



HILLINGDON
LONDON



Major Applications Planning Committee

Date: WEDNESDAY, 24 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

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Contact: Democratic Services
Tel: 01895 250833
Email: democratic@hillington.gov.uk

This Agenda is available online at:

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

Putting our residents first

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

Useful information for residents and visitors

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

petition organiser or of the agent/applicant;

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

About the Committee's decision

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

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

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

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

4. The Committee may ask questions of the

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 1 - 18
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Music Box Car Park, TOVF, Blyth Road, Hayes 59872/APP/2016/1930	Botwell	Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014. Recommendation: Approval	19 - 38 86 - 112

7	276 Bath Road, Sipson 35293/APP/2015/3693	Heathrow Villages	<p>Minor material amendment to planning permission dated 28/05/10 ref. 35293/APP/2009/1938: Erection of a 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking / landscaping layout.</p> <p>Recommendation: Approval subject to a S106 Agreement</p>	39 - 74 113 - 149
8	Ruislip Lido, Reservoir Road, Ruislip 1117/APP/2016/2759	West Ruislip	<p>Proposed change of use of existing public convenience to kiosk (Use Class A1) with ancillary storage and alterations to north east and south west elevations.</p> <p>Recommendation: Approval</p>	75 - 84 150 - 158

PART I - Plans for Major Applications Planning Committee 86 - 158

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Minutes



HILLINGDON
LONDON

Major Applications Planning Committee

21 June 2016

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

	<p>Committee Members Present: Councillors Ian Edwards (Vice-Chairman), Henry Higgins, John Morgan, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan and John Oswell.</p> <p>LBH Officers Present: Charlotte Goff (Planning Officer) James Rodger (Head of Planning and Enforcement), Syed Shah (Principal Highway Engineer), Nicole Cameron (Legal Advisor), Jon Pitt (Democratic Services Officer), James Rodger (Head of Planning, Green Spaces and Culture), Syed Shah and Charlotte Goff</p>
14.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Eddie Lavery, with Councillor Roy Chamdal substituting.</p>
15.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<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>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS HELD ON 11 MAY AND 31 MAY 2016 (<i>Agenda Item 3</i>)</p> <p>Resolved: That the minutes of the meetings held on 11 May and 31 May 2016 be agreed as accurate.</p>
17.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>No matters had been notified in advance or were urgent.</p>
18.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 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 on behalf of the Garden City Estate Residents' Association 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>TEMPORARY CAR PARK SITE, SEALAND ROAD, HEATHROW AIRPORT - 65688/APP/2016/1929 (<i>Agenda Item 8</i>)</p> <p>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).</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>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.</p>
22.	<p>RMA OFFICES, ST ANDREWS PARK, UXBRIDGE - 585/APP/2015/1297 (<i>Agenda Item 9</i>)</p> <p>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.</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>RESOLVED: That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the conditions and</p>

	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.
	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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Minutes

HILLINGDON
LONDON

MAJOR Applications Planning Committee**14 July 2016****Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW**

	<p>Committee Members Present: Councillors Ian Edwards (Acting Chairman), Henry Higgins, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan, and (as substitutes) Shehryar Ahmad-Wallana and June Nelson</p> <p>LBH Officers Present: James Rodger (Head of Planning and Enforcement), Alex Chrusciak (Planning Services Manager), Syed Shah (Highways Adviser), Jyoti Mehta (Legal Advisor) and Alex Quayle (Democratic Services Officer)</p>
23.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Cllr Lavery, in whose absence Vice-Chairman Cllr Edwards chaired the meeting, and from Cllrs Morgan and Oswald, substituted by Cllrs Ahmad-Wallana and Nelson respectively.</p>
24.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
25.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>)</p> <p>None.</p>
26.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 4</i>)</p> <p>All items of the meeting were considered in public.</p>
27.	<p>FORMER TOMMY FLYNNS P.H. SUTTON COURT ROAD, HILLINGDON - 8396/APP/2016/777 (<i>Agenda Item 5</i>)</p> <p>Officers introduced the application and, noting the addendum, provided an overview of the development. It was noted that, in the view of officers, the reasons for the previous refusal had been overcome. Officers additionally clarified that the development featured no basement.</p> <p>Petitioners, speaking in objection, raised the following points:</p> <ul style="list-style-type: none"> • Though the omission of the roof garden was welcome, the proposal remained a

massive overdevelopment which would not harmonise with the area. It would instead dominate the area, and therefore previous reasons for refusal remained.

- The scale of the development, with 120 units per hectare, contravened the Hillingdon Local Plan.
- The number of parking spaces was insufficient to accommodate visitors, and access to the car park at the rear would be unpleasant for neighbours. The proposed light, wooden fencing was insufficient. As the car park was not secure, this would lead to problems for neighbouring houses.
- Officers had given insufficient attention to traffic, especially given the new school development, and Members should note the cumulative effect of new development and not consider this application in isolation.
- The crossing into the car park would be dangerous.
- The building would lead to loss of light for neighbours.
- In a leafy, suburban area the development was not appropriate.

In response to a Member question, petitioners claimed that the loss of light was not minimal, as officers had stated, as the building height was only being reduced by 1 metre.

In response, the agent for the applicant raised the following points:

- Regarding height, scale and bulk, the proposed 4th floor had been removed, which was actually a 3.4 metre reduction. The roof was pitched to match neighbouring properties, and was not overbearing.
- The proposed development had been reduced by 4 units, and the roof terrace removed.
- The car park had been redesigned to permit a 3 metre planting area between cars and Sutton Court properties.
- The scheme met tests for preserving daylight and not overshadowing. It preserved the residential amenity for neighbours.
- The development had 60% more amenity space than guidelines.
- The Highways Officer had raised no concerns regarding parking or impact on the highway.
- In conclusion, the application fully overcame the previous reasons for refusal.

A Member of the Committee asked for clarification of any reduction in sunlight to nearby properties, to which the agent drew attention to a slide showing that the proposed development was within the 25 degree angle for properties to the north, and explained that the ridge height was lower than the current pub.

A Ward Councillor, speaking in objection, addressed the Committee and raised the following points:

- Though the designs represented an improvement on previous plans, it was in essence the same scheme, still excessive in scale, bulk, massing, and detrimental to the surrounding area.
- Local properties were mostly Victorian terraces, and the development would not harmonise with the local area.
- The proposed parking was within guidelines, but the notion that the overspill would be acceptable was questionable.
- Even with minor greening, the parking was still concentrated near to Sutton Court.

A Member of the Committee asked whether the area was affected by flooding, to which the Ward Councillor responded that recent flooding had submerged gardens in the vicinity. Though this was currently not a regular occurrence, it was suspected that tarmacing a currently green area would worsen this.

	<p>Moving into the deliberations, the Chairman summarised the issues raised as density, shadowing, flooding concerns and parking. In response, the Head of Planning informed the Committee that the density was higher than average for a suburban area, but the application could not be refused on density alone.</p> <p>The Flood Management Officer had stated in their report that the drainage scheme proposed was likely to lead in a reduction in flooding risk, but planning officers could only provide the executive summary and did not have the detail in the meeting, so could only inform the Committee that officers were satisfied regarding flood prevention. Members commented that they required more information on the mechanisms in order to make their decision.</p> <p>Following discussion, Members of the Committee agreed that height, scale and bulk were not problematic, but the proposed parking design remained a concern. Officers drew Member attention to the solid timber fence, designed to be imperforate, and the need for the placement of the car park as designed to avoid overshadowing.</p> <p>Members remained concerned about flooding, but agreed that information could subsequently separately be provided to the Chairman and Labour Lead to assess.</p> <p>A motion for approval was moved, seconded and, upon being out to a vote, was agreed by a majority of 7 to 1.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application was approved subject to satisfactory information on drainage being provided to Chairman and Labour Lead.
28.	<p>GAELIC ATHLETIC ACCOS. SPORTS GROUND, WEST END ROAD, RUISLIP - 24373/APP/2016/1511 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report, noting that this was a reduction on a previously approved scheme.</p> <p>A motion for approval was moved, seconded and, upon being put to a vote, was unanimously agreed.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application was approved.
29.	<p>UNIT 2, TRINITY TRADING ESTATE, SILVERDALE ROAD - 70738/APP/2015/4688 (<i>Agenda Item 7</i>)</p> <p>Officers introduced the report, and noted the addendum. It was noted that the facility was only for the transfer of waste, not processing, and an odour management scheme was conditioned.</p> <p>A Member of the Committee noted that the facility was already operation, and as Ward Councillor they had not received any complaints from residents.</p> <p>A motion for approval was moved, seconded and, upon being put to a vote, was unanimously agreed.</p>

	<p>RESOLVED:</p> <p>- That the application was approved.</p>
30.	<p>1-3 UXBRIDGE ROAD - 1911/APP/2016/1472 (Agenda Item 8)</p> <p>Officers introduced the report, and noted the addendum as well as the fact that several Members had visited the site.</p> <p>Petitioners speaking in support of the application raised the following points:</p> <ul style="list-style-type: none"> • They were disappointed with the officer recommendation for refusal, and believed that all previous refusal reasons had been met. In addition, they had only found the officer response to the application through the report, and noted that the Air Quality Officer and Environmental Health had not rejected the scheme, but rather had asked for further information. • The odour management system proposed would cost £750,000, and should not be refused on the basis of what might happen. A potential impact was not reason to assume a direct impact on residents. • No objections had been received from other authorities, just the officers of the Council. <p>Members noted that this was the first facility of its kind in the UK, and that the industry did address a societal problem.</p> <p>A member of the Committee stated that the scheme did have merit, but a test facility in close proximity to a school in a built-up area was problematic. Several Members agreed that the location was inappropriate, and even a small margin of error would lead to an impact on residents. The Chairman noted that a 2% assumed failure rate, as per Defra guidance, was equivalent to 1 week, during which time the nearby school could be shut.</p> <p>A motion for refusal was moved, seconded and, upon being put to a vote, was unanimously agreed.</p> <p>RESOLVED:</p> <p>- That the application was refused.</p>
	<p>The meeting, which commenced at 18:00, closed at 19:25.</p>

