition to a S106 contribution towards the upgrade of the towpath environment for £17,000):

#### - Conditions

A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process. Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation."

A feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste



and recyclables).

Full details of the proposed hard and soft landscaping scheme for the waterside area.

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority.

Full details of any proposed lighting and CCTV scheme.

An ecological survey of the site, and proposals for mitigation of any impact on local ecology.

- Informatives

"The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-codeof-practice>)."

"The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk))."

"The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement."

In addition, in order for the Canal & River Trust to monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Thames Water:

Waste comments

Thames Water requests the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

Surface Water Drainage - with regard to surface water drainage it is the responsibility of a developer

to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or underpinning work would be over the line of, or would come within 3 meters of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the options available at this site.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including methods to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

#### Water comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

#### **Internal Consultees**

##### Conservation Officer:

The Conservation Officer has stated that they would prefer a greater set back from the canal edge and have criticisms of the roof form and its height.

##### Officer comments:

It should be clarified that the Conservation Officer has not objected to the scheme, rather they consider the illustrative plans can and should be improved upon at reserved matters stage. It is considered that an informative on the outline decision would help reinforce the need for further negotiations regarding appropriate external appearance at reserved matters stage.

##### Environmental Protection Unit:

I refer to your consultation of 15 January regarding the above site. The site for residential is on an

industrial area. The use as residential is a sensitive use, although this development is flats with landscaping rather than private gardens. The submitted report by Jomas covers the information required for a preliminary desk study to support the application.

The application form confirms that the site is a commercial warehouse. Old maps we have show 'Works' at and around the building, but the 'Works' are not annotated as to what sort of business was carried out. There are quite a few historic uses around the area such as a cement works, oil works and pump station. There was an historic filled canal dock called Otter Dock 30 metres from the building and there was filled land nearby plus a noise bund. The adjacent (east) land was redeveloped for housing after the closure of a water pump station, and remediation in the 1980's was carried out. I think there is a filled underground reservoir to the east.

We visited the area in 2007 under our contaminated land strategy and there appeared to be various businesses in this area concerning printing, graphics, motor factors and metal fabrication.

The site will most likely have some contamination remediation works given the history of the area. The standard contaminated land condition with the soil import paragraph part iv included is essential should a permission be given. A comprehensive site investigation will be required.

Highways:

- a. The site has poor public transport accessibility (PTAL = 2). Access to the site is via Horton Road.
- b. The proposed development is for 34 flats with a provision of 35 car parking spaces (including four spaces for disabled users). The Design and Access Statement indicates that cycle parking and provision for electric vehicles will be provided to LBH standards.
- c. An operational assessment of the Horton Road access junction and the junction of Horton Roas/High Street is required to demonstrate existing conditions, impacts/mitigation to maintain adequate capacity required to accommodate the cumulative additional traffic generated from the proposed development and from other consented developments in the area.
- d. The applicant should provide vehicular swept paths (with 300mm error margins) to demonstrate service/delivery vehicles and other vehicular traffic can, together, enter and leave the site in forward gear, while maintaining two way traffic flow on the internal roads and at the access junction.
- e. Minimum headroom provision of 2.3m at the car parking spaces below the building should be confirmed.
- f. The transport assessment should assess traffic generation based on data from comparable sites within TRICS database. New traffic and queuing surveys should be undertaken to ensure that base year traffic modelling is acceptably calibrated and validated.

Officer comments:

The applicant has submitted additional information which addresses all of the above points.

Metropolitan Police (summary):

I have no objections to this as long as it achieves Secured by Design. However, it does prove to be difficult to overlay a crime survey, especially when all that there previously was commercial. I note from reading the DAS, that the canal is going to feature in this development. Having dealt with a couple of these developments recently, I'm fully aware of TFL's 'Quiet Ways' in opening up the tow paths thus creating better links around London. The issue then comes down to lighting verses ecology.

Whilst I appreciate that residents of such developments will form a sense of territoriality with the

canal/towpath. These towpaths are rarely opened up to a small group of people, instead they are opened for all members of the public. As a result, this creates its own set of issues in the long term when developments are built close to canals with no lighting or insufficient fencing. As such, I would like to see good lighting and good boundary abutting the canal path.

I provide the following general advice for this scheme:

Where relevant, I would expect this development to incorporate all of the Secured by Design requirements detailed in the New Homes 2014 Guide.

Section 106 Officer:

1. Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status
2. Construction Training: A financial contribution to the sum of: training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500.
4. Travel Plan for the commercial and residential elements of the scheme and to include £20,000 Bond for each of the elements.
5. Financial contribution towards improvements to the Canal towpath including a management scheme for the future maintenance of the towpath
6. Affordable Housing subject to verification of the FVA
7. Affordable Housing Review Mechanism subject to verification of the FVA
8. Product Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Trees/Landscape Officer:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

- No tree survey has been undertaken and it is not known whether the trees near the towpath are within the site or on Canal and River Trust land.
- Either way it is unlikely that the trees will be affected by the proposed layout. This will need to be confirmed through a survey and analysis.
- The proposal shows an 'L'-shaped block with amenity space which maximises the potential of the south-facing part of the site which fronts onto the canal.
- The Design & Access Statement sets out little in the way of landscape site analysis or design objectives for the site - other than quoting the Buildings for Life Standards regarding the improvement of the quality of the public realm (p.17)
- The site layout plans define the hard and soft landscaped areas but, again, are hardly aspirational. Much more qualitative detail will be required at masterplan stage.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions in 2014. No objection, subject to the above observations and following conditions:

- Outline Reserved Matters
- Levels
- Materials
- Tree Protection
- Landscaping (including refuse/cycle storage)

Waste Strategy:

I would make the following comments on the above application regarding waste management.

1) Flats

a) I would estimate the waste arising from the development to be as shown below: -

Size of household: Two bedroom

Number in development: 34

Projected Weekly Waste & Recycling per household: 170 litres

Waste & Recycling produced from all households: 5570 litres

Thus at least 6 x 1,100 litre eurobins would be required. An additional container may be introduced for mixed dry recycling.

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

Bin Size: 1,100 litre Eurobin

Height: 1,370 mm

Depth: 990 mm

Width: 1,260 mm

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

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

f) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

## 7. MAIN PLANNING ISSUES

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

The site is not a designated Industrial or Business Area in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Employment and Land Map. Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) relates to the loss of employment land outside identified Industrial and Business Areas. This policy protects such uses subject to certain criteria. Also, Policy LE4 protects such uses unless:

1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future;
4. The proposed use is in accordance with the Council's regeneration policies.

In order to demonstrate compliance with Policy LE4, the applicant is required to demonstrate that the site is surplus to employment requirements, especially as the site is presently occupied and in use. The Council's Employment Land Study 2009/2010 aims to assess the Borough's employment sites and premises in order to provide a robust evidence base to support the retention or release of existing employment land, where appropriate in the emerging Local Development Framework. It is acknowledged that the Employment Land Study 2009 and 2010 update confirms that there is an oversupply of industrial land in Hillingdon; the application site provides approximately 1,500sq.m of commercial/light industrial floor space which makes up approximately 3% of the total industrial land availability on the West Drayton Sub-Market and approximately 0.7% of the total industrial floor space in Hillingdon. The loss of this employment land may therefore be considered de minimus to the overall oversupply of employment land in Hillingdon, although the cumulative effect of such losses must be taken into consideration.

The application site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and is an identified 'growth area' with a large number of residential developments within the immediate area. The character and appearance of the commercial site visually impacts on the character and amenity of the surrounding residential area. It is considered that the proposal would provide an improvement to the amenity of the area.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to encourage additional housing, predominantly one or two-bedroom units, in town centres. Policy H8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved, as discussed elsewhere in this report.

Therefore, subject to compliance with other relevant policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), there is no objection in principle to the redevelopment of the site for residential use.

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

The application site is located on Horton Road, West Drayton and has an area of 0.187 ha. The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum

possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 200 - 450 hr/ha or between 70 -170 u/ha, (assuming 2.7 - 3.0 hr/u) could be achieved for the application site.

The proposed scheme would provide 34 residential units with a density of 182 units per hectare. Whilst the level of development for the site itself is above the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3, taking the wider 'masterplan' site (including the adjacent consented scheme) into consideration, the level of development would be within the London Plan guidance.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

Not applicable to this application.

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

Not applicable to this application.

#### **7.06 Environmental Impact**

A Geo-Environmental Desk Study has been submitted in support of the application.

The Environmental Protection Unit has assessed the report and recommends conditions to effect the removal of any contamination and ensure that imported soils are free from contamination. Subject to these conditions, it is considered that the proposal can be implemented without the future occupiers of the development being subject to any risks from soil or ground water contamination, in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

Policy BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that proposals adjacent to the Grand Union Canal enhance the environmental and visual qualities of the canal.

The scale of the residential redevelopment of the site is to be determined at this outline stage, with details of appearance, landscaping and layout as matters reserved for subsequent approval. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to neighbouring residential and industrial properties and the potential to open up physical/visual links from Horton Road to the canal side. As such, the proposals need to be considered with regard to the impact on Horton Road and the Grand Union Canal.

The current building is considered to have a relatively poor relationship to the street and the canal, with no active frontage or natural surveillance to either Horton Road or the waterway. The redevelopment of the site therefore presents an opportunity to improve the site's relationship with the street frontage and canal.

The immediate area does not have one specific architectural style with a variety of different residential buildings and some industrial and warehouse buildings with heights ranging from two to six storeys in places. The proposed residential development would be part four and part five storeys high. It is considered that the proposed building would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding development. It is considered that the proposed building will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

It is not possible to conclusively comment on the appearance of the proposed development as no elevations have been provided as part of this outline application. However, details of appearance will be dealt with as part of the Reserved Matters stage.

Although the Canal and River Trust has no principle objections to the proposed development, concerns have been raised about the height of the building adjacent to the towpath; the future reserved matters proposal should move the development further back from the towpath, with a reduced height, stepping down towards the canal side, in order to ensure the building has a good relationship to the Grand Union Canal.

The applicant has provided additional information in regards to the set back of the proposed building from the Canal. The proposed building would be set back approximately 12m from the edge of the Grand Union Canal.

It can be clarified that officers consider the 12 metres setback to be acceptable, they would nonetheless wish to discuss further final elevation treatments with the applicant and an informative is recommended in this regard.

Overall, subject to detailed design at the Reserved Matters stage, it is considered that the outline scheme would have an acceptable impact on the Grand Union Canal and the area generally, in compliance with Policies BE13, BE19, BE26 and BE32 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

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

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them; the minimum acceptable distance between residential properties is 15m. New developments should comply with the 45 degree principle. Furthermore these policies state that planning permission will not be granted for new buildings and extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Following the previous Committee deferral, indicative floor plans have been received demonstrating the relationship of the proposed units with the neighbouring residential blocks. Given the indicative layouts provided it is considered that the proposed residential block within the proposed development would be provided with adequate outlook and light as 15m would be achieved between the proposed residential block and the neighbouring blocks of flats. Full details of layouts are secured by condition and can be dealt with at



Reserved Matters stage.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to protect the privacy of neighbouring dwellings. Furthermore, Paragraph 6.12 of the Council's HDAS: Residential Extensions SPD requires a 21m separation distance between habitable rooms to ensure no loss of privacy would occur.

Members sought clarification in regards to overlooking distances between the proposed building and the adjoining Bignell House (to the west) and Building B (to the east); the submitted indicative layout plans demonstrate that the 21m separation distance would be achieved between the proposed block and Building B, to the east, and Building C, to the north. In regards to Bignell House, no habitable room windows would be provided on the elevation facing the neighbouring building; any windows on this elevation would be either high level or obscure glazed. Further details of elevations and window locations would be dealt with at Reserved matters stage.

Overall it is considered that the proposed development would provide adequate levels of daylight/sunlight and privacy, and so would not cause harm to residential amenity, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

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

Internal Floor Space:

Policy 3.5 of the London Plan sets out minimum internal floor space standards for residential units requiring 50sq.m for one-bed two person units, 61sq.m for two-bed three person units, 70sq.m for two-bed four person units and 86sq.m for three-bed five person units.

The applicant has provided indicative floor plans for the proposed development which indicate that the proposed units would comply with the minimum floor space standards set out in Policy 3.5 of the London Plan. Further details of the internal layouts would be provided at the Reserved Matters stage.

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that adequate external amenity space is retained for residential properties. The Council's HDAS: Residential Layouts SPD states that one-bed units should be provided with a minimum of 20sq.m of external amenity space, 25sq.m for two-bed and 30sq.m for three-bed units.

Concern was raised by the Planning Committee over the provision of adequate amenity spaces for the proposed units. Although final details of the amenity space will be dealt with at Reserved Matters stage, the application needs to demonstrate that adequate amenity spaces can be provided for the number of units proposed.

The applicant has provided indicative layouts of all floors in the proposed development, which include the proposed unit mix. The proposed 32 unit scheme would provide 12 one-bed, 21 two-bed and 1 three-bed units, and would require 795sq.m of external amenity space.

The proposal would provide 494sq.m of communal amenity space at the rear and a 37sq.m rooftop terrace on the fourth floor. Although locations of balconies or terraces have

not been provided on the revised plans, the Mayor's Supplementary Planning Guidance - Housing November 2012 states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. As such, it is assumed that the units would be provided with approximately 6sqm of private amenity space in the form of balconies or terraces for each of the 34 units, resulting in at least 204sq.m of combined external private amenity space.

Based on the above, it would appear that a total of 735sq.m of amenity space for the development would be provided which is a shortfall of 60sq.m. However, it is worth noting that the application is in outline form with Landscaping being a matter reserved for the details application plus the development also includes improvements to the towpath and canal frontage on land outside of the applicant's ownership. On balance, it is considered that an acceptable amount of usable external amenity space would be provided for the proposed development with final details of external amenity space dealt with at the Reserved Matters stage.

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

Policy AM7 of the Hillingdon Local Plan: Part Two - 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.

The details of means of access to the site are to be determined at this outline stage. Access to the site would be provided via the new access road (Otter Way) off of Horton Road. The access road is gated and would be shared with the neighbouring residential development. The use of Otter Way to access the site is considered to be acceptable.

During the Planning Committee concerns were raised by Members over the submitted vehicle tracking diagrams, particularly for refuse vehicles, where the swept path over-runs fell outside the red line plan. The red line plan has been amended to include all the overhang areas within the Refuse Vehicle Swept Path Analysis. It is therefore considered that Members concerns over vehicle tracking has been addressed.

In regards to traffic generation and the impact on the highway network, it is considered that the proposed development would not result in a significant increase in traffic generation on the existing highway network, with a lower proposed trip generation than the existing commercial use. The proposal would therefore comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards.

Parking would be partly provided within an undercroft with the remaining spaces located next to the proposed building. Each residential unit would be provided with one parking space (1:1 ratio); 35 parking spaces, including four disabled parking spaces would be provided in total. The parking is therefore considered to be in accordance with the Council's Car Parking Standards and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Urban Design:  
See Section 7.03 of this report.

Access and Security:

The Metropolitan Police have assessed the proposed development and considers the scheme to be acceptable provided it achieves Secure by Design. These matters are now largely covered under Building Regulations.

#### **7.12 Disabled access**

Although the proposal only seeks outline permission at this stage, it will be important for access considerations to be taken into account so that they can be successfully incorporated at the Reserved Matters stage.

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

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that 35% of all new residential units in the borough should be delivered as affordable housing. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The application has been assessed on the basis that 35% affordable housing will be provided with the tenure for delivery to be sought on an Affordable Rent basis as this is the need in this area, with grant funding being available for this type of tenure.

Notwithstanding this, it is worth noting that the application is in outline form, where detailed information of the development, construction costs and development viability are unavailable. In the circumstances, a review mechanism is recommended to ensure that the development viability can be reappraised, if required, when the final details of the scheme are available and the development costs have been fully identified.

In the case that less than 35% affordable housing is proposed, any application to review affordable housing provision will need to be supported by a financial viability appraisal. This will need to be submitted using the Three Dragons Toolkit provided by the Greater London Authority. Financial appraisals may be referred to the Council's specialist Consultant for comment. The applicant will be asked to meet the Council's costs prior to any such action.

The Council would expect the affordable housing provision to be similar in design to the rest of the site, as well as complying with Housing Quality Indicators (HQI's) and Design and Quality Standards (Housing Corporation). The room sizes must meet minimum standards for affordable housing in Hillingdon.

The Affordable Housing provision and the review mechanism shall be secured through a Section 106 Legal Agreement for the development in the event of an approval.

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

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

The site borders the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation. There are established off-site trees on the towpath, along the southern site boundary. The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of West Drayton.

The Council's Trees/Landscape Officer has assessed the application and raises no

objection to the proposed residential development subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**Ecology:**

Policy EC2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests whilst Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

The Canal and River Trust recommends a condition requiring the submission and approval of an ecological enhancement scheme is provided on any consent granted in order to ensure that the proposed development does not cause harm to the ecology. Subject to this condition, the proposal complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to preserve and enhance Hillingdon's biodiversity, including protected species such as bats. Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect sites of Metropolitan Importance for Nature Conservation from unacceptable ecological effects.

As the proposal involves the demolition of an existing building close to the Grand Union Canal, there may be bats within the vicinity; in order to ensure that demolition will not cause harm to bats, a bat survey will be required by way of a condition on any consent granted.

**7.15 Sustainable waste management**

Conditions and informatives will be attached to a future decision notice to ensure adequate provision of waste and recycling facilities on site and the retention of such facilities in perpetuity.

**7.16 Renewable energy / Sustainability**

Policies within Chapter 5 of the London Plan require developments to provide for reductions in Carbon Emissions, including a reduction of 40% in carbon emissions. Sustainability measures will need to be incorporated at the Reserved Matters stage.

Due to the location next to the Grand Union Canal, the development may benefit from utilising its waterside location for moving demolition waste and materials from the site by barge. The Canal and River Trust has therefore requested a condition requiring a feasibility study to be carried out to assess the potential for moving freight by water during the construction cycle.

**7.17 Flooding or Drainage Issues**

Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is

within Flood Zone 1 on the Environment Agency maps; a flood risk assessment is not required.

Given the proximity of the canal, which is a controlled waterway, a canal/drainage statement would be provided at the Reserved Matters stage. Details of sustainable water management will be secured by condition. The Canal and River Trust have recommended a condition which requires details of any surface water run-off and ground water drainage into the waterway.

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

Noise:

Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not grant permission for uses detrimental to the character or amenities of surrounding properties due to noise unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

It is considered that flatted development on this site is acceptable in principle, subject to adequate sound insulation, which can be dealt with by way of a condition on any consent granted.

Air Quality:

No information was submitted with regard to air quality. Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced to the site.

The proposed development is within the declared AQMA and in an area that is likely to be slightly below the European Union limit value for annual mean nitrogen dioxide (40.0mg/m<sup>3</sup>).

The development is introducing sensitive receptors into a poor air quality area. As no air quality assessment has been provided, it is unclear if air quality will improve or by how much, as a consequence of the development. Details of the final energy provision at the site can be addressed at reserved matters stage and can be secured by condition. In addition, a Section 106 obligation of £12,500 for contributions to the air quality monitoring network in the area is considered appropriate.

Subject to a satisfactory energy strategy for the site and planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with

Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

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

No responses were received during the public consultation.

#### **7.20 Planning obligations**

The proposed development would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

The Planning Committee required clarification whether contributions towards health provision should be sought. The Council's Section 106 Officer has confirmed that the Council's Planning Obligations SPD does not require any contributions towards public health as these have been included in the infrastructure requirements as set out in the CIL Charging Schedule. This is in line with regs 123 of the CIL regulations. As such, public health is now funded via the Community Infrastructure Levy rather than via s106 mechanisms.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

None

**8. Observations of the Borough Solicitor**

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of

opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

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

Not applicable to this application.

#### **10. CONCLUSION**

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters reserved for subsequent approval.

There is no land use policy objection to the principle of a residential use development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for housing developments.

The proposal provides a regeneration opportunity to improve the character and appearance of the canal side.

The proposal is considered to be acceptable in regards to access and the scale of the residential development and contribute towards the Council's housing stock.

The outline application is therefore recommended for approval, subject to conditions and a S106 Agreement, subject to conditions and a S106 Agreement.

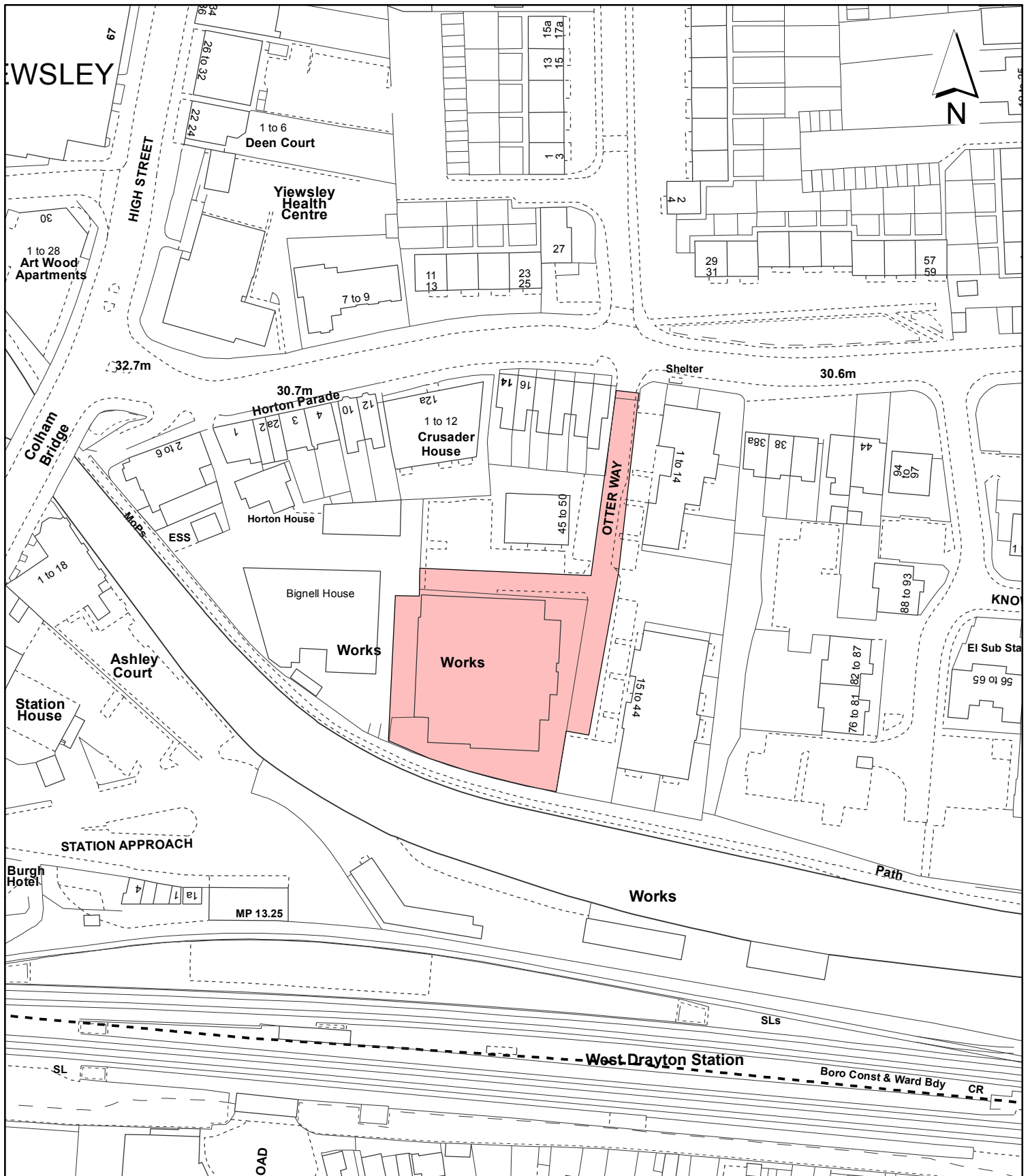
#### **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
National Planning Policy Framework  
London Plan (2015)  
HDAS: Residential Layouts  
HDAS: Accessible Hillingdon

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Kingsway House**

Planning Application Ref:  
**70438/APP/2015/4424**

Planning Committee:  
**Major Page 219**

Scale:  
**1:1,250**

Date:  
**August 2016**

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



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 LONDON

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# Plans for Major Applications Planning Committee

Wednesday 3rd August  
2016



HILLINGDON  
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Page 221

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

**Address** WOODBRIDGE HOUSE NEW WINDSOR STREET UXBRIDGE

**Development:** Application for the demolition of an existing Almshouse complex and the erection of 30 no. residential units (Use Class C3) (comprising 20 no. 1 bed replacement almshouse units, 2 no. 2 bed staff units and 8 no. 1 bed sheltered units), with office/meeting room, resident's cafe/social room, ancillary buildings and associated parking and landscaping.

**LBH Ref Nos:** 20590/APP/2016/1383

**Date Plans Received:** 07/04/2016  
**Date Application Valid:** 20/04/2016

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

NOTES  
1. ALL DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED  
2. FINISHES TO BE AS SHOWN ON DRAWING  
3. ALL WORK TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS  
4. ALL WORK TO BE IN ACCORDANCE WITH THE ELECTRICAL REGULATIONS  
5. ALL WORK TO BE IN ACCORDANCE WITH THE PLUMBING REGULATIONS  
6. ALL WORK TO BE IN ACCORDANCE WITH THE MECHANICAL REGULATIONS  
7. ALL WORK TO BE IN ACCORDANCE WITH THE FIRE REGULATIONS  
8. ALL WORK TO BE IN ACCORDANCE WITH THE ENVIRONMENTAL REGULATIONS  
9. ALL WORK TO BE IN ACCORDANCE WITH THE HEALTH AND SAFETY REGULATIONS  
10. ALL WORK TO BE IN ACCORDANCE WITH THE SUSTAINABLE BUILDING REGULATIONS

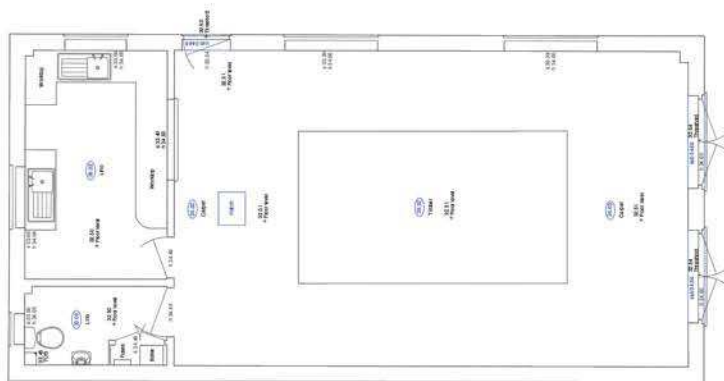
ABBREVIATION LIST

AC	AIR CONDITIONING
AD	ADAPTIVE DESIGN
AE	ARCHITECTURAL ELEMENT
AF	ARCHITECTURAL FINISH
AG	ARCHITECTURAL GRASS
AH	ARCHITECTURAL HATCH
AI	ARCHITECTURAL IMAGE
AL	ARCHITECTURAL LINE
AM	ARCHITECTURAL MATERIAL
AN	ARCHITECTURAL NOTE
AO	ARCHITECTURAL OBJECT
AP	ARCHITECTURAL PLAN
AQ	ARCHITECTURAL QUANTITY
AR	ARCHITECTURAL REFERENCE
AS	ARCHITECTURAL SCALE
AT	ARCHITECTURAL TYPE
AV	ARCHITECTURAL VIEW
AW	ARCHITECTURAL WALL
AX	ARCHITECTURAL WINDOW
AY	ARCHITECTURAL YARD
AZ	ARCHITECTURAL ZONE
BA	BATHROOM
BB	BEDROOM
BC	BREAKFAST ROOM
BD	BEDROOM
BE	BEDROOM
BF	BEDROOM
BG	BEDROOM
BH	BEDROOM
BI	BEDROOM
BJ	BEDROOM
BK	BEDROOM
BL	BEDROOM
BM	BEDROOM
BN	BEDROOM
BO	BEDROOM
BP	BEDROOM
BQ	BEDROOM
BR	BEDROOM
BS	BEDROOM
BT	BEDROOM
BU	BEDROOM
BV	BEDROOM
BW	BEDROOM
BX	BEDROOM
BY	BEDROOM
BZ	BEDROOM
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CV	CORRIDOR
CW	CORRIDOR
CX	CORRIDOR
CY	CORRIDOR
CZ	CORRIDOR
DA	DRAWING AREA
DB	DRAWING AREA
DC	DRAWING AREA
DD	DRAWING AREA
DE	DRAWING AREA
DF	DRAWING AREA
DG	DRAWING AREA
DH	DRAWING AREA
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EQ	ENTRY AREA
ER	ENTRY AREA
ES	ENTRY AREA
ET	ENTRY AREA
EU	ENTRY AREA
EV	ENTRY AREA
EW	ENTRY AREA
EX	ENTRY AREA
EY	ENTRY AREA
EZ	ENTRY AREA
FA	FAMILY ROOM
FB	FAMILY ROOM
FC	FAMILY ROOM
FD	FAMILY ROOM
FE	FAMILY ROOM
FF	FAMILY ROOM
FG	FAMILY ROOM
FH	FAMILY ROOM
FI	FAMILY ROOM
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FQ	FAMILY ROOM
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HT	HALLWAY
HU	HALLWAY
HV	HALLWAY
HW	HALLWAY
HX	HALLWAY
HY	HALLWAY
HZ	HALLWAY
IA	INTERIOR AREA
IB	INTERIOR AREA
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IU	INTERIOR AREA
IV	INTERIOR AREA
IW	INTERIOR AREA
IX	INTERIOR AREA
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IZ	INTERIOR AREA
JA	JOB AREA
JB	JOB AREA
JC	JOB AREA
JD	JOB AREA
JE	JOB AREA
JF	JOB AREA
JG	JOB AREA
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JJ	JOB AREA
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JL	JOB AREA
JM	JOB AREA
JN	JOB AREA
JO	JOB AREA
JP	JOB AREA
JQ	JOB AREA
JR	JOB AREA
JS	JOB AREA
JT	JOB AREA
JU	JOB AREA
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JW	JOB AREA
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JZ	JOB AREA
KA	KITCHEN
KB	KITCHEN
KC	KITCHEN
KD	KITCHEN
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KG	KITCHEN
KH	KITCHEN
KI	KITCHEN
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KO	KITCHEN
KP	KITCHEN
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KY	KITCHEN
KZ	KITCHEN
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LB	LIVING AREA
LC	LIVING AREA
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LE	LIVING AREA
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LG	LIVING AREA
LH	LIVING AREA
LI	LIVING AREA
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LK	LIVING AREA
LL	LIVING AREA
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LN	LIVING AREA
LO	LIVING AREA
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LW	LIVING AREA
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MD	MEDIA ROOM
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QB	QUEEN'S ROOM
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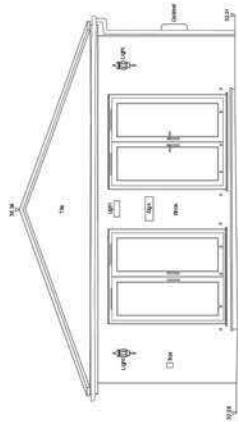




Dining Room Floor Plan

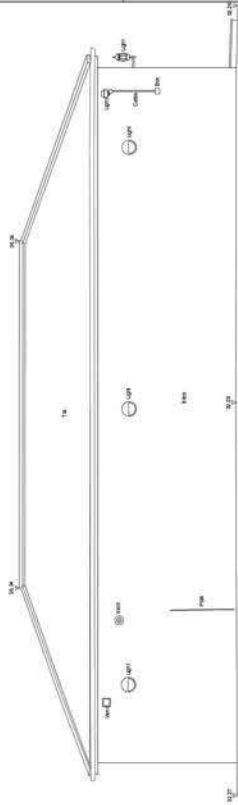


Dining Room Elevation 1



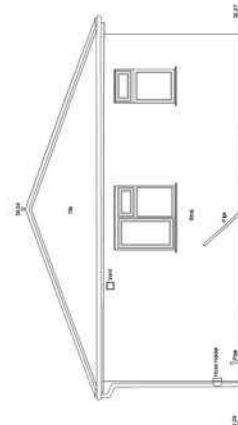
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Dining Room Elevation 2



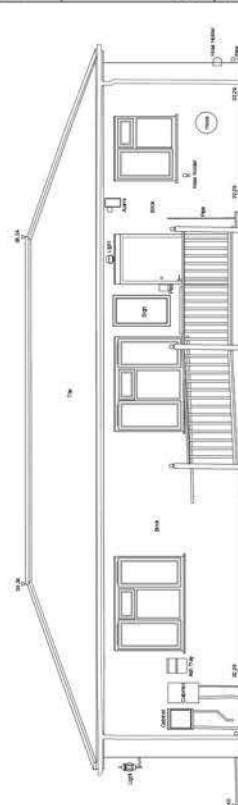
30.00 Metres A.O.D.

Dining Room Elevation 3



30.00 Metres A.O.D.

Dining Room Elevation 4

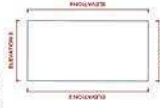


30.00 Metres A.O.D.

NOTES

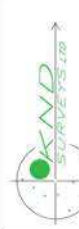
- LEVELS ARE RELATED TO DIRM LOCATED AT THE SURVEY POINT.
- LEVELS ON THIS DRAWING ARE IN METRES.
- SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY COMMENSURATE WITH A 1:50 SCALE DRAWING.

ELEVATION PLAN



NO	DATE	DETAILS

REVISIONS



7A WATCHET LANE  
 HOUSE DRETH  
 BLACKWATER  
 WILTSHIRE  
 SN11 6JG

CLIENT

LUXURIDGE WELFARE TRUST ALMOUSHOUSES  
 WOODBRIDGE HOUSE  
 NEW WINDSOR STREET  
 LUXURIDGE

JOB TITLE

LUXURIDGE WELFARE TRUST ALMOUSHOUSES  
 WOODBRIDGE HOUSE  
 NEW WINDSOR STREET  
 LUXURIDGE

DRAWING TITLE

DINING ROOM FLOOR PLANS AND ELEVATIONS

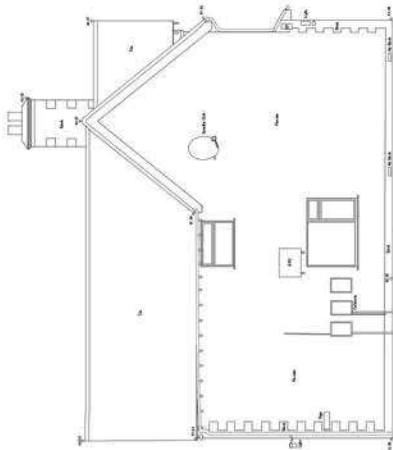
DRAWING NO.	DRAWN BY	DATE
CD 15 D	MAP/ING	16 MAR 2015

SHEET NO.	SCALE
1	1:50

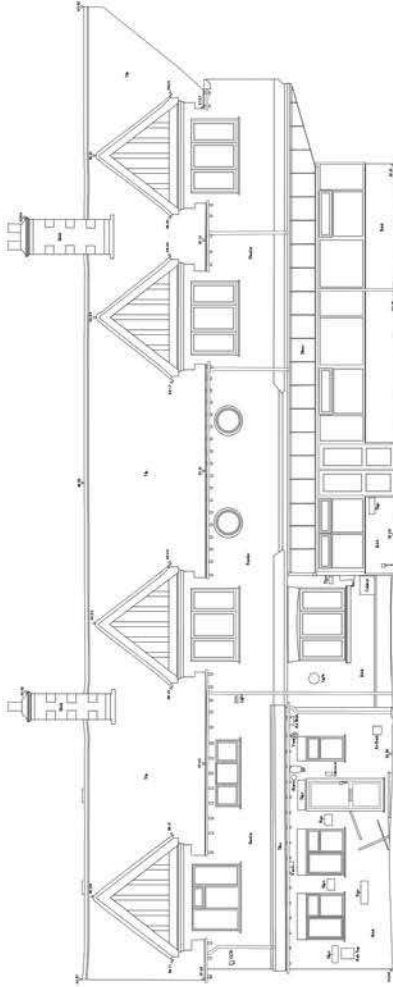




Elevation 1



Elevation 2

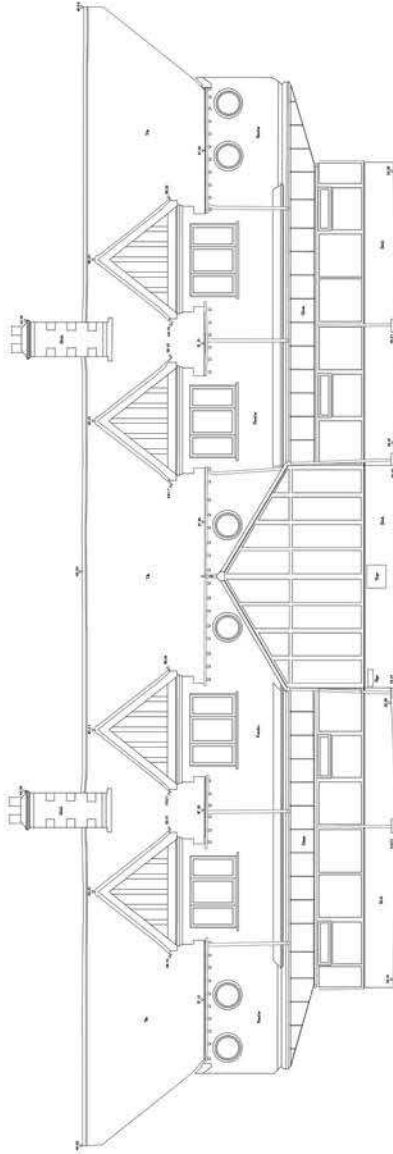


NOTES  
 1. ELEVATIONS AND ROOM LOCATES  
 2. POINTS AND DIMENSIONS  
 3. POINTS AND DIMENSIONS  
 4. POINTS AND DIMENSIONS  
 5. POINTS AND DIMENSIONS  
 6. POINTS AND DIMENSIONS  
 7. POINTS AND DIMENSIONS  
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 10. POINTS AND DIMENSIONS



20.00 Metres A.O.D.

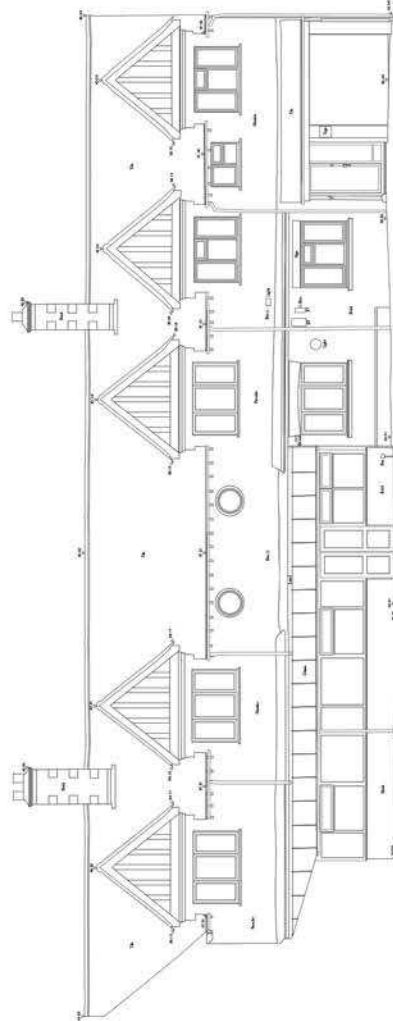
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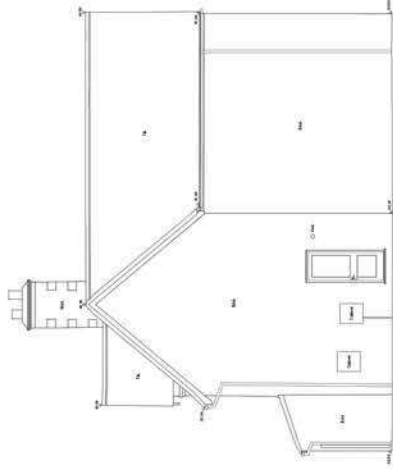
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20.00 Metres A.O.D.