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

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Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

LBH Ref Nos: 59872/APP/2016/1930

Drawing Nos: BPL 506_T1 Deck level 2
BPL 507_T1 Deck levels 3, 4 & 5
BPL 508_T1 Deck level 6
5344 TOVF Car Park Design Statement Rev E (2)
5344-PL-07 Section Through Cladding rev E
5344-PL-08 Context Elevations
12606_10 Revised Reserved Matters Cover Letter
0245_SEW_RST_7000
0245_SEW_RST_7100
0245_SEW_RST_7101
0245_SEW_RST_7102
0245_SEW_RST_7103
0245_SEW_RST_7104
0245_SEW_RST_7105
0245_SEW_RST_2200
0245_SEW_RST_2201
0245_SEW_RST_2202
0245_SEW_Issue_Sheet_Planning
5344-PL-06 Elevations Sheet 2 of 2 rev C
BPL 501_T1 Section AA
BPL 502_T1 Section BB
BPL 503_T1 Section CC
BPL 510_T1 Elevations stair 1
BPL 511_T1 Elevations stair 2
BPL 504_T1 GF layout
BPL 505_T1 Deck level 1
5344-PL-05 Elevations Sheet 1 of 2 rev F

Date Plans Received: 20/05/2016 **Date(s) of Amendment(s):** 11/08/2016
Date Application Valid: 24/05/2016 20/05/2016

1. SUMMARY

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated:

'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

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

0245_SEW_RST_7000

0245_SEW_RST_7100

0245_SEW_RST_7101

0245_SEW_RST_7102

0245_SEW_RST_7103

0245_SEW_RST_7104

0245_SEW_RST_7105

0245_SEW_RST_2200

0245_SEW_RST_2201

0245_SEW_RST_2202

5344-PL-05 Rev H Elevations Sheet 1 of 2

5344-PL-06 Rev G Elevations Sheet 2 of 2

BPL 501_T1 Section AA

BPL 502_T1 Section BB

BPL 503_T1 Section CC

BPL 510_T1 Elevations stair 1

BPL 504_T1 GF layout

BPL 505_T1 Deck level 1

BPL 511_T1 Elevations stair 2

BPL 506_T1 Deck level 2

BPL 507_T1 Deck levels 3, 4 & 5

BPL 508_T1 Deck level 6

5344-PL-07 Rev B Section Through Cladding

5344-PL-08 Context Elevations

1615-181-100 Rev A

0245_SEW_RST_7100 Rev 01; 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 (2016).

2 COM5 General compliance with supporting documentation

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

5344 TOVF Car Park Design Statement Rev E

1615/181/MT/mt Parking Note

0245_SEW_RST_9001 Specification of Planting and Soft Works

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) and the London Plan (2016).

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 (2016) 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. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| BE13 | New development must harmonise with the existing street scene. |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate

	soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

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 (2016). 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.

4 160 Cranes

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>)

5

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

which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site (The Music Box - previously known as the Record Stack) has an area of approximately 0.9 hectares and is located to the west within the wider site, directly to the south of The Veneer Store and The Veneer Building. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey former office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The wider site excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan.

3.2 Proposed Scheme

In accordance with the outline planning consent, the building will be used as a multi-storey car park with a commercial element provided at ground floor level to provide an active frontage. The proposed building would be 7 staggered storeys in height, with the suspended floors arranged at half-storey height to suit the split level design. The full height of the building is 54.620m AOD to the top of the lift overrun, while the main cladding rises to 51.23m AOD. This equates to a height of 22.6m above ground level to the top of the lift overrun. The overall height is within the approved maximum height parameter.

The car park is served by 2 pedestrian staircase cores with enclosed lobbies, one on each side of the building. The core on the north east elevation includes a lift. The building will be

clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

Vehicular entrance and egress is located at the North corner of the building, ensuring minimal impact upon the street and highways design of the wider development. Pedestrian access/egress at ground level is via either the lobbies or shared access alongside the vehicular entry/exit. Disabled parking is located on the lower floors adjacent to the circulation core containing the lift and in the surrounding surface car parking. Internal circulation follows a rational arrangement designed by the car park specialists at Bourne Parking. The layout of the building has been aligned with the geometry of the Veneer Store and Veneer Building.

Each parking floor has an area of approximately 1,585m² to the inside of the main structure including circulation cores. The gross internal floor area for the whole building is 11,094m². A commercial unit is proposed to the east of the main car park. The gross internal area of the commercial unit is 118m².

- Parking numbers

Within the Music Box multi-storey car park:

Standard/brown badge spaces: 412 including 95 electric vehicle charging

Accessible: 12

Total: 424 within car park

Surface spaces outside of MSCP:

Standard spaces: 28

Accessible: 20

Motorcycle: 24

Total: 49 surface car parking spaces

Total parking in this development phase is 473 car parking spaces and 24 motorcycle parking spaces.

The proposed commercial unit is approximately 118 sqm, and would initially be used as the site/sales office (Class B1), eventually being transformed into a retail unit of (Class A1). The open plan layout provides an adaptable space, suited for changing the use.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline

permission to allow variations to phasing of the approved development.

Application reference 59872/APP/2016/1931 granted a Non-material Amendment to planning permission ref: 59872/APP/2013/3775 to amend the approved parameter plans in connection with the Music Box development.

This reserved matters application is therefore submitted as Phase 5 of the revised application, as allowed as per application reference 59872/APP/2013/3775.

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (2012) Leisure and Recreation
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)
PT1.E7 (2012) Raising Skills
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM4 (2012) Open Space and Informal Recreation
PT1.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.H1 (2012) Housing Growth
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations

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.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- LPP 2.13 (2015) Opportunity Areas and intensification areas
- LPP 2.17 (2015) Strategic Industrial Locations
- LPP 2.6 (2015) Outer London: vision and strategy
- LPP 2.7 (2015) Outer London: economy
- LPP 2.8 (2015) Outer London: Transport
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.12 (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.6 (2015) Children and young people's play and informal recreation (strategies) facilities
- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 4.1 (2015) Developing London's economy
- LPP 4.2 (2015) Offices

LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
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
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th July 2016**

5.2 Site Notice Expiry Date:- Not applicable

29th June 2016

6. Consultations

External Consultees

Consultation letters were sent to circa 145 local owner/occupiers, the Hayes Conservation Area Advisory Panel and the Hayes Town Centre Residents Association on 07/06/2016. The application was also advertised by way of site and press notices. No responses have been received other than from the Hayes Conservation Area Advisory Panel.

HAYES CONSERVATION AREA ADVISORY PANEL

We are dismayed that the complete redesign of this building is being treated as 'reserved matters' and not as a new planning application. The Record Stack building, approved in outline as part of the original proposals put forward for this site, had a quirky charm that was in complete contrast to the monolithic blocks proposed for the remainder of the new buildings on the site. The present application proposes to replace it with the Music Box, yet another ugly rectangular block that appears to have a larger footprint than the Record Stack. We do not consider the new proposal acceptable as it makes no positive contribution to the overall look and feel of this Conservation Area site. The proposed cladding adds insult to injury as it does nothing to soften the appearance of the building. We do not consider this an appropriate proposal and hope that it will be refused permission.

HEATHROW AIRPORT LIMITED (HAL)

We have now assessed the proposed Appearance and Landscaping for the above application against safeguarding criteria, and I can now recommend that these conditions are discharged from a Heathrow Airport Ltd point of view. 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>)

METROPOLITAN POLICE

I do not have any objections to this. I have seen the detail and it doesn't affect the Secure by Design advice.

Internal Consultees

CONSERVATION AND DESIGN OFFICER

These proposals have been subject to pre-application discussion. Whilst the loss of the original circular record stack design concept is regretted, the current proposal retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site, although ideally, more soft landscaping should be included at the base of the building. Other than this, no objection.

S106 OFFICER

No comments or objections.

SUSTAINABILITY OFFICER

No objection

ENVIRONMENTAL PROTECTION UNIT (EPU)
EPU have no adverse comments on this proposal.

HIGHWAYS

There is no objection to this application from the highways viewpoint.

LANDSCAPE ARCHITECT

I confirm that drawing Nos 0245_RST_SEW_7000, 7101-7105 and 0245_SEW_RST_2200-2202 are acceptable. However, there is no supporting documentation in the form of Landscape Specification and Landscape Management/Maintenance Specifications (as required by the reserved matters/conditions). These are required to ensure that best practice is followed to secure the appropriate preparation, planting and subsequent establishment of the soft landscape.

Case Officers comments:

These documents have subsequently been submitted and the Council's Landscape Architect has confirmed their acceptability.

FLOOD AND WATER MANAGEMENT OFFICER

This information complies with the overall strategy discharge rates.

It is appreciated the drawings have been updated to show the permeable paving to the south of the site and provide equivalent savings where the permeable paving could not be implemented where originally intended.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As stated in the assessment of the original outline application, the site was largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The proposed development was approved within this area of the site as part of the outline consent for the redevelopment of the wider site. Approved as part of the outline consent was a set of parameter plans, which included the parameters within which the buildings should be located. These plans were amended under application reference 59872/APP/2016/1931. The proposed building is in accordance with the approved parameter plans in terms of height and footprint and as such, the use and scale of the building would be in accordance with the approved parameter plans which established the principle of the development as acceptable.

The principle of the development has already been approved at outline stage and is considered acceptable and appropriate. The change to the form of the building falls under appearance and is a reserved matter under consideration as part of this application.

7.02 Density of the proposed development

The application seeks reserved matters approval relating to appearance and landscaping for

a car park and commercial unit. Density is not therefore deemed to be a relevant consideration.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved. NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. Advice regarding the use of Cranes will be added as an informative to any approval of the application.