Elevation 4



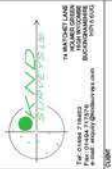
Elevation 5



20.00 Metres A.O.D.



NO.	DATE	DESCRIPTION

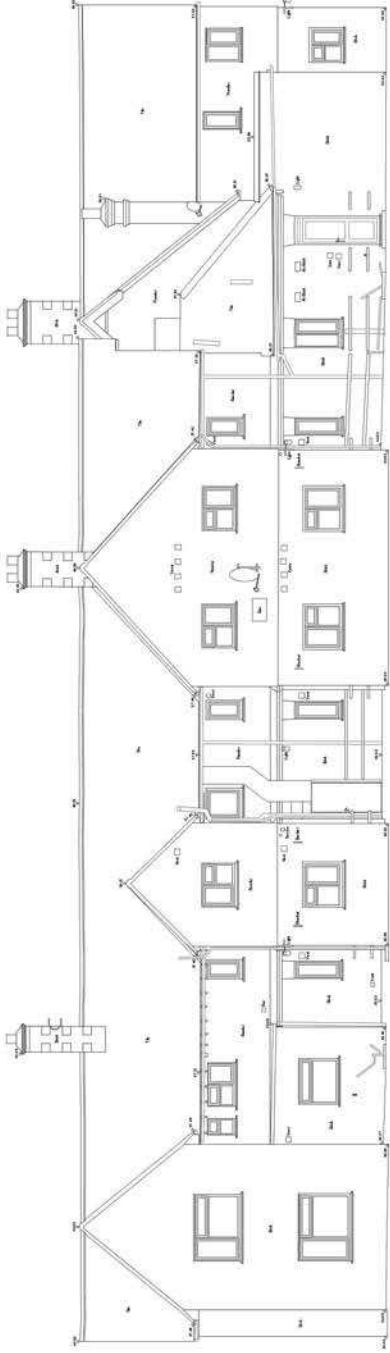


THE WOODS LANE  
 ARCHITECTS  
 100 WOODS LANE  
 WOODBROOK HOUSE  
 WOODBROOK, WILT  
 WILTS BA12 9JG  
 TEL: 01299 306000  
 FAX: 01299 306001  
 WWW.THEWOODSLANE.CO.UK

FOR THE CLIENT  
 THE WOODS LANE  
 ARCHITECTS  
 100 WOODS LANE  
 WOODBROOK HOUSE  
 WOODBROOK, WILT  
 WILTS BA12 9JG  
 TEL: 01299 306000  
 FAX: 01299 306001  
 WWW.THEWOODSLANE.CO.UK

FOR THE CLIENT  
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 ARCHITECTS  
 100 WOODS LANE  
 WOODBROOK HOUSE  
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 WILTS BA12 9JG  
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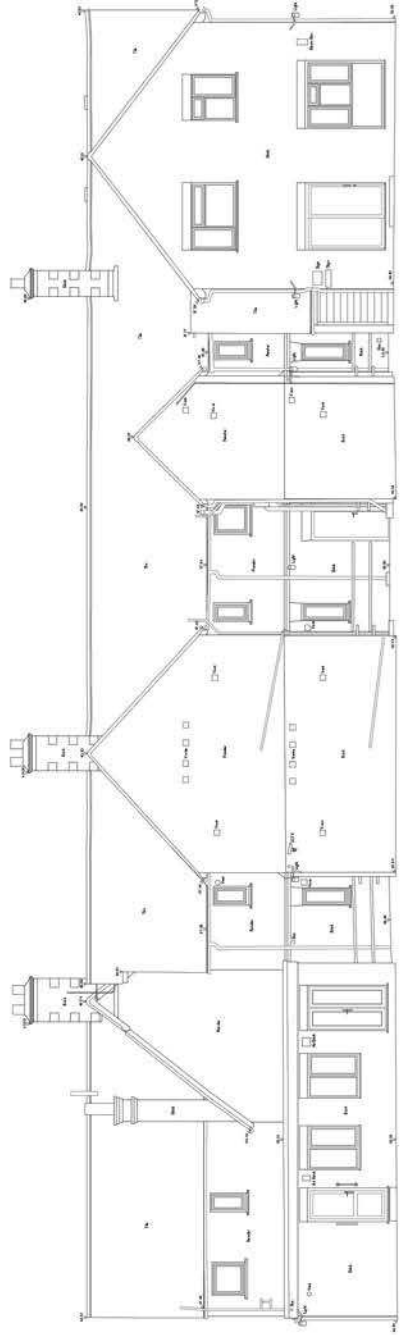
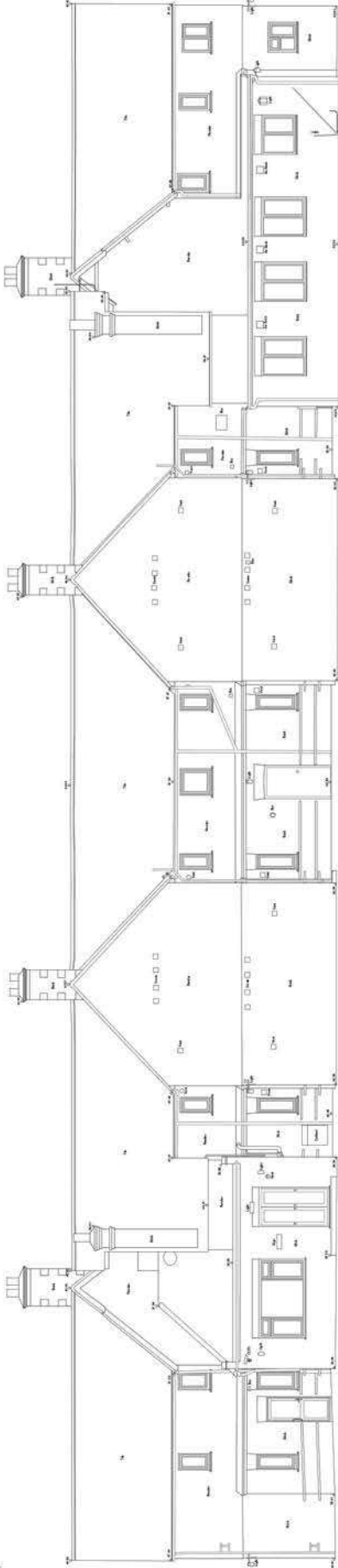
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NOTES

1. REGULAR BRICK BLOCK CONCRETE
2. GABLE AND HIPPED ROOFING WITH 15% WATERPROOFING
3. ROOFING TO BE CARVED OUT TO REVEAL ROOF STRUCTURE
4. SLOPE 1:10

ELEVATION SECTION PLAN



NO.	DATE	DETAIL

RESTRICTIONS

TRAVELLERS WAREHOUSE  
1000 GLENVIEW ROAD  
MOUNT ROOSEVELT NT  
08 9421 1111  
WWW.TRAVELLERSNT.COM.AU

DESIGNER: TRAVELLERS WAREHOUSE  
CONTRACTOR: TRAVELLERS WAREHOUSE  
1000 GLENVIEW ROAD  
MOUNT ROOSEVELT NT  
08 9421 1111  
WWW.TRAVELLERSNT.COM.AU

PROJECT: TRAVELLERS WAREHOUSE  
1000 GLENVIEW ROAD  
MOUNT ROOSEVELT NT  
08 9421 1111  
WWW.TRAVELLERSNT.COM.AU

ELEVATION 8

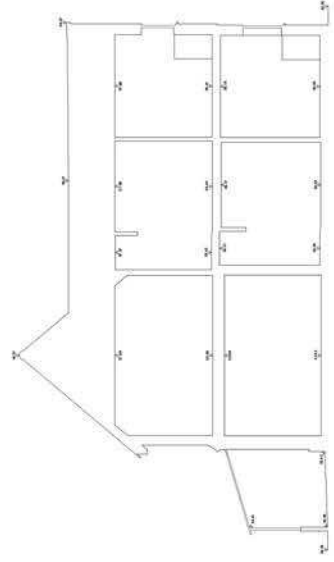
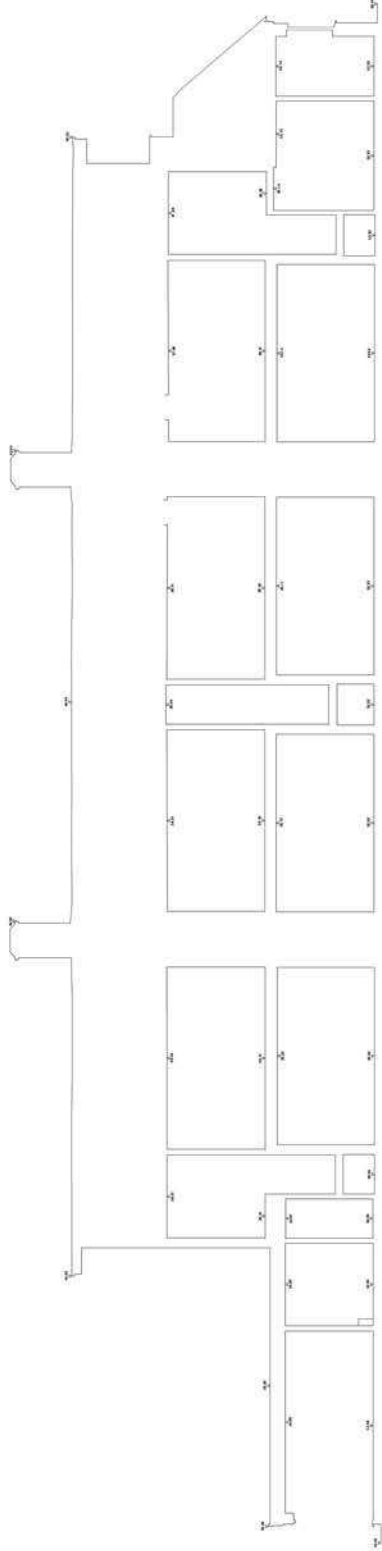
DATE: 02/12/22  
DRAWN BY: J. HAYES  
CHECKED BY: J. HAYES  
SCALE: 1:50

SCALE: 1:50

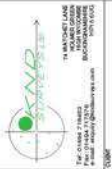
NOTES

1. REGULAR BRICK TO COME LOCATED AS SHOWN IN PLAN.
2. POINTS AND BEING CARRIED OUT TO AN ADJACENT PROPERTY.
3. SCALE CHANGING.

ELEVATION SECTION PLAN



NO.	DATE	DETAILS



THE WOODS LANE  
WOODS LANE  
WOODS LANE  
WOODS LANE  
WOODS LANE

SECTION TITLE

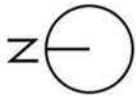
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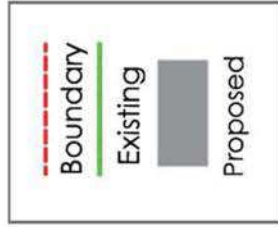
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KEY



# Town Planning

Revision	Amendment	Date

## AA+D

Atelier Architecture + Design Ltd  
 Akeman Business Park, 81 - 82 Akeman Street  
 Tingi, Herts, HP23 6AF  
 T: 01442 82820 | E: info@atelier-architects.co.uk  
 www.atelier-architects.co.uk

Project:  
 New Almshouses, Uxbridge United Welfare Trust  
 Woodbridge House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY

Drawing Title:  
 Location Plan

Scale: 1:1250 @A4

Date: 04.04.2016

Drawing No:  
**447 / TP / 000**

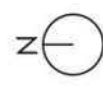
Rev:  
 copyright reserved

# As Proposed



Location Plan Scale 1:1250 @A4





- Key:
- Site Boundary
  - Existing Footprint
  - Proposed Building
  - Existing Foul Drainage
  - Proposed Foul Drainage

Town Planning


**AA+D**  
 A+D Architecture + Design Ltd  
 Alconton Business Park, 81 - 82 Alconton Street  
 Reg. 1070, 10723 Ltd  
 1, 01442 83000 E: info@aaand.co.uk  
 www.aaand.co.uk

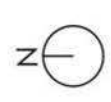
New Almshouses, Uxbridge United Welfare Trust  
 Woodbridge House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY  
 Ground Floor and Site Plan

Scale: 1:100 @ AO Date: 04.04.2016

447 / TP / 001  
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As Proposed

GROUND FLOOR AND SITE PLAN  
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Ground Floor and Site Plan - 1:100 @ AO



- ETW
- Site Boundary
- Existing Footprint
- Proposed Building

Town Planning

Revision	Author/Checked	Date

**AA+D**  
 Atelier Architecture + Design Ltd  
 Akeman Business Park, B1 - 82 Akeman Street  
 King. Meon, HP25 6AF  
 T: 01442 828201 E: info@atelier-architects.co.uk  
 www.atelier-architects.co.uk

**As Proposed**

Project: New Almshouses, Uxbridge United Welfare Trust  
 Woodbridge House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY  
 Drawing Title: First Floor Plan  
 Scale: 1:100 @ A0  
 Date: 04.04.2016

Drawing No:	447 / TP / 002
Rev:	

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**FIRST FLOOR PLAN**  
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - First Floor Plan - 1:100 @ A0



As Proposed

Town Planning

- Site Boundary
- Existing Footprint
- Proposed Building

Revision	Description	Date

**AA+D**

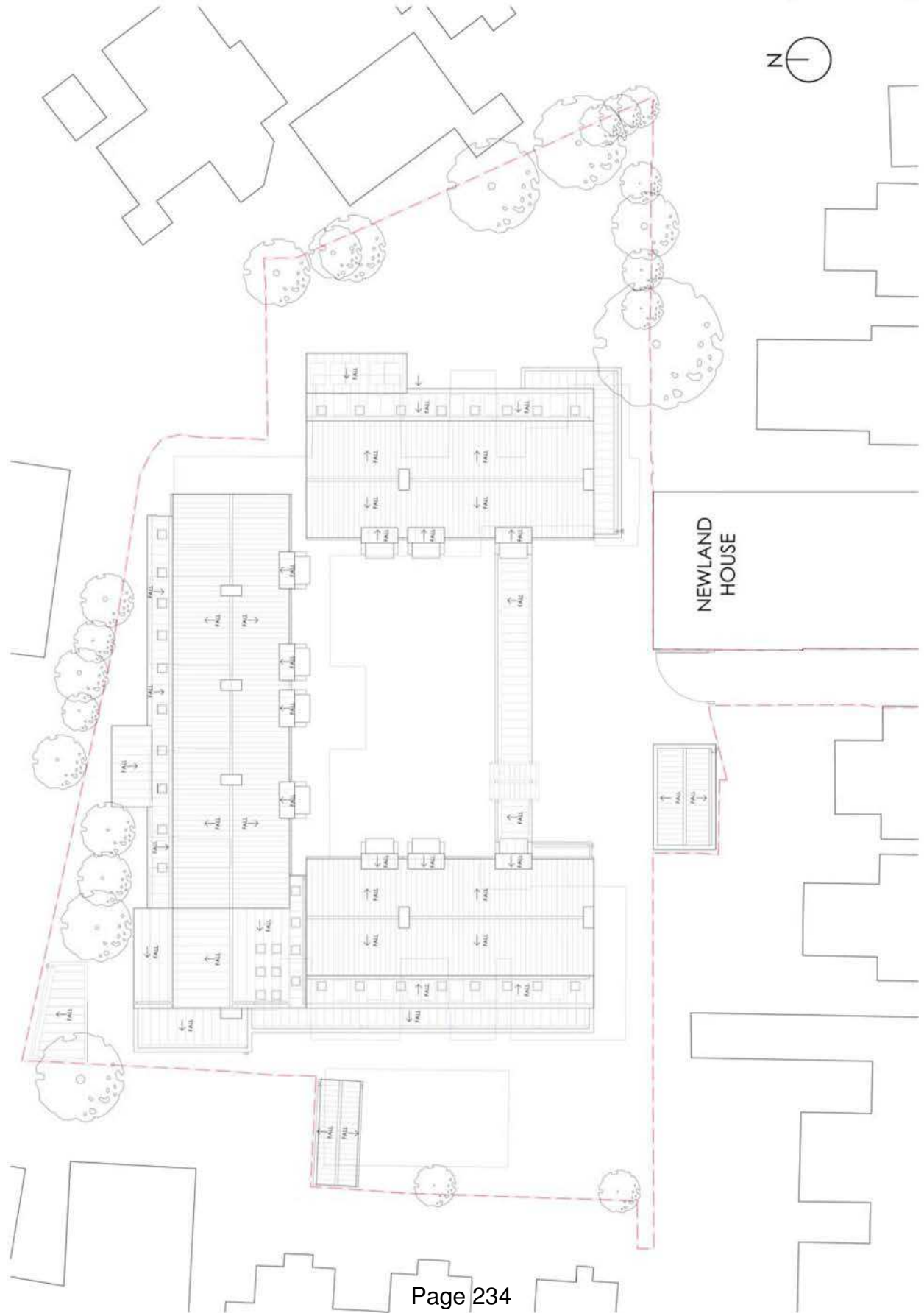
AA+D Architecture + Design LTD  
 Alconon Business Park, B1 - 82 Alconon Street  
 Ring Hill, HP25 6AF  
 T: 0142 828201 E: info@aa+d-architects.co.uk  
 www.aa+d-architects.co.uk

Project:  
 New Almshouses, Uxbridge United Welfare Trust,  
 Woodbridge House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY  
 Drawing Title:  
 Second Floor Plan

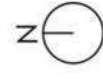
Scale: 1:100 @ AO Date: 04.04.2016

Drawing No: 447 / TP / 003  
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**SECOND FLOOR PLAN**  
 New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Second Floor Plan - 1:100 @ AO



NEWLAND HOUSE



**ROOF PLAN**  
New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Roof Plan - 1:100 @ AO

Site Boundary  
Existing Footprint  
Proposed Building

Town Planning

Revision	Description	Date

**AA+D**  
Alder Architecture + Design Ltd  
Alkemon Business Park, B1 - 82 Alkemon Street  
Birmingham, B15 2JF  
T: 0142 828201 E: info@alder-architects.co.uk  
www.alder-architects.co.uk

Project:  
New Almshouses, Uxbridge United Welfare Trust  
Woodridge House, New Windsor Street, Uxbridge  
Greater London, UB8 2TY  
Drawing Title:  
Roof Plan

Scale: 1:100 @ AO  
Date: 04.04.2016

Drawing No: **447 / TP / 004**  
Rev:    
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North



South



East



West



North



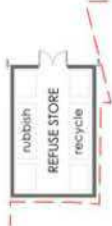
South



East



West



North



South



East



West

**MATERIAL SCHEDULE**  
 Walls: light grey/brown brick  
 Pitched roofs: grey slate  
 Flat roof: grey standing seam zinc  
 Doors: timber roged and boxed with metal frame  
 Rainwater goods: grey powder coated aluminium

Town Planning

Project	
Client	
Location	
Date	

**AA+D**  
 A+D Architecture + Design Ltd  
 Axminster Business Park, 81-82 Axminster Way  
 Ringwood, Hants, SP22 4AF  
 01442 222011 E: info@aa+d.co.uk  
 www.aa+d.co.uk

New Almshouses, Uxbridge United Welfare Trust  
 Woodside House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY

Scale: 1:100 @ A0 Date: 04.04.2016



ANCILLARY BUILDINGS

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - Ancillary Buildings - 1:100 @ A0

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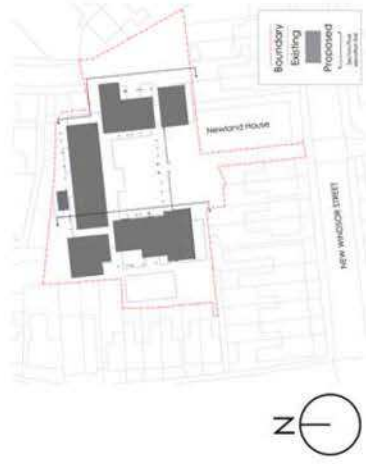


EAST ELEVATION WEST WING



EAST ELEVATION

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - East Elevations - 1:100 @ AO



Town Planning

Project Name	
Client	

**AA+D**  
 A+D Architecture + Design Ltd  
 Akshay Kumar Park, 11-12 Alkerton Street  
 Ring Road, W20 5AP  
 E: 01447 833301 E: info@aa+darchitects.co.uk  
 www.aa+darchitects.co.uk

As Proposed

New Almshouses, Uxbridge United Welfare Trust  
 Newford House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY  
 East Elevations

Scale: 1:100 @ AO Date: 04.04.2016



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**MATERIAL SCHEDULE**

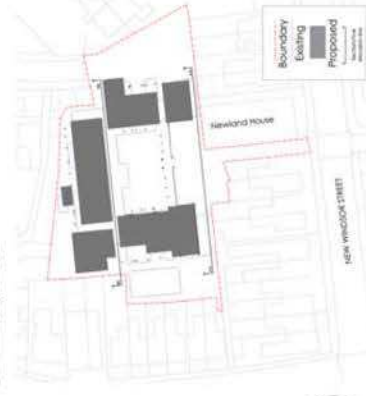
- Walls:** light grey/brown brick, red brick
- Roofers:** red/brown and grey standing seam zinc
- Pitched roofs:** grey slate, grey standing seam zinc
- Manorod and flat roof:** grey standing seam zinc
- Door and windows:** grey powder coated aluminium
- Chimneys:** light grey/brown brick with red/brown zinc coping
- Solustones:** grey powder coated steel
- Rainwater goods:** grey powder coated aluminium
- Clotiler wall (low):** grey/brown brick
- Clotiler post:** red/brown zinc
- Clotiler roof:** red/brown standing seam zinc
- Drive surface:** lamazac
- Car park surface:** red brick paving
- External landscape:** see Landscape Architect's plans
- Coltist:** larger edged and becket with metal frame fence to match existing
- Boundary fence:** new timber close boarded fence to match existing
- PV frame:** grey anodised aluminium
- PV rail:** grey powder coated aluminium
- PV Panel:** high transmission, low iron, tempered glass with mono-crystalline cells.



SOUTH ELEVATION SOUTH WING



SOUTH ELEVATION FRONT



Town Planning


**AA+D**

Atelier Architecture + Design Ltd  
 Atterton Business Park, 61 - 82 Atterton Street  
 Ringwood, Hants, RG23 1AP  
 T: 01462 839501 E: info@atelier-architects.co.uk  
 www.atelier-architects.co.uk

**As Proposed**

New Almshouses, Uxbridge United Welfare Trust  
 Woodside House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY

South Elevations

Scale: 1:100 @ AO Date: 04.04.2016

0 1 2 3 5M  
 1:100 @ AO

New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - South Elevations - 1:100 @ AO

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**MATERIAL SCHEDULE**

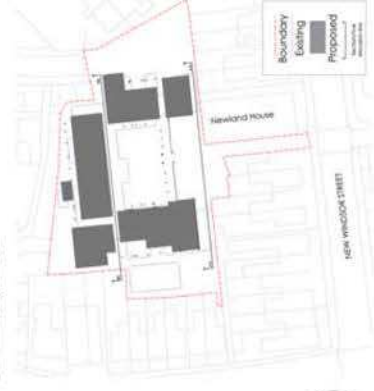
- Walls:** light grey/brown brick, red brick
- Roofers:** red/brown and grey standing seam zinc
- Pitched roofs:** grey slate, grey standing seam zinc
- Manicard and flat roof:** grey standing seam zinc
- Door and windows:** grey powder coated aluminium
- Chimneys:** light grey/brown brick with red/brown zinc coping
- Solustones:** grey powder coated steel
- Rainwater goods:** grey powder coated aluminium
- Clotter wall (low):** grey/brown brick
- Clotter post:** red/brown zinc
- Clotter roof:** red/brown standing seam zinc
- Drive surface:** tarmac
- Car park surface:** red brick paving
- External landscape:** see Landscape Architect's plans
- Colts:** larger edged and bedded with metal frame fence to match existing
- Boundary fence:** new timber close boarded fence to match existing
- PV frame:** grey anodised aluminium
- PV rail:** grey powder coated aluminium
- PV Panel:** high transmission, low iron, tempered glass with mono-crystalline cells.



SOUTH ELEVATION SOUTH WING



SOUTH ELEVATION FRONT



Town Planning

Scale	1:100 @ AO
Date	04.04.2016

**AA+D**

AA+D Architecture + Design Ltd  
 Altonon Business Park, 61 - 82 Altonon Drive  
 Ring Road, W23 3LP  
 T: 01462 339501 E: info@aa+d.co.uk  
 www.aa+d.co.uk

**As Proposed**

New Almshouses, Uxbridge United Welfare Trust  
 Woodside House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY

South Elevations

Scale: 1:100 @ AO  
 Date: 04.04.2016

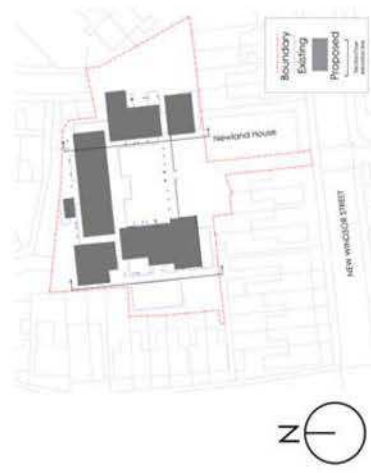
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New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - South Elevations - 1:100 @ AO



WEST ELEVATION EAST WING



WEST ELEVATION WEST WING

Town Planning

Project Name	
Client	

**AA+D**

Alder Architecture + Design Ltd  
 Almyton Farmway Park, 81 - 82 Almyton Street  
 King's Norton, B37 7YF  
 T: 01454 628017 E: info@alder-architects.co.uk  
 www.alder-architects.co.uk

New Almshouses, Uxbridge United Welfare Trust  
 Woodside House, New Windsor Street, Uxbridge  
 Greater London, UB8 2TY

West Elevations

Scale: 1:100 @ A0

Date: 04.04.2016



Drawing No: 447 / TP / 008

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New Almshouses - Uxbridge United Welfare Trust - New Windsor Street - UB8 2TY - West Elevations - 1:100 @ A0

- NOTES
1. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  3. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  5. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  6. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  7. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  8. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  9. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
  10. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

STATION COORDINATES

STATION	Easting	Northing
1+00	100.00	100.00
2+00	200.00	200.00
3+00	300.00	300.00
4+00	400.00	400.00
5+00	500.00	500.00
6+00	600.00	600.00
7+00	700.00	700.00
8+00	800.00	800.00
9+00	900.00	900.00
10+00	1000.00	1000.00

PROPERTY LIST

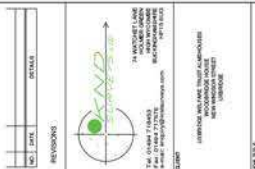
NO.	OWNER	ADDRESS	AREA (SQ. FT.)
1	WOODBRIDGE HOUSE	4554 RIDGE	10,000
2	NEWLAND HOUSE	4554 RIDGE	10,000
3	THE LYNCH	4554 RIDGE	10,000
4	THE LYNCH	4554 RIDGE	10,000
5	THE LYNCH	4554 RIDGE	10,000
6	THE LYNCH	4554 RIDGE	10,000
7	THE LYNCH	4554 RIDGE	10,000
8	THE LYNCH	4554 RIDGE	10,000
9	THE LYNCH	4554 RIDGE	10,000
10	THE LYNCH	4554 RIDGE	10,000

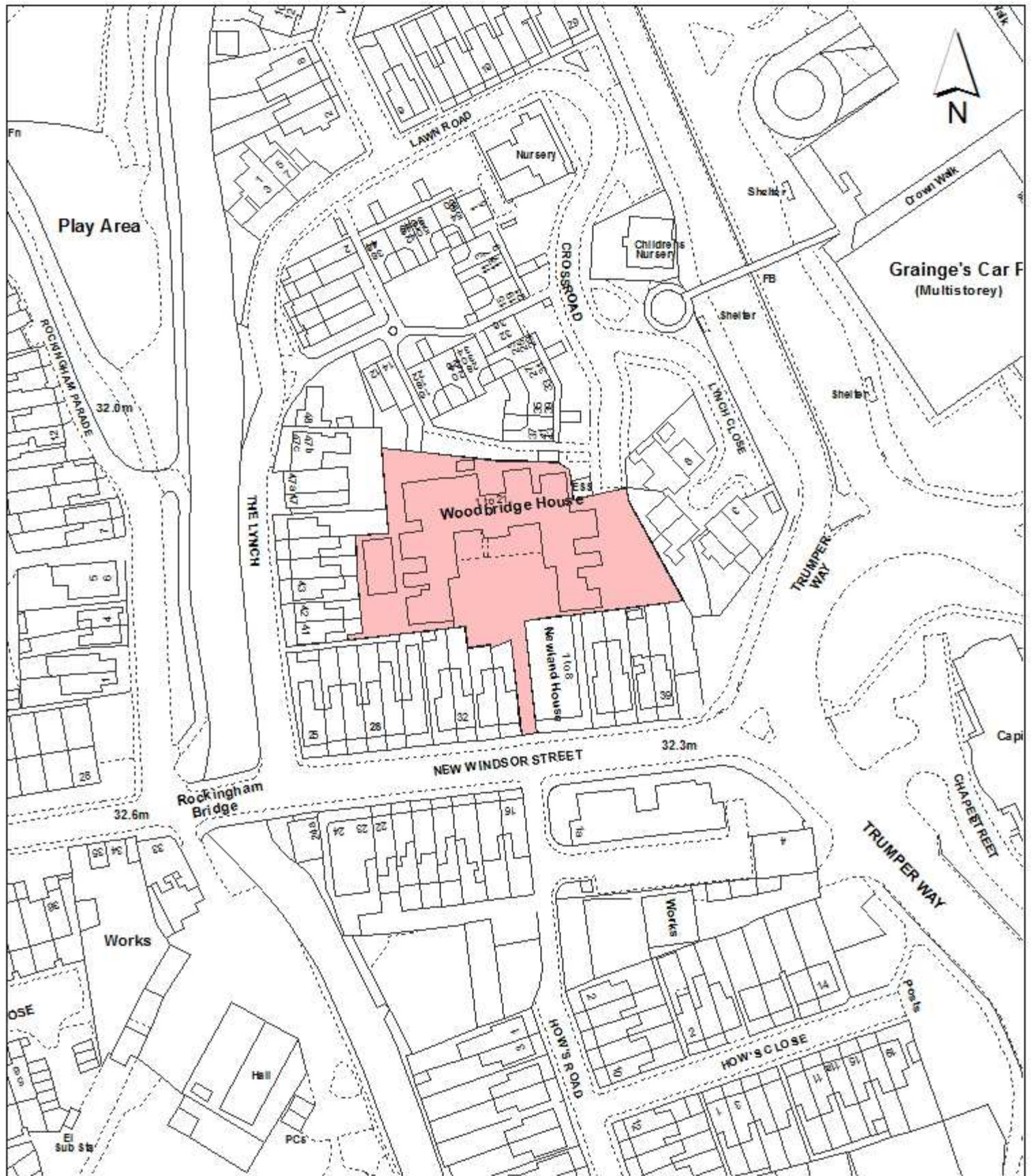
PROPERTY LIST

WOODBRIDGE HOUSE

NEWLAND HOUSE

THE LYNCH





**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Woodbridge House**

Planning Application Ref:

**20590/APP/2016/1383**

Planning Committee:

**Major Page 241**

Scale:

**1:1,250**

Date:

**August 2016**

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

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



**HILLINGDON**  
LONDON

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

**Address** 1 FURZEGROUND WAY STOCKLEY PARK

**Development:** Removal of existing pitched roof and the erection of a roof extension to provide 1,350sqm of office floorspace at third floor level, relocation of plant to rooftop enclosure, 220sqm of PV panels, associated recladding and refurbishment of existing building.

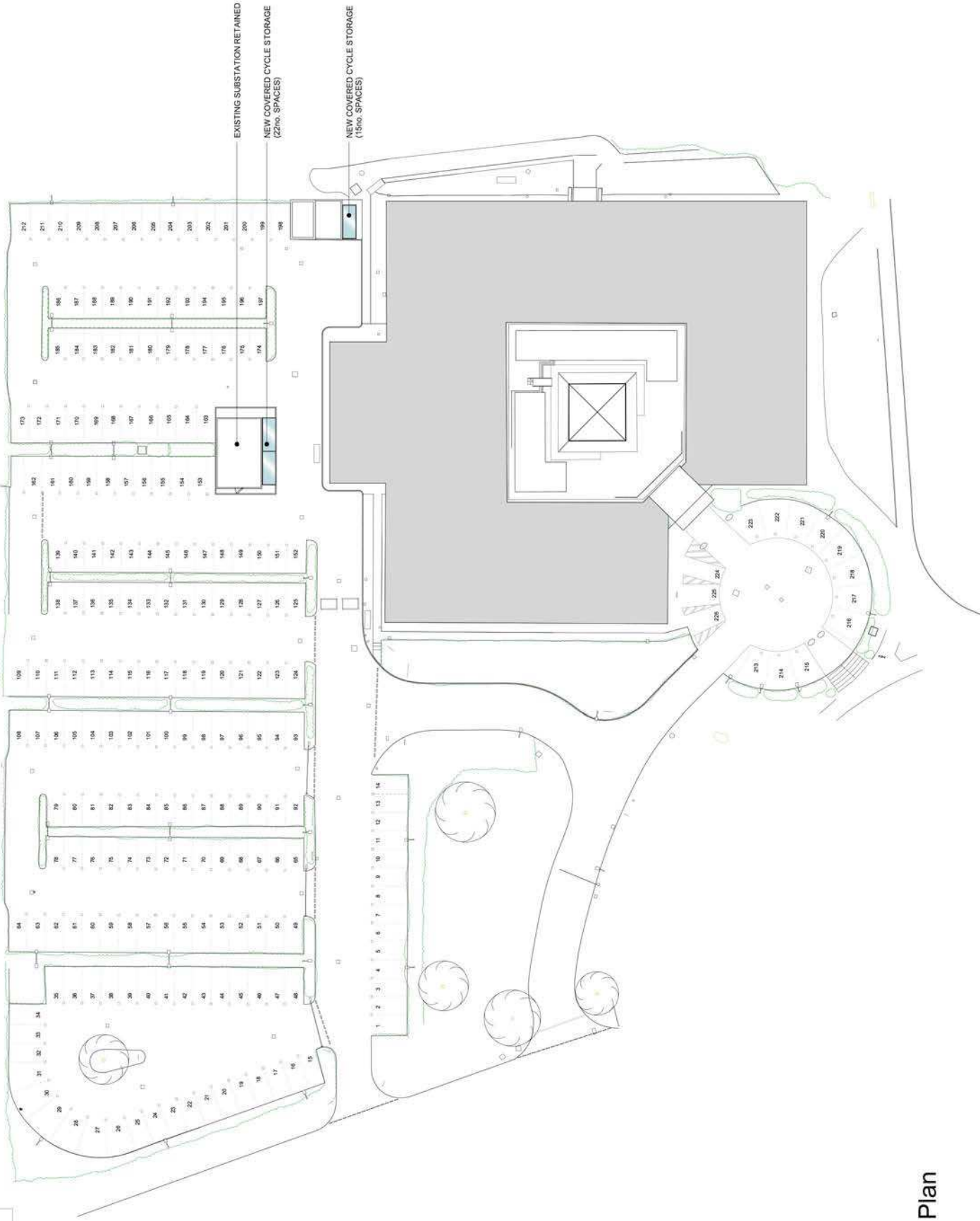
**LBH Ref Nos:** 37502/APP/2016/953

**Date Plans Received:** 04/03/2016

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

**Date Application Valid:** 21/03/2016





# Proposed Site Layout Plan

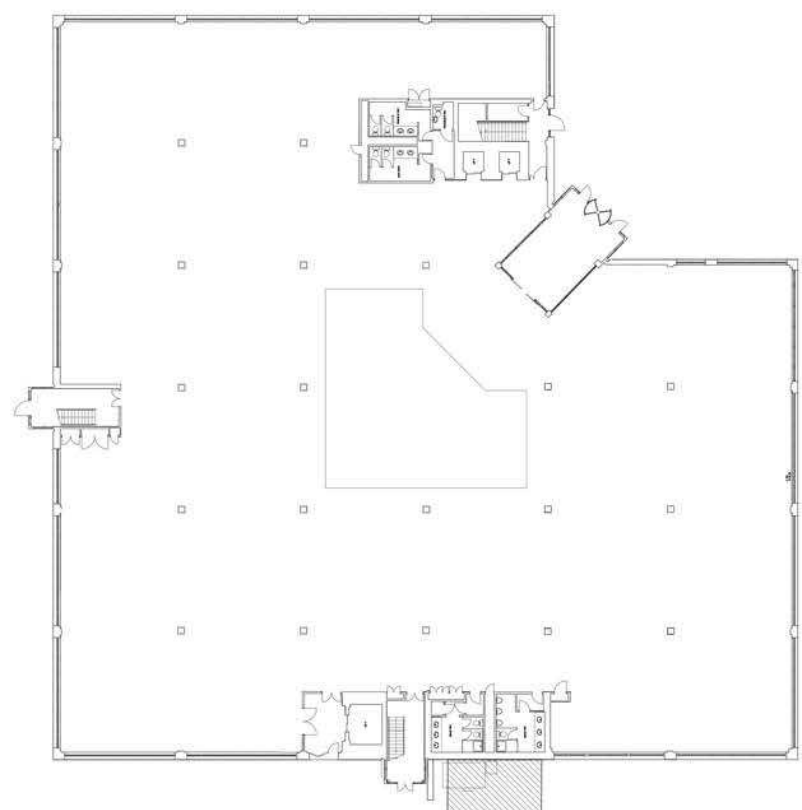
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0m 10m

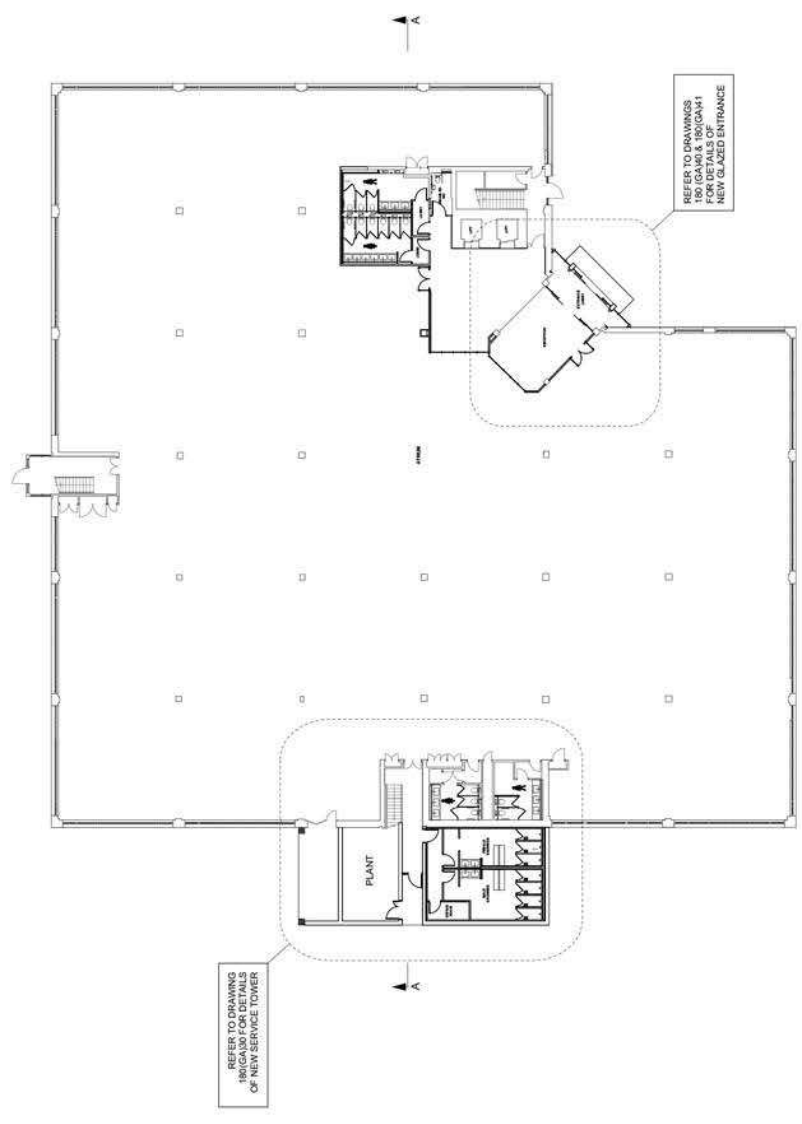
All drawings to be checked or approved in accordance with the provisions of the Building Act 2004 and the Building Regulations 2006. This drawing is for planning purposes only. The structure and dimensions shown are approximate and subject to change. All dimensions are to be taken from the finished ground level unless otherwise stated. All proposed works shall be carried out in accordance with the relevant codes of practice and standards. Any discrepancies between the drawings and the approved information shall be reported to the relevant authority.