As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The original outline application for the wider TOVF site proposed a circular car park in this location. However the consideration of appearance and layout for the proposed building were reserved and are now being put forward for consideration by the applicant as part of this reserved matters consent. The approved parameters plans for the site have been amended under a non-material amendment application reference 59872/APP/2016/1931. The changes to the parameter plans results in the proposed rectangular car park now falling within the set parameters for the site, however application reference 59872/APP/2016/1931 did not permit the principle of a rectangular building over a circular building in this location, it is the purpose of the current reserved matters application for appearance and landscaping to consider the acceptability of such a scheme.

The applicant has stated within the supporting information submitted with the proposals that 'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

As such they have amended the proposed building to a more standard rectangular form. Whilst the change from a circular to a rectangular building would make the proposal less unique as a built form, it is the purpose of this application to determine whether the proposed building is deemed an acceptable form of development.

The Council's Conservation and Design Officer has reviewed the details submitted with the application and has been party to pre-application discussions. They acknowledge that whilst the loss of the original circular record stack design concept is regretted from a design perspective, the current proposal 'retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site.'

As such they raise no objection to the proposed design of the building.

The building will be clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will

feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

7.08 Impact on neighbours

The building proposed is located within the wider TOVF site. It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is proposed that within the Music Box multi-storey car park there will be 412 car parking spaces, including 95 electric vehicle charging spaces and 12 accessible spaces. External to the building 28 standard spaces are proposed, with 20 accessible spaces and 24 motorcycle spaces.

The Council's Highways Engineer has reviewed the proposal, including the layout of the building and the quantum of parking proposed and has raised no objection to the proposals

7.11 Urban design, access and security

Details of security measures, including CCTV are required by Condition 26 attached to the outline consent.

7.12 Disabled access

The Council's Access Officer was consulted as part of the application process and has raised no objection to the proposals.

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this consideration is not relevant.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the proposals and following the submission of further information in the form of Landscape Specification and Landscape Management/Maintenance Specification has raised no objections to the proposals.

7.15 Sustainable waste management

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the commercial unit to accommodate appropriate waste and recycling facilities.

7.16 Renewable energy / Sustainability

The Council's Sustainability originally commented that the proposed stairwells don't have

any cladding and seem to be 'dead space'. As such they encouraged the applicant to consider additional planting in the manner of living screens up these sections.

The request for 'living walls' in these locations was passed to the applicant who provided the following response:

'The stair cores are clad with a combination of powder coated profiled aluminium and pre-cast concrete. The stairs deliberately emphasis the vertical circulation within the building and will not be dead space but will be the main pedestrian entrance and exits for the building. The proposed materials and sculptural form are considered in keeping with principles of the masterplan and in particular the design of the stairs on the Boiler House.

I am not convinced that a green wall would be appropriate. One of the stairs cores is north facing and a green wall of this height would be quite difficult to make work and would prove to be very expensive. In addition the maintenance cost of a green wall would be unviable for this building.'

This information was relayed to the Council's Sustainability Officer, who noted that there is no requirement for living walls within the planning conditions and to insist on their inclusion may be unreasonable. As such they have raised no objections to the proposals as submitted.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has been consulted as part of the application process and they have raised no objections to the proposals.

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment and flooding matters will require acceptable resolution in order to discharge the conditions attached to the outline consent.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have been consulted as part of the application process and have raised no objection to the proposals.

Conditions were attached to the outline consent that cover air quality and noise issues.

7.19 Comments on Public Consultations

No comments were received from neighbouring occupiers. The comments received from the Hayes Conservation Area Advisory Panel are noted and it is agreed that the loss of the circular building is regrettable in design terms. However the Council's Conservation and Design Officer has reviewed the proposals and raised no objection to the development. The proposed cladding is considered to help soften and improve the design of the building, which is a multi-storey car park. These buildings are functional in nature and form and the proposed cladding is considered to improve and add interest to the appearance of the building.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in relation 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 seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated: 'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

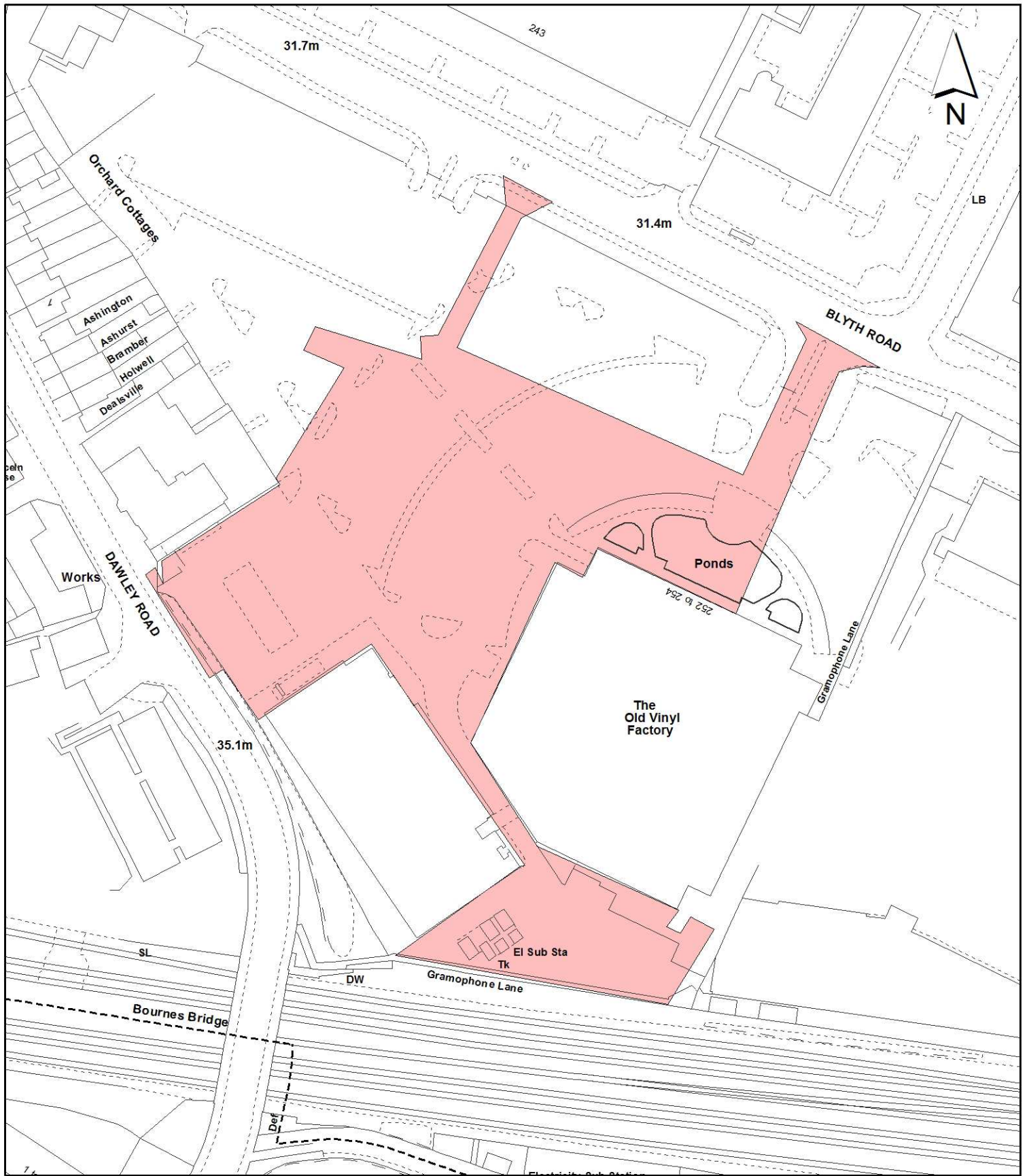
The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
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: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Music Box Car Park TOVF
 Blyth Road
 Hayes**

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

Planning Application Ref:

59872/APP/2016/1930

Scale:

1:1,250

Planning Committee:

Major Page 37

Date:

August 2016



HILLINGDON
 LONDON

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Agenda Item 7

Report of the Head of Planning, Sport and Green Spaces

Address 276 BATH ROAD SIPSON

Development: Minor material amendment to planning permission dated 28/5/10 ref. 35293/APP/2009/1938: Erection of 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking/landscaping layout.

LBH Ref Nos: 35293/APP/2015/3693

Drawing Nos: PL(00)03
PL(00)20
PL(00)21
PL(00)22
Design and Access Statement
PL(00)04 Rev. A
PL(00)06 Rev. A
PL(00)07 Rev. A
PL(00)08 Rev. A
PL(00)09 Rev. A
PL(00)10 Rev. A
PL(00)11 Rev. A
PL(00)12 Rev. A
PL(00)15 Rev. A
PL(00)16 Rev. A
Planning Statement
Boundary Treatment Sheet
Refuse Details Sheet
520_PL_001 Rev. P03
520_PL_101 Rev. P03
520_PL_102 Rev. P03
Written Scheme of Investigation for an archaeological evaluation, Issue No 4, 17 September 2015
Outline Services Strategy
Material Specification Sheet, Revision 1
Transport Assessment, dated 13/8/09
Water and Groundwater Resources Report, September 2009 Final, Issue No 4
Groundwater Quantitative Risk Assessment, dated July 2009
GLA Response - Energy Strategy
M & E General Requirements, 02 September 2009
Phase 1 Environmental review, August 2009
Phase II Environmental Site Assessment - Final, March 2010
Employment Report
Option for Pedestrian Rear Entrance (from car park)
Secure by Design Compliance Sheet
Cycle Storage Sheet
520_PL_201 Rev. P03
520_SK_003 Rev. P01

Bird Hazard Management Plan
 Below Ground Drainage Strategy, Planning Submission Issue, Issue P:
 September 2015
 Technical Note - Planning Note for Acoustics, dated 24/8/15
 CCTV & Electric Charging points Shee
 Energy Statement, Sep-15
 2 x letters from Mendick Waring Ltd dated 7/7/15
 Agent's covering letter dated 7/7/15
 Design and Access Statement: Materials Addendum
 Design Changes Specification
 Construction Management and Logistics Plan, Rev. A, July 2015
 Flood Risk Assessment, Rev. 4
 Volatile Vapour Detailed Quantitative Risk Assessment and Remediation
 Strategy, Rev. A
 PL(00)032
 PL(00)030
 520_PL_103 Rev. P03
 520_PL_104 Rev. P04
 520_PL_202 Rev. P03
 520_PL_204 Rev. P03
 520_SK_002 Rev. P02
 520_SK_004 Rev. P01
 520_SK_005 Rev. P00
 520_SL_001 Rev. P03
 520_SP_002 Rev. P02 (Soft Landscape Specification
 520_SP_003 Rev. P02 (Landscape Management Plan
 520_PL_203 Rev. P03
 520_PL_002 Rev. P02
 520_SP_003 Rev. P02
 Preliminary Ecological Appraisal, September 2015
 Highways Note, dated 18/11/15
 Transport Assessment - Addendum Document, dated 10 September 2015

Date Plans Received:	06/10/2015	Date(s) of Amendment(s):	11/07/2016
Date Application Valid:	06/10/2015		06/10/2015
			18/11/2015
			16/10/2015

1. SUMMARY

This application seeks a minor material amendment to an extant planning permission (ref. 35293/APP/2009/1938) for a 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor and extension of the building within the internal courtyards, internal and external alterations and alterations to the parking/landscaping layout. Many of the conditions attached to the planning permission have since been discharged and these details have been included as part of this application.

The amendments would not increase the overall number of bedrooms nor the overall external footprint of the previously approved building, but would allow an upgrade of the

accommodation from that of a budget hotel as originally designed, to four star accommodation, including two complementary products, branded under the same parent group and jointly operated, namely Holiday Inn and Staybridge Suites Apart-Hotel. The two hotels would share the majority of the back of house facilities, including staff areas, linen, housekeeping, maintenance, plant, delivery/loading and kitchen storage, but would be viewed as two separate hotels, including dedicated entrances, reception facilities and circulation cores leading to separate bedroom accommodation wings.

NATS originally objected to the scheme on safety grounds as the increase in the size of the hotel had the potential to degrade the signal of a nearby navigational beacon. However, following protracted discussions with NATS officers, the developers have now revised the scheme. A further period of consultation has been undertaken and NATS advise that the revisions are sufficient to enable them to withdraw their objection, subject to a condition that would allow them to assess the materials and finishes of the hotel building prior to their use.

It is considered that the increase in the overall height and mass of the proposed hotel building is acceptable in terms of the impact of the Bath Road street scene, the surrounding openness of the Green Belt and upon surrounding occupiers.

Officers have reviewed the proposals and advised of the need for any further/ revised conditions where necessary to address relevant planning policies.

The GLA have also advised that the scheme does not raise any strategic concerns and it does not need to be referred back to them. Approval is therefore recommended, subject to referral of the application to the Government Office for London and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 to vary the original S106 Agreement which secured contributions towards highway improvements, air quality monitoring, improvements to the public realm, and construction and hospitality training initiatives.

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 application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with paragraph 3 of the Town and Country Planning (Development Plan and Consultations) (Departures) Directions 1999,

B) That the Council enter into a legal agreement with the applicant under Section 106/Deed of Variation of the Town and Country Planning Act 1990 (as amended) to secure the following:

(i) A financial contribution of up to £30,000 towards the upgrading of bus stops in the area and/or highway improvements.

(ii) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.

(iii) A contribution of £40,000 towards public realm improvements within the area.

(iv) A financial contribution of £15,000 towards air quality monitoring initiatives.

(v) A financial contribution of £14,500 towards hospitality training initiatives in the borough.

(vi) A scheme detailing how construction training will be provided throughout the

construction phase of the development.

C) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

E) That if any of the heads of terms set out above have not been agreed and the Deed of Variation 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 bus stop up-grades and/or highway improvements, public realm improvements, hospitality and construction training and air quality monitoring. 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.'

F) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the Secretary of State not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

G) That if the application is approved, the following conditions be 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 PL(00)04 Rev. A, PL(00)06 Rev. A, PL(00)07 Rev. A

PL(00)08 Rev. A, PL(00)09 Rev. A, PL(00)10 Rev. A, PL(00)11 Rev. A, PL(00)12 Rev. A, PL(00)15 Rev. A, PL(00)16 Rev. A, PL(00)20, PL(00)21, PL(00)22, 520_PL_001 Rev. P03, 520_PL_101 Rev. P03, 520_PL_102 Rev. P03, 520_PL_103 Rev. P03, 520_PL_104 Rev. P04, 520_PL_201 Rev. P03, 520_PL_202 Rev. P03 and 520_PL_203 Rev. P03, 520_PL_204 Rev. P03 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 (2016).

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:

Access Arrangements [Design and Access Statement, Aug. 2015]

Noise Mitigation Measures [Acoustic Report]

Boundary Treatment [Boundary Treatment Sheet]

Reduction in energy use and renewable technology installation, including the connection of the hotel(s) with the CHP unit [Energy Statement, September 2015]

Landscape works and implementation [Soft Landscape Specification (520_SP_002 Rev. P02) and Landscape Management Plan(520_SP_003 Rev. P02)]

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) and the London Plan (2016).

4 NONSC Landscaping - 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).

5 NONSC Disabled facilities provision

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 R16 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (March 2016) Policies 3.1, 3.8 and 7.2.

6 NONSC Disability signage

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).

7 NONSC Road/ parking space provision

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 NONSC Materials

Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Air Traffic Services (NATS) and Heathrow Airport Ltd.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance and does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policies BE13 and A6 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

9 NONSC Ecological enhancement

Prior to the commencement of works on site, an ecological enhancement scheme, based upon the recommendations of the submitted Preliminary Ecological Appraisal, shall be submitted to and approved in writing by the Local Planning Authority.

The enhancement scheme shall be implemented in accordance with the approved details.

REASON

In order to maintain and enhance the ecological interest of the site, in accordance with Policy EC5 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

10 NONSC Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

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 (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;

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.

e) 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) and Policies 5.12 Flood Risk Management, 5.13 Sustainable Drainage and Policy, and 5.15 Water use and supplies, of the London Plan (March 2016).

11 NONSC Hours Limit on Music/Amplified Sound

No music and/ or other amplified sound arising from the premises shall be audible from the inside of surrounding or adjacent premises between 2300 and 0700 hours.

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)

12 NONSC Delivery/Unloading Hours

The premises shall not be used for the delivery and loading or unloading of goods outside the hours of 0700 and 2300, Monday to Friday, and between the hours of 0800 and 2200 of Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

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

13 NONSC Electric Charging Points

Prior to commencement of the development hereby approved, details of the installation (including location and type) of a minimum of 35 active and 35 passive electric charging points within the car park shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To encourage sustainable travel in compliance with Policy 5.3 of the London Plan (March 2016).

14 NONSC Delivery and Servicing Plan

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

15 NONSC Parking Management Strategy

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development 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 is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 6.1 and 6.13 of the London Plan (March 2016) and to advice in NPPF to restrain the use of private cars and encourage travel by alternative modes.

16 NONSC Archaeology

No further development shall take place until the archaeological investigation works specified in the Written Scheme of Investigation for an Archaeological Evaluation, Issue 4, 17 September 2015 requiring site investigation have been fully implemented.

REASON

To safeguard the borough's archaeological heritage in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 NONSC 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).

18 NONSC Taxi / Coach Drop Off Details

Prior to commencement of development full details of the taxi and coach drop-off area to be provided at the front of the site shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure satisfactory facilities are provided for coaches, buses and taxis, which would not result in traffic congestion in or around the site in compliance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Litter Bin Provision

The use hereby permitted shall not commence until the owner has made arrangements, to be submitted to and approved in writing by the Local Planning Authority, for the provision of litter bins within and in the vicinity of the site.

REASON

To ensure that adequate provision is made for the disposal of litter likely to be generated by the proposed development, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

20 NONSC Litter Picking Required

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON

To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Contamination

No works to construct the foundation or the floor of the building hereby permitted on the site shall be commenced until a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 inline with policy OE11 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).

2 153 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 (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 4.5	(2015) London's Visitor Infrastructure
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 5.21	(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 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
	(2015) Reducing noise and managing noise, improving and

LPP 7.15	enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 8.2	(2015) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where

	appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3

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>)

4

In terms of Condition 10 (Archaeological investigation), the start date of the archaeological investigation works should be communicated to Historic England (GLAAS) to enable them to monitor the works. The condition will not have been fully satisfied until all mitigation works are complete and any post-excavation assessment/analysis leading to publication, if necessary, completed.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a roughly rectangular shaped vacant plot of just over 2 hectares, located on the north side of Bath Road, Sipson, opposite London Heathrow Airport. The site has been cleared of buildings and mainly comprises hardstanding and rough ground and is becoming overgrown. Works have commenced in the past on the implementation of the original planning permission for a 623 bedroom hotel, including the formation of the new access road and parking spaces at the front of the site.

Previously the site comprised a large industrial building which varied in height from single to four storeys and also included a 30m high chimney, used by Technicolor Limited, a company which specialises in film processing and other cinematic services. Access into the site is gained via an entrance to the west of the site from a private access road serving Heathrow Boulevard, off Bath Road. There is a small single storey security building adjacent to the access.

The site is bounded to the west and north by office buildings/warehouses within Heathrow Boulevard estate, beyond which is farmland which forms part of the Green Belt. The site is

bounded to the east by industrial warehouses within the Airport Gate Business Centre beyond which is a recreation ground and residential properties in Blunts Avenue. To the south the site is bounded by the A4 Bath Road dual carriageway, beyond which are airport related buildings and car parks falling within the Heathrow Airport boundary.

The site falls within the Heathrow/A4 Industrial and Business Area. Bath Road is designated as a Strategic Route and open land beyond the commercial/industrial units to the north, east and west is designated as Green Belt. The site is within an AQMA and it should be noted that the site also falls within the area earmarked for a proposed third runway at Heathrow.