Revision	Date	Amended/As issued for planning
PL1	22.01.19	

Date	Drawn	Checked	Project	Job Ref
January 2016	SB	MH	1 Everground Way, Stockley Park 180 (ZD)	
Scale 1:250 @A1	SB	MH	Proposed Site Layout Plan	
Planning	SB	MH	Client Ref: 180 (ZD)	
Architect	SB	MH	Unit 3, Phoenix Wharf, East Peck Island, Twickenham, TW1 3DY	
	SB	MH	Client Ref: 180 (ZD)	
	SB	MH	Client Ref: 180 (ZD)	



Existing Ground Floor Plan



Proposed Ground Floor Plan

REFER TO DRAWINGS 180/GA/030 FOR DETAILS OF NEW SERVICE TOWER

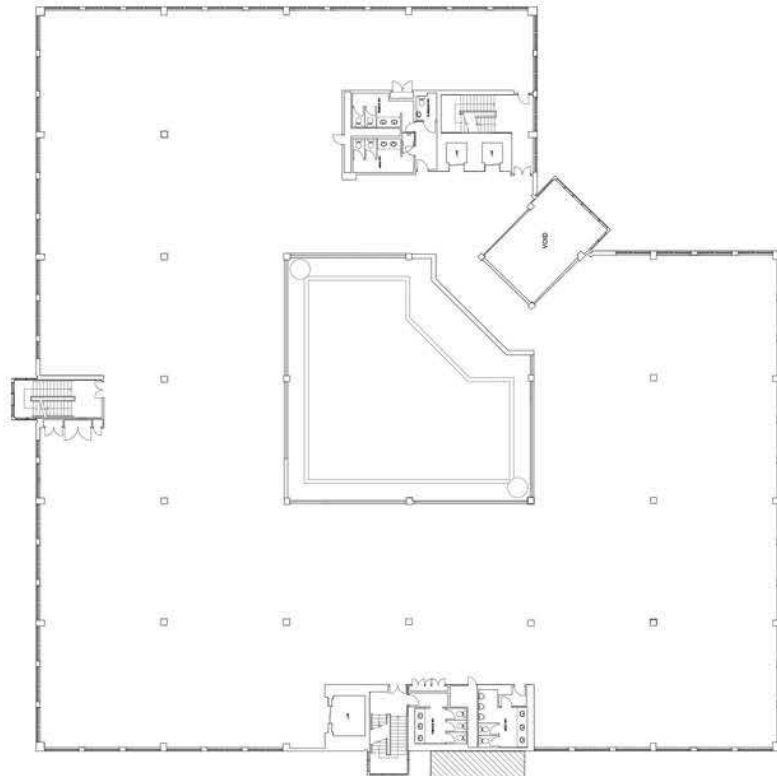
REFER TO DRAWINGS 180/GA/040 & 180/GA/041 FOR DETAILS OF NEW GLAZED ENTRANCE

We warrant that the content of this plan is a true and correct representation of the information provided to us by the client and the information available to us at the time of the issue of this plan. We do not warrant that the content of this plan is a true and correct representation of the information available to us at the time of the issue of this plan. We do not warrant that the content of this plan is a true and correct representation of the information available to us at the time of the issue of this plan.

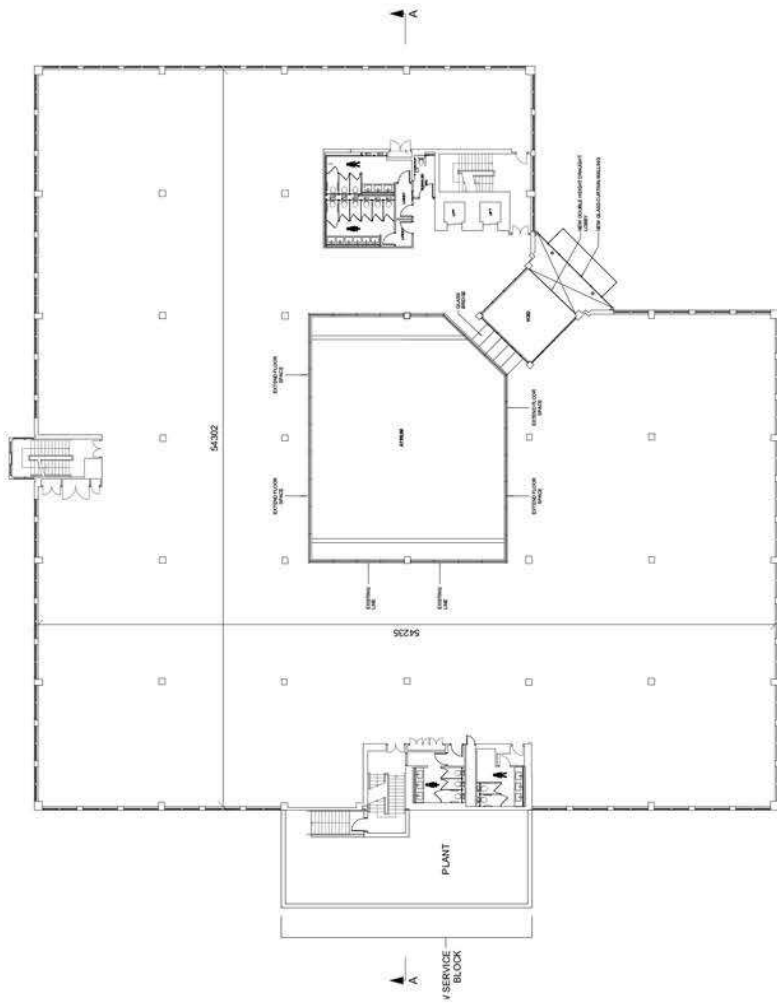
Revision	Date	Author/Checked	Project	Task Ref
PK1	22.01.19	PK1	1 Everground Way, Stockley Park 180 (ZD)	180 (ZD)
			Existing and Proposed Ground Floor Plans	
			Client Ref: (GA/01)	
			Drawn: SB	
			Checked: MH	
			Architect: Hale Brown Architects Ltd	
			Unit 3, Phoenix Wharf, East Pie Island, Twickenham, TW1 8DY. T: 020 8977 6665 E: mail@halebrown.com W: www.halebrown.com	

Scale: 1:200@A1

0m 10m



Existing First Floor Plan

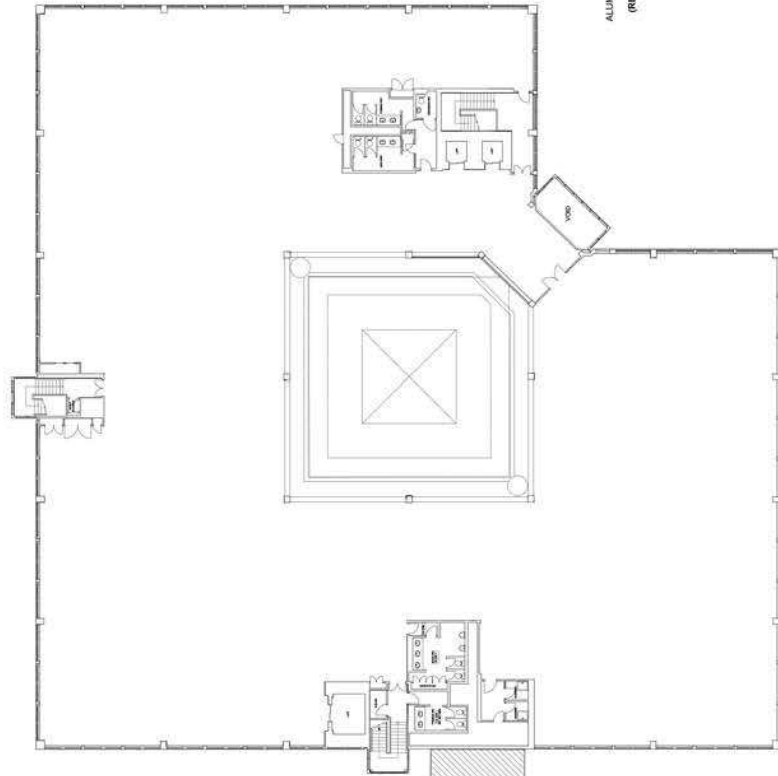


Proposed First Floor Plan

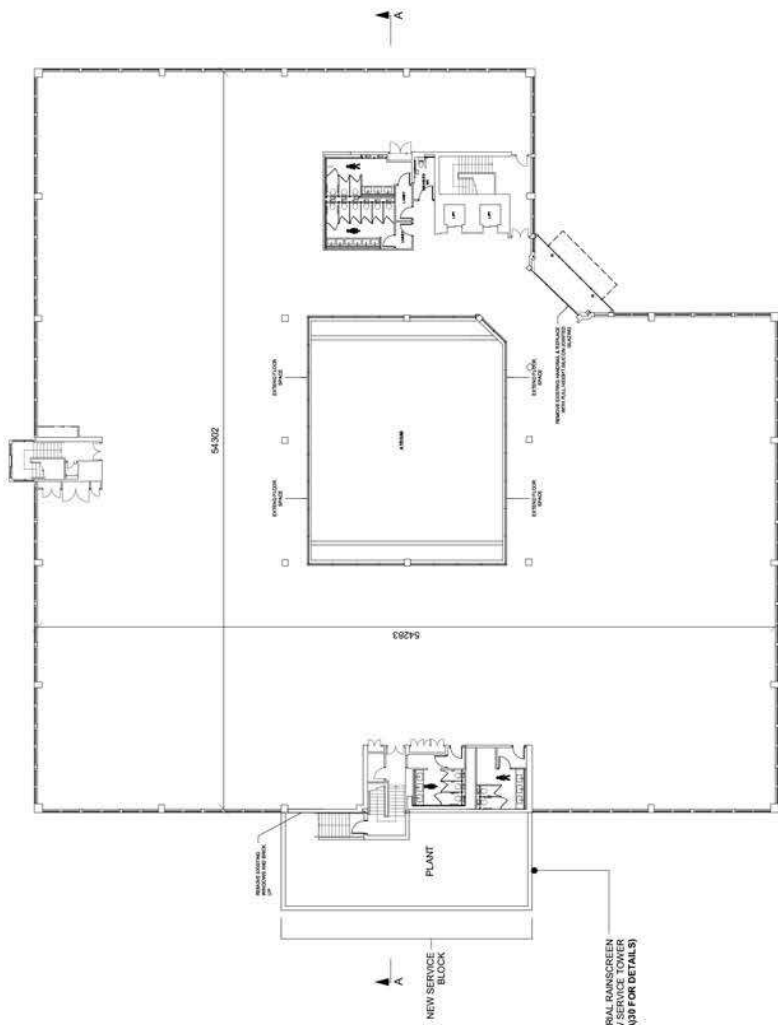
All drawings to be checked or approved for compliance with any laws, codes, regulations or by-laws of any authority having jurisdiction. The drawings are prepared by the architect and are not to be construed as a contract. The drawings are not to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in the drawings. The architect is not responsible for any delays or costs incurred by the client as a result of any changes or modifications to the drawings. The architect is not responsible for any claims or damages arising from the use of the drawings. The architect is not responsible for any claims or damages arising from the use of the drawings.

Revision	Date	Author/Checked
PC1	22.01.19	based for planning

Date	Drawn	Check	Title	Project	Job Ref
January 2016	SB	MH	Existing and Proposed First Floor Plan	1 Evercreech Way, Stockley Park 180 (ZD)	
1:200 @A1	SB	MH			
Planning	SB	MH			
Architect	Hale Brown Architects Ltd				
	Unit 3, Phoenix Wharf, East Pie Island, Twickenham, TW1 3DT				



Existing Second Floor Plan



Proposed Second Floor Plan

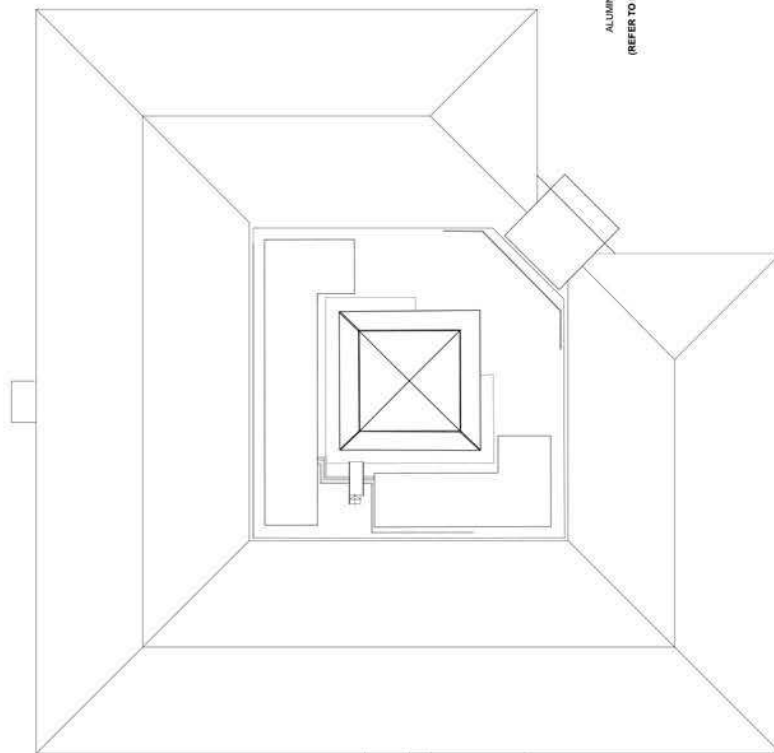
ALUMINUM COMPOSITE MATERIAL BANSSCREEN CLADDING TO NEW SERVICE TOWER (REFER TO DRAWING 180(GA)09 FOR DETAILS)

All drawings to be checked or approved by the client prior to commencement of any work and no responsibility for any errors or omissions shall be accepted by the architect. The architect's liability is limited to the professional fee and shall not extend to any other loss or damage. The architect's liability shall be limited to the professional fee and shall not extend to any other loss or damage. The architect's liability shall be limited to the professional fee and shall not extend to any other loss or damage.

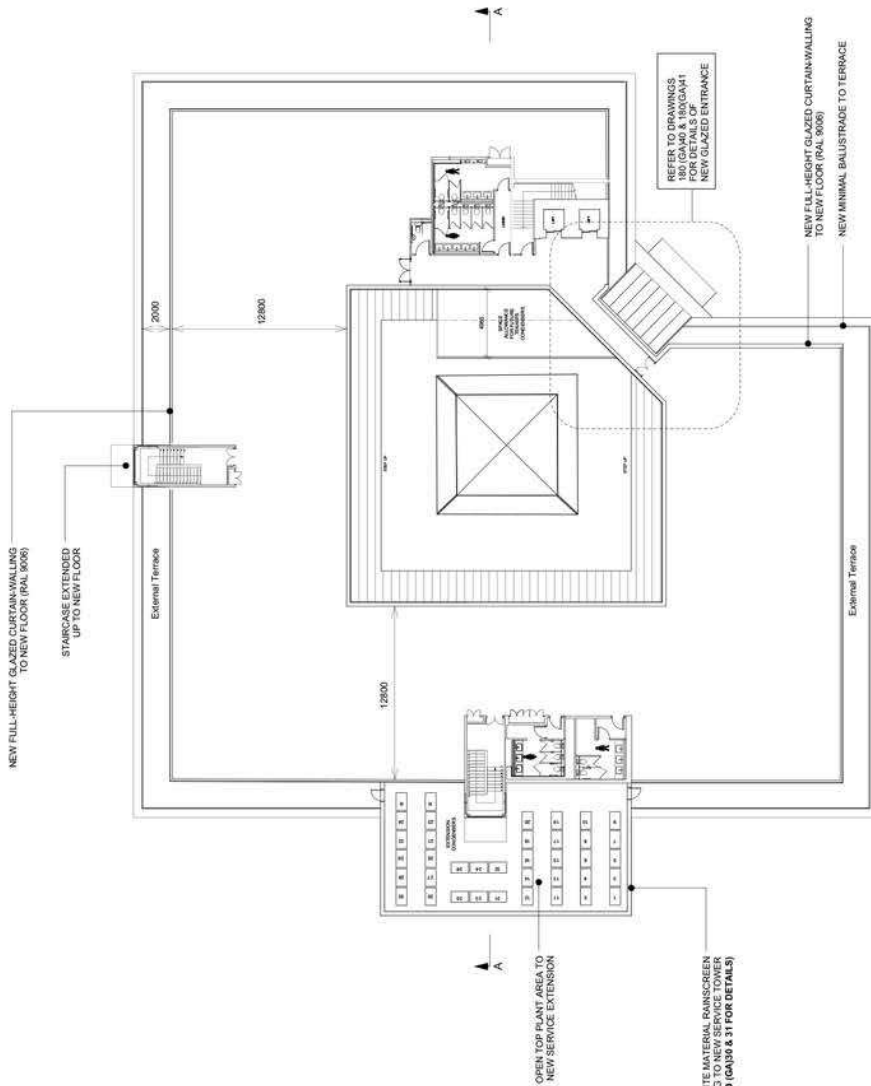
Revision	Date	Amendments
PL1	22.01.19	Approved based for planning

Date	Drawn	Check	Task Ref
January 2016	SB	MH	180(GA)09
1:200 @A1	SB	MH	180(GA)09
1:200 @A1	SB	MH	180(GA)09
1:200 @A1	SB	MH	180(GA)09
1:200 @A1	SB	MH	180(GA)09
1:200 @A1	SB	MH	180(GA)09

Project	Task Ref
1 Everground Way, Stockley Park 180 (ZD)	180(GA)09
Existing and Proposed Second Floor Plans	PL1
Client Ref	PL1
Client Name	PL1
Architect	Hale Brown Architects Ltd
Unit 3, Phoenix Wharf, East Peck Island, Twickenham, TW1 2DT	T: 020 8977 6665 E: info@halebrown.com W: www.halebrown.com



Existing Roof Plan



Proposed Third Floor Plan

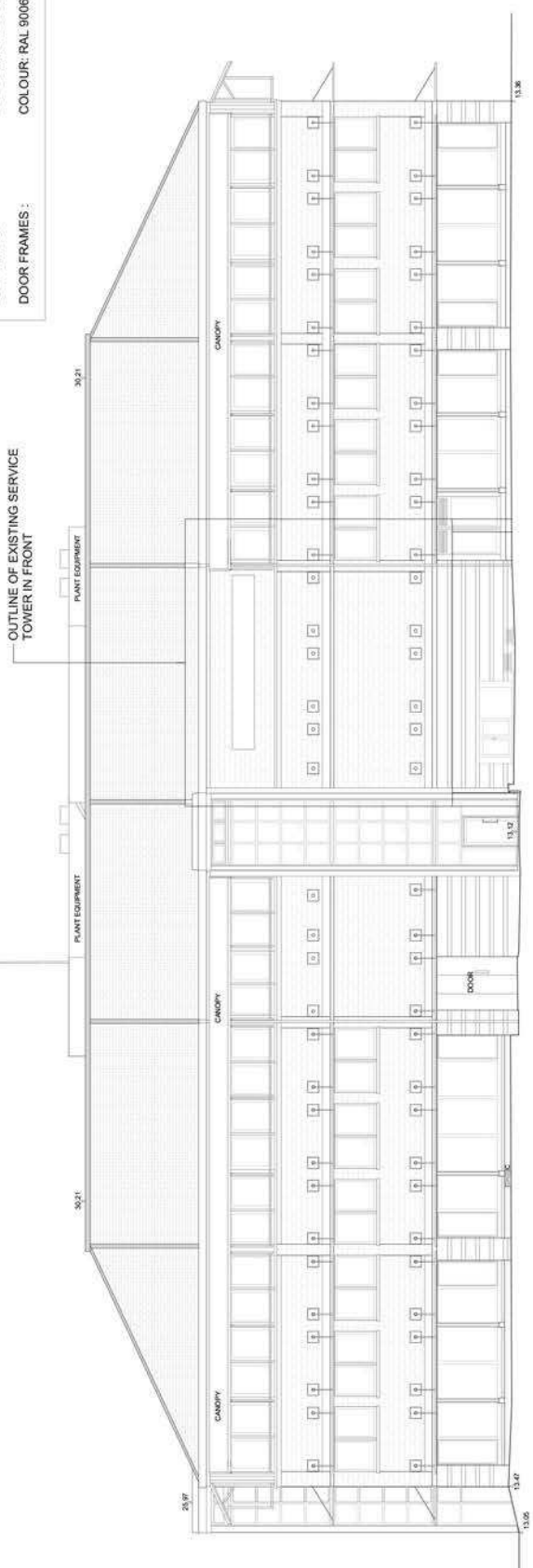
All drawings to be checked or approved in accordance with the Building Regulations and other applicable laws and regulations. The drawings are for information only. The architect and other professionals are not responsible for any errors or omissions. The drawings are the property of the architect and shall not be used for any other purpose without the written consent of the architect. All copyright rights in these drawings are to be retained solely by the architect. Any reproduction, copying, or distribution of these drawings without the written consent of the architect is strictly prohibited.

Revision	Date	Amended/Issued for
PC1	22.01.19	Approved for planning
-	-	-
-	-	-
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-	-	-

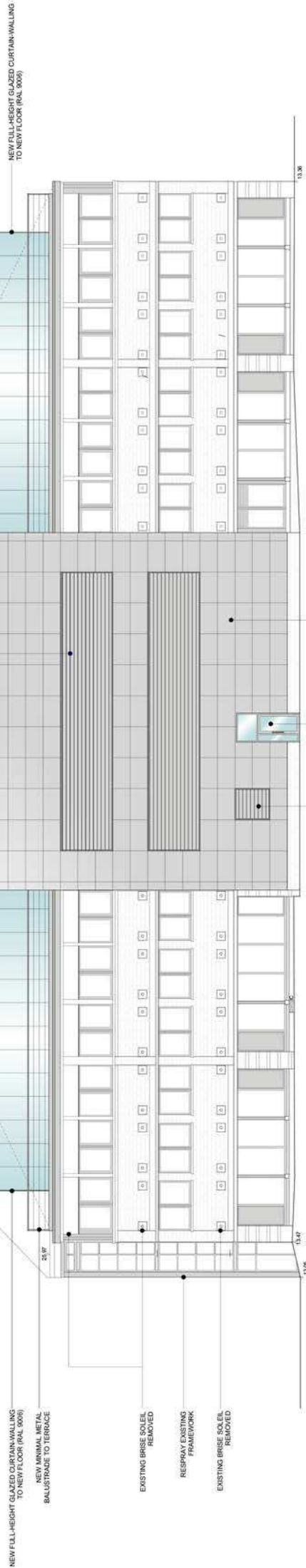
  

Date	Drawn	Checked	Project	Task Ref
January 2016	SB	MH	1 Everground Way, Stockley Park 180 FZD	
Scale	1:200 @A1	Client Ref	180 GARR & 180 GARR	
Planning	Planning	Client Ref	180 GARR & 180 GARR	
Architect	Hale Brown Architects Ltd	Client Ref	180 GARR & 180 GARR	
	Unit 3, Phoenix Wharf, East Pie Island, Twickenham, TW1 3DY	Client Ref	180 GARR & 180 GARR	
	Tel: 020 8977 6645	Client Ref	180 GARR & 180 GARR	
	E: mail@halebrown.com	Client Ref	180 GARR & 180 GARR	
	W: www.halebrown.com	Client Ref	180 GARR & 180 GARR	

**EXISTING EXTERNAL COMPONENTS RESPRAYED**  
 WINDOW FRAMES : COLOUR: RAL 9006 (SILVER GREY)  
 GUTTERING : COLOUR: RAL 9006 (SILVER GREY)  
 DOOR FRAMES : COLOUR: RAL 9006 (SILVER GREY)



Existing East Elevation



Proposed East Elevation

Scale: 1:100@A1



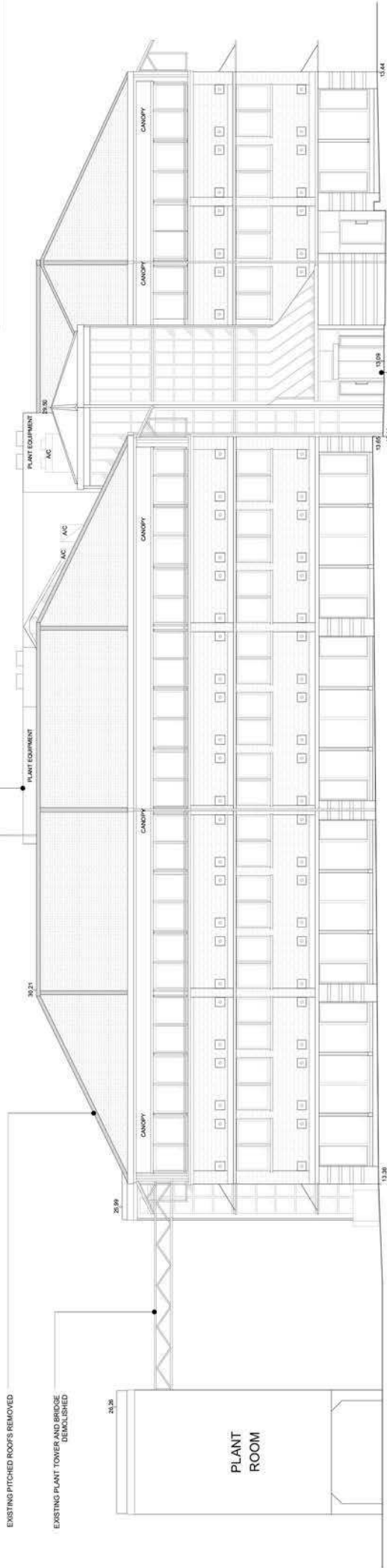
Revision	Date	Author/Checked	Notes
PK1	22.01.19	AM/MB	Approved for planning

All drawings are to be checked and approved for construction of any works and/or operation of any services and/or equipment by the client and approved by the relevant authorities. The drawings are for information only. The drawings are not to be used for construction of any works and/or operation of any services and/or equipment without the written consent of the architect. All drawings are subject to the architect's design, specifications and other documents. All drawings are subject to the architect's design, specifications and other documents. All drawings are subject to the architect's design, specifications and other documents.

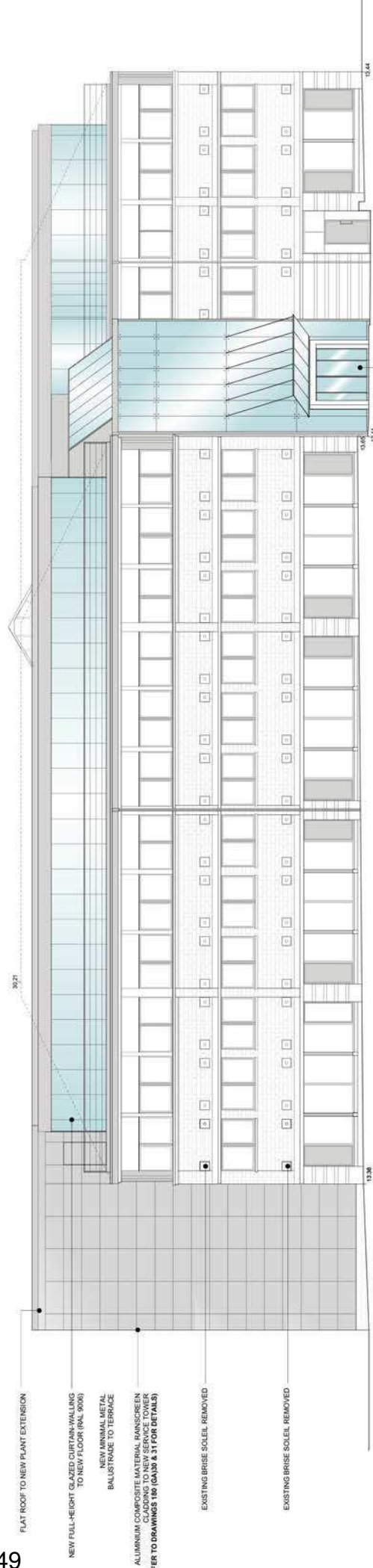
Project: 1. Ezeopound Way, Stockley Park 180 (ZD)  
 Check: MH  
 Drawn: Client Rev (CAV)  
 Planning: PL  
 Architect: Hale Brown Architects Ltd.  
 Unit 3, Phoenix Wharf, East Pie Island, Tewkesham, TW1 3DY. T: 030 5877 6645 E: info@halebrown.com W: www.halebrown.com

**Morgan Lovell halebrown architects**  
 Inspiring office transformation

EXISTING EXTERNAL COMPONENTS RESPRAYED  
WINDOW FRAMES : COLOUR: RAL 9006 (SILVER GREY)  
GUTTERING : COLOUR: RAL 9006 (SILVER GREY)  
DOOR FRAMES : COLOUR: RAL 9006 (SILVER GREY)



Existing North Elevation



Proposed North Elevation

Scale: 1:100@A1



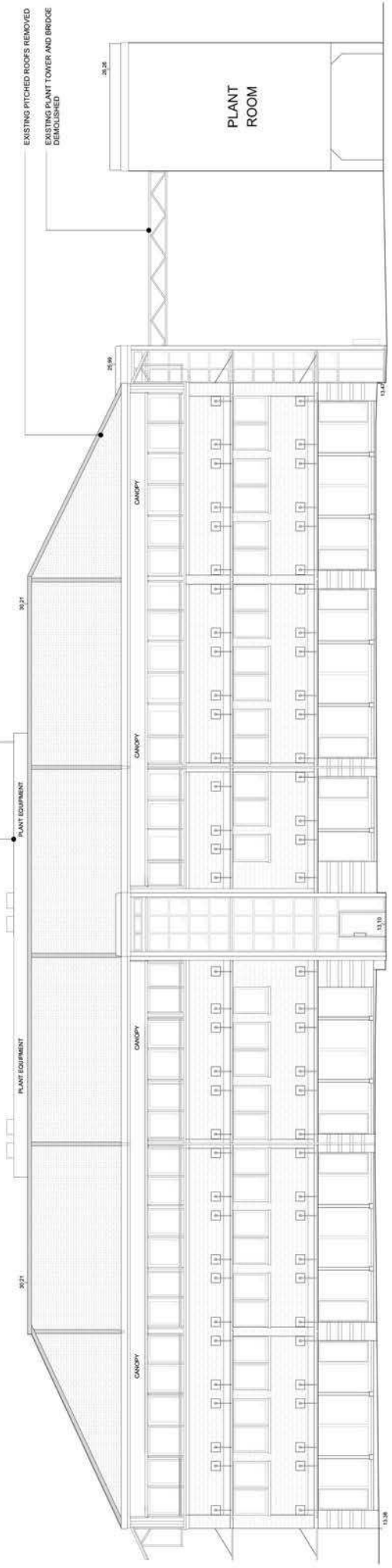
Information for client or other project stakeholders: This drawing is for information only and does not constitute an offer of any services or products. It is subject to change without notice. The client is responsible for ensuring that the information provided is accurate and complete. The architect is not responsible for any errors or omissions. All dimensions are in millimeters unless otherwise stated. All dimensions are to the centerline of the wall unless otherwise stated. All dimensions are to the finished surface of the work unless otherwise stated. All dimensions are to the finished surface of the work unless otherwise stated. All dimensions are to the finished surface of the work unless otherwise stated.

Revision table with columns: Revision, Date, Description. Row 1: PK1, 22.01.19, Approved for planning.

Project information table with columns: Date, Title, Scale, Drawn, Check, Project, Planning, Architect. Values: January 2019, 1:100 @A1, SB, Morgan Lovell Architects Ltd, Hale Brown Architects Ltd.

Project: 1 Eucalyptus Way, Stockley Park 180 (ZD) - Existing and Proposed North Elevations. Client Ref: 180 (ZD). Drawing: PL1. Architect: Hale Brown Architects Ltd. Unit 3, Phoenix Wharf, East Pie Island, Twickenham, TW1 3DT. T: 033 8377 6645. E: info@halebrown.com. W: www.halebrown.com

**EXISTING EXTERNAL COMPONENTS RESPRAYED**  
 WINDOW FRAMES : COLOUR: RAL 9006 (SILVER GREY)  
 GUTTERING : COLOUR: RAL 9006 (SILVER GREY)  
 DOOR FRAMES : COLOUR: RAL 9006 (SILVER GREY)



Existing South Elevation



Proposed South Elevation

Scale: 1:100@A1  
 0m 10m

All drawings to be checked or approved in accordance with the requirements of the Building Act 2004 and the Building Regulations 2006. This drawing is for information only. The architect and client accept no liability for any errors or omissions. The architect and client accept no liability for any errors or omissions. The architect and client accept no liability for any errors or omissions.