3.2 Proposed Scheme

This application seeks a minor material amendment to an extant planning permission dated 28/5/10 (ref. 35293/APP/2009/1938) for a 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor and extensions to the building floors within the internal atrium/courtyard areas, internal and external alterations and alterations to the parking/landscaping layout.

The overall number of bedrooms and the overall external footprint of the previously approved building would not increase and the main layout of the building would not change, essentially comprising two elongated wings, linked by three corridors centred around an atrium in the front half of the building, and a landscaped courtyard at the rear half of the building. However, a whole new 4,892sqm full floor would be added, so that the majority of the building, including the Bath Road frontage, would now be six storeys in height (as opposed to the previously consented five). As previously approved, the building would step down by a floor height at the rear so that the building would become a part five storey, part six storey building. The width of the floor areas of the building would also increase on each floor, with the area within the internal atrium/ courtyard areas being reduced. The internal roof of the atrium would now be at roof top level, instead of at first floor level.

The Design and Access Statement advises that the existing planning permission was for a standard budget level hotel and not designed for a specific hotel operator and the scheme designed and submitted to meet the market as it was perceived then. When the new owners acquired the site in 2014, a re-appraisal of the hotel market at Heathrow was undertaken which concluded that a four star branded product would be more appropriate. Research confirmed that the need for a diverse room mix and accommodation would be best met by two complementary products, branded under the same parent group and jointly operated, namely Holiday Inn and Staybridge Suites Apart-Hotel. The Holiday Inn and Staybridge Suites would share the majority of the back of house facilities, including staff areas, linen, housekeeping, maintenance, plant, delivery/loading and kitchen storage, but from a guest perspective, they would be viewed as two separate hotels, beginning with the arrival point with two dedicated entrances, reception facilities and circulation cores leading to separate bedroom accommodation wings (the hotel mainly occupying the southern wing and connecting corridors and the Staybridge Suites the northern wing) with circulation between the bedroom wings being for staff and servicing only. The interior design will also be bespoke for each, reflecting the different design ethos of the Holiday Inn and Staybridge Suites brands.

Each floor of the hotel would now comprise the following:

- Ground floor - 5,398sqm GEA (as opposed to the previously consented 5,153m²) - receptions, lobby and concourse area, meeting rooms, toilets, bar and restaurant with

associated kitchen, back of house areas and 23 hotel rooms,
- First floor - 4,939sqm GEA (as opposed to 4,447sqm) - 85 hotel bedrooms, 39 suites
- Second to fourth floors - 4,892sqm (as opposed to the second and third floor areas being 4,447m² and the fourth 3,192sqm) - 90 hotel bedrooms per floor and 39 suites,
- Fifth floor - 3,596sqm - 55 hotel bedrooms and 34 suites.

The initial submission would have raised the height of the building by 3.25m. However, following an objection from NATS, on the grounds that the building could interfere with the signal from a navigational beacon, further revisions have been made to the scheme, in consultation with NATS officers. This has resulted in various revisions being made to the scheme, the main changes involving the ground finished floor level being reduced by 475mm from +26.35 to +25.875, with external levels being regraded to suit the new level, roof top plant screen and structure omitted, roof parapets being reduced in height, stair cores 3 and 4 to terminate at the fifth floor and not roof level, replaced with ladder and access hatch to roof and revisions to the roof perimeter guard rail system and reduction of lift overruns on the roof. The revised scheme also includes the atrium roof being raised slightly above the roof of the main building at the front of the site.

As previously consented, vehicular access and egress from the site would be via the existing entrance/exit off Heathrow Boulevard with the main vehicular circulation route within the site passing the front of the building and running parallel with the eastern facade of the building to provide access to the rear. A coach and taxi drop-off area and turning area would be provided at the front of the site, together with landscaping. The overall provision of 35 parking spaces would be retained, including 35 disabled spaces, mainly provided along the eastern side and rear of the site. 3 coach parking spaces would also be provided on the western side of the building accessed through the rear car park. As previously, no cycle parking is shown on the submitted plans. The main changes to the layout involve the minor re-configuration of the car parking layout. In particular, 10 disabled spaces sited within the rear courtyard would be provided elsewhere within the site.

There would be a formal landscaped buffer along the Bath Road frontage, which includes the planting of large trees. Tree planting would also take place along the northern most boundary and along parts of the east and west boundaries. Smaller scale planting would be provided in the car park.

Development expected to generate 171 full time equivalent jobs as opposed to 145 full time jobs and 23 part time jobs of the original proposals.

3.3 Relevant Planning History

Comment on Relevant Planning History

There have been various applications for a hotel on this site, the most relevant and recent of which is the planning application for the erection of a part four, part five storey 623-bedroom hotel with ancillary restaurant/bar facilities which was approved on 28/5/10 and to which this application seeks an amendment. All of the original conditions which required the approval of details have been discharged (App. Nos. 35293/APP/2013/586, 587, 588, 625, 643, 652, 653, 656, 657 and 658 refer), apart from conditions 22 (Surface Water Drainage Scheme), 23 (Contamination), 29 (Contamination Site Survey & Remediation Scheme) and 38 (Sustainable Urban Drainage).

A non material amendment (App. No. 35293/APP/2014/4020 refers) to alter the timescales for the submission and approval of details relating to conditions 22, 23, 29 and 38 prior to

the construction of the foundation or floor of the building was approved on 2/12/14.

A further non material amendment (App. No. 35293/APP/2015/1947 refers) to vary condition 2 to include the approved plans and documents and omit the inclusion of the number of floors in the description of development was approved on 1/7/15.

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.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.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- NPPF12 NPPF - Conserving & enhancing the historic environment
- LPP 2.13 (2015) Opportunity Areas and intensification areas
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.2 (2015) Improving health and addressing health inequalities
- LPP 4.5 (2015) London's Visitor Infrastructure
- 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 5.21	(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 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 8.2	(2015) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

Not applicable

5.1 Advertisement Expiry Date:- **13th November 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

99 neighbouring properties have been consulted, the application has been advertised in the local press on 28/11/15 and 2 site notices have been displayed on 3/11/15, with a closing date of 24/11/15. 1 response has been received from a neighbouring property, making the following points:-

(i) The management company of the adjoining Heathrow Boulevard Business Park to the west do not object to the general principle of a hotel on this site and recognize that there is a demand for hotel accommodation within the vicinity of Heathrow Airport and acknowledge that a hotel would be complementary to a business park environment. However, we have consistently objected to each application on this site for the erection of a hotel (App. Nos. 35293/APP/2008/2463, 35293/APP/2008/3437 and 35293/APP/2009/595), including the most recent application for the erection of a 623 bedroom hotel (ref. 35293/APP/2009/1938) to which this application for minor material amendment relates due to concerns of scale, massing and design as well as the sub-standard level of car parking and potential traffic movements, particularly in relation to the junction between the site access and the A4 Bath Road (which were not addressed).

(ii) Considering these amendments, there are further concerns that the proposed height of the hotel would have a much greater negative impact on the scale, massing and design of the building than previously approved, with little regard to the amenity and setting of the adjacent buildings or the impact upon the Green Belt. The additional storey of bedrooms with plant room above will bring the building to a total of 6.5 storeys in height and it should be noted that the actual height of the building will exceed the 19 metres shown on the Proposed Sections (Drw. ref. PL(00)16) as this does include the full height of the plant room and roof above. Therefore the exact height of the building should be confirmed.

(iii) The proposed changes should not be considered as a 'minor material amendment' as this is a significant material change that warrants the submission and consideration of a new application for full planning permission so that the impacts of the scheme can be examined in full.

GLA:

I have assessed the details of the current application and have concluded that the proposal for minor material amendment to planning permission LPA Ref:35293/APP/2009/1938 - Erection of a 623-bedroom hotel with ancillary facilities, in which the current application includes height increase from five to six storeys, improvement to space standards of the hotel bedrooms and optimization of the combined heat and power system does not raise any new strategic planning issues. It is noted that the consented scheme was referred to the Mayor and was supported (GAL Ref: D&P/2269).

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.

ENVIRONMENT AGENCY:

We have no objections to this application.

NATS:

We refer to the application above. The proposed development has been examined from an en-route infrastructure technical safeguarding perspective and the findings show that it will infringe NERL safeguarding criteria for the following reason:

The proximity, physical size and relative orientation of the development has the potential to degrade the service provided by the London (LON) DVOR/DME navigation beacon. This is based on our understanding of the planning application (35293/APP/2015/3693) is that it increases the height of the original proposed building approved against application 35293/APP/2009/1938.

Accordingly, NATS (En Route) plc objects to the proposal.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

Comments on revised Scheme:

With regards to this application, we request that the following planning condition be imposed:
"Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the local planning authority, in consultation with National Air Traffic Services (NATS).

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".

HEATHROW AIRPORT LTD:

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

- Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the local planning authority, in consultation with Heathrow Airport Ltd. 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 the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

We would also 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>)

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

MOD SAFEGUARDING:

The MoD has no safeguarding objections to this proposal.

GLAAS:

Having considered the submitted document I confirm it accords with relevant standards and guidance and that it is partly in compliance with the condition.

I note that condition 20 of planning permission 35293/APP/2009/1938 requires the implementation of a written scheme of archaeological investigation which has been approved by the local planning authority. An acceptable written scheme has been submitted with this application; although it is important to realise that it involves two stages of fieldwork - first evaluation trial trenching and then (if significant remains are found) further mitigation. Preferably this first stage would have been undertaken to inform the planning decision as noted in my letter of 24/10/13 providing advice on application 35293/APP/2013/2709. I could therefore only recommend the works set out in the WSI as partial discharge of condition 20.

Once the WSI has been approved, the start date should be communicated by the archaeological practice to this office. I will conduct monitoring visits on behalf of your office and advise if further mitigation is warranted.

The archaeological condition will not be fully satisfied until all mitigation works are complete, including any post-excavation assessment/analysis leading to publication.

METROPOLITAN POLICE (SECURE BY DESIGN):

I have reviewed the proposed and the amended proposed site plans. I have no objections to these amendments. Obviously, this site has a planning condition to achieve SBD, so very little changes as to standard expected.

Internal Consultees

HIGHWAY ENGINEER:

I have reviewed the material supplied as part of the minor amendment and have the following comments:

The latest application is a revision of the previous application 35923/APP/2009/1938 that was given permission for a 623 bedroom budget hotel along with 354 car parking spaces 20 cycle parking spaces and 3 coach parking spaces on Bath Road, Sipson.

The latest application is for a 4 star hotel on a site adjacent to Bath Road (A4) which is a dual 2 lane TfL road. In this application the bedrooms are larger and the building is bigger but the same access and parking arrangements are provided. There is a car park management regime proposed and there have been minor changes to the car park layout with the latest scheme but car, cycle and coach parking provision are proposed as per the earlier permitted scheme.

The applicant has submitted an addendum to the original Transport Assessment prepared by Waterman dated September 2015. In that document mention was made of the previous trip estimates that were made for a hotel on the site and it is suggested that these figures will not change significantly. There has also been a significant drop in traffic levels along the A4 close to the site in recent years.

Three coach parking bays are provided and this is suitable for a large hotel in close proximity to Heathrow Airport.

354 car parking spaces are provided on site which is the same as the previous permitted scheme and this should be subject to a Car Park Management Plan to stop long term parking on site.

There are proposals for 20 cycle parking spaces to be provided on site and this is supported.

There are 71 active and passive EV charging points to be provided which again is supported.

On the basis of the above comments I have no significant concerns over this application providing similar conditions are applied to this latest application as were applied previously.

TREE/ LANDSCAPE OFFICER:

I confirm that this minor material amendment application will have little effect on the overall layout and previously approved landscape infrastructure.

This layout includes the planting of 90No. specimen trees, mainly around the frontage and other boundaries, together with large areas of hedging, shrubs, perennials, bulbs and grasses.

The application includes planting plans, plant schedules, a Soft Landscape Specification and Landscape Management Plan.

No objection.

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

With reference to the planning application below to add an additional floor, EPU have no further

comments to add.

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

Please see below the Air Quality requirements for the application above:

1) The model used was inadequate to evaluate the impact of the scheme on local air quality. Whereas back in 2009 this might have been acceptable, it is not the case any longer given current local conditions and no consultation was undertaken with Air Quality Hillingdon in this instance.

Therefore the impact significance deemed by the study as negligible for the operation phase is not correct. EPU has run emission calculations with the traffic data provided for the scheme and the change in concentrations due to the development are moderate significant and therefore a Low Emission Strategy is required to address both traffic and energy plant (CHP and boilers) and to include at minimum an electric vehicle parking bay at the site. In addition S106 contribution will be sought.

2) a Heating plant is proposed but no specification is offered at this stage and no modelling to estimate impact on existing receptors is presented in the study. We will require detailed dispersion modelling is undertaken with software that takes into account the height and distance of surrounding buildings and includes a stack height optimization exercise. This should take into account any other CHP units along the road which will be also included in the model. Hillingdon will need to be consulted when this exercise is undertaken to agree specifications of all units and location of receptors. NOx emission for the proposed scheme should not be higher than 125 mg/Nm³.

3) In addition, no car park modelling was undertaken, which again contributes to the underestimation of the impact of the scheme on local air quality.

In conclusion:

- 1) we will require a Low Emission Strategy to be consulted with and submitted to EPU;
- 2) S106 contribution will be sought - we will advise on value which will be in line with the proportional detriment to local air quality and cost of improving air quality in this area to achieve compliance with Limit Values. This can only be finalised once the CHP plant has a final spec and has been modelled to quantify emissions.

EPU (LAND CONTAMINATION) OFFICER:

I refer to your consultation of 15 July 2016 regarding the above application for the new hotel on the former Technicolor site. There is much information on the site that has been reviewed previously, and I refer to previous correspondence. With this application for a minor amendment the above reports were submitted. These are mainly reports that have been reviewed and there are further reports the Council has which are not submitted. I refer to the late reports by Environ concerning the 'Post remediation Targeted Investigation of Hot Spots' dated May 2014 and the older Remediation Strategy from 2009. There is also ground water monitoring information reviewed by the Environment Agency and the two vapour assessments, one of which is submitted.

The main submitted report is the 'Revised Volatile Vapour Detailed QRA and Remediation Strategy by Capita dated 16 September 2015. There is also a further vapour assessment by Card Geotechnics dated March 2016 which reviews the above work and confirms vapour remediation measures are necessary. The reports assess the risks from various chloro hydrocarbons at the site and the conclusions are that remediation of the hotel by a volatile organic carbon proof membrane and sub

floor ventilation are required. The measures used will need to be agreed and implemented in compliance with the condition, and building control requirements. Information on verification will be required.

In addition to the gas issues there will be other matters to consider for the hotel. I would particularly refer to the remediation of the hot spots detailed in the Environ report of May 2014. Again, I think we are awaiting verification information.

I have not carried out a review of all of the reports on the site, but it appears there will be further remediation. I understand Environ (now Ramboll) are carrying out the soil remediation consultancy work and Capita are carrying out the gas and vapour consultancy work. Both are important given the presence of chlorinated hydrocarbons that can affect the groundwater and pose a risk to human health from vapour.

I would advise that Condition 29 must be retained on this application as with the previous amendment, under 35293/APP/2014/4020 when the text was slightly changed.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development provided the development connects to the CHP unit outlined in the original energy strategy.

WATER AND FLOOD MANAGEMENT OFFICER:

There are no objections in principle to the material amendments to 276 Bath Rd 35293/APP/2009/1938. The development includes ancillary restaurant, bar facilities, landscaping, parking for 354 cars and associated works.

The Capita FRA dated September 2015 rev 4 dated 4/07/2016 states that 1300 cubic metres of attenuation will be provided, the car parking spaces will be on membrane lined permeable paving and the site will have a oil interceptor.

Condition 21 Permission to be constructed in accordance with Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009

Condition 27 which dealt with infiltration can be discharged as the applicant has followed the EA advice & not used infiltration as a SUDS technique. They also plan to membrane line the permeable paving to protect the aquifer underneath the site.

Condition 23 & 38: Both in the Foul & Surface Water sections of the FRA it states that a CCTV survey should be undertaken to establish "the condition, line & level of the existing "sewerage connection" No CCTV survey has been undertaken or submitted to us.

However it is not clear that the FRA, and appended new below ground drainage strategy by Meinhardt has been updated to take account of the new climate change allowances <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances> and therefore storage may need to be adjusted. The micro drainage calculations also don't appear to provide any allowance for climate change.

Therefore, a condition similar to that applied previously should be applied.

S106 OFFICER:

A Deed of Variation will be required in connection with this s73. application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The suitability of the site to provide a 623 bedroom hotel has already been established by virtue of the granting of the original application on 28/5/10 (Ref. 35293/APP/2009/1938) which is extant by virtue of the commencement of works to the access road. Therefore, it is only the proposed changes that need to be assessed against relevant development control criteria.

7.02 Density of the proposed development

Not applicable to this commercial hotel development.

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

Although there are no Conservation Areas, listed buildings, or Areas of Special Local Character within the vicinity, the application site does now fall within the Heathrow Archaeological Priority Zone. On the previously consented scheme, the site was known to be within a known area of archaeological potential and the then English Heritage were consulted and recommended a condition.

On this application, Historic England advise that condition 20 of the previous planning permission (35293/APP/2009/1938 refers) required the implementation of a written scheme of archaeological investigation which has been approved by the local planning authority. An acceptable written scheme has been submitted with this application which accords with relevant standards and guidance. However, they go on to point out that it is important to realise that the investigation involves two stages of fieldwork - first evaluation trial trenching and then (if significant remains are found) further mitigation. Preferably this first stage would have been undertaken to inform the planning decision but can only recommend the works set out in the WSI as partial discharge of condition 20.

Once the WSI has been approved, the start date should be communicated by the archaeological practice to this office so as to enable monitoring visits to be conducted and advise if further mitigation is warranted. The archaeological condition will not be fully satisfied until all mitigation works are complete, including any post-excavation assessment/analysis leading to publication.

As an acceptable written scheme of investigation has been submitted with this application. A condition has been added to ensure that further development works are not implemented until the archaeological investigation is completed, in accordance with the written scheme of investigation. An informative provides further clarification on this condition.

7.04 Airport safeguarding

MoD Safeguarding and Heathrow Airport Ltd did not raise any in principle concerns to the originally submitted scheme but NATS did raise objection, as the scheme was assessed to breach safeguarding criteria, namely that the proximity, physical size and relative orientation of the development has the potential to degrade the service provided by the London (LON) DVOR/DME navigation beacon.

Protracted discussions have taken place between the developers and NATS officers in order to identify revisions to the scheme which could overcome their objection. The scheme was revised on 11/7/16 and re-consultations have been undertaken on the revised scheme.

NATS have confirmed, that the revisions are sufficient to enable them to withdraw their objection subject to a condition that prior to their use, all materials and finishes should be agreed with NATS so that they can be assessed in terms of being safe to use in terms of the beacon's signal. Heathrow Airport Ltd. have also requested a similar condition which is included as part of the officer's recommendation.

This application site would also be directly affected by plans for Heathrow's Third Runway. At this stage, as no decision has been made, this application has been assessed based on current Council policies.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby development, which may prejudice its visual amenity.

On the previous application, it was advised that:-

'the proposed hotel, due to its height and scale would be visible from the Green Belt to the north, east and west. However, the building is located towards the front of the site, with parking to the rear, and commercial/industrial buildings within Heathrow Boulevard and Heathrow Gate Business Park, which border the site to the north, east and west, would provide a significant buffer between this land and the proposed building. The site is least screened from the north, however, the nearest part of the rear elevation would be located approximately 100m away from the nearest part of the Green Belt in this direction.'