Revision	Date	Author/Checked/Drawn
PK1	22.01.19	Architect/Client/Architect

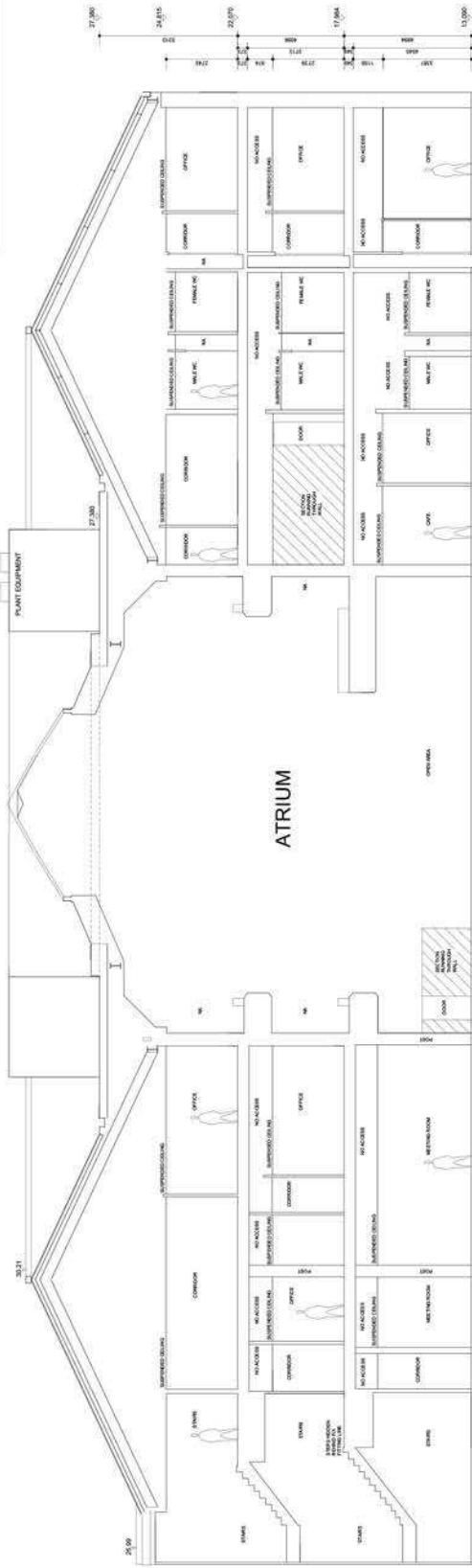
Project: 1. Eucalyptus Way, Stockley Park 180 (ZD)  
 Date: January 2019  
 Scale: 1:100 @A1  
 Drawn: SB  
 Check: MH  
 Title: Existing and Proposed South Elevations  
 Client Ref: 180 (GA12)  
 Planning: PL1  
 Architect: Hale Brown Architects Ltd.  
 Unit 3, Phoenix Wharf, East Pitt Island, Tassaluan, NSW 1507. T: 020 5877 6665 E: info@halebrown.com W: www.halebrown.com

**Morgan Lovell halebrown architects**  
 Inspiring office transformation

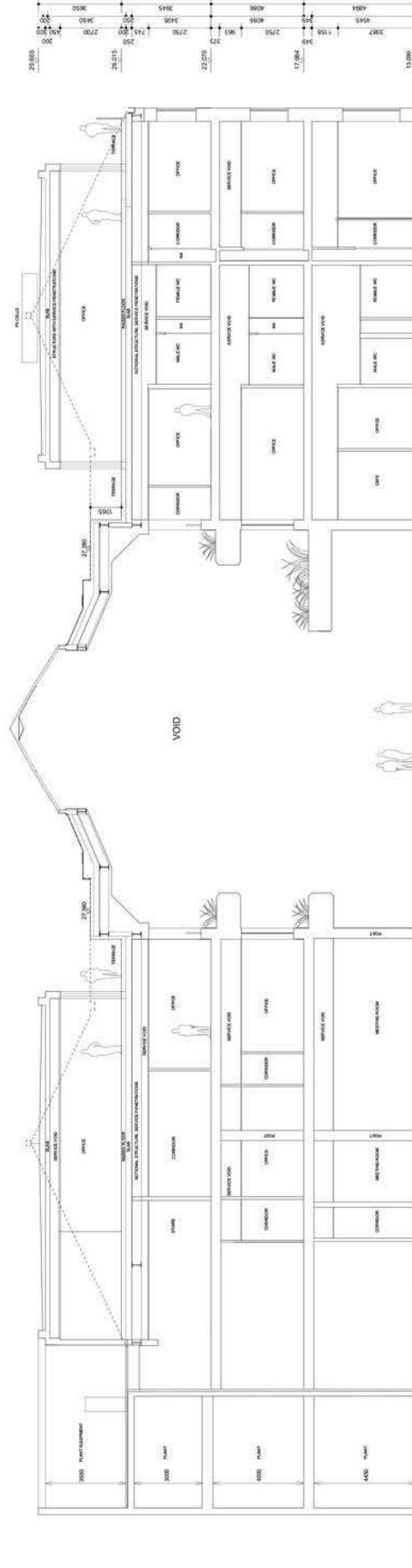


EXISTING EXTERNAL COMPONENTS RESPRAYED

- WINDOW FRAMES : COLOUR: RAL 9006 (SILVER GREY)
- GUTTERING : COLOUR: RAL 9006 (SILVER GREY)
- DOOR FRAMES : COLOUR: RAL 9006 (SILVER GREY)



Existing Section AA



Proposed Section AA

Scale: 1:100@A1



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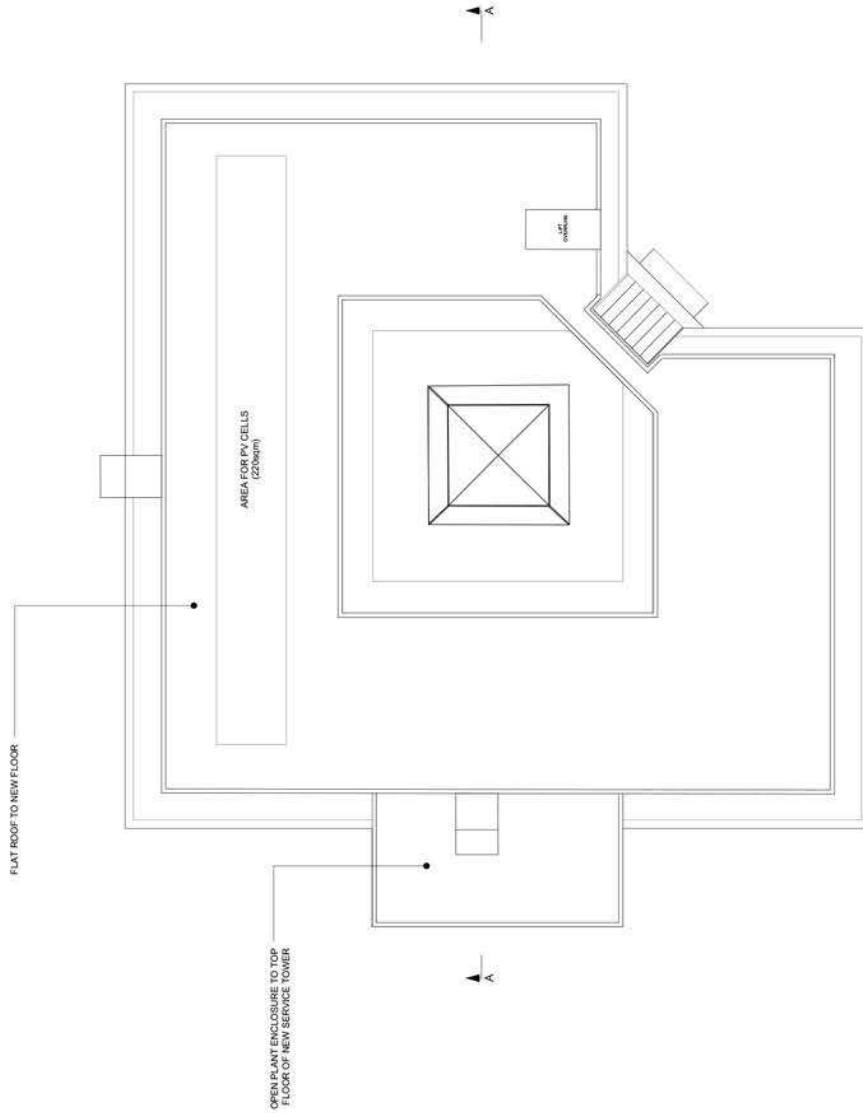
Revision	Date	Author/Checked	Notes
PK1	22.01.19	AM/MB	based for planning

Date	Drawn	Check	Project
January 2016	MB	MB	1 Ezeogor Road, Stockley Park 180 (ZD)
Scale	1:100 @A1	Client Ref	180 (ZD)
Planning	MB	Client Ref	180 (ZD)
Architect	Hale Brown Architects Ltd	Client Ref	180 (ZD)

Project	Location	Client
1 Ezeogor Road, Stockley Park 180 (ZD)	Stockley Park 180 (ZD)	Hale Brown Architects Ltd



# Proposed Roof Plan

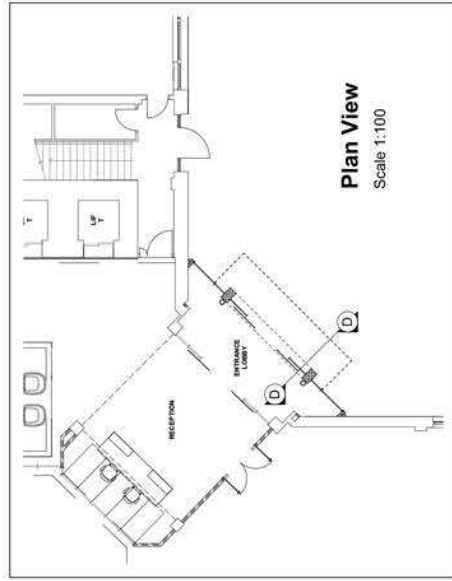
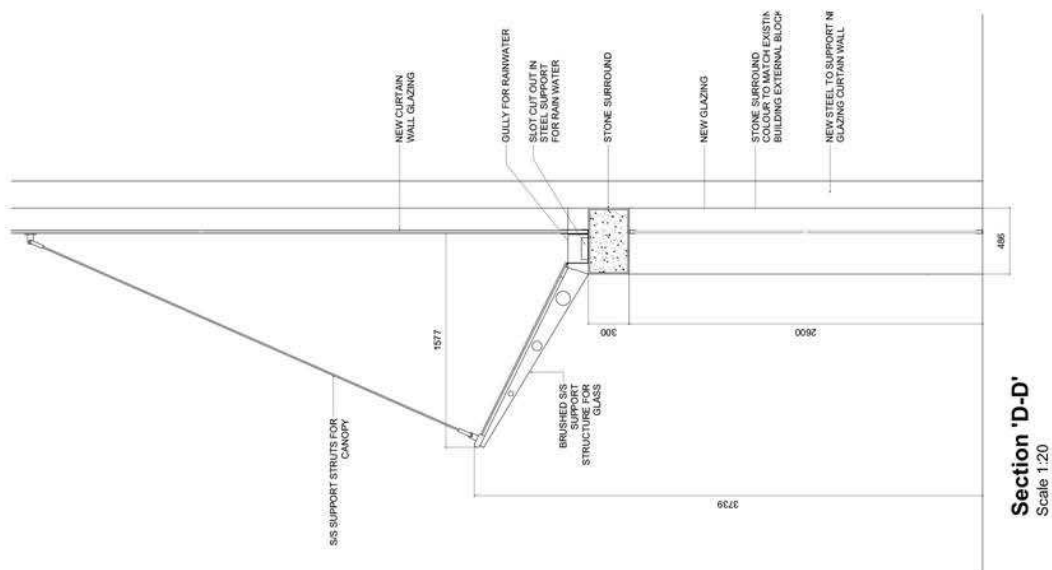
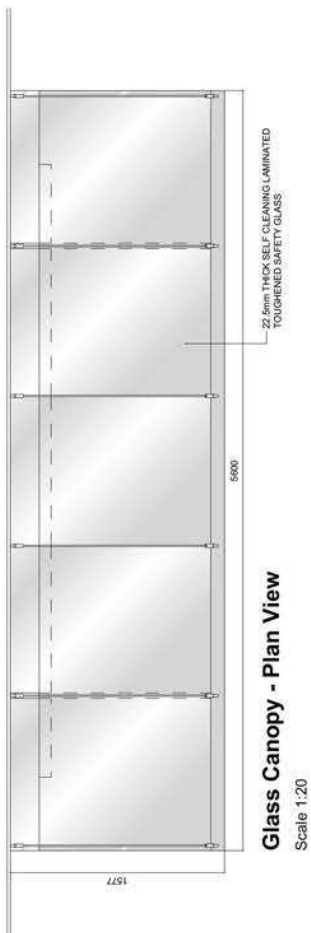
Scale: 1:200@A1



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Revision	Date	Amended/changed for
PC1	22.01.19	Approved based for planning

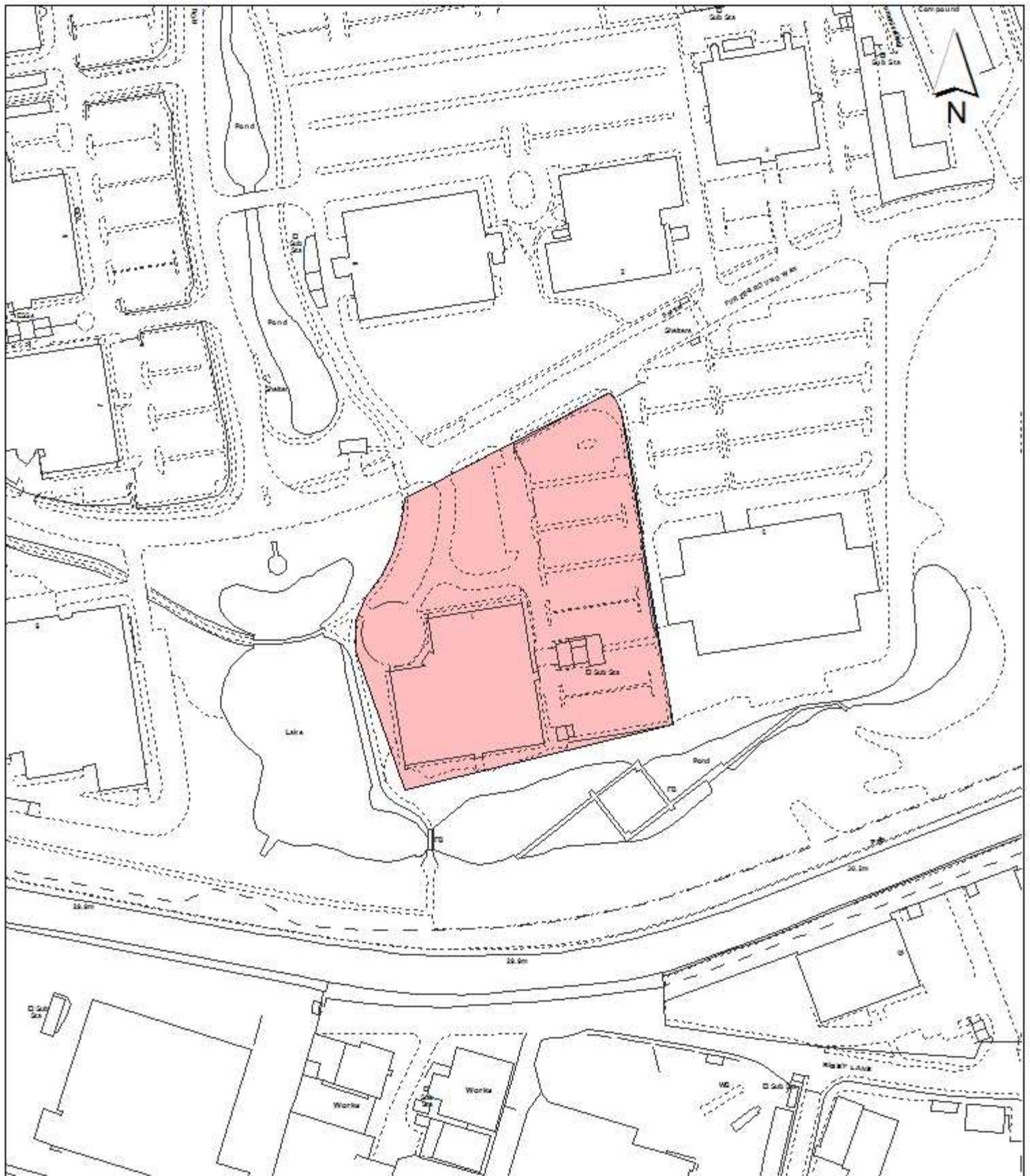
Date	Drawn	Check	Project	Job Ref
January 2016	SB	MH	1 Everground Way, Stockley Park 180 FZD	
Scale	1:200 @A1	Client Ref	Proposed Roof Plan	
Planning				
Architect	Hale Brown Architects Ltd			
Unit 3, Phoenix Wharf, East Pe Island, Twickenham, TW1 3DT T: 020 8377 6645 E: mail@halebrown.com W: www.halebrown.com				



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Revision	Date	Author/Checked
PK1	22.01.19	AM/checked/checked for planning

Date	Drawn	Check	Project	Job Ref
January 2016	SB	MH	1 Euroground Way, Stockley Park 180 FZD	
Scale: 1:20	SB	MH	Client Ref: 180 FZD	
Planning	SB	MH	Client Ref: 180 FZD	
Architect	SB	MH	Client Ref: 180 FZD	



**Notes:**

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Site Address:

**1 Furzeground  
Stockley**

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

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

Planning Application Ref:

**37502/APP/2016/953**

Scale:

**1:2,000**

Planning Committee:

**Major Page 254**

Date:

**August 2016**



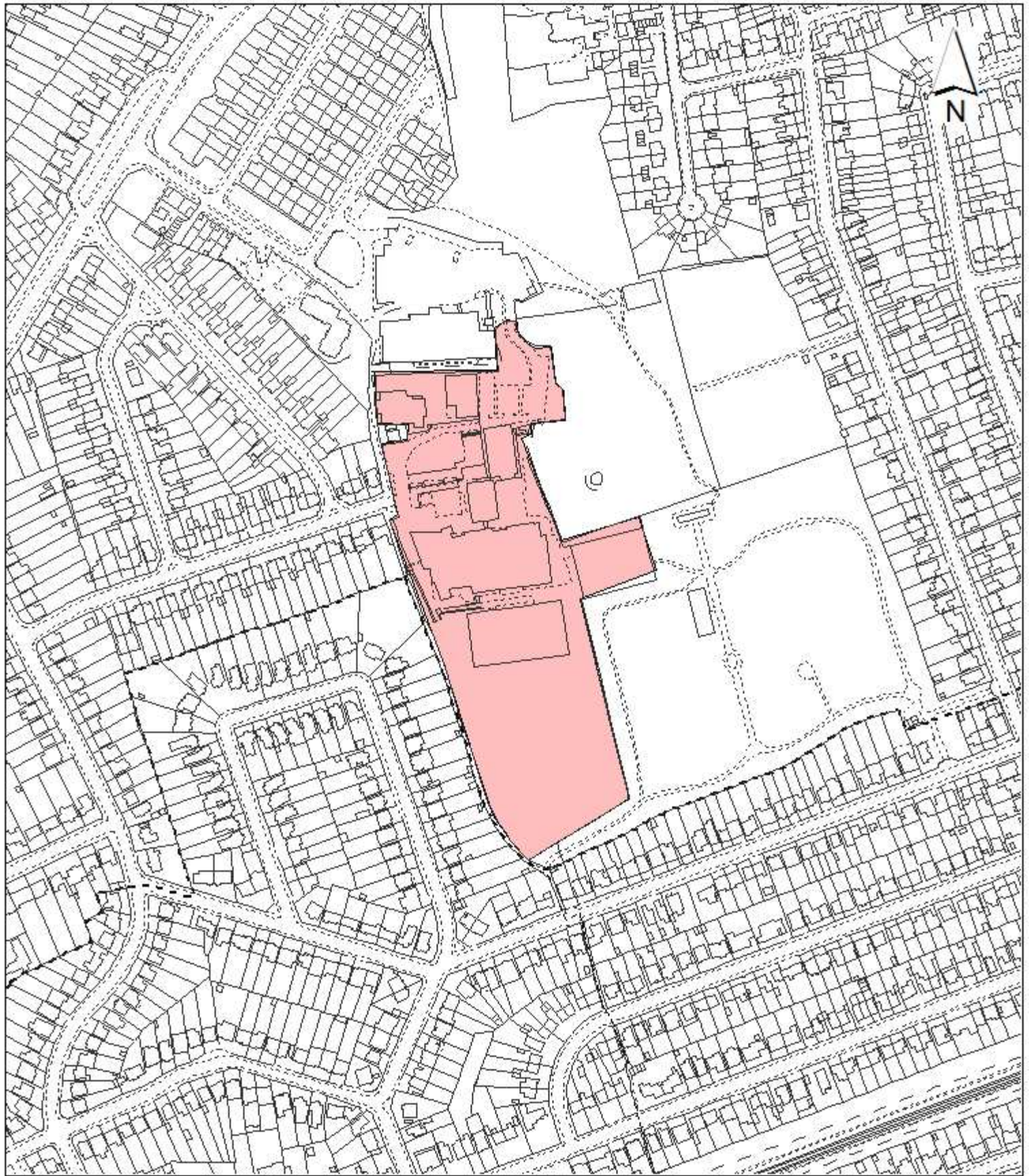
**HILLINGDON**  
LONDON

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

**Address** BISHOP RAMSEY C OF E SCHOOL HUME WAY RUISLIP

**Development:** Variation of condition 4 of planning permission ref: 19731/APP/2013/1292 dated 18/12/06 (amalgamation of upper and lower school sites to create one school campus and redevelopment of upper school site to include demolition and refurbishment of existing buildings, erection of new school buildings, new parking areas, access provision including a drop off point in Hume Way and playgrounds/sports facilities) to allow use of the Warrender Way pedestrian access for general pedestrian use between 0800 and 1430 on Saturdays and between 1800 and 2130 on school days, for a temporary period of 4 months between 30/06/16 to 02/11/16, to facilitate construction of a sports hall extension.

**LBH Ref Nos:** 19731/APP/2016/2148



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Site Address:

**Bishop Ramsey C of E School  
Hume Way  
Ruislip**

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

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

Planning Application Ref:

**19731/APP/2016/2148**

Scale:

**1:3,500**

Planning Committee:

**Major** Page 256

Date:

**August 2016**



**HILLINGDON**  
LONDON

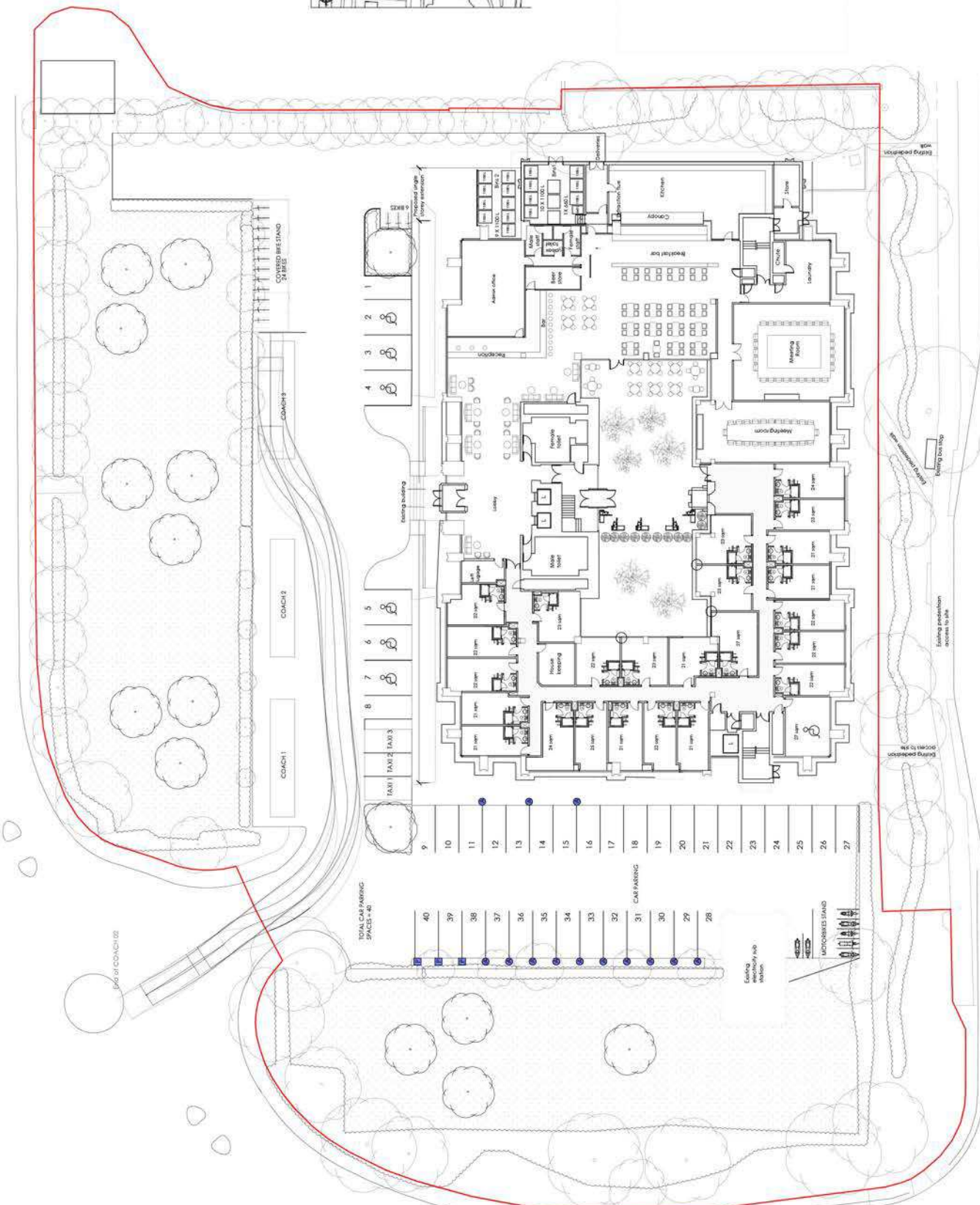
**Report of the Head of Planning, Sport and Green Spaces**

**Address** HEATHROW POINT WEST 234 BATH ROAD HEATHROW

**Development:** Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works

**LBH Ref Nos:** 41331/APP/2016/1035

<b>Date Plans Received:</b>	11/03/2016	<b>Date(s) of Amendment(s):</b>	11/03/2016
<b>Date Application Valid:</b>	11/03/2016		06/06/2016
			20/06/2016
			04/07/2016
			27/05/2016
			18/07/2016
			05/07/2016



Block A - Existing building converted hotel

**PLANNING ISSUE**

**REVISIONS**

NO.	DATE	DESCRIPTION
1	10.03.2016	As issued for planning.
2	10.03.2016	As issued for planning.

**PROJECT:** PROPOSED HOTEL EXTENSION  
**HEARROW POINT WEST**  
 224 BATH ROAD, UB8 5AP

**DATE:** 10.03.2016

**SCALE:** 1:200

**DRAWN BY:** AM  
**CHECKED BY:** SR

**NOVVO HOTEL DESIGN LTD**

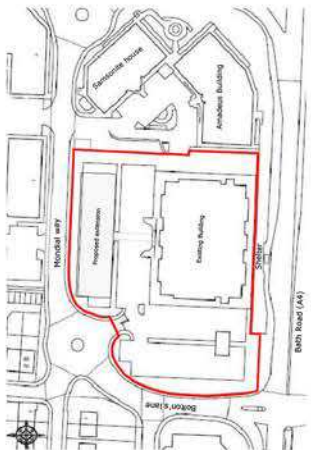
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25, Seaton Way Street  
 London, W14 8PE  
 Tel: 020 7592 3044  
 Fax: 020 7592 3044  
 Email: novvo@novvo.com  
 Website: www.novvo.com

DATE: 10.03.2016  
 DRAWING NO: 890/RDP/P01  
 SHEET: A1

PROPOSED SITE PLAN  
 SCALE 1:200





LOCATION PLAN  
SCALE 1:1250

Block A - Existing building converted to hotel  
 Block A - Proposed hotel extension

Block A - 15.07.2016 No. of disabled parking bays reduced to 7  
 B 15.07.2016 No. of disabled parking bays reduced to 7  
 A 16.05.2016 Building re-located

REV DATE DESCRIPTION

By no scale drawings. It is the responsibility of the Contractor, Sub  
 building, before commencing any site works or building work. Any discrepancy  
 should be referred to the Supervising Officer.

PROJECT: PROPOSED HOTEL EXTENSION  
 HEARROW POINT WEST  
 224 BATH ROAD, UB8 5AP

DRAWING TITLE: Location & Proposed site plan

SCALE: 1:200 DATE: 10.03.2016

DRAWN BY: AM CHECKED BY: SR CAD REF NO.: NOVO HOTEL DESIGN 1.DWG

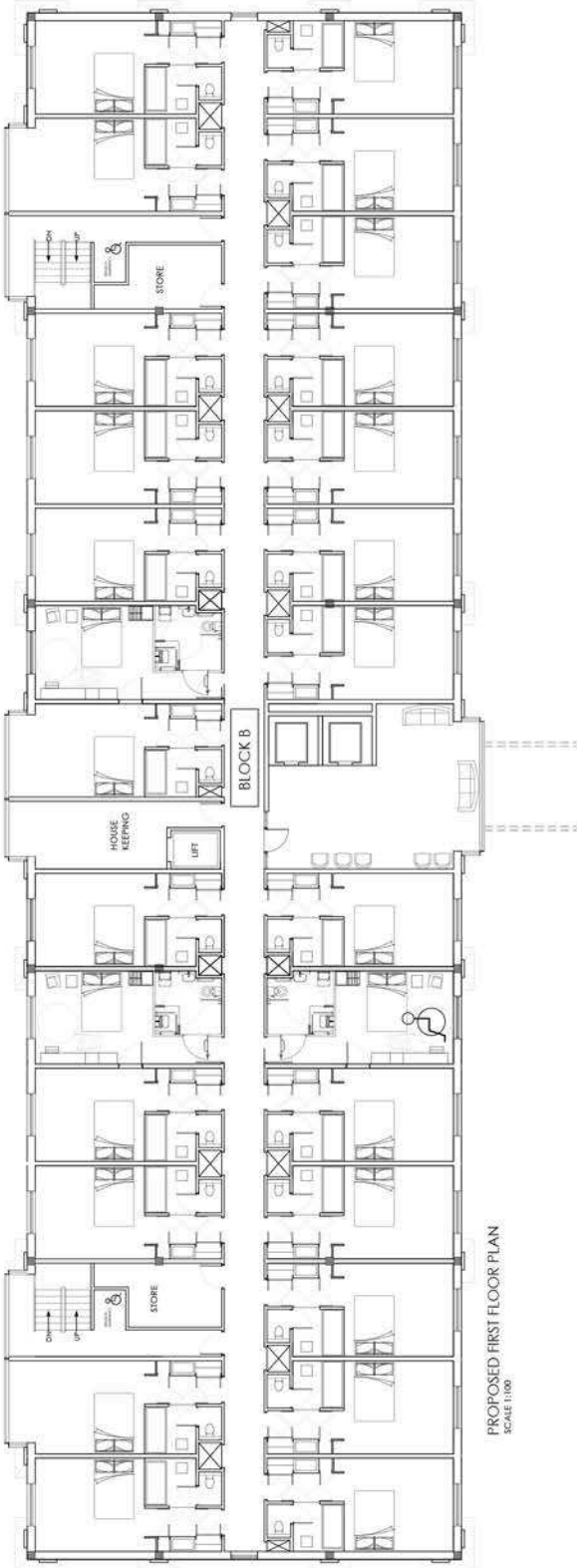
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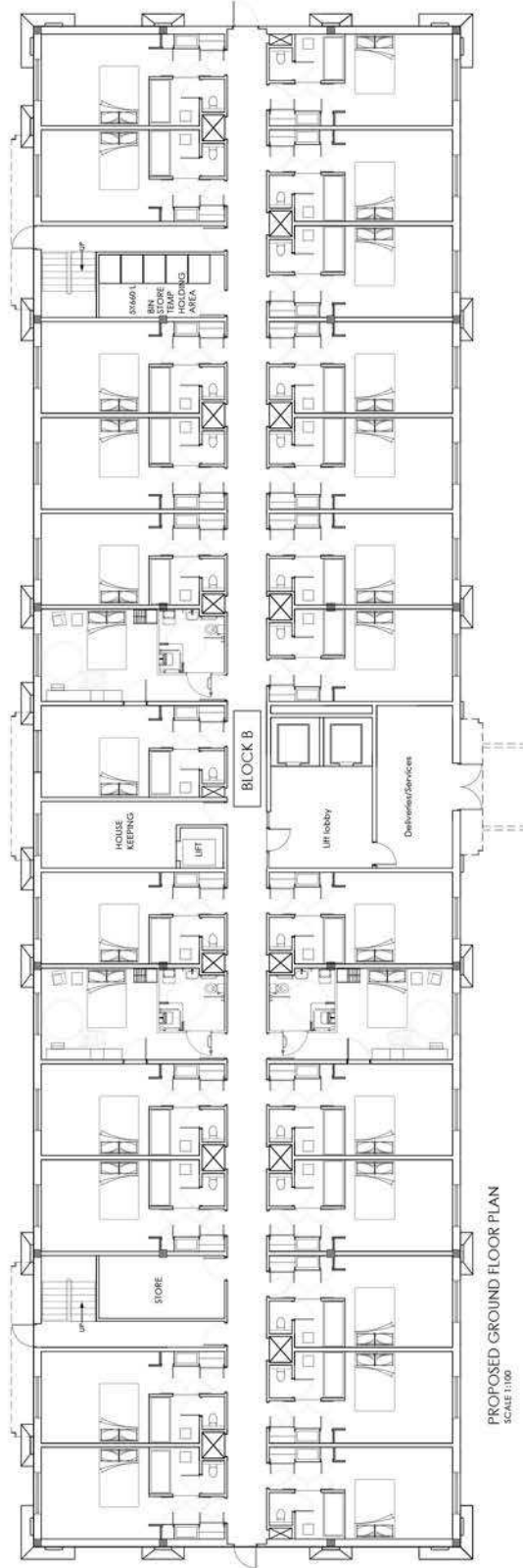
DRAWING NO.: 890/RDP/P02 A1

REV.	A	B	C
DATE			

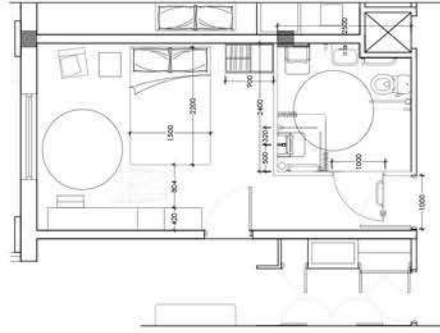
PROPOSED SITE PLAN  
SCALE 1:200



PROPOSED FIRST FLOOR PLAN  
SCALE 1:100



PROPOSED GROUND FLOOR PLAN  
SCALE 1:100



TYPICAL ACCESSIBLE ROOM DETAIL  
in accordance with BS8300:2009, Fig. 42

**PLANNING ISSUE**  
A 10.07.2016 Accessible room layout amended

**REVISION DATE** DESCRIPTION  
10.07.2016 Accessible room layout amended

**PROJECT:** PROPOSED HOTEL EXTENSION  
HEADROW POINT WEST  
224 BATH ROAD, LB3 5AP

**DATE:** 10.03.2016  
**SCALE:** 1:100

**DRAWN BY:** SR  
**CHECKED BY:** SR  
**DATE REV. NO.:** 10.03.2016

**PROJECT:** PROPOSED HOTEL EXTENSION  
HEADROW POINT WEST  
224 BATH ROAD, LB3 5AP

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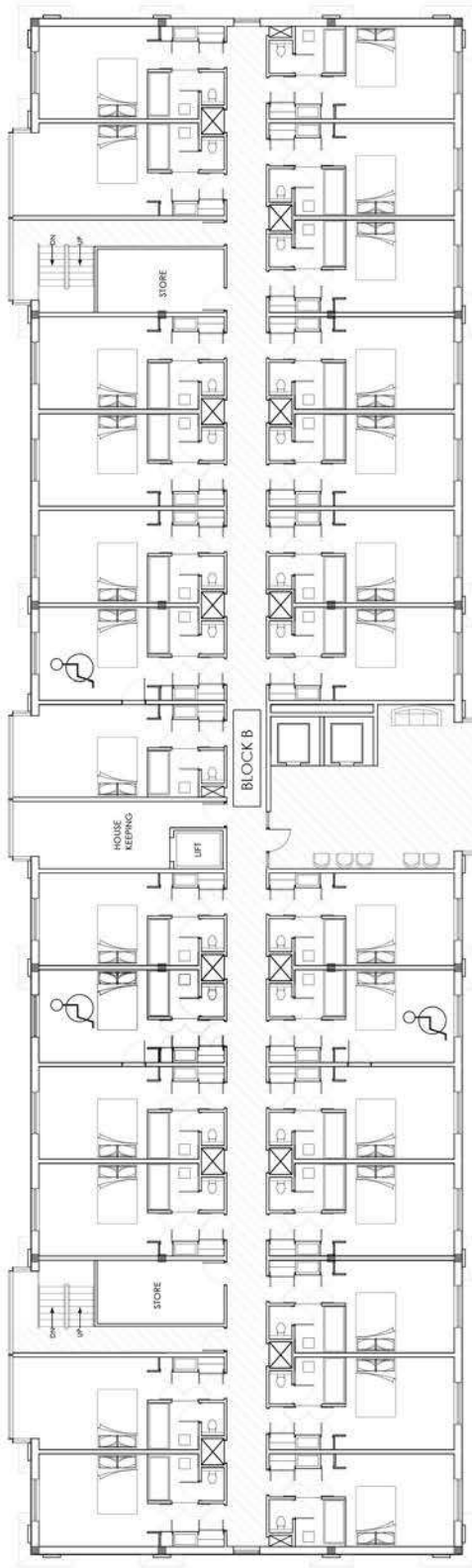
22, Middle High Street  
London, EC2A 3DF  
Tel: 020 7460 3444  
Fax: 020 7460 3445  
www.rsparchitects.com

**RSP ARCHITECTS**

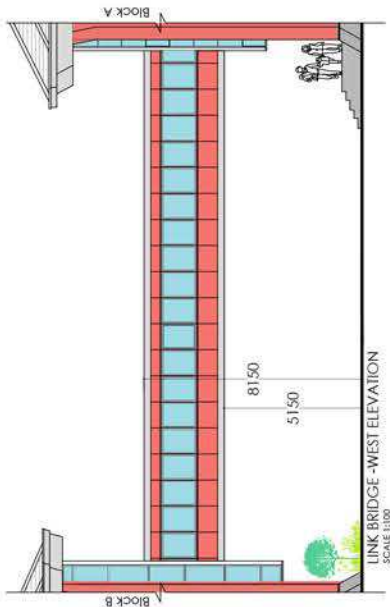
NO.	REV.
1	A
2	A
3	A
4	A
5	A
6	A
7	A
8	A
9	A
10	A

PROJECT: 890/RDP/P03  
DRAWING: A1

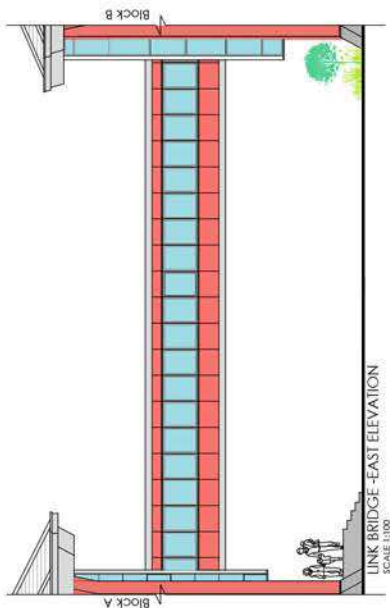




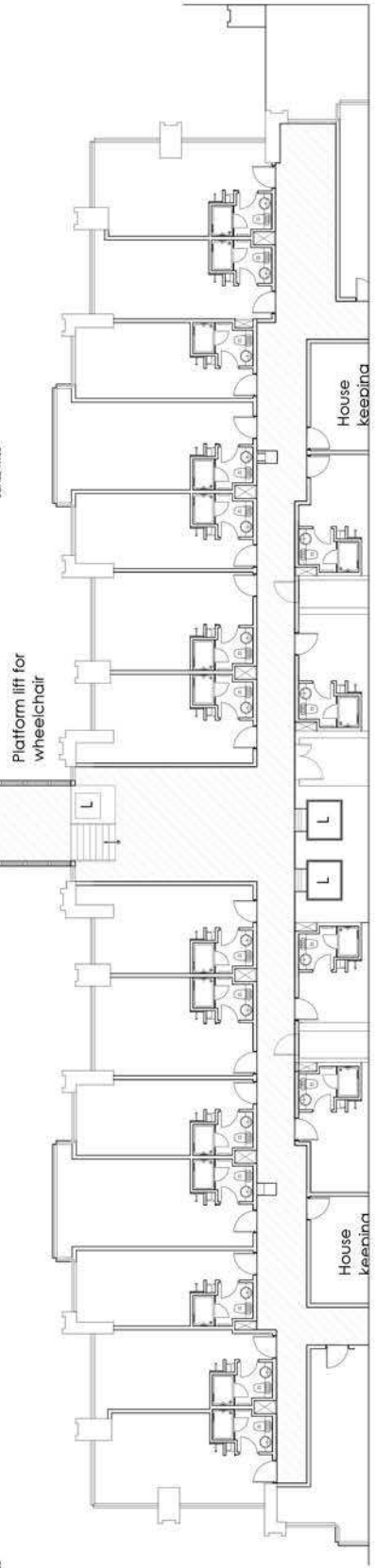
PROPOSED SECOND FLOOR PLAN  
SCALE 1:100



LINK BRIDGE - WEST ELEVATION  
SCALE 1:100



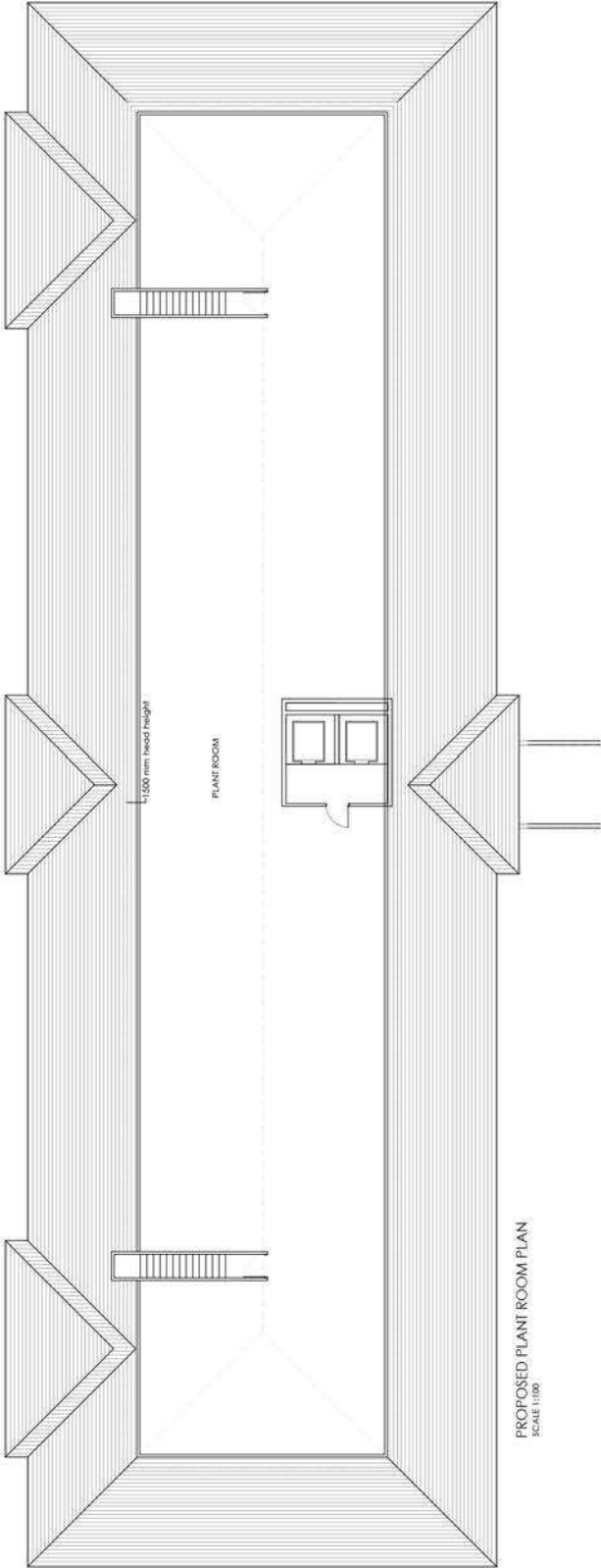
LINK BRIDGE - EAST ELEVATION  
SCALE 1:100



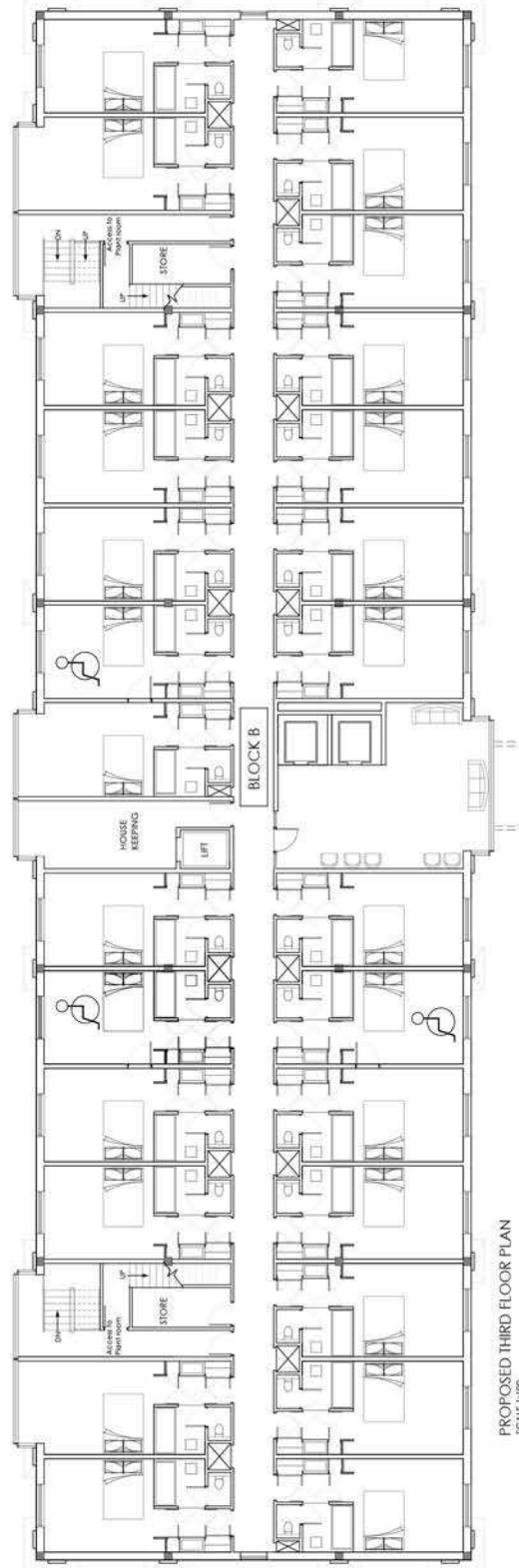
EXISTING FIRST FLOOR PLAN (Block A)  
SCALE 1:100

PLANNING ISSUE	REVISION/DATE	DESCRIPTION
		Do not scale this drawing. It is the responsibility of the Contractor, Sub-Contractor and other parties to ensure that the building is constructed in accordance with the drawings. Any discrepancies should be referred to the Supervising Officer.
		PROJECT: PROPOSED HOTEL EXTENSION HEARHORN POINT WEST 224 BATH ROAD, LB3 5AP
		DRAWING TITLE: Block B - Proposed Second Floorplan
		SCALE: 1:100 DATE: 10.03.2016
		DRAWN BY: AM CHECKED BY: SR CAD REF. NO.: NVOVO HOTEL DESIGN 1.DWG
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PROPOSED PLANT ROOM PLAN  
SCALE 1:100



PROPOSED THIRD FLOOR PLAN  
SCALE 1:100

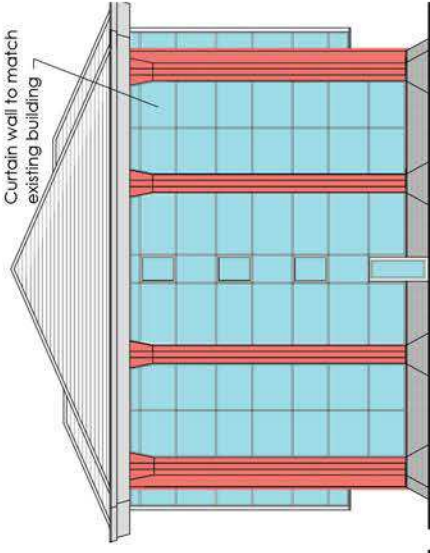
<b>PLANNING ISSUE</b>	
REVISION/DATE	DESCRIPTION
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PROJECT: PROPOSED HOTEL EXTENSION HEATHROW POINT WEST 224 BATH ROAD, LB3 5AP	
DRAWING: BLOCK B	Proposed Third & Plant room plans
SCALE: 1:100	DATE: 10.03.2016
DRAWN BY: AM	CHECKED BY: SR
DATE: 10.03.2016	DATE: 10.03.2016
AM	SR
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REV:	A1



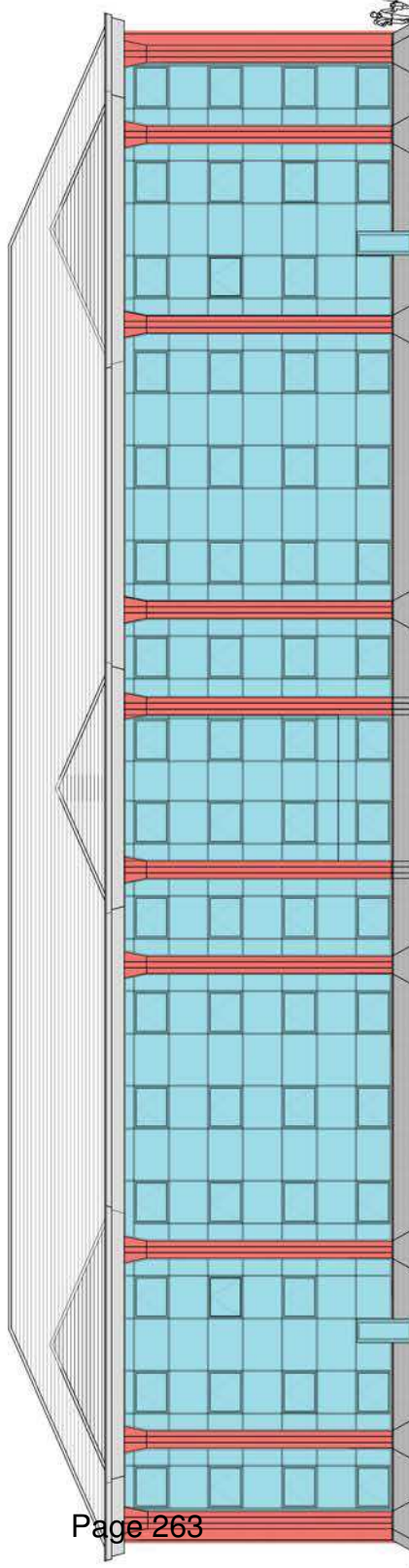
Curtain wall to match existing building



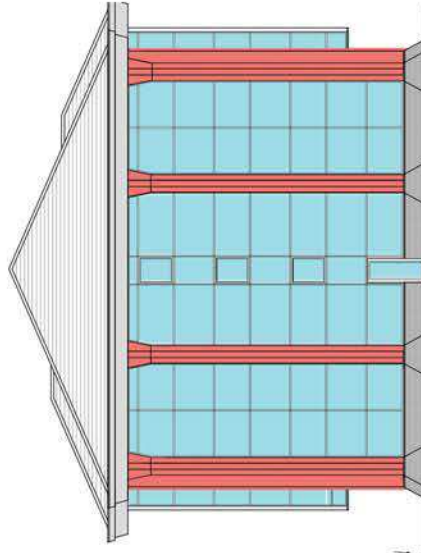
PROPOSED SOUTH ELEVATION  
SCALE 1:100



PROPOSED EAST ELEVATION  
SCALE 1:100



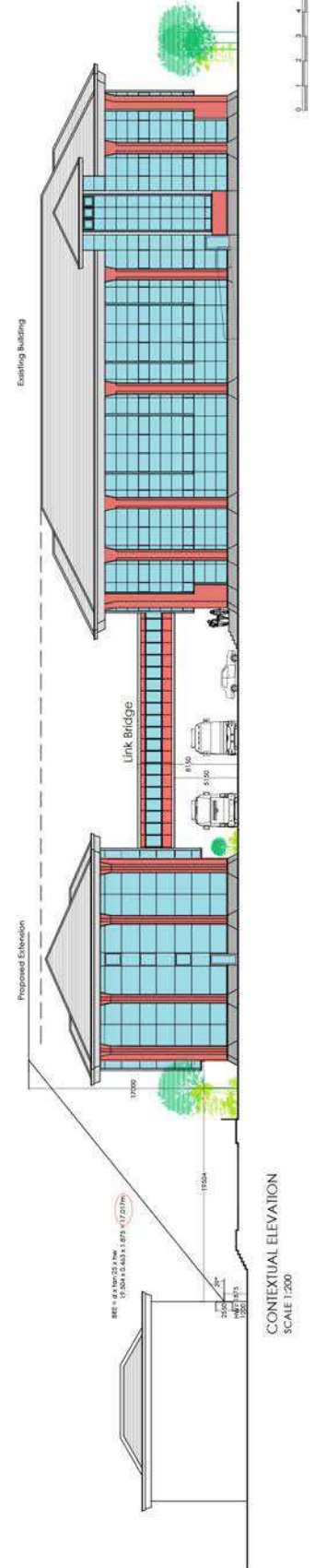
PROPOSED NORTH ELEVATION  
SCALE 1:100



PROPOSED WEST ELEVATION  
SCALE 1:100

PLANNING ISSUE

REVISION/DATE	DESCRIPTION
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PROJECT:	PROPOSED HOTEL EXTENSION 125 NORTH AVENUE 224 BATH ROAD, URS SAP
DRAWING TITLE:	Block B Proposed Elevations & section
SCALE:	1:200, 1:100
DATE:	10.03.2016
DRAWN BY:	AM
CHECKED BY:	SR
CAD REF No.:	1
NOVO HOTEL DESIGN 1.DWG	
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20 Sydney Ave. Suite 1000 Sydney, NSW 2000, Australia www.ursap.com.au	
DRAWING No.:	850/RDP/PO6
REV.	A1



CONTEXTUAL ELEVATION  
SCALE 1:200

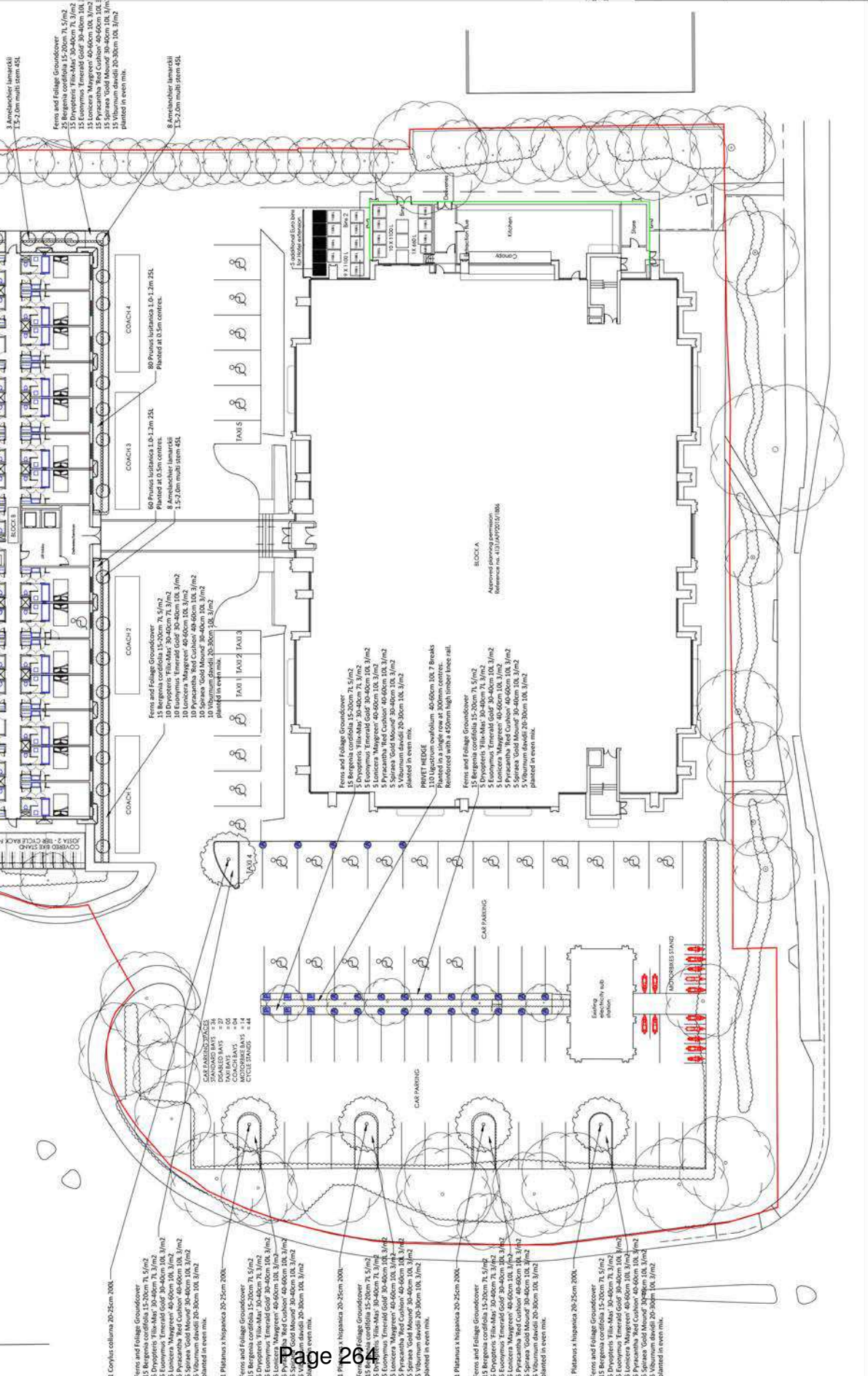
PROVISIONS  
This Manual and Schedule to be in accordance with NZ Landcare  
Specification and the following table:  
...  
At all times, trees and large plants supplied shall comply with the requirements  
of the New Zealand Horticultural Industry Association (NZHIA) and the  
...  
The use of standard horticulture is encouraged and preference shall be for  
well-established trees in the country.

Notes  
All plants are to be planted with 200mm dia. support stakes.  
...  
Planted in even mix.  
...  
Planted in even mix.

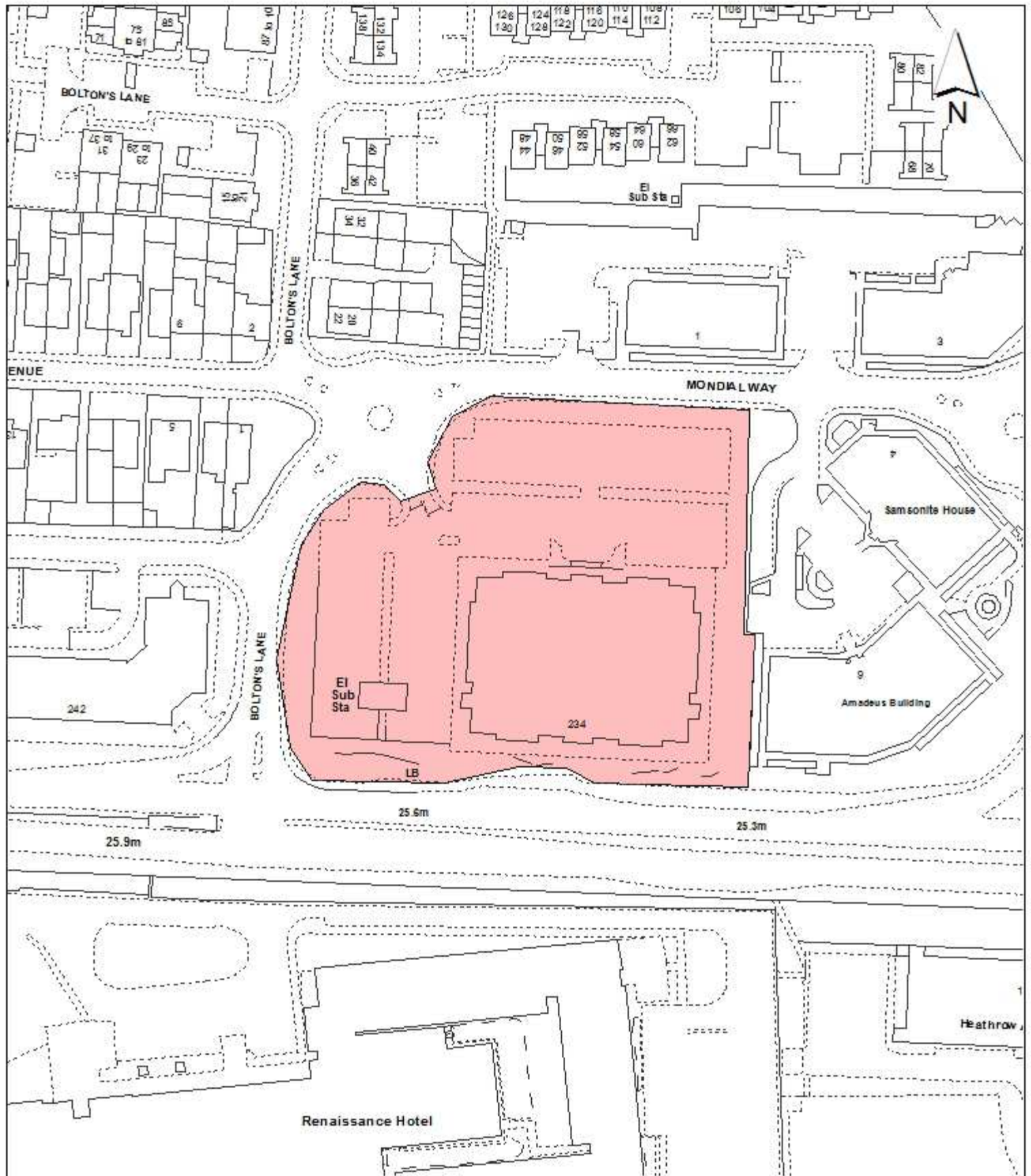
**MCA**  
Chartered Landscape Architects  
w: mcandscape.co.nz  
Tel: (01883) 811888 Mob: 07831 248130

**SJ Group**  
234 BATH ROAD  
HARLINGTON  
LANDSCAPE DETAILS  
PROPOSED HOTEL EXTENSION

1:200 29/02/15 MC  
MCA1215/03



- 1 Corylus avellana 20-25cm 2000
- Ferns and Foliage Groundcover
- 15 Bergenia cordifolia 15-20cm 75, 5/m<sup>2</sup>
- 5 Dryopteris 'Fili-Max' 30-40cm 75, 3/m<sup>2</sup>
- 5 Euryomyrs 'Emerald Gold' 30-40cm 100, 3/m<sup>2</sup>
- 5 Lonocera 'Mangrove' 40-60cm 100, 3/m<sup>2</sup>
- 5 Piracantha 'Red Cushion' 40-60cm 100, 3/m<sup>2</sup>
- 5 Spiraea 'Gold Mound' 30-40cm 100, 3/m<sup>2</sup>
- 5 Viburnum davidii 20-30cm 100, 3/m<sup>2</sup>
- planted in even mix.
- 1 Platanus x hispanica 20-25cm 2000
- Ferns and Foliage Groundcover
- 15 Bergenia cordifolia 15-20cm 75, 5/m<sup>2</sup>
- 5 Dryopteris 'Fili-Max' 30-40cm 75, 3/m<sup>2</sup>
- 5 Euryomyrs 'Emerald Gold' 30-40cm 100, 3/m<sup>2</sup>
- 5 Lonocera 'Mangrove' 40-60cm 100, 3/m<sup>2</sup>
- 5 Piracantha 'Red Cushion' 40-60cm 100, 3/m<sup>2</sup>
- 5 Spiraea 'Gold Mound' 30-40cm 100, 3/m<sup>2</sup>
- 5 Viburnum davidii 20-30cm 100, 3/m<sup>2</sup>
- planted in even mix.
- 1 Platanus x hispanica 20-25cm 2000
- Ferns and Foliage Groundcover
- 15 Bergenia cordifolia 15-20cm 75, 5/m<sup>2</sup>
- 5 Dryopteris 'Fili-Max' 30-40cm 75, 3/m<sup>2</sup>
- 5 Euryomyrs 'Emerald Gold' 30-40cm 100, 3/m<sup>2</sup>
- 5 Lonocera 'Mangrove' 40-60cm 100, 3/m<sup>2</sup>
- 5 Piracantha 'Red Cushion' 40-60cm 100, 3/m<sup>2</sup>
- 5 Spiraea 'Gold Mound' 30-40cm 100, 3/m<sup>2</sup>
- 5 Viburnum davidii 20-30cm 100, 3/m<sup>2</sup>
- planted in even mix.
- 1 Platanus x hispanica 20-25cm 2000
- Ferns and Foliage Groundcover
- 15 Bergenia cordifolia 15-20cm 75, 5/m<sup>2</sup>
- 5 Dryopteris 'Fili-Max' 30-40cm 75, 3/m<sup>2</sup>
- 5 Euryomyrs 'Emerald Gold' 30-40cm 100, 3/m<sup>2</sup>
- 5 Lonocera 'Mangrove' 40-60cm 100, 3/m<sup>2</sup>
- 5 Piracantha 'Red Cushion' 40-60cm 100, 3/m<sup>2</sup>
- 5 Spiraea 'Gold Mound' 30-40cm 100, 3/m<sup>2</sup>
- 5 Viburnum davidii 20-30cm 100, 3/m<sup>2</sup>
- planted in even mix.



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

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

Planning Application Ref:

**41331/APP/2016/1035**

Scale:

**1:1,250**

Planning Committee:

**North** Page 265

Date:

**August 2016**



**HILLINGDON**  
LONDON

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

**Address** HOLLAND AND HOLLAND SHOOTING SCHOOL DUCKS HILL ROAD  
NORTHWOOD

**Development:** Amendment to Condition 2 (Approved drawings) of application  
16568/APP/2015/3140 'Extension to existing reception building and new  
underground shooting range, including the demolition of the existing pavilion  
and garage' to enclose the external plant area and make associated  
landscaping alterations.

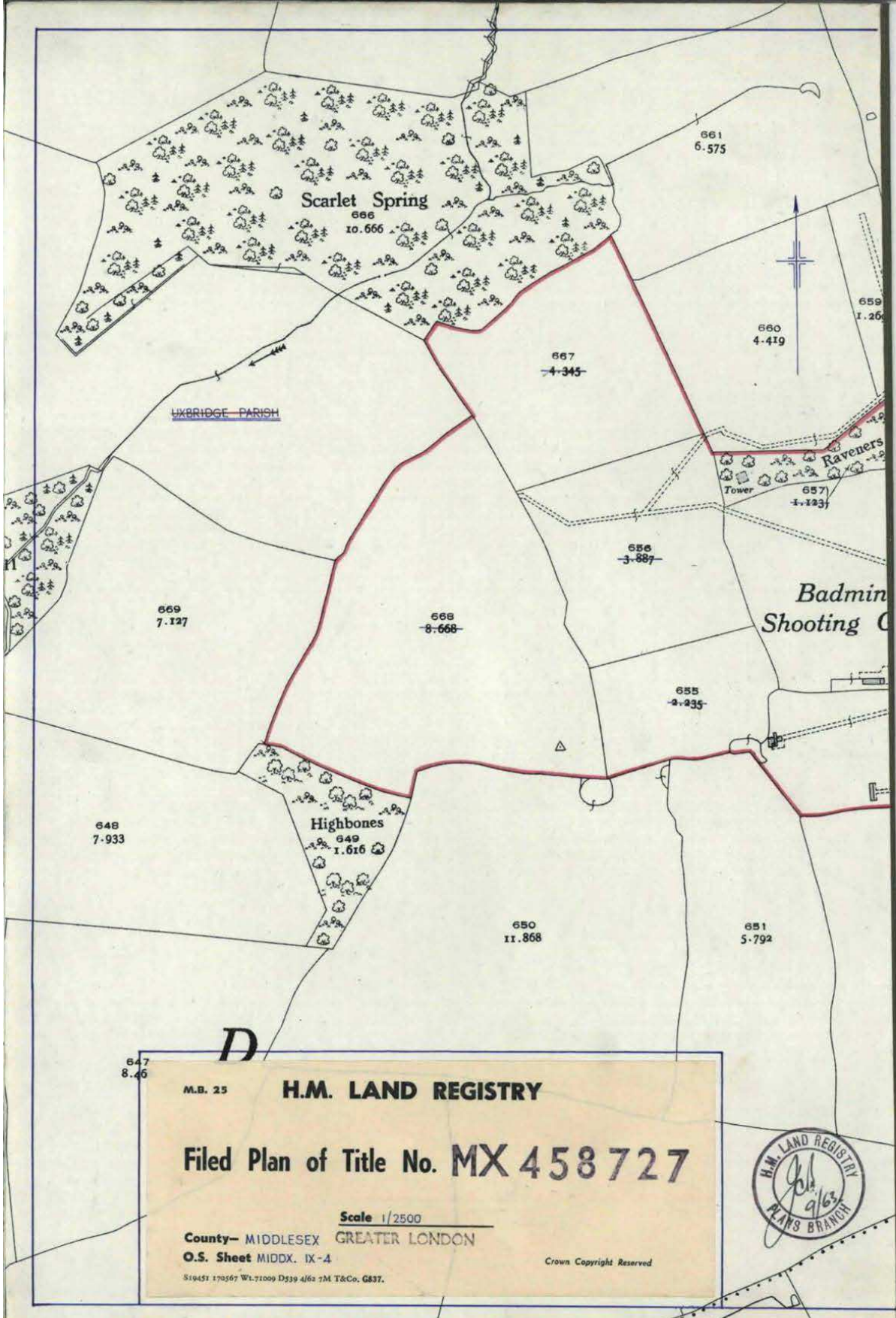
**LBH Ref Nos:** 16568/APP/2016/939

**Date Plans Received:** 04/03/2016

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

**Date Application Valid:** 04/03/2016



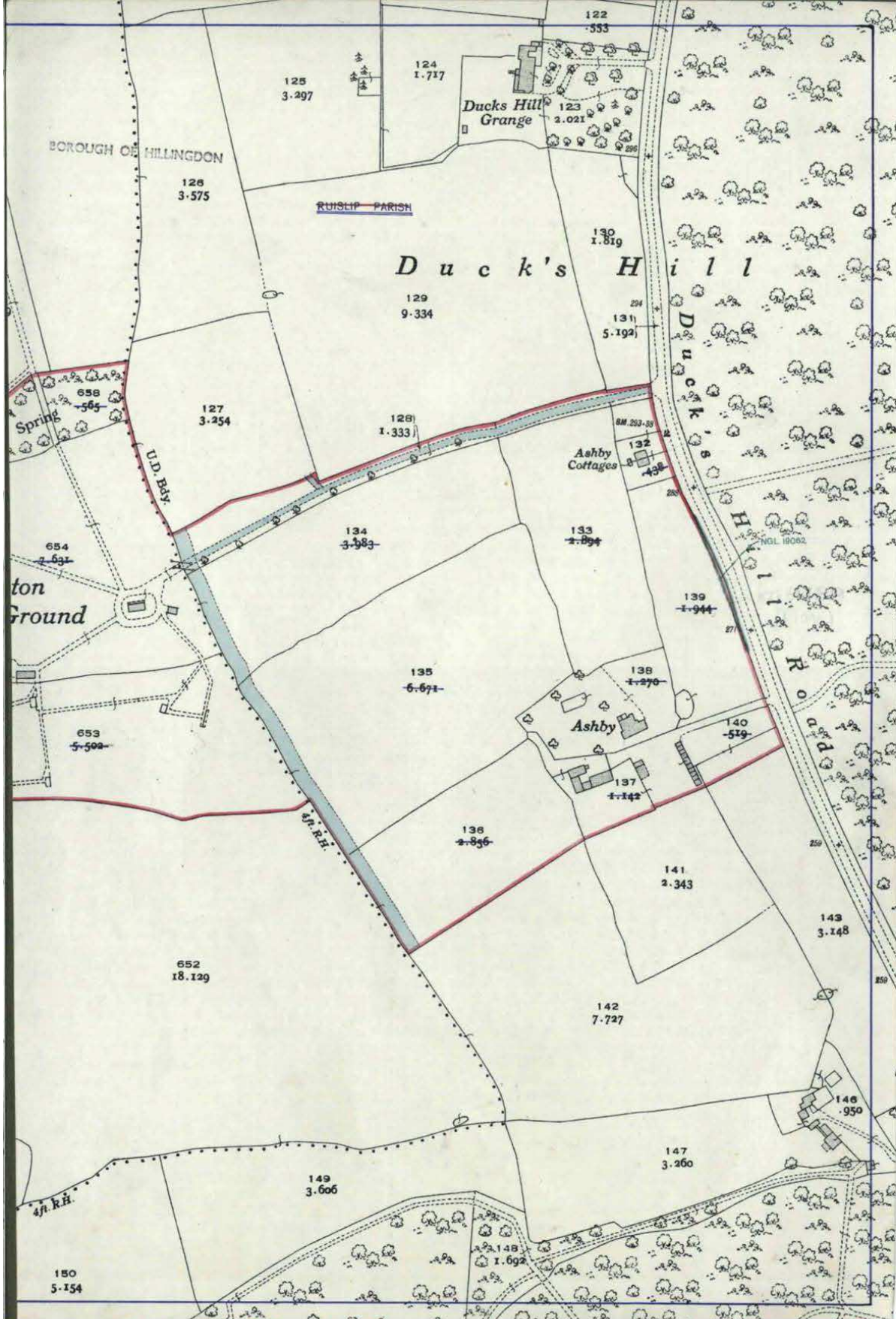


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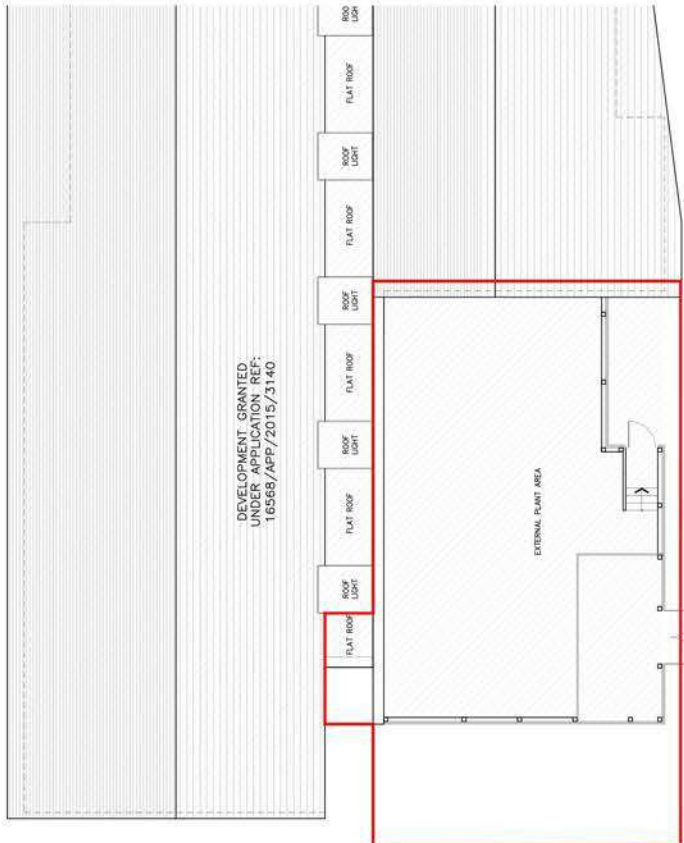
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This title is dealt with by Land Registry, Wales Office.