The officer's report went on to advise that:-

'The applicant has sought to address previous concerns relating to the overall visual impact of the scheme on the surrounding area, due to its height, mass and scale. Whilst this scheme is undoubtedly for a large building, and has been increased in depth, the reduction from 8-storeys (approximately 25m high) as previously proposed to 4, 5 and 6-storeys (maximum height of approximately 18m) significantly reduces its visual impact on the surrounding area. The applicant has submitted photomontages, which show the indicative views of the building from the surrounding Green Belt, and demonstrate the proposed development would not have a significant visual impact on this land, over and above the existing industrial buildings, including the 30m high chimney previously located on the site. The applicant has also submitted a street scene study which shows that whilst at 13m and 12m high respectively, the buildings immediately to the west and east are shorter than the proposed hotel, nearby developments, in closer proximity to the green belt, such as the nearby 22m high Arora International Hotel are much taller than the building now proposed. As such, given the industrial nature of the previous buildings on the site, the distance from the Green Belt, and the screening provided from surrounding developments, it is not considered that the proposed development would have a significant impact on the open nature, or visual amenities of the surrounding Green Belt, sufficient to justify refusal.'

The revised scheme would now have a maximum overall height of approximately 21.6m to the top of the atrium roof, 19.5m high to the top of the sixth floor parapet roof and 16.5m high at the rear of the building. The atrium roof is sited towards the front of the building and set well back from the edges of the building so that it would not have a significant impact on the openness of the Green Belt, particularly if translucent/ lightweight materials are used. The 19.5m main sixth floor height of the building would not be significantly taller than the

maximum 18m height of the previously approved building, which included roof top plant areas that extended to the edges of the roof. As such, it is considered that given the separation and screening from the Green Belt provided by surrounding buildings, this building would be sited away from the side and rear site boundaries with landscaping, including tree planting at the rear, the revised scheme would not be unduly harmful to the openness of the surrounding Green Belt and accords with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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.

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 north side of this part of Bath Road is largely characterised by commercial office buildings, warehouses and hotels, interspersed with agricultural land falling within the Green Belt. There are several other hotels, including the Arora International and Holiday Inn, within the vicinity. The southern side of Bath Road tends to be more characterised by large airport car parks and development associated with Heathrow Airport.

The proposed building would sit on the southern side of the site with the majority of car parking located to the rear, accessed via a service road off Heathrow Boulevard, which crosses the front of the site and runs parallel with the eastern site boundary. The building would be characterised by two linked wings of approximately 123m long and 126m long, connected by a central circulation area comprising the main entrance and reception area/lobby, restaurant/bar facilities and a central atrium.

As previously advised, it is considered that the use of materials and facade treatment would lessen its impact on the surrounding area. The building would be characterised by a facade treatment, which uses glass panels with subtle graduations of colour. The front of the building would have a four-storey glazed atrium over the entrance. Coloured panels would be used along the side elevations in order to provide continuity with the main front elevation, and the use of panelling along the eastern and western elevations would help to break up the monotony of the long wings. As previously mentioned in the officer's report on the previous application, it is considered that the use of glass panels and graduations of colour to the front elevation give the perception of a much lighter, elegant and high quality development. The use of coloured panels along the side elevations help to break up their scale and length, and landscaping at the front of the site helps to create a welcoming high quality entrance to the building.

The building would have a maximum width of approximately 53m and a maximum sixth floor height of 19.5m. The atrium roof would be marginally taller, but this would be set well back from the edges of the building, so that it would not be readily discernible from the street. Whilst it would be larger in scale and height than the large industrial, warehouse units on the

adjacent Airport Gate Business Centre site, which are equivalent to a three storey height and the 2 to 4 storey office development on the adjoining Heathrow Boulevard to the west and rear of the site, these buildings are often sited hard up against their site boundaries, a siting which emphasizes their bulk, whereas the proposed hotel is set well back from all its boundaries, reducing the appearance of bulk outside the site and allowing landscaping to be provided that would help screen and soften the impact of the building. It is considered that given the lack of a defined characteristic building height/ urban context along Bath Road, a part 5, part 6 storey building would sit comfortably within the streetscape, whilst providing an attractive focal point and would not be out of character with other large buildings characteristic along Bath Road.

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.

As previously advised, the nearest residential properties to the site are located in Blunts Avenue, approximately 95m away to the east. Whilst, given its height, some views of the proposed building may be available from the rear windows of these properties, it is considered that the large warehouse style buildings in Heathrow Gate Business Centre provide a significant barrier between these properties and the proposed development. Given the distance, and screening provided by the adjacent warehouses, it is not considered that the proposed development would have any significant impact on residential amenity.

Objections have been raised concerning the impact of the proposed development on the adjacent commercial Heathrow Boulevard. The Heathrow Boulevard development comprises commercial/industrial buildings which, unlike residential properties, are not considered to be uses which are particularly sensitive to amenity impacts. Nevertheless, the nearest buildings within Heathrow Boulevard are located approximately 22m to the east of the nearest part of the hotel building, at the opposite side of the main access road into the estate. As such, it is not considered that the proposed development would lead to any significant impacts on these commercial properties sufficient to justify refusal.

7.09 Living conditions for future occupiers

Not applicable to this hotel 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 AM15 require parking to be provided in accordance with standards, including provision for disabled persons.

The Council's Highway Engineer has reviewed the revised scheme and submitted documents, including an Addendum Document to the Transport Assessment, dated 10 September 2015 and a further Highways Note, dated 18/11/15 which was submitted following initial concerns raised by the Highway Engineer concerning use of the site as two hotels. The Engineer advises that the findings of the reports, that the previous trip estimates that were made for a hotel on the site would not change significantly are accepted. It is also noted that there has been a significant drop in traffic levels along the A4 close to the site in recent years.

The Engineer goes on to confirm that the three coach parking bays previously approved are suitable for a large hotel in close proximity to Heathrow Airport and that the 354 car parking spaces previously approved are acceptable, provided they are subject to a Car Park Management Plan to stop long term parking on site. The overall parking provision includes 35 disability standard spaces as per the previous application. This continues to comply with Council policy which requires 10% of parking spaces to be disability standard.

The Engineer goes on to advise that the proposals include 20 cycle parking spaces to be provided on site which would accord with standards as 1 space per 10 staff would be required (the hotel development is expected to create a maximum of 200 staff). The scheme would also require 10% of the spaces to be served by electric charging points and a further 10% of the spaces to be easily convertible in the future. The proposals make a total provision for 71 spaces to be served. As such, the scheme accords with relevant current standards.

On the basis of the above comments there are no significant concerns over this application providing similar conditions are applied to this latest application as were applied previously.

Of the three previously attached highway related conditions, which required details electric charging points, a delivery and service plan and require that parking is used by hotel guests only have been included and revised as necessary in the officer's recommendation.

7.11 Urban design, access and security

- Building bulk and scale

This has been dealt with in Section 3.07 of the officer's report.

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 revised parking layout involves the 35 disabled person spaces being provided close to the building and its accesses, with drop-off provision for cars, taxis and coaches made at both hotel entrances.

The applicant has included an Access Statement as part of the Design and Access Statement, which confirms that the development would be fully inclusive. All primary access areas would be step and ramp free and wheelchair accessible lifts with braille controls and audible announcements would be provided to the bedroom floors. The Council's Access Officer previously raised no objections to the proposed scheme, subject to further details regarding the emergency evacuation plan for those with disabilities, and specification of the lifts. This would be covered by building control regulations and, as such, it is not considered necessary to add a condition requesting this information.

7.13 Provision of affordable & special needs housing

Not applicable to this hotel 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 since this non-material amendment application was first submitted in order to address the Council's Tree/ Landscaping Officer's initial concerns. Since revision, the officer advises that this minor material amendment application will have little effect on the overall layout and previously approved landscape infrastructure.

This layout includes the planting of 90 No. specimen trees, mainly around the frontage and other boundaries, together with large areas of hedging, shrubs, perennials, bulbs and grasses.

The application includes planting plans, plant schedules, a Soft Landscape Specification and Landscape Management Plan.

The officer advises that there is no objection to the scheme of tree/ landscaping grounds and it complies with Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012).

Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal. This advises that due to the length of time the site has been vacant, recolonisation of the hardstanding has taken place by various flora. However, the habitats present are considered to be of low ecological value but the vegetation does provide suitable habitats for invertebrates and bird species. Therefore, in order to mitigate the loss, a the landscaping scheme should include species beneficial to wildlife and artificial nest sites should be created. This would be controlled by condition.

7.15 Sustainable waste management

As advised in the officer's report on the previous application, as the application is for a commercial development, the hotel occupier ultimately has discretion over which waste management methods are used. The plans indicate that bin stores would be provided towards the rear of the hotel, on the western side of the building. Details of the bin store have previously been submitted and approved which have been provided as part of this application.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that there are no objections to this minor material amendment application, provided the development connects to the CHP unit outlined in the original energy strategy. This has been conditioned as part of Condition 3.

7.17 Flooding or Drainage Issues

The Environment Agency have confirmed they have no objections to this application. The Council's Water and Flood Management Officer advises that there are no objections in principle to the material amendments on this site for the 623 bedroom hotel.

The submitted Flood Risk Assessment dated September 2015, rev 4 dated 4/07/2016 states that 1300 cubic metres of attenuation will be provided, the car parking spaces will be on membrane lined permeable paving and the site will have a oil interceptor.

The officer advises that previously, Condition 21 required the hotel to be constructed in accordance with Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009.

Condition 27 which dealt with infiltration can be discharged as the applicant has followed the EA advice & not used infiltration as a SUDS technique. They also plan to membrane line the permeable paving to protect the aquifer underneath the site.

Condition 23 & 38: Both in the Foul & Surface Water sections of the FRA it states that a CCTV survey should be undertaken to establish "the condition, line & level of the existing "sewerage connection". No CCTV survey has been undertaken or submitted to us.

However, it is not clear that the FRA, and appended new below ground drainage strategy by Meinhardt has been updated to take account of the new climate change allowances <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances> and therefore storage may need to be adjusted. The micro drainage calculations also don't appear to provide any allowance for climate change.

Therefore, a condition similar to that applied previously should be applied. The recommended condition forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

AIR QUALITY

The proposed minor material amendment to the approved scheme as assessed by the Council's Highway Engineer is unlikely to give rise to any additional traffic generation. As Environmental Protection Officer on the previous application advised that the development could lead to only a very minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, namely providing a Green Travel Plan and agreed to contribute £15,000 towards air quality monitoring in the area, it would be difficult to argue that this scheme now needs to make additional provision for air quality. Therefore, subject to these mitigation measures being in place, there are no objections to the scheme on air quality grounds.

NOISE

On the previous application, it was advised that the nearest residential properties were over 100m from the site, and these properties were significantly screened from the development by the existing large buildings within the adjacent Heathrow Gate Business Centre. As such, the long-term impacts of the development on these properties, in terms of noise, was likely to be minimal. The Council's EPU (Noise) Officer does not raise any comments in relation to this application. A number of conditions were imposed on the previous permission to control the timings of deliveries, noise from site plant such as the CHP unit and air conditioning units, no music or other amplified sound to be audible inside surrounding or adjacent properties between 2300 and 0700 and sound insulation of bedrooms. Where the details have not been discharged, similar conditions are included in the officer's recommendation.

7.19 Comments on Public Consultations

The concerns raised on behalf of the operators of Heathrow Boulevard have been addressed in the main report.

7.20 Planning Obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 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 applicant has agreed in principle to provide the following contributions which will be secured by the proposed Section 106 agreement:-

- (i) A financial contribution of up to £30,000 towards the upgrading of bus stops in the area and/or highway improvements.
- (ii) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.
- (iii) A contribution of £40,000 towards public realm improvements within the area.
- (iv) A financial contribution of £15,000 towards air quality monitoring initiatives.
- (v) A financial contribution of £14,500 towards hospitality training initiatives in the borough.
- (vi) A scheme detailing how construction training will be provided throughout the construction phase of the development.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

CONTAMINATION

The Council's Land Contamination Officer has reviewed the application and the supporting documentation and advises the reports identify risks from various chloro hydrocarbons which will need mitigation by means of a volatile organic carbon proof membrane and sub floor ventilation. Also, there will be other matters to consider for the hotel which will require further mitigation and therefore the Condition 29 must be retained on this application as with the previous amendment, under 35293/APP/2014/4020 when the text was slightly changed.

The condition forms part of the officer recommendation.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted,

enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

This application seeks a minor material amendment to a previously approved and extant permission for a 623 bedroom hotel on this site. It is considered that the proposed changes to the approved scheme are acceptable.

The scheme is considered to comply with relevant NPPF, London Plan (March 2016) and Hillingdon Local Plan Strategic and Saved UDP Policies. As such, approval is recommended.

11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

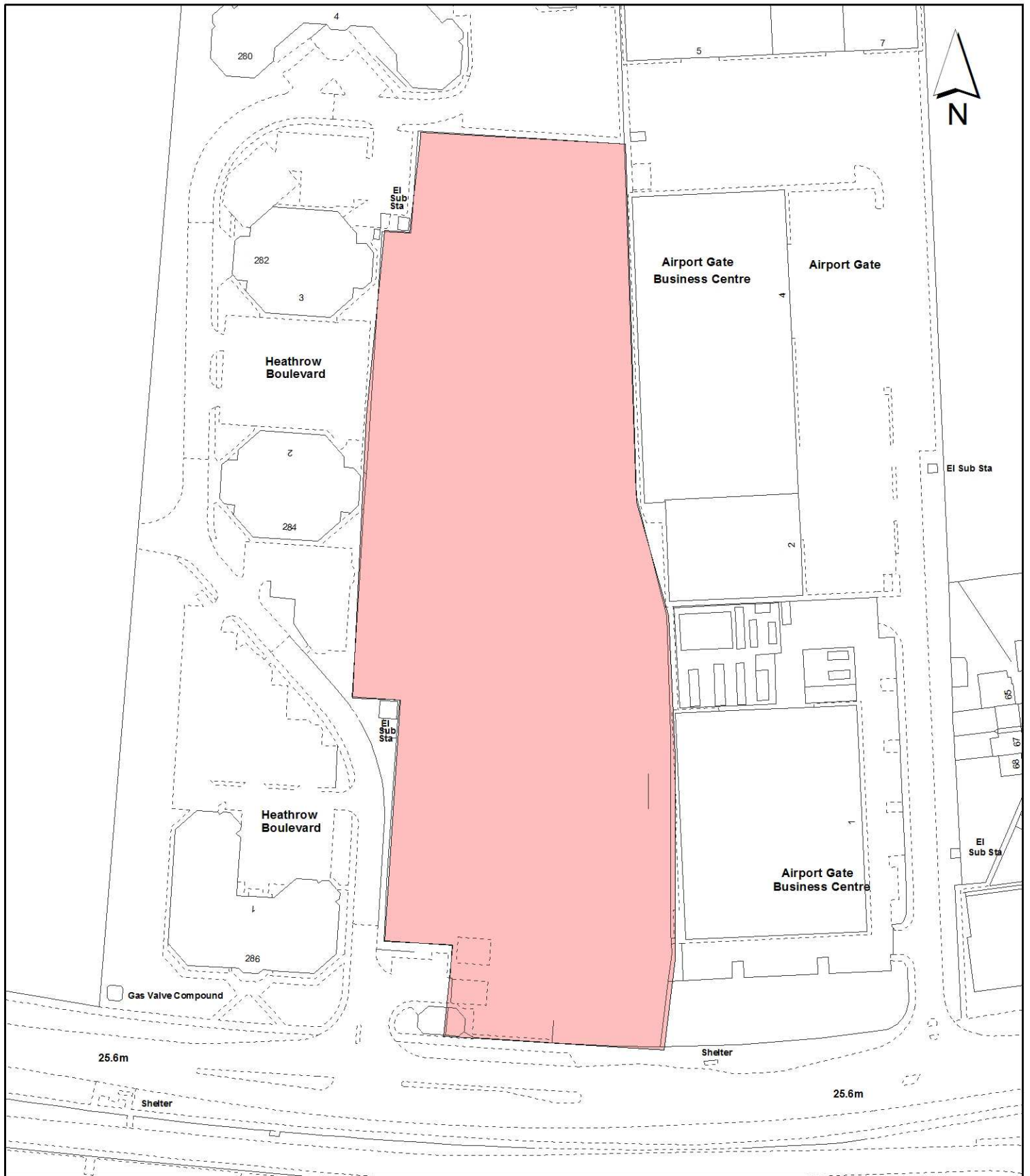
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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:

**276 Bath Road
 Sipson**

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

Planning Application Ref:
35293/APP/2015/3693

Scale:
1:1,500

Planning Committee:
Major Page 73

Date:
August 2016



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Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP LIDO RESERVOIR ROAD RUISLIP

Development: Proposed change of use of existing public convenience to kiosk (Use Class A' with ancillary storage and alterations to north east and south west elevations.

LBH Ref Nos: 1117/APP/2016/2759

Drawing Nos: 2016D181/P/01 (Site Location Plan)
2016D181/P/02 (Existing Site Plan)
2016D181/P/03 (Existing Elevations in Context)
2016D181/P/04 (Proposed Elevations in Context)
2016D181/P/05 (Floor Plan & Roof Plan)
2016D181/P/06 (Floor Plan & Roof Plan)
2016D181/P/07 (Section A-A)

Date Plans Received: 15/07/2016 **Date(s) of Amendment(s):**

Date Application Valid: 15/07/2016

1. SUMMARY

This application seeks full planning permission for the change of use of existing disused public conveniences and a store at Ruislip Lido to a kiosk with associated storage for A1 use. The applicant has verbally suggested that the kiosk might be used for the selling of ice creams and snacks.

The proposal would provide an ancillary facility to the predominant use of the Lido area for public recreation and is considered to comply with relevant policies which allow minor alterations to buildings located within the Green Belt. Accordingly, no objections are raised to the principle of the development in this location.

The proposed alterations to the building are considered to be visually acceptable and it is not considered that the proposal would have any significant detrimental impact on residential amenity. The development is considered to comply with relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2016D181/P/01, 2016D181/P/02, 2016D181/P/03, 2016D181/P/04, 2016D181/P/05, 2016D181/P/06 & 2016D181/P/07, 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 (2016).

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

5 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used only for purposes within Use Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To enable the Council to fully assess the impact on an alternative use on residential amenity, particularly with regard to potential noise, disturbance and odour, in accordance with policies BE19 and 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 (2016) and national guidance.

OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 7.16	(2016) Green Belt
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). 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.

5 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.

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

Ruislip Lido comprises a large man-made reservoir surrounded by semi-natural woodland, scrub and grassland habitat. It is managed as a recreational and educational facility for the community, with visitor attractions including a miniature (narrow gauge) railway, a cafe, a pub and a visitor's centre, plus associated WC facilities. It is largely surrounded by Ruislip Woods National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI), which it directly borders to the east, north and west.

The application site itself comprises an existing single-storey traditional brick built building with tiled pitched roof, which formally accommodated public conveniences, and a linked flat-roofed storage building, located towards the south western side of Ruislip Lido. It is immediately surrounded by footpaths associated with the lido. A boathouse lies beyond to the south east, a Council owned maintenance compound to the south west, residential properties to the west, Reservoir Road to the north and the lake to the east.

The site falls within the Green Belt as designated in the Hillingdon Local Plan, as does the entire Ruislip Lido recreational area.

3.2 Proposed Scheme

This application seeks full planning permission for the change of use of the existing disused WC block and linked store to a kiosk falling within class A1 of the Use Classes Order.

The existing WC block would be refurbished to provide an approximately 14m² kiosk and the existing, approximately 18m² store, would be used for ancillary storage.

Externally, the following alterations are proposed:

1. Replacement of existing flat roof to store with felt roof
2. Replacement of existing steel