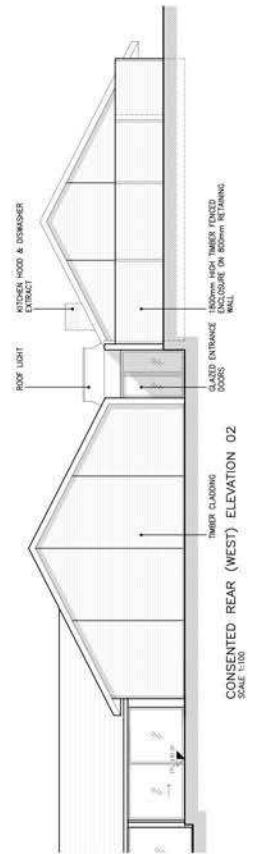


**NOTES**

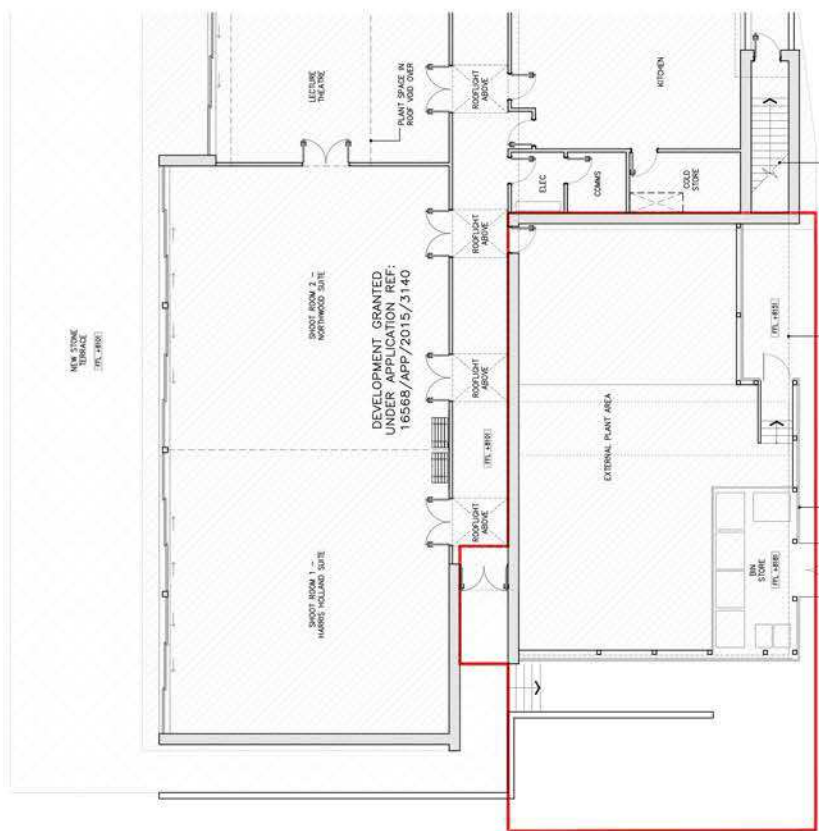
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.  
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 DEVELOPMENT GRANTED UNDER REF: 16566/APP/2015/2140.  
 LANDSCAPE SUBJECT TO DISCHARGE OF CONDITIONS.  
 REF: 16566/2015/APP/AT04



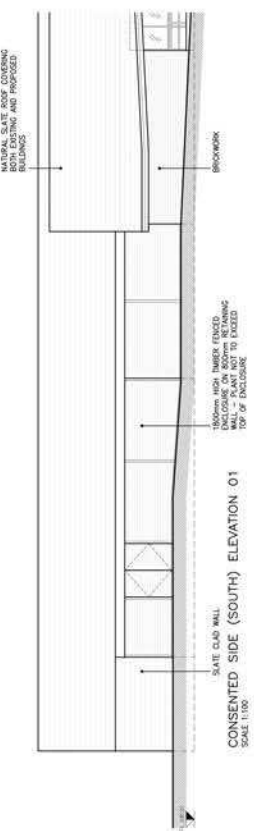
CONSENTED ROOF PLAN  
SCALE 1:100



CONSENTED REAR (WEST) ELEVATION 02  
SCALE 1:100



CONSENTED GROUND FLOOR PLAN  
SCALE 1:100



CONSENTED SIDE (SOUTH) ELEVATION 01  
SCALE 1:100

REV	DATE	DESCRIPTION
B	04.03.16	REV L&E ADDED
A	16.02.16	BORDERS MARKED
	08.02.16	FIRST ISSUE
		REV DATE DESCRIPTION

**HOLLAND & HOLLAND**  
 PROPOSED BUILDING EXTENSION  
 & REFURBISHMENT

**CONSENTED PLANS & ELEVATIONS**

**mcdonald architects**  
 44 St Michaels | 32 Habbott Street | London | E9 5PF | T: +44 (0)20 7041 2300

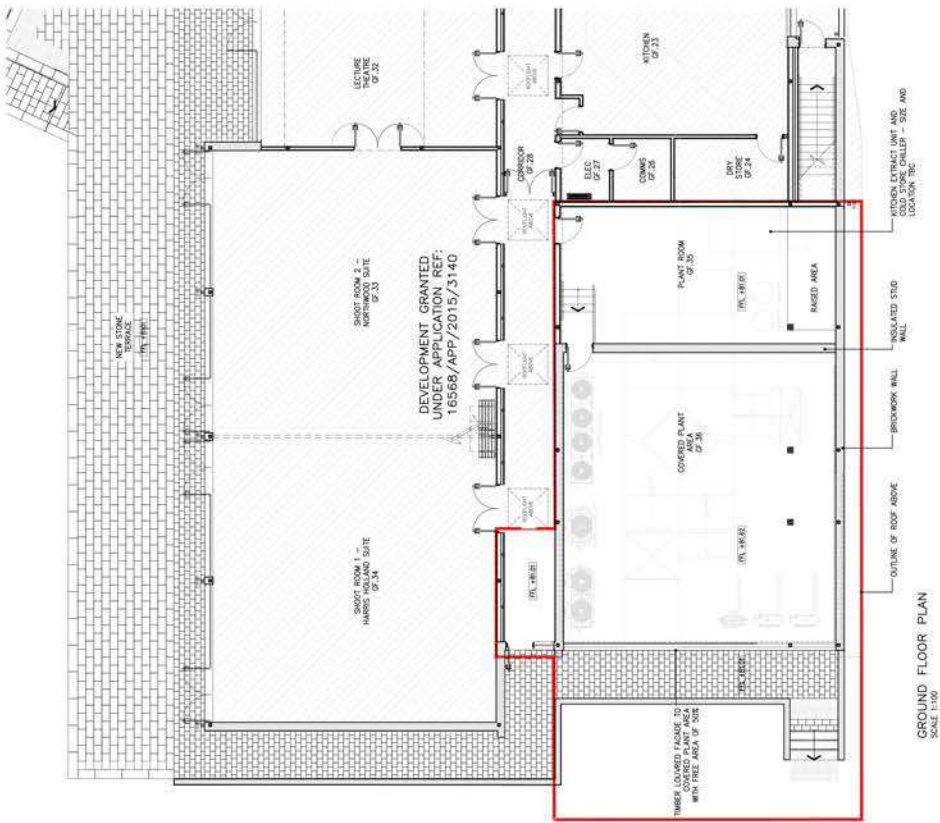
DF	CS	JAN 2016	1:100	A1	B
			1227-118		



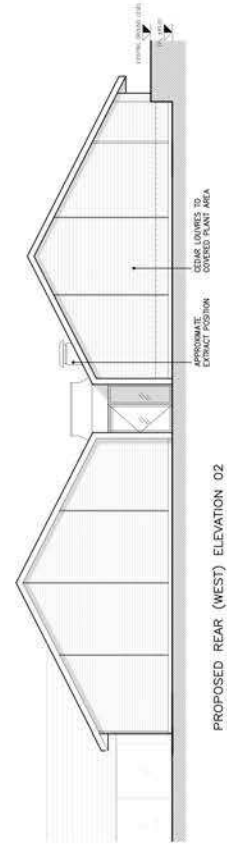
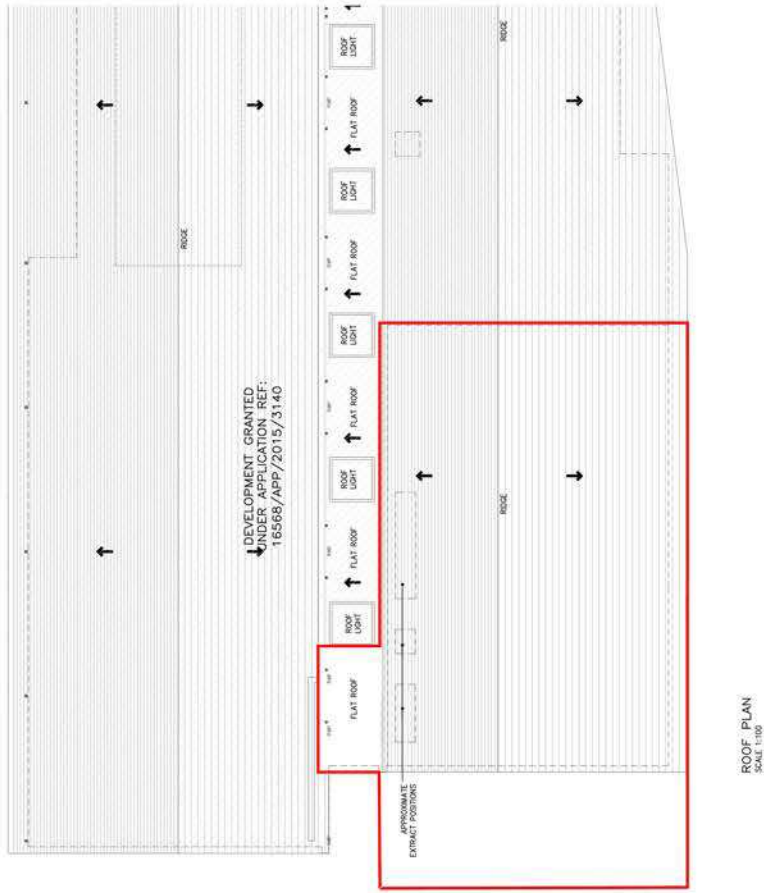
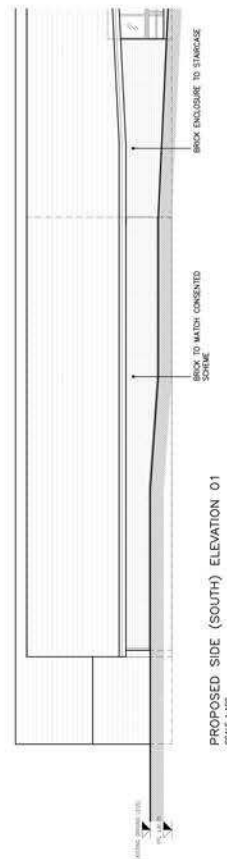


**NOTES:**

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 DRAWINGS BASED ON LASER SURVEYS LTD DRAWINGS /16588-1, 2, 3, 4, 5 AND 0789 DATED OCTOBER 2014.  
 ANY DISCREPANCIES FOUND ON DRAWINGS TO BE COMMUNICATED IMMEDIATELY AND PAID TO THE COMMERCIAL DIRECTOR OF WORKS.  
 PRIMARY SCHEME GRANTED CONSENT ON 11 DEC 2015.  
 REF:16588/APP/2015/3140  
 LANDSCAPE SUBJECT TO DISCHARGE OF CONDITIONS  
 RD 11686/2015/APP/1/04



**GROUND FLOOR PLAN**  
SCALE 1:100



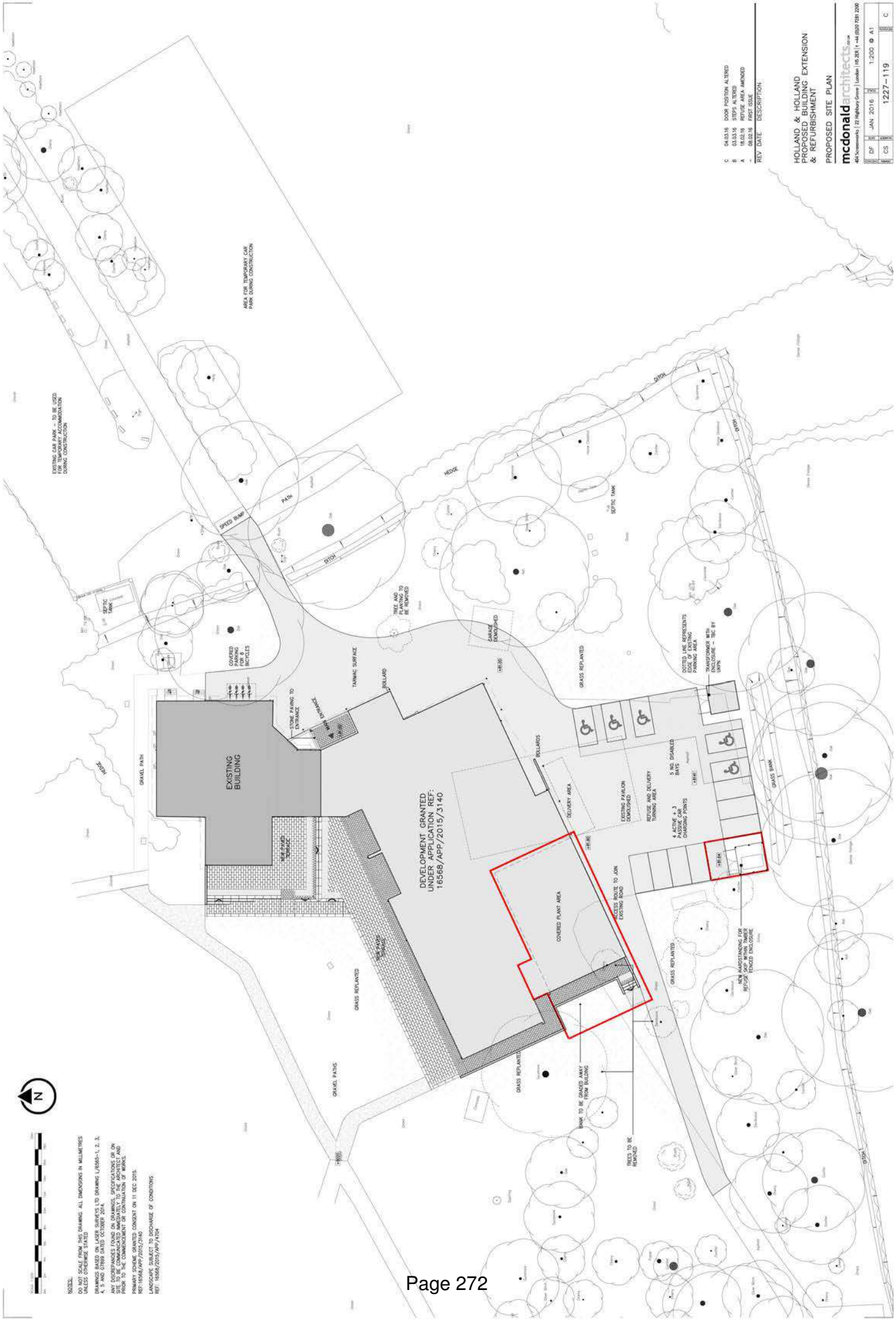
REV	DATE	DESCRIPTION
C	04.03.16	DOOR POSITION ALTERED
B	18.02.16	EXTRACT POSITION ALTERED
A	18.02.16	ROOF AREA MARKED
	08.02.16	FIRST ISSUE

**HOLLAND & HOLLAND**  
**PROPOSED BUILDING EXTENSION**  
**& REFURBISHMENT**

PROPOSED PLANS & ELEVATIONS

**mcdonald architects**  
 44 St Michaels | 32 Highbury Grove | London | N5 2EP | T: +44 (0)20 7261 2380

DF	CS	JAN 2016	1:100	A1
1227-120	C			



EXISTING CAR PARK - TO BE USED FOR VISITOR PARKING DURING CONSTRUCTION

AREA FOR TEMPORARY CAR PARK DURING CONSTRUCTION

DEVELOPMENT GRANTED UNDER APPLICATION REF: 16586/AP/2015/3140

REV	DATE	DESCRIPTION
C	04.03.16	DOOR POSITION ALTERED
B	16.02.16	REVISIONS TO DRAWING
A	16.02.16	REVISIONS TO DRAWING
-	08.02.16	FIRST ISSUE

HOLLAND & HOLLAND  
PROPOSED BUILDING EXTENSION  
& REFURBISHMENT

PROPOSED SITE PLAN

**mcdonald architects**  
48-50 Abchurch Lane | London EC4N 3DF | Tel: +44 (0)20 7861 3200

DF	JAN 2016	1:200	A1
CS		1227-119	C



**NOTES:**  
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PHYSICAL COPIES GRANTED CONSENT ON 11 DEC 2015.  
REF: 16586/AP/2015/3140  
LANDSCAPE SUBJECT TO DISCHARGE OF CONDITIONS.  
REF: 16586/2015/APP/4104

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

**Address** HOLLAND AND HOLLAND SHOOTING SCHOOL DUCKS HILL ROAD  
NORTHWOOD

**Development:** Amendment to Condition 2 (Approved drawings) of application  
16568/APP/2015/3140 'Extension to existing reception building and new  
underground shooting range, including the demolition of the existing pavilion  
and garage' to enclose the external plant area and make associated  
landscaping alterations.

**LBH Ref Nos:** 16568/APP/2016/939

**Date Plans Received:** 04/03/2016

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

**Date Application Valid:** 04/03/2016

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

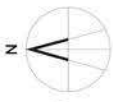
**Address** FORMER TRIMITE SITE ARUNDEL ROAD UXBRIDGE

**Development:** Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sqm (GEA) including a new access off Ashley Road, a minor re-alignment of the highway, service yards, car parking and landscaping.

**LBH Ref Nos:** 9117/APP/2016/278

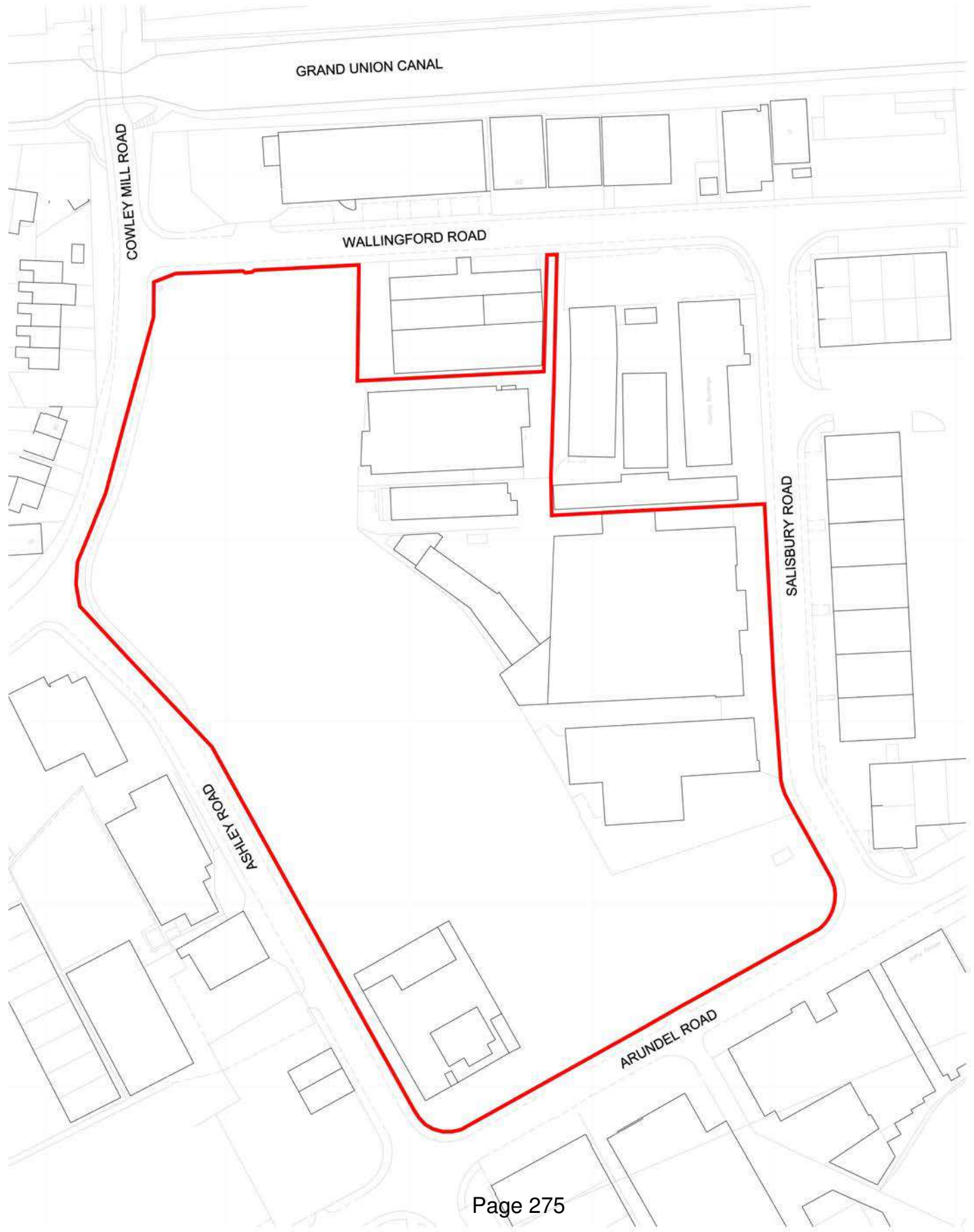
<b>Date Plans Received:</b>	22/01/2016	<b>Date(s) of Amendment(s):</b>	31/05/2016
<b>Date Application Valid:</b>	01/02/2016		22/01/2016
			08/07/2016






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 TELEPHONE: 020 7738 8100. FAX: 020 7738 8101.  
 WWW.MICHAELSPARKS.CO.UK

Site Ownership based on  
 H.M. Land Registry Plan Title no. AGL14819



REV	DATE	NOTE	BY	CHK
A	01-02-16	BOUNDARY EXPLOD		
				DOWN
				CHECK



**MICHAEL SPARKS ASSOCIATES**  
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 LONDON, UK EC4A 3DF  
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 FAX: 020 7738 8101  
 WWW.MICHAELSPARKS.CO.UK

**TITLE:**  
 ASHLEY ROAD, UXBRIDGE  
 DRAWING:  
 SITE LOCATION PLAN

**CLIENT:**  
 MENTMORE INVESTMENTS

**DATE:**  
 DEC 2015

**SCALE:**  
 1:500@A1

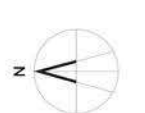
**STATUS:**  
 PLANNING

**PROJECT NO.:**  
 MS



**01**  
 SITE LOCATION  
 1:500

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Site Ownership based on  
 H.M. Land Registry Plan No. AGL14819

BASED ON:  
 SITECH SURVEYING SERVICES -  
 SITE SURVEY DRAWING  
 DATED: DECEMBER 2013.

REV	DATE	NOTE	DRAWN	CHECK
A	21.12.15	DOORS AND WINDOWS UPDATED	PF	MS
B	13.07.16	VEHICLES INDICATED	PF	MS
C	19.07.16	LANDSCAPING UPDATED	PF	MS
D	24.08.16	ACOUSTIC FENCE INDICATED	PF	MS
E	29.08.16	WALLINGFORD ROAD JUNCTION ALTERED	PF	MS
F	11.07.16	LANDSCAPING ADJUSTED	PF	MS

CHARITABLE ARCHITECTS  
 11 FORD PLACE  
 LONDON, W8 5JG  
 TELEPHONE: 020 7738 8100  
 WWW.MICHAELSPARKS.CO.UK

**TITLE:**  
 ASHLEY ROAD, UXBRIDGE  
 DRAWING:  
 SITE LAYOUT PLAN

**CLIENT:**  
 MENTMORE INVESTMENTS

**DATE:**  
 DEC 2015

**SCALE:**  
 1:500@A1

**DATE:**  
 PF

**DATE:**  
 PLANNING

**DATE:**  
 MS



0 5 10 20 50m

01 SITE LAYOUT 1:500 101

**NOTES:**

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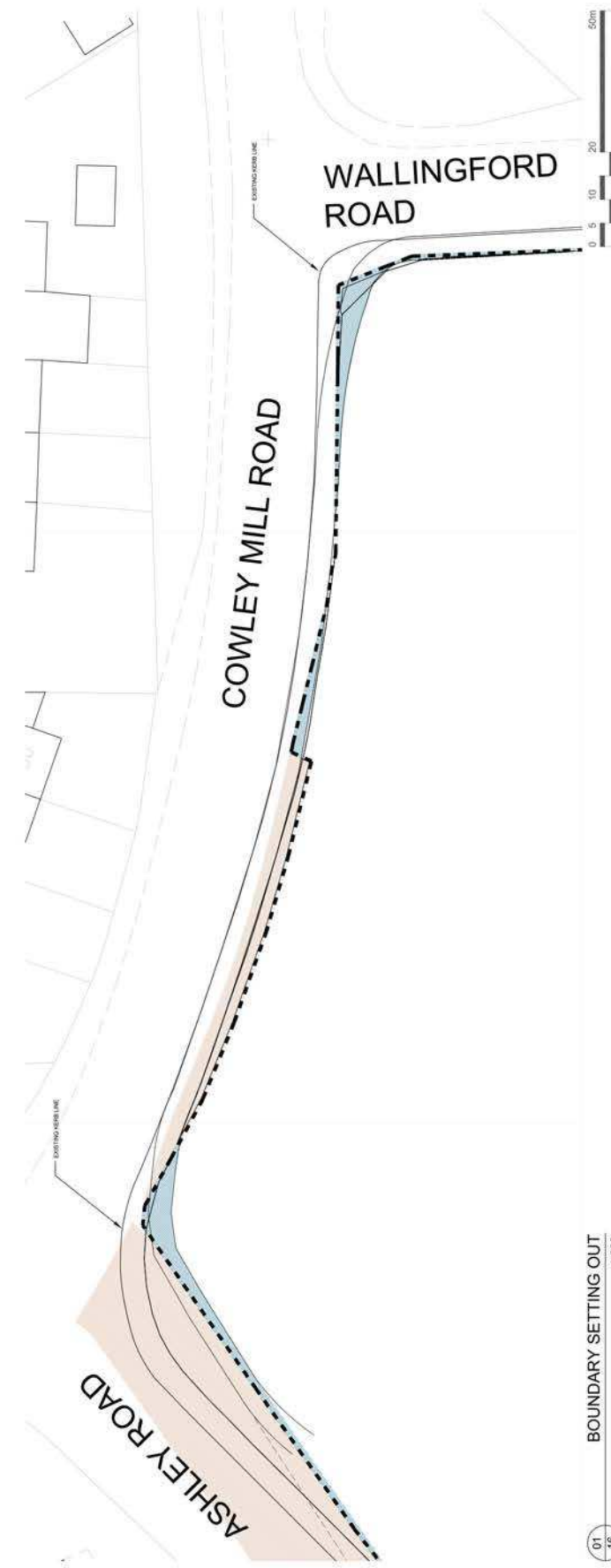
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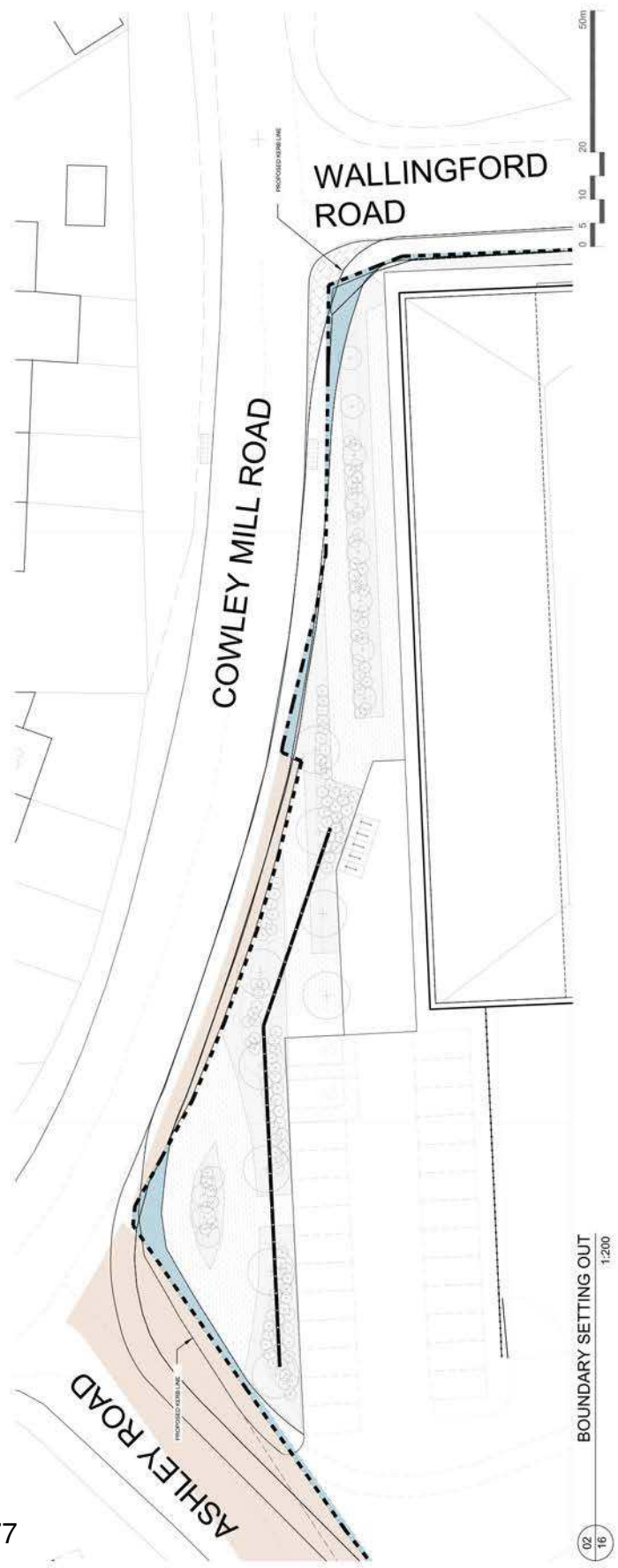
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6. ASSOCIATES OF ARCHITECTS



BOUNDARY SETTING OUT  
1:200

01  
16



BOUNDARY SETTING OUT  
1:200

02  
16

**BASED ON:**

SITECH SURVEYING SERVICES -  
SITE SURVEY DRAWING  
REF: 10654/04/04  
DATED: DECEMBER 2013

MENTMORE INVESTMENTS LLP  
SITE LAYOUT AND BOUNDARY  
REF: A1160  
DATED: 26/03/2014

WSP GROUP LTD'S  
VEGETATION SURVEY AND  
VEGETATION IMPROVEMENT  
REF: 10654/04/04  
DATED: JUNE 2016



Site Ownership based on  
H.M. Land Registry Plan Title no: AGL114819

REV	DATE	NOTE	DOWN	CHK

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11 FORD ROAD  
LONDON, UK W14 4PL  
TELEPHONE: 020 7738 5100  
WWW.MICHAELSPARKS.CO.UK

**TITLE:** ASHLEY ROAD, UXBRIDGE  
**DRAWING:** SITE LAYOUT PLAN

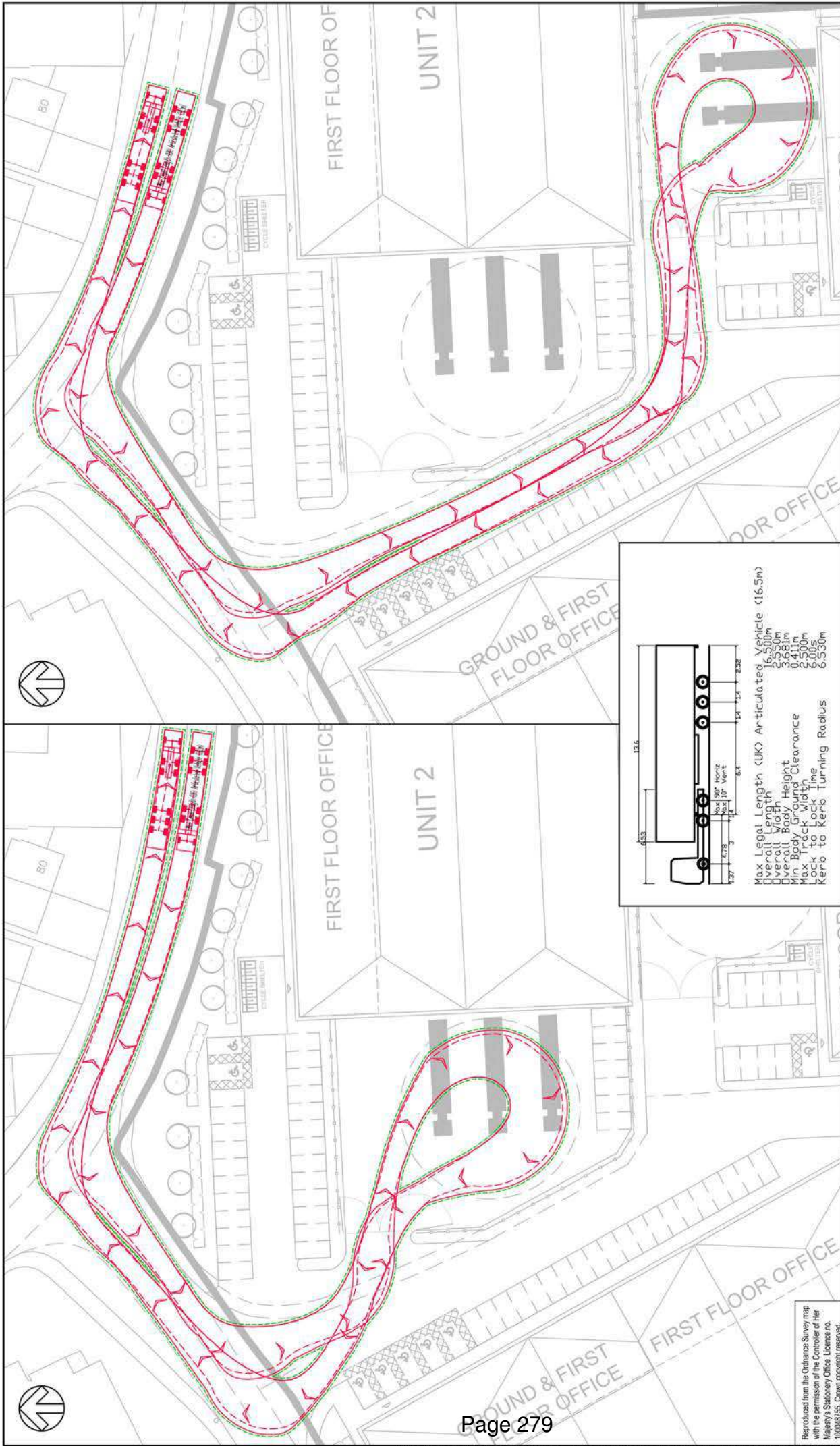
**CLIENT:** MENTMORE INVESTMENTS

**DATE:** JULY 2016  
**SCALE:** 1:200@A1  
**PF:**

**STATUS:** FEASIBILITY  
**DRAWN:** MS  
**CHECKED:** MS

**Drawing Number:** 30802-FE-16





SCALE @ A3	1:500	CHECKED: MSB	APPROVED: MRA
DWG FILE	16654-ATR-01B.DWG	DESIGNED BY: JEY	DATE: January 16
PROJECT No:	70016654	DRAWING No:	16654-ATR-01
		REV:	B

PROJECT:	TRIMITE SITE, UXBRIDGE
CLIENT:	OPTIMA CAPITAL (UK) LTD
ARCHITECT:	---
TITLE:	MAX. LEGAL ARTICULATED VEHICLE MOVEMENTS - Sheet 1 of 2

CLIENT:	OPTIMA CAPITAL (UK) LTD
ARCHITECT:	---

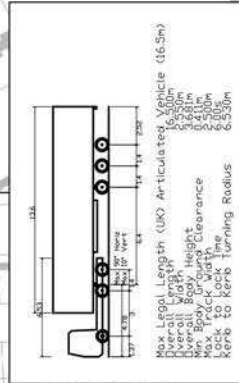
**WSP | PARSONS BRINCKERHOFF**

Unit 9, The Chase, John Tale Road  
 Foxholes Business Park, Herford SG13 7NN  
 Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001  
 www.wspgroup.com www.pbworld.com

REV	DATE	BY	DESCRIPTION	CHK	APP
B	05.07.2016	JEY	0.3m TOLERANCE ADDED TO VEHICLE TRACKING	MSE	MZA
A	15.01.2016	JEY	FIRST ISSUE	MSE	MZA

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Unit 9, The Chase, John Tate Road Foxholes Business Park, Herford SG13 7NN Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001 www.wspgroup.com www.pbworld.com		ARCHITECT: .....		TITLE: MAX. LEGAL ARTICULATED VEHICLE MOVEMENTS - Sheet 2 of 2		DRAUGHTSMAN: J.EY DATE: January 16
PROJECT:		CLIENT:		PROJECT NO: 70016654		DRAWING NO: 16654-ATR-02
REV:		DATE:		BY:		REF: B
DESCRIPTION:		FOR INFORMATION ONLY		© WSP Group Ltd		

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APP
A	17.06.2016	CJC	FIRST ISSUE	MSB	ID

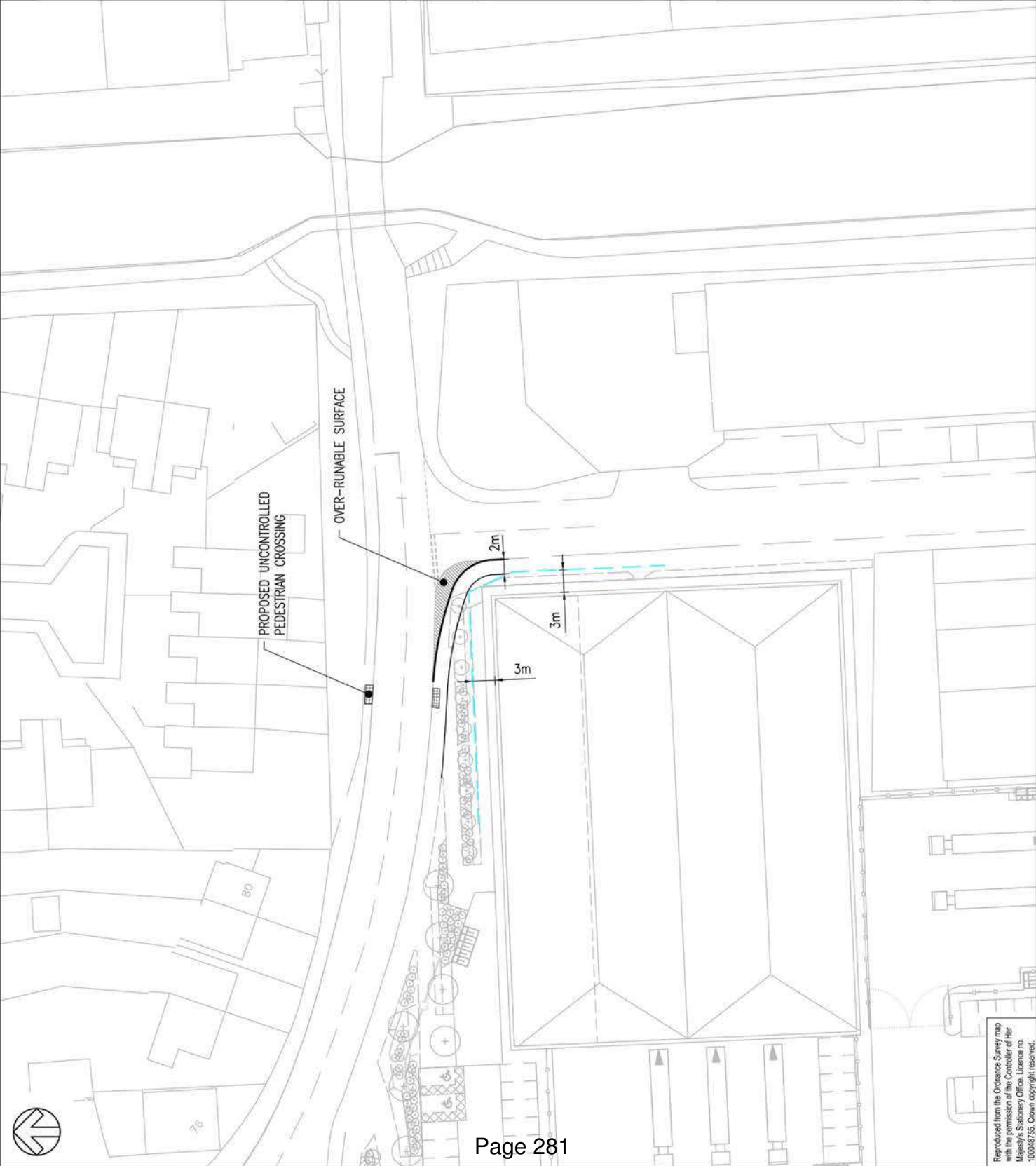
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 Foxholes Business Park, Herford SG13 7NN  
 Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001  
 www.wspgroup.com www.pbworld.com

CLIENT:	MENTMORE INVESTMENTS
ARCHITECT:	MICHAEL SPARKS ASSOCIATES
PROJECT:	ASHLEY ROAD, UXBRIDGE
TITLE:	WALLINGFORD ROAD / COWLEY MILL ROAD PROPOSED JUNCTION IMPROVEMENT
SCALE @ A3:	1:500
CAD FILE:	16654-GA-04
PROJECT NO.:	70016654
CHECKED:	MSB
DESIGN/DRAWN:	CG
APPROVED:	ID
DATE:	June 2016
DRAWING NO.:	16654-GA-04
REF.:	A

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 BOARD ON 10/10/2015  
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 BOARD ON 10/10/2015  
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 IF FROM AN ELECTRONIC VERSION OF THIS DRAWING FORMED  
 DIMENSIONS TAKE PRECEDENCE AND NOT BY MEASUREMENT  
 OF THE DRAWING

**SCHEDULE OF EXTERNAL FACING MATERIALS**

**UNIT**

- 1 Upper profiled wall cladding  
Fully insulated (100mm) cladding panels (CA Arc Sols 10 888), laid horizontally.  
Conceal Prima Zinc.
- 2 Lower Profiled Wall Cladding 1  
Fully insulated half round cladding panels (CA Arc 50 800), laid horizontally.  
Conceal Prima Zinc.
- 3 Lower Profiled Wall Cladding 2  
Fully insulated half round cladding panels (CA Arc 50 800), laid horizontally.  
Conceal Prima Zinc.
- 4 Loading door  
Sectional overhead vehicle doors  
Conceal Prima Zinc.
- 5 Personnel Doors  
Conceal Prima Zinc.
- 6 Joints  
Recessed 300mm wide Vespel Flashing
- 7 Roof  
Tritium roof by CA colour 70/20/10/40/40.
- 8 Eaves fascia and soffits  
Pressed steel fascia  
Colour - Red: Primone 185C.  
Flat aluminium soffit panel  
Colour: White  
Hight level horizontal pressed metal fascia board  
Colour: White
- 9 Featureband  
Hight level horizontal pressed metal fascia board  
Colour: White

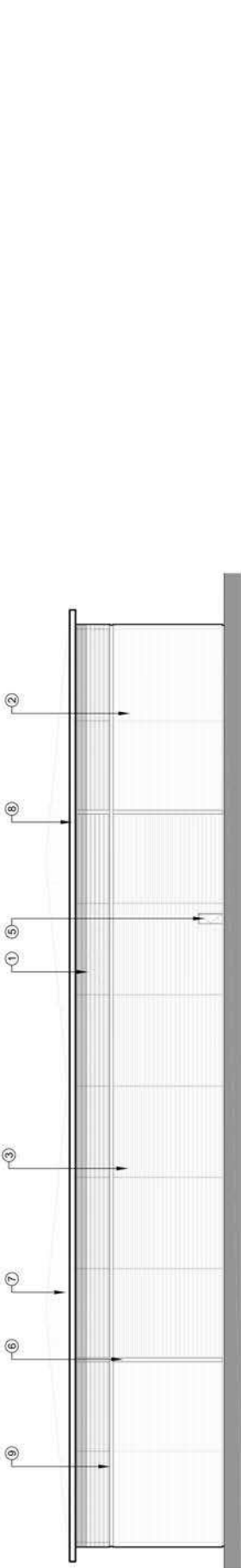
**OFFICES**

- 10 Office Cladding  
Fully insulated half round cladding panels (CA Arc 50 800), laid horizontally.  
Conceal Prima Zinc.
- 11 Curtain Walling to Offices  
Double glazed, solar control Pilkington 'Optiflow' (low E) glass in aluminium frame (Energy Star) in polymer powder coated aluminium frame. The curtain walling is to be installed below 800mm above FFL. Laminated safety glass to ground floor.  
Frame Colour: Anthracite (RAL 7016)  
Glazed entrance door to match curtain walling full height full view  
Finish: Polymer powder coat  
Colour: Anthracite (RAL 7016)
- 12 Entrance door  
0.7m steel Sprague panel  
Finish: Polymer powder coat  
Colour: Anthracite (RAL 7016)
- 13 Colony  
Composite metal cladding, horizontally laid, secret floor. 14 (smooth door)  
Colour: Anthracite (RAL 7016).
- 14 Sprague Panel  
0.7m steel Sprague panel  
Finish: Polymer powder coat  
Colour: Anthracite (RAL 7016).
- 15 Cladding Panel  
Composite metal cladding, horizontally laid, secret floor. 14 (smooth door)  
Colour: Anthracite (RAL 7016).

REV	DATE	NOTE	PF	MC
A	21/12/15	DOORS UPDATED		
			Show	Check

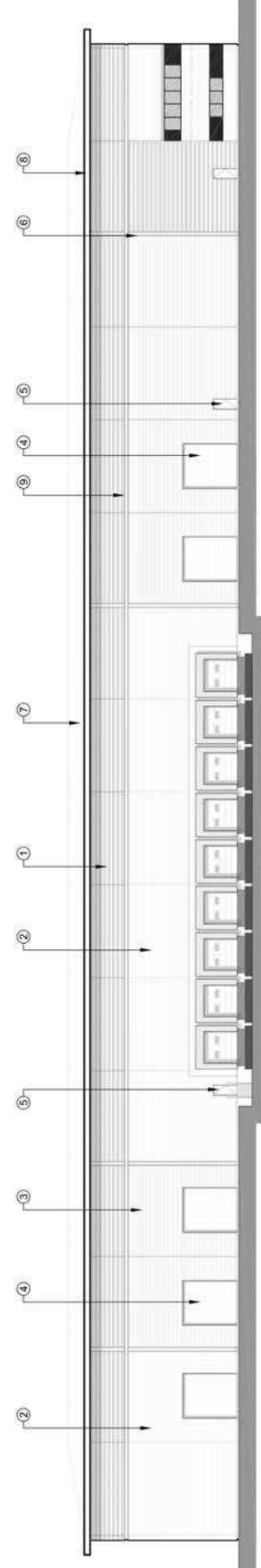
**MICHAEL SPARKS ASSOCIATES**  
 CHARTERED ARCHITECTS  
 11 FORD PLACE  
 LONDON, UK E14 6JG  
 TELEPHONE 020 7718 8100  
 WWW.MICHAELSPARKS.CO.UK

TITLE: **ASHLEY ROAD, UXBRIDGE**  
 DRAWING: **UNIT 1 ELEVATIONS**  
 CLIENT: **MENTMORE INVESTMENTS**  
 DATE: **DEC 2015** SCALE: **1:200@A1** DRAWN: **PF**  
 STATUS: **PLANNING** CHECKED: **MS**  
 DRAWING NUMBER: **30802-PL-105A**



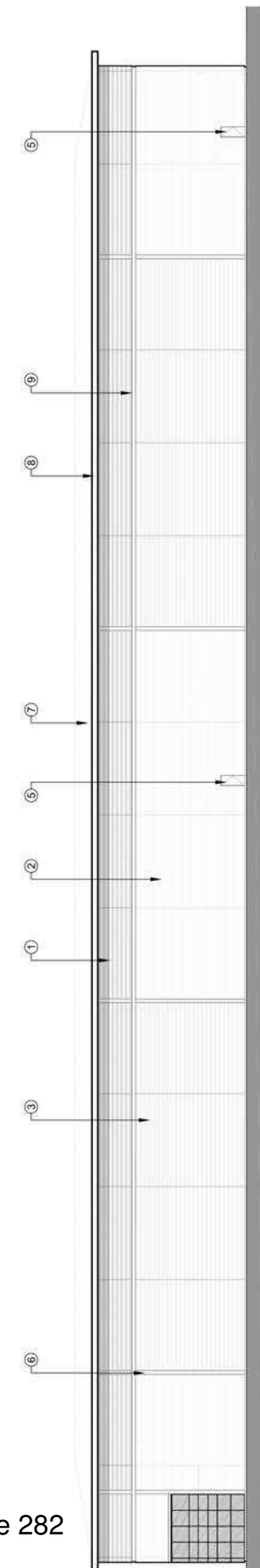
**UNIT 1 SOUTH ELEVATION**  
1:200

01 105



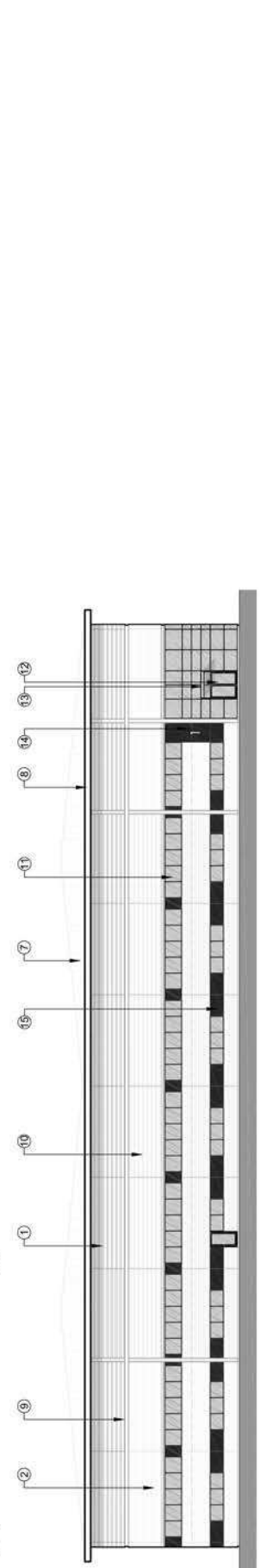
**UNIT 1 EAST ELEVATION**  
1:200

02 105



**UNIT 1 WEST ELEVATION**  
1:200

03 105



**UNIT 1 NORTH ELEVATION**  
1:200

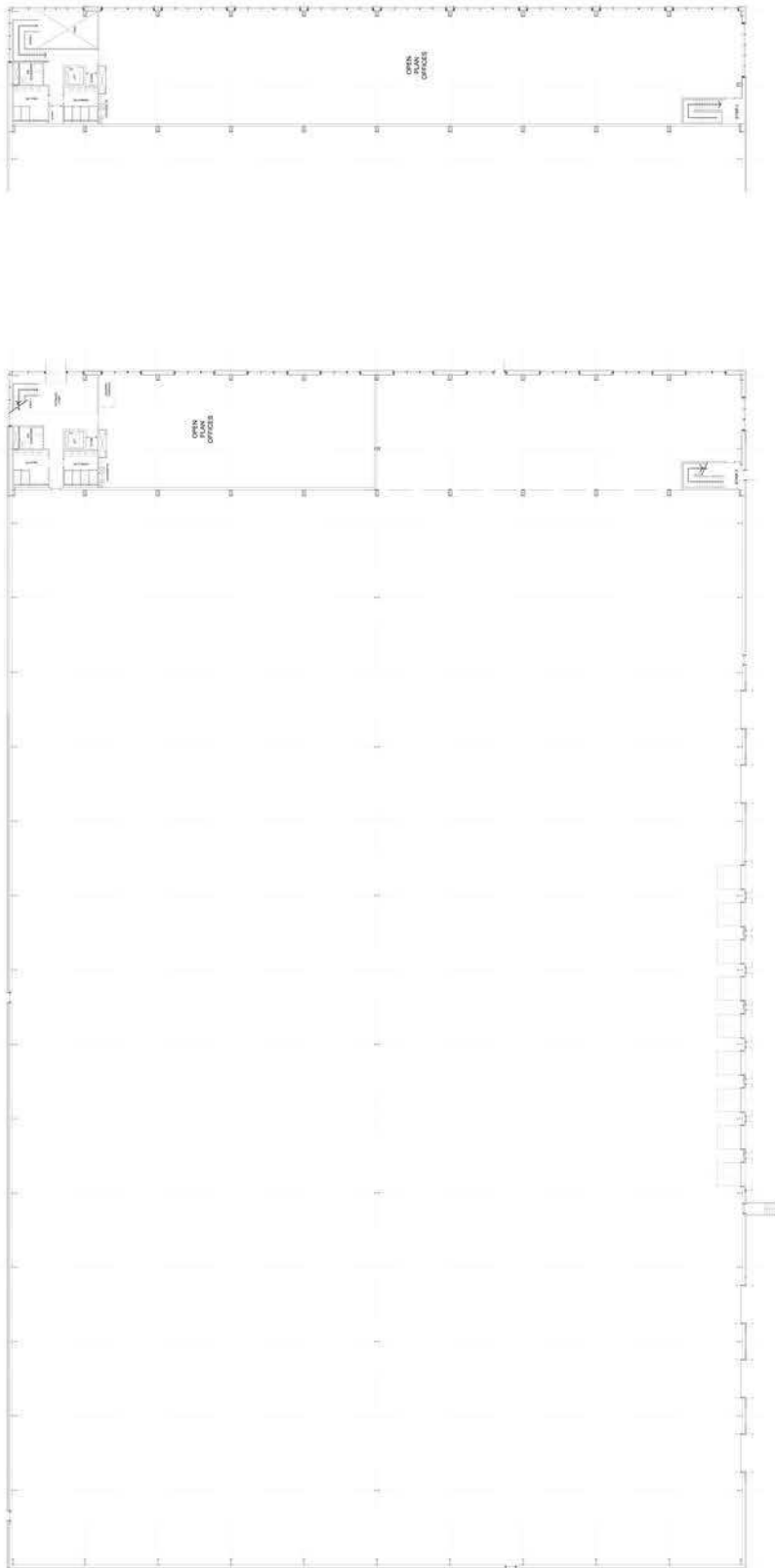
04 105





NOTES:  
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS BUILDING CODE AND ALL APPLICABLE REGULATIONS.  
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS ELECTRICAL CODE AND ALL APPLICABLE REGULATIONS.  
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS MECHANICAL CODE AND ALL APPLICABLE REGULATIONS.  
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS PLUMBING CODE AND ALL APPLICABLE REGULATIONS.  
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS GAS CODE AND ALL APPLICABLE REGULATIONS.  
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS FIRE CODE AND ALL APPLICABLE REGULATIONS.  
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS HEALTH AND SAFETY CODE AND ALL APPLICABLE REGULATIONS.  
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS ENVIRONMENTAL CODE AND ALL APPLICABLE REGULATIONS.  
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS HISTORIC PRESERVATION ACT AND ALL APPLICABLE REGULATIONS.  
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 MASSACHUSETTS ACCESSIBILITY STANDARDS AND ALL APPLICABLE REGULATIONS.

BASED ON:  
 SITE PLAN SUBMITTED BY ARCHITECTS:  
 DATE: 10/15/2018  
 DATE: 10/15/2018  
 DATE: 10/15/2018



01  
102  
GROUND FLOOR  
1:200

02  
102  
FIRST FLOOR  
1:200



NO.	DATE	BY	REVISION
1	10/15/18	MS	ISSUE FOR PERMITTING
2	10/15/18	MS	ISSUE FOR PERMITTING
3	10/15/18	MS	ISSUE FOR PERMITTING

Michael Sparks Associates  
 100 State Street  
 11th Floor  
 Boston, MA 02109  
 Tel: 617.552.1234  
 Fax: 617.552.1235  
 www.msparks.com

PROJECT:  
**ASHLEY ROAD, UMBRIDGE**  
**UNIT 1 FLOOR PLANS**

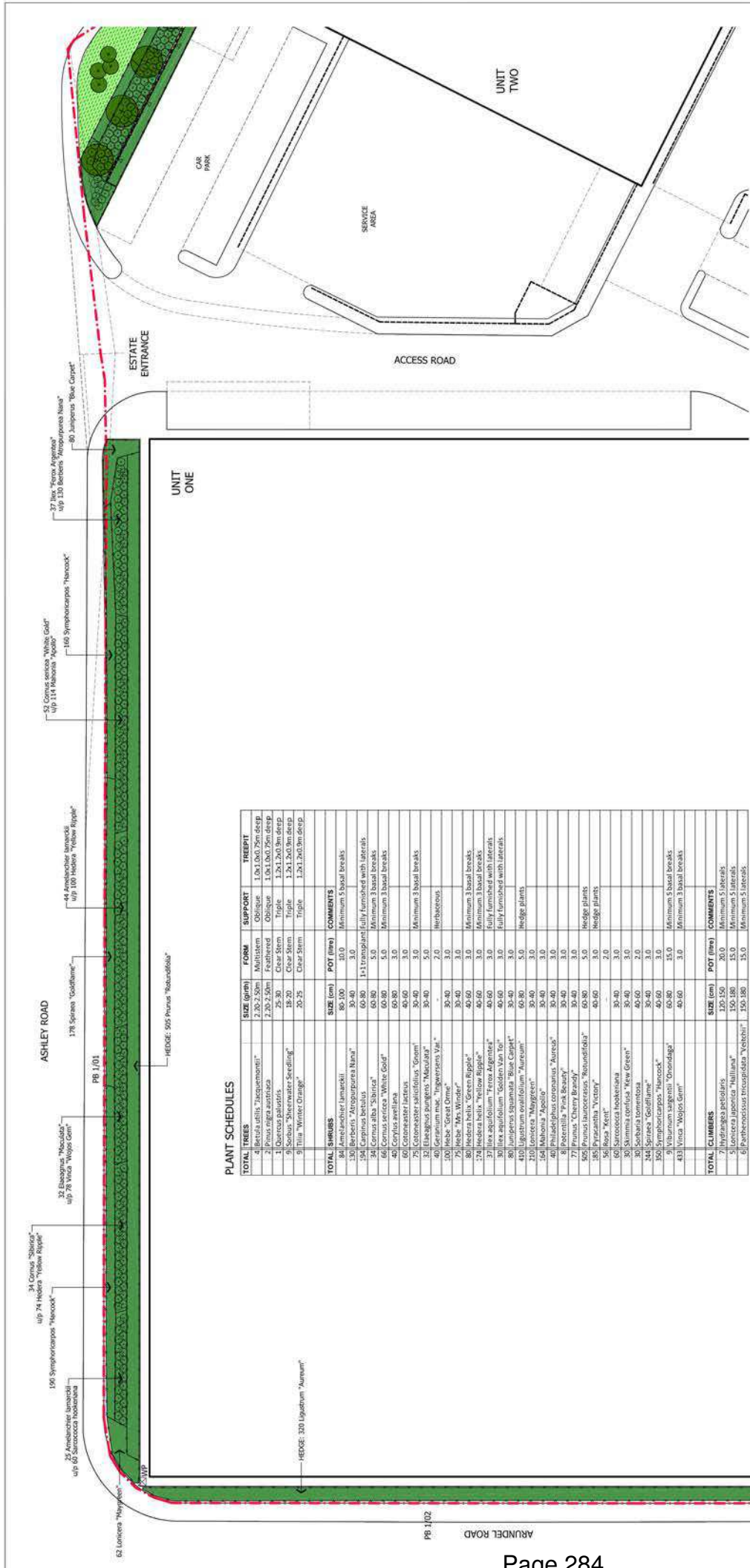
CLIENT:  
**MENTMORE INVESTMENTS**

DATE:  
 DEC 2015

SCALE:  
 1/8" = 1'-0"

DESIGNER:  
 PLANNING

PROJECT NO:  
 308952-PL-102B



PLANT SCHEDULES

TOTAL TREES	SIZE (H/P)	FORM	SUPPORT	TREESPIT
4	Betula utilis "Jacquemontii"	Multi Stem	Oblique	1.0x1.0x0.75m deep
2	Prunus nigra austriaca	Faithrested	Oblique	1.0x1.0x0.75m deep
1	Quercus balustris	Clear Stem	Triple	1.2x1.2x0.9m deep
9	Sorbus "Shearwater Seedling"	Clear Stem	Triple	1.2x1.2x0.9m deep
9	Tilia "Winter Orange"	Clear Stem	Triple	1.2x1.2x0.9m deep
TOTAL SHRUBS	SIZE (cm)	POT (litre)	COMMENTS	
34	Arctostaphylos uva-ursi	3.0	Minimum 5 basal breaks	
130	Berberis "Atropurpurea Nana"	3.0	Minimum 3 basal breaks	
194	Carpinus betulus	60-80	1x1 trianglari fully furnished with laterals	
34	Cornus alba "Sibirica"	60-80	Minimum 3 basal breaks	
66	Cornus sericea "White Gold"	60-80	Minimum 3 basal breaks	
40	Corylus avellana	60-80	Minimum 3 basal breaks	
60	Cotoneaster lacteus	40-60	Minimum 3 basal breaks	
75	Cotoneaster salicifolius "Grim"	30-40	Minimum 3 basal breaks	
40	Ericaceae purpureum "Macedonia"	30-40	Minimum 3 basal breaks	
40	Euonymus alatus "Alatus"	30-40	Minimum 3 basal breaks	
100	Hebe "Great Orme"	30-40	Minimum 3 basal breaks	
75	Hebe "Mrs Winder"	30-40	Minimum 3 basal breaks	
80	Hebe helix "Green Ripple"	40-60	Minimum 3 basal breaks	
174	Hebe helix "Yellow Ripple"	40-60	Minimum 3 basal breaks	
37	Ilex aquifolium "Ferox Argentea"	40-60	Minimum 3 basal breaks	
30	Ilex aquifolium "Golden Yew Top"	40-60	Minimum 3 basal breaks	
80	Juniperus squamata "Blue Carpet"	30-40	Minimum 3 basal breaks	
110	Ligustrum ovalifolium "Aureum"	60-80	Minimum 3 basal breaks	
140	Malva sylvestris "Aurea"	30-40	Minimum 3 basal breaks	
154	Philadelphus coronatus "Aurea"	30-40	Minimum 3 basal breaks	
8	Potamogeton "Pink Beauty"	30-40	Minimum 3 basal breaks	
77	Prunus "Cherry Beauty"	30-40	Minimum 3 basal breaks	
305	Prunus laurocerasus "Roulette"	60-80	Minimum 3 basal breaks	
185	Pyracantha "Victory"	40-60	Minimum 3 basal breaks	
56	Rosa "Kerri"	30-40	Minimum 3 basal breaks	
60	Sarcococca hookeriana	30-40	Minimum 3 basal breaks	
30	Skimmia japonica "Ivory Green"	30-40	Minimum 3 basal breaks	
40	Staphylea trifolia "Goldflame"	30-40	Minimum 3 basal breaks	
144	Syringa "Goldflame"	30-40	Minimum 3 basal breaks	
150	Syringoborborus "Harcocok"	40-60	Minimum 3 basal breaks	
9	Viburnum sargentii "Oxendaga"	60-80	Minimum 3 basal breaks	
433	Vincetoxicum "Wojos Green"	40-60	Minimum 3 basal breaks	
TOTAL CLIMBERS	SIZE (cm)	POT (litre)	COMMENTS	
7	Aristolochia reticulata	120-150	Minimum 5 laterals	
3	Claytonia arvensis "Hulliana"	150-180	Minimum 3 laterals	
9	Polemonium caeruleum "Cobalt"	120-150	Minimum 3 laterals	

Refer to Drawing: 683.29.01 for Outline Specification

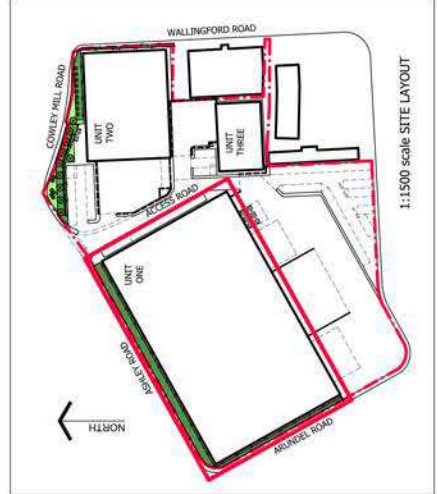
A 27-05-16 Approved Plant Schedules to conform with Cowley Hill Rd plant beds  
 B 14-07-16 Plant Schedules to include climbers at Wallingford Rd

ASHLEY ROAD, UNBRIDGE

UNIT ONE PLANTING LAYOUT  
 Sheet 1 of 2

Scale: 1:250 @ A1  
 Date: JANUARY 2016  
 Drawing: 683.19.01  
 Revision: B

TALAL TERRY ANDERSON LANDSCAPE ARCHITECTS  
 54 Kentwell Avenue, Wimborne - Dorset SP19 7LW Tel: 01204 8847 6839  
 info@terryanderson.co.uk



PROPOSED TREE (circle with cross)

PLANT BED (green rectangle)

GRASS AREA (green stippled rectangle)

WP WATERPOINT (square with cross)

**NOTES:**

SUBJECT TO EXISTING COMMENTS  
 BASED ON OS MAP APPROVED ON BEHALF OF CONTROLLER  
 BY THE STATUTORY OFFICE IN DROWN CONTRACT  
 CONTRACT REFERRED  
 DRAWING PREPARED BY MICHAEL SPARKS ASSOCIATES  
 DRAWING CHECKED AND APPROVED BY MICHAEL SPARKS ASSOCIATES  
 APPROVED FOR CONSTRUCTION BY MICHAEL SPARKS ASSOCIATES  
 APPROVED FOR CONSTRUCTION BY MICHAEL SPARKS ASSOCIATES  
 APPROVED FOR CONSTRUCTION BY MICHAEL SPARKS ASSOCIATES  
 APPROVED FOR CONSTRUCTION BY MICHAEL SPARKS ASSOCIATES

**SCHEDULE OF EXTERNAL FACING MATERIALS**

**UNIT**

- 1 Upper profiled wall cladding
- 2 Lower profiled wall cladding 1
- 3 Lower Profiled Wall Cladding 2
- 4 Over door panel
- 5 Loading door
- 6 Personnel Doors
- 7 Joints
- 8 Roof
- 9 Eaves fascia and soffits
- 10 Façadeband
- 11 Office Cladding
- 12 Curtain Walling to Offices
- 13 Entrance door
- 14 Canopy
- 15 Signage Panel
- 16 Cladding Panel

**OFFICES**

- Fully insulated half height cladding panels (CA Ac 50 800), laid horizontally.
- Coconut Prisma Obsc.
- Double glazed, solar control Pilkington 'OptiClear' safety glass with a 16mm air space. 'Over for the inner pane U-Value as per Energy Strategy', in polyester powder coated aluminium frame with 16mm air space. Toughened pane to ground floor.
- Frame Colour: Anthracite (RAL 7016)
- High set door
- High set door
- Finish: Polyester powder coat Colour: Anthracite (RAL 7016)
- 0.7mm steel Signage panel
- Finish: Polyester powder coat Colour: Anthracite (RAL 7016)
- Composite metal cladding, horizontally laid, secret Colour: Anthracite (RAL 7016).

REV	DATE	NOTE	BY	CHK
A	21/12/13	DOORS UPDATED	MS	MS
B	29/05/16	WINDOWS ADDED TO N. CORNER	PF	MS

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 LONDON, UK E.C.1A  
 TELEPHONE: 020 7738 8142  
 WWW.MICHAELSPARKS.CO.UK

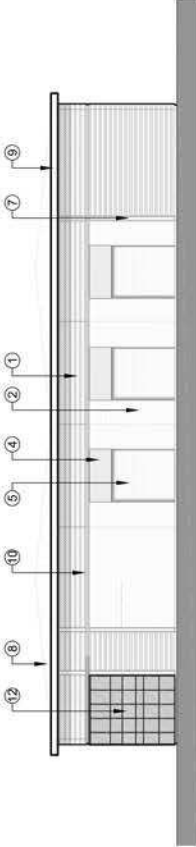
**ASHLEY ROAD, UXBRIDGE**  
 UNIT 2 ELEVATIONS

CLIENT: **MENTMORE INVESTMENTS**

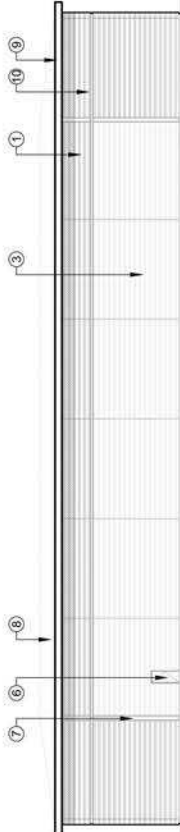
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 DRAWN: PF  
 CHECKED: MS  
 STATUS: PLANNING

CLIENT: **MENTMORE INVESTMENTS**

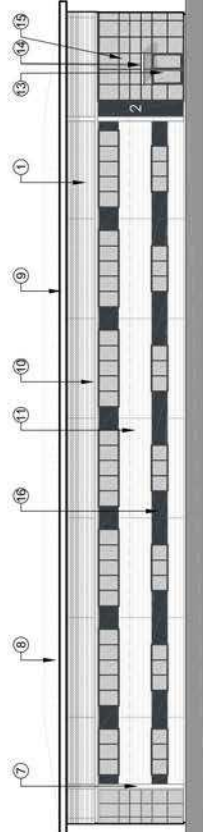
30802-PL-106B



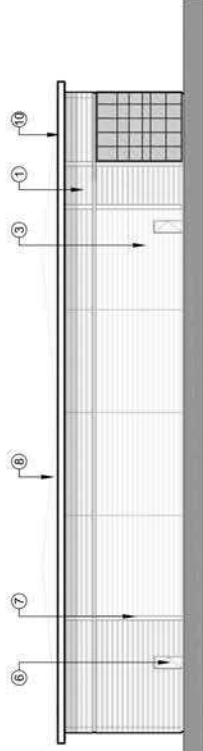
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1:200



UNIT 2 SOUTH ELEVATION  
1:200



UNIT 2 NORTH ELEVATION  
1:200

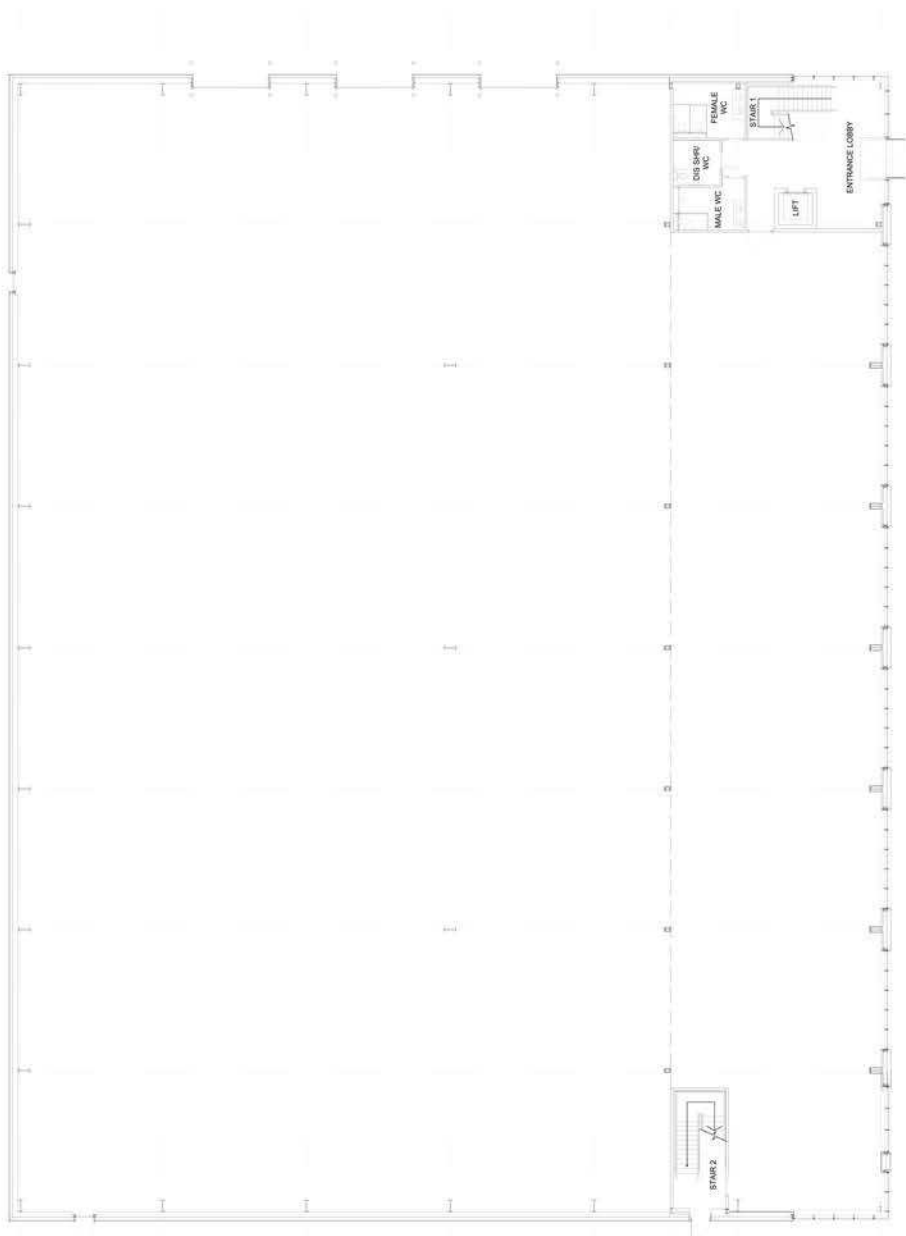


UNIT 2 EAST ELEVATION  
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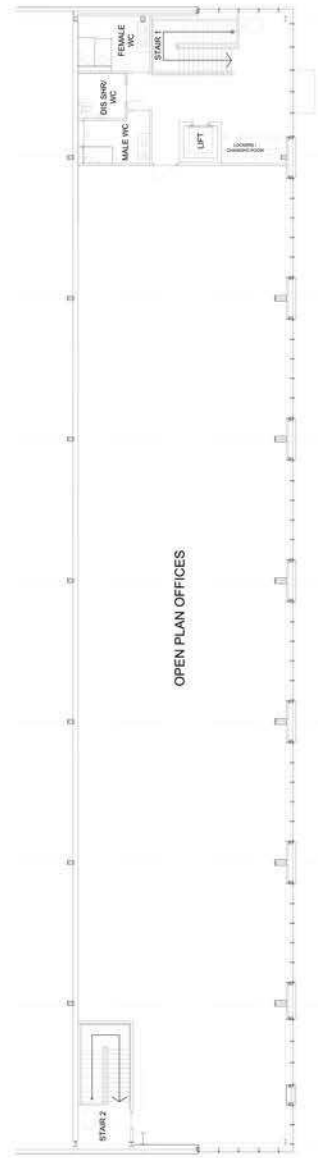


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 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NATIONAL BUILDING REGULATIONS.  
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**MARKED ON:**  
 SETS OF DRAWINGS FOR APPROVAL  
 DATE: 10/10/2015  
 DRAWN BY: J. SPARKS  
 CHECKED BY: J. SPARKS  
 DATE: 10/10/2015



UNIT 2 GROUND FLOOR PLAN  
 1:1000

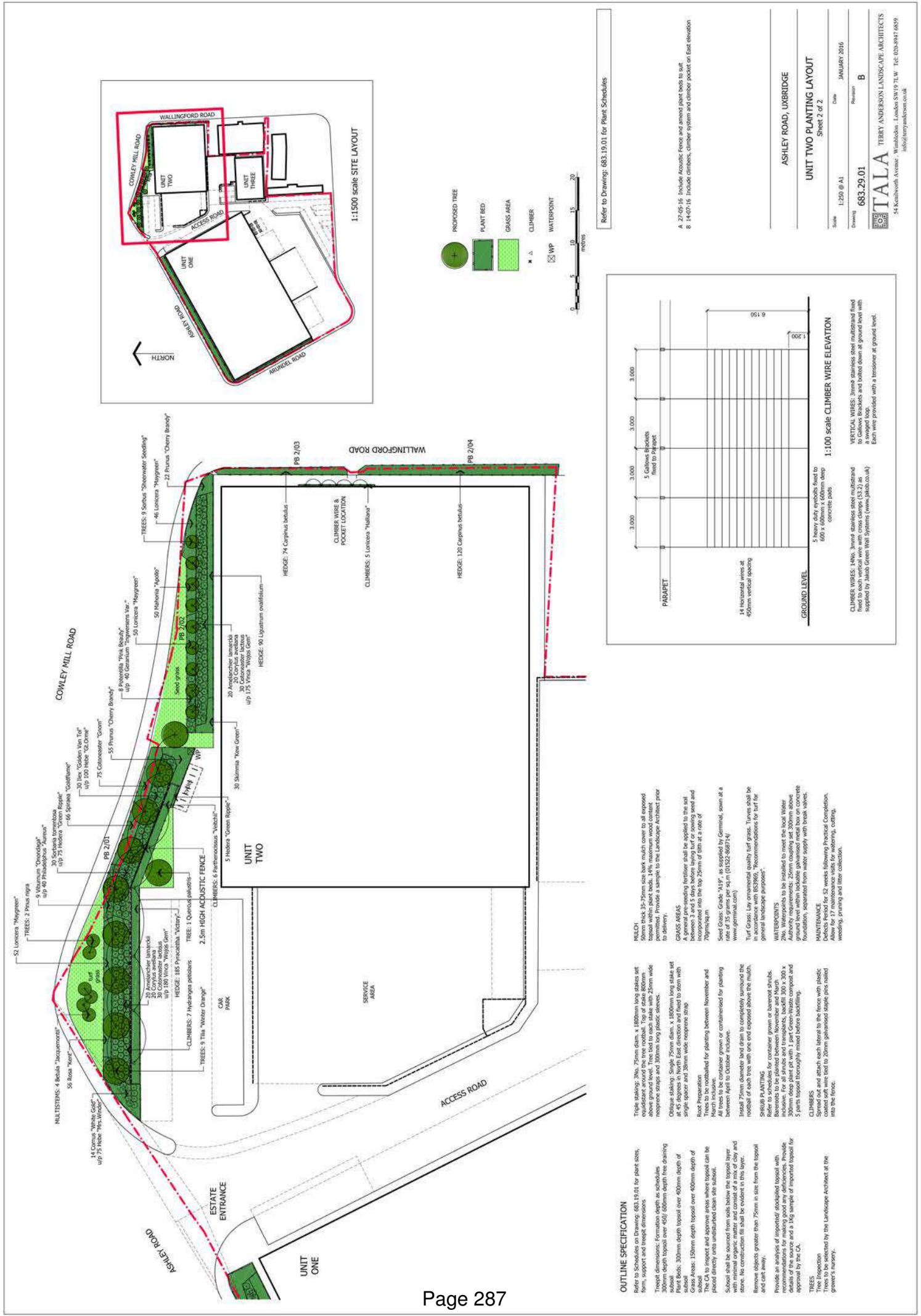


UNIT 2 FIRST FLOOR PLAN  
 1:1000

DATE	NO.	DESCRIPTION	BY	CHKD.
10/10/2015	1	ISSUE FOR APPROVAL	J. SPARKS	J. SPARKS
10/10/2015	2	REVISED	J. SPARKS	J. SPARKS
10/10/2015	3	REVISED	J. SPARKS	J. SPARKS
10/10/2015	4	REVISED	J. SPARKS	J. SPARKS
10/10/2015	5	REVISED	J. SPARKS	J. SPARKS
10/10/2015	6	REVISED	J. SPARKS	J. SPARKS
10/10/2015	7	REVISED	J. SPARKS	J. SPARKS
10/10/2015	8	REVISED	J. SPARKS	J. SPARKS
10/10/2015	9	REVISED	J. SPARKS	J. SPARKS
10/10/2015	10	REVISED	J. SPARKS	J. SPARKS



**ASHLEY ROAD, UMBRIDGE**  
**UNIT 2 FLOOR PLANS**  
 DRAWN BY: J. SPARKS  
 CHECKED BY: J. SPARKS  
 DATE: 10/10/2015  
 PROJECT NO: 30802-PL-103B

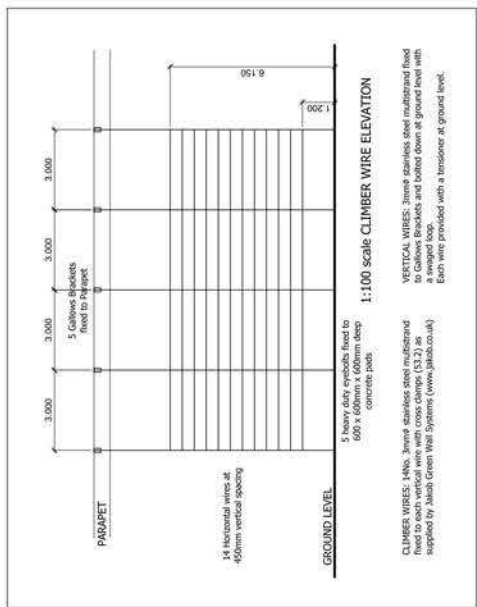


**OUTLINE SPECIFICATION**

Refer to Schedule on Drawing: 683.19.01 for plant sizes, form, support and trep dimensions.  
 Fertiliser: 100g/m<sup>2</sup> of slow release fertiliser to be applied to all exposed topsoil within plant beds. 14% maximum wood content.  
 Subsoil: 300mm depth topsoil over 450/100mm depth free draining subsoil.  
 Plant Beds: 300mm depth topsoil over 400mm depth of Grits Areas: 150mm depth topsoil over 400mm depth of subsoil.  
 The CA to inspect and approve areas where topsoil can be placed directly onto subsoil within the site.  
 The CA to inspect and approve areas where topsoil can be placed on a 100mm depth of subsoil.  
 Remove objects greater than 75mm in size from the topsoil and left away.  
 Provide an analysis of imported topsoil with details of the source and a 1kg sample of imported topsoil for approval by the CA.  
**TREES**  
 Trees to be selected by the Landscape Architect at the grower's nursery.

**MELCH**  
 50mm thick, 35-75mm size bark mulch cover to all exposed topsoil within plant beds. 14% maximum wood content.  
 Provide a sample to the Landscape Architect prior to delivery.  
**GRASS AREAS**  
 Seedling fertilizer shall be applied to the soil between 3 and 5 days before laying turf or sowing seed and incorporated into the top 25mm of 60m at a rate of 10g/m<sup>2</sup>.  
 Seed Grass: Grade 'A19', as supplied by Geminal, sown at a rate of 35 grams per sq.m. (0.1522-860714) www.geminal.com  
 Turf Grass: Lay ornamental quality turf grass. Turves shall be in accordance with BS2609. Recommendations for turf for general landscaping purposes.  
**WATERPOINTS**  
 Authority requirements: 25mm coupling set 300mm above ground level within lockable galvanneal metal box on concrete foundation, separator from water supply with break valves.  
**MAINTENANCE**  
 Defects Period for 32 weeks following Practical Completion, including watering, pruning and litter collection.

Triple staking: 750 x 75mm dia. x 1800mm long stakes set equidistant around the tree rootball. Top of stake 800mm above ground level. Tree tied to each stake with 25mm wide neoprene straps and 30mm wide plastic sleeves.  
 Oblique staking: Single 75mm dia. x 1800mm long stakes set at 45 degrees in North East direction and fixed to stem with single spacers and 30mm wide neoprene straps.  
 Root Preparation  
 Refer to schedule for planting between November and March inclusive.  
 All trees to be container grown or containerised for planting between April to October inclusive.  
 Install 75mm diameter lead drain to completely surround the rootball of each tree with one end exposed above the mesh.  
**SHRUB PLANTING**  
 Refer to schedule for container grown or balled shrubs. Bare roots to be planted between November and March inclusive.  
 300mm deep plant pit with 1 part Green-Waste compost and 5 parts topsoil thoroughly mixed before backfilling.  
**CLIMBERS**  
 Spread out and attach each lateral to the fence with plastic coated soft wire tied to 20mm galvanneal staple pins nailed into the fence.



Refer to Drawing: 683.19.01 for Plant Schedules

**UNIT TWO PLANTING LAYOUT**  
 Sheet 2 of 2

Scale: 1:250 @ A1  
 Date: JANUARY 2016  
 Drawing: 683.29.01  
 Revision: B  
 TALA TERRY ANDERSON LANDSCAPE ARCHITECTS  
 54 Kenilworth Avenue, Wimbobos - London SW19 7LW Tel: 020 8947 6839  
 info@tallyanderson.co.uk

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 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

**SCHEDULE OF EXTERNAL FACING MATERIALS**

UNIT	DESCRIPTION
1	Upper profiled wall cladding
2	Lower profiled wall cladding 1
3	Lower profiled wall cladding 2
4	Over door panel
5	Loading door
6	Personel Doors
7	Joints
8	Roof
9	Eaves metal and soffit
10	Finishelement

**OFFICES**

11	Office Cladding
12	Curtain Walling to Offices
13	Entrance door
14	Canopy
15	Signage Panel
16	Cladding Panel

REV	DATE	NOTE	BY	CHK
4	31/12/13	20005 UPDATED		

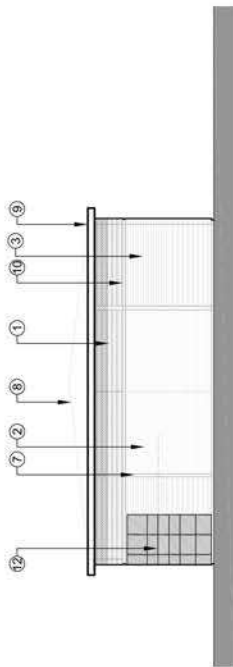
**MICHAEL SPARKS ASSOCIATES**  
 CHARTERED ARCHITECTS  
 11 FORD PLACE  
 100 OLD BURY ROAD  
 LONDON, UK E9 6JF  
 TELEPHONE 020 7738 8100  
 WWW.MICHAELSPARKS.CO.UK

CLIENT: **MENTMORE INVESTMENTS**

PROJECT: **ASHLEY ROAD, UXBRIDGE**  
**UNIT 3 ELEVATIONS**

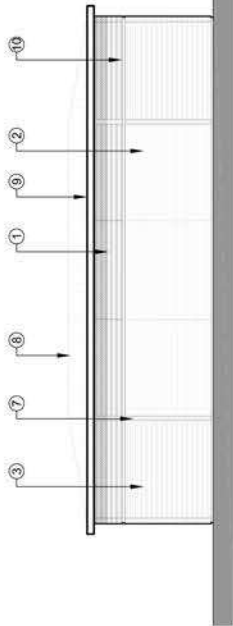
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 CHECKED: MS  
 PROJECT: PLANNING

DRAWING NUMBER: **30802-PL-107A**



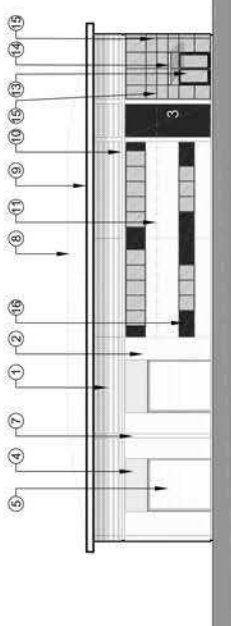
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01  
107



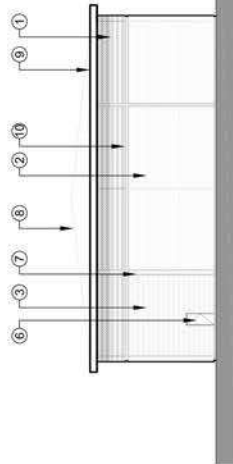
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107



UNIT 3 SOUTH ELEVATION  
1:200

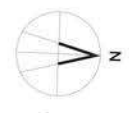
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UNIT 3 EAST ELEVATION  
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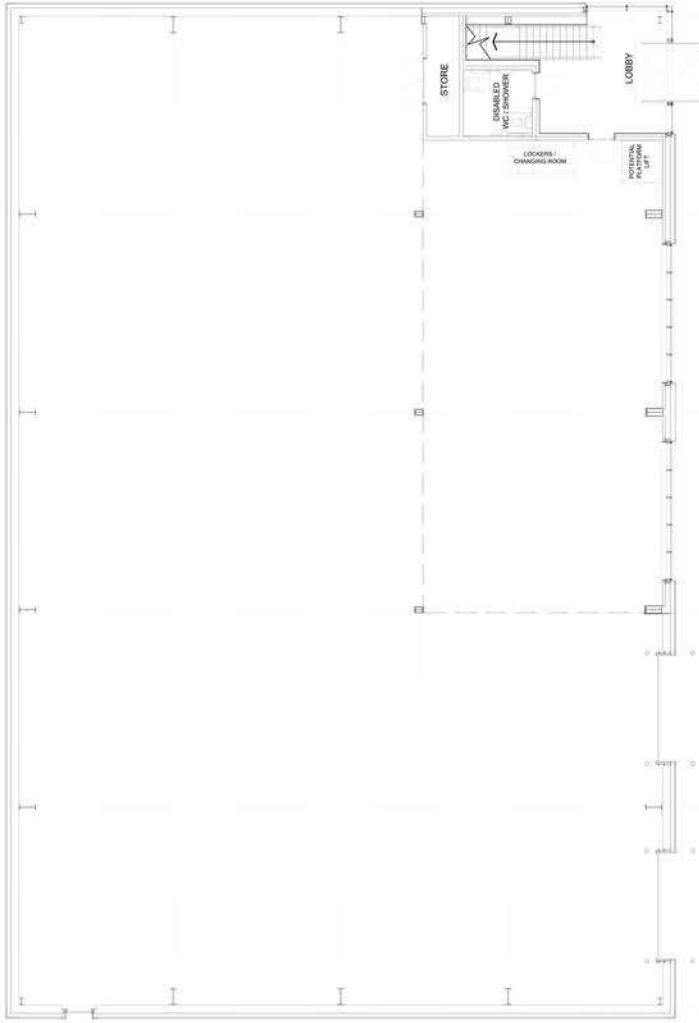
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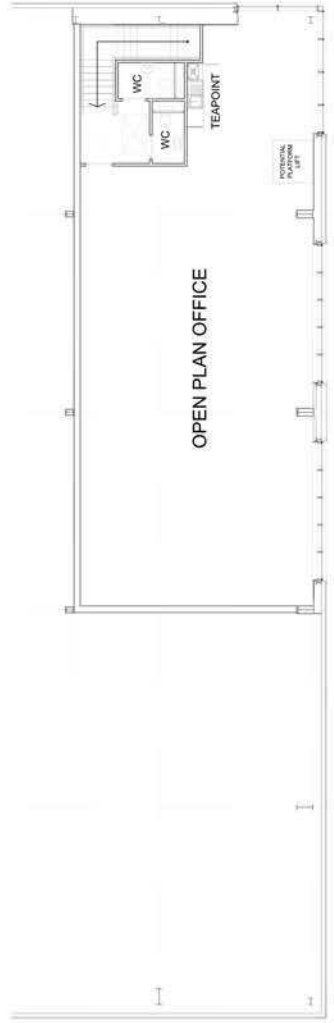


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**BASED ON:**  
 SITECH SURVEYING SERVICES -  
 SITE SURVEY DRAWING  
 DATED: 15/11/13  
 DATED: DECEMBER 2013




01  
 UNIT 3 GROUND FLOOR PLAN  
 1:100



02  
 UNIT 3 FIRST FLOOR PLAN  
 1:100



REV	DATE	NOTE	BY	CHK
A	21/12/13	DOORS UPDATED		



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 CHARTERED ARCHITECTS  
 11 FORD PLACE  
 LONDON, W8 2PS  
 TELEPHONE: 020 7738 8142  
 WWW.MS-ARCHITECTS.CO.UK

**TITLE:**  
 ASHLEY ROAD, UXBRIDGE  
 DRAWING:  
 UNIT 3 FLOOR PLANS

**CLIENT:**  
 MENTMORE INVESTMENTS

**DATE:**  
 DEC 2015

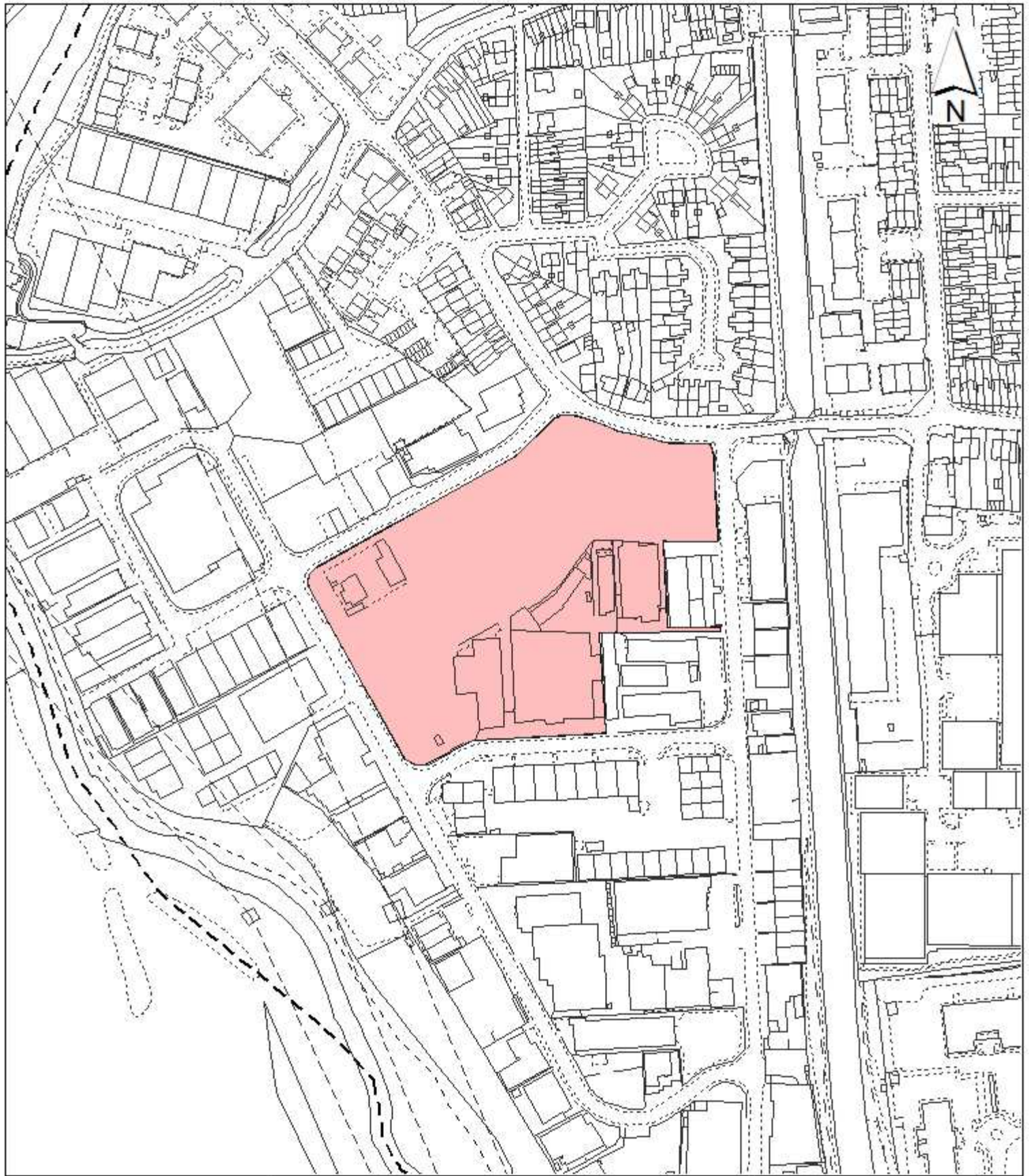
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 1:100@A1

**STATUS:**  
 PLANNING

**DESIGNED BY:**  
 MS

**DRAWN BY:**  
 MS

**CLIENT NUMBER:**  
 30802-PL-104A



**Notes:**

 Site boundary

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Site Address:

**Fomer Trimate Site**

Planning Application Ref:

**9117/APP/2016/278**

Planning Committee:

**Major Page 290**

Scale:

**1:3,000**

Date:

**August 2016**

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

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



**HILLINGDON**  
LONDON



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

**Address** KINGSWAY HOUSE HORTON ROAD YIEWSLEY

**Development:** Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application) AMENDED RED LINE PLAN AND FLOOR PLANS RECEIVED

**LBH Ref Nos:** 70438/APP/2015/4424

<b>Date Plans Received:</b>	02/12/2015	<b>Date(s) of Amendment(s):</b>	27/04/2016
<b>Date Application Valid:</b>	05/01/2016		20/06/2016
			19/04/2016
			06/07/2016
			02/12/2015

---

General notes  
 All settings out must be checked on site  
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 All dimensions must be checked on site  
 The drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk  
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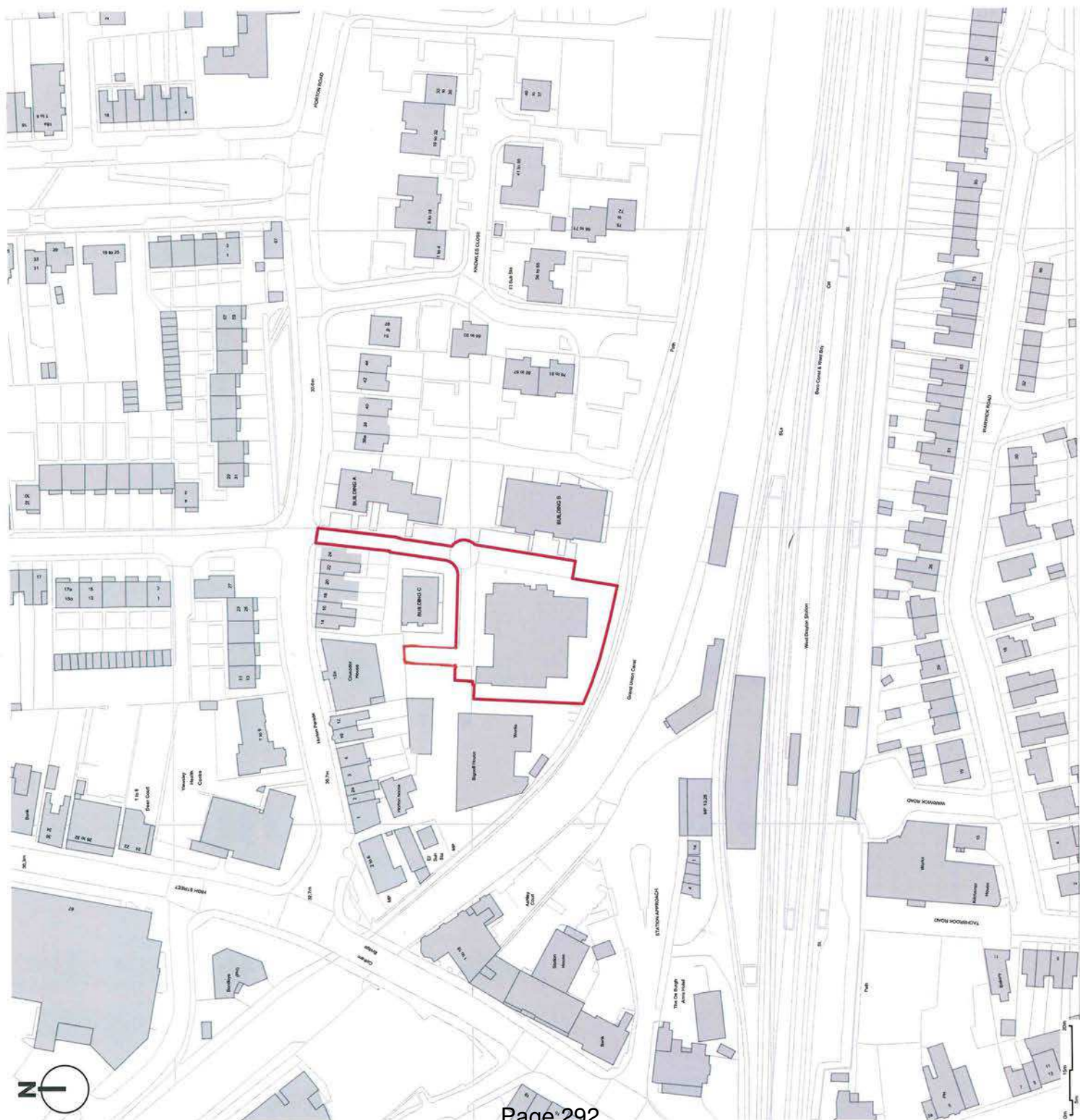
Electronic file reference  
 A2562 Impressions  
 Status: R: Revision  
 Date: 11/2/15  
 DRN: CHC.COM  
 BC: DJ

1 For outline application

Client: **Clearview Homes**  
 Project title: **Kingsway House West Drayton**  
 Drawing title: **OS Plan**

Scale @ A3 size: **1:1250**  
 Date: **Dec '15**  
 Drawing N°: **A2562 200**  
 Status & Revision: **R1**

**Assael**  
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 Church Lane  
 Lincoln LN6 3EG  
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 E info@assael.co.uk  
 W www.assael.co.uk



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 P-Preliminary

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**DRAWING NOTES**

ELECTRONIC FILE REF N°	DATE	DRN	CHK	CDM
P1	31.10.14	BC	AJ	-
P2	24.11.14	BC	DJ	-
P3	25.11.14	BC	DJ	-
P4	05.01.15	BC	DJ	-
P5	07.01.15	BC	DJ	-

**KEY**



**CLIENT**

**Clearview Homes**

**PROJECT TITLE**

**Impressions site  
 Horton Rd, West Drayton**

**DRAWING TITLE**

**Ground Floor Plan**

**SCALE @ A3 SIZE**

**1:500**

**DRAWING N°**

**A2562 200**

**DATE**

**Oct '14**

**STATUS & REVISION**

**P5**

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P2	24.11.14	BC	DA	-
P3	25.11.14	BC	DA	-
P4	05.01.15	BC	DA	-
P5	07.01.15	BC	DA	-



CLIENT  
**Clearview Homes**

PROJECT TITLE  
**Impressions site  
 Horton Rd, West Drayton**

DRAWING TITLE  
**1st Floor Plan**

SCALE @ A3 SIZE  
**1:500**

DATE  
**Oct '14**

DRAWING N°  
**A2562 201**

STATUS & REVISION  
**P5**

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**DRAWING NOTES**

ELECTRONIC FILE REF N°	DATE	DRN	CHK	CDM
P1	31.10.14	BC	AJ	—
P2	24.11.14	BC	DA	—
P3	25.11.14	BC	DA	—
P4	05.01.15	BC	DA	—
P5	07.01.15	BC	DA	—



CLIENT  
**Clearview Homes**

PROJECT TITLE  
**Impressions site  
 Horton Rd, West Drayton**

DRAWING TITLE  
**2nd Floor Plan**

SCALE @ A3 SIZE  
**1:500**

DATE  
**Oct '14**

DRAWING N°  
**A2562 202**

STATUS & REVISION  
**P5**

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P1	31.10.14	BC	AJ	-
P2	24.11.14	BC	DA	-
P3	25.11.14	BC	DJ	-
P4	05.01.15	BC	DJ	-
P5	07.01.15	BC	DJ	-



CLIENT  
**Clearview Homes**

PROJECT TITLE  
**Impressions site  
 Horton Rd, West Drayton**

DRAWING TITLE  
**3rd Floor Plan**

SCALE @ A3 SIZE  
**1:500**

DATE  
**Oct '14**

DRAWING N°  
**A2562 203**

STATUS & REVISION  
**P5**

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 This drawing must be used in accordance with the Distribution of Areas for Schedule of Areas.  
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P1	31.10.14	BC	AJ	—
P2	24.11.14	BC	DA	—
P3	25.11.14	BC	DJ	—
P4	05.01.15	BC	DJ	—
P5	07.01.15	BC	DJ	—



CLIENT  
**Clearview Homes**

PROJECT TITLE  
**Impressions site  
 Horton Rd, West Drayton**

DRAWING TITLE  
**4th Floor Plan**

SCALE @ A3 SIZE  
**1:500**

DATE  
**Oct '14**

DRAWING N°  
**A2562 204**

STATUS & REVISION  
**P5**

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General notes  
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 This drawing must not be used for tender purposes  
 Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas  
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 Drawing notes

Electronic file reference  
 A2562 Impressions

Status	R	Revision	Date	DRN	CHK	COM
1		For client information	6/11/15	BC		
2		For outline application	1/12/15	BC	DJ	

Client  
**Clearview Homes**

Project title  
**Kingsway House  
 West Drayton**

Drawing title  
**Roof Plan**

Scale @ A3 size  
**1:250**

Date  
**Nov '15**

Drawing N°  
**A2562 204**

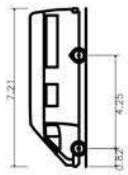
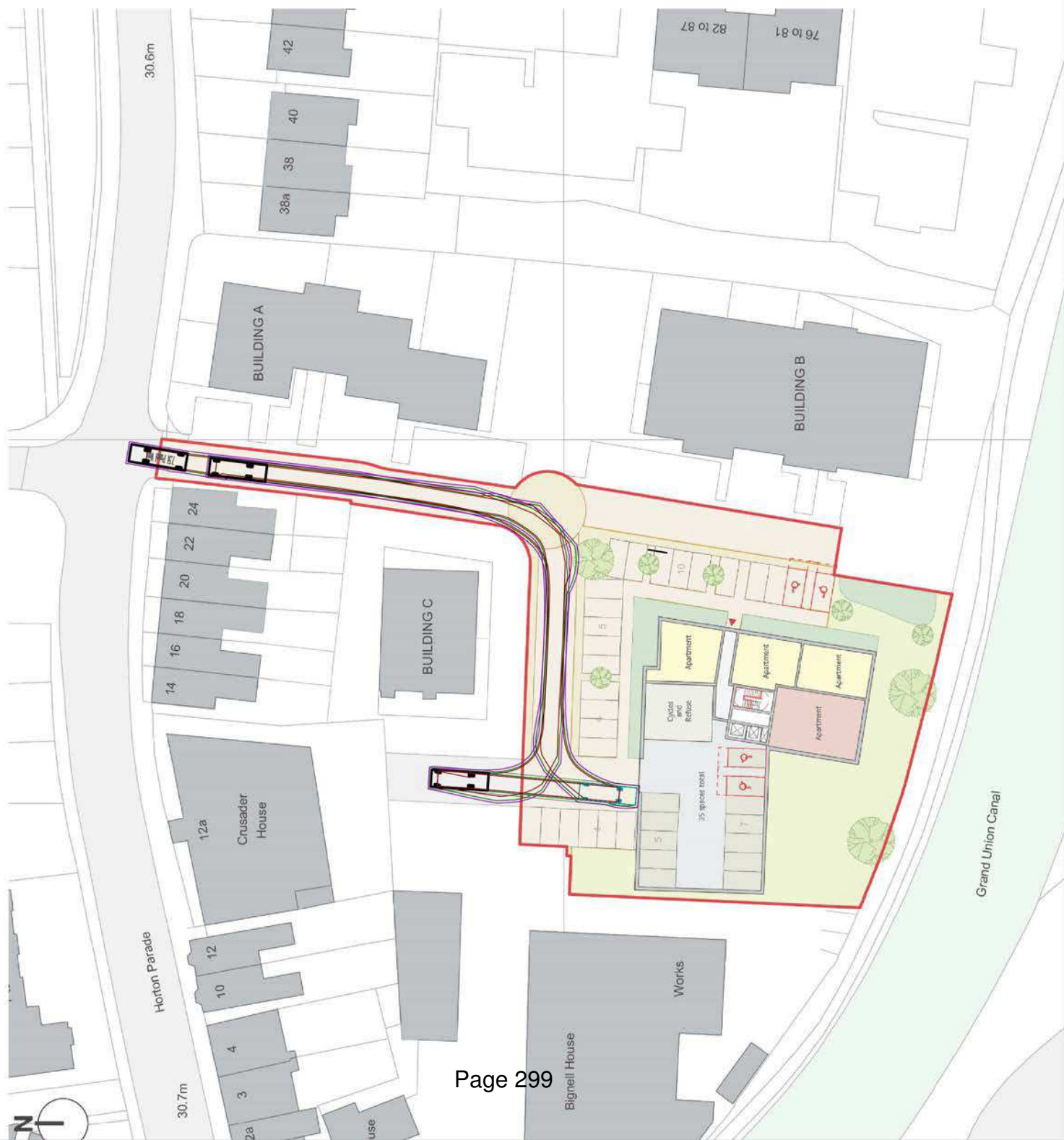
Status & Revision  
**R1**

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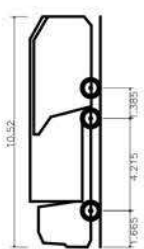




7.5t Panel Van  
 Overall Length 7.210m  
 Overall Width 2.192m  
 Overall Height 2.344m  
 Wheelbase 2.370m  
 Track Width 1.866m  
 Lock-to-lock time 4.00s  
 Curb-to-curb turning Radius 7.400m

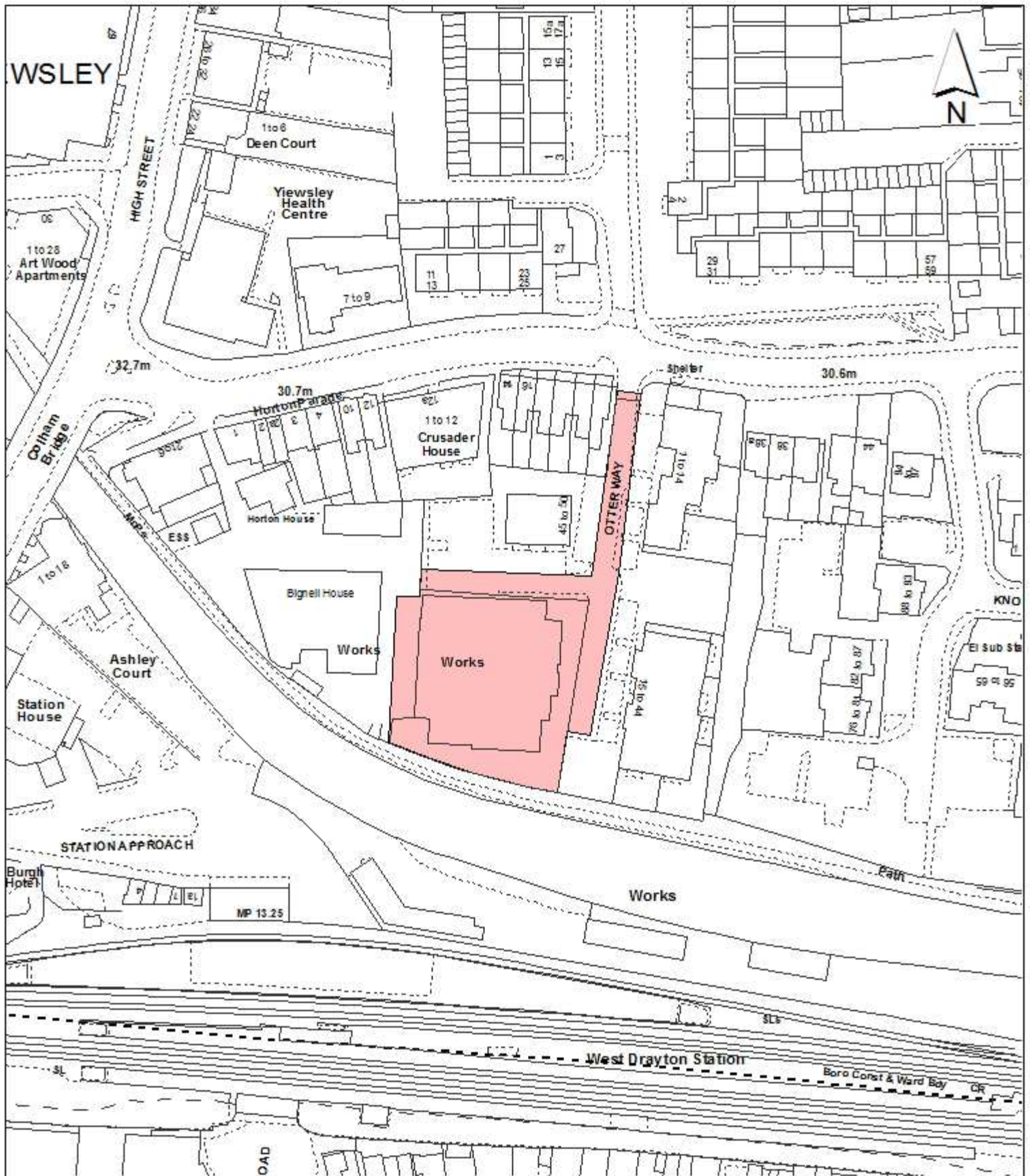
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
<b>EAS</b>					
CLIENT: CLEARVIEW HOMES					
ARCHITECT: KINGSWAY HOUSE, HILLINGDON WEST DRAYTON					
PROJECT: SWEPT PATH ANALYSIS FOR A DELIVERY VEHICLE					
TITLE:					
SCALE @ A3:	DESIGN-DRAWN:	DATE:			
1:500	TP	26.04.16			
PROJECT NO:	DRAWING NO:	SK01 B			

Unit 106, The Maltings, Stoneard Abbots, Hertfordshire, SG12 8HG  
 Tel: 01920 871777  
 www.easfb.co.uk



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10.520m  
 Overall Width 2.530m  
 Overall Body Height 0.416m  
 Max Ground Clearance 2.530m  
 Track Width 2.530m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 9.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
<b>EAS</b>					
Unit 106, The Millings, Stoneard Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.easfb.co.uk					
CLIENT: CLEARVIEW HOMES					
ARCHITECT: KINGSWAY HOUSE, HILLINGDON WEST DRAYTON					
PROJECT: SWEPT PATH ANALYSIS FOR A REFUSE VEHICLE					
TITLE:					
SCALE @ A3:	DESIGN-DRAWN:	DATE:			
1:500	TP	26.04.16			
PROJECT NO:	DRAWING NO:				
		SK01			



**Notes:**

 Site boundary

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Site Address:

**Kingsway House**

Planning Application Ref:

**70438/APP/2015/4424**

Planning Committee:

**Major** Page 301

Scale:

**1:1,250**

Date:

**August 2016**

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Planning Section

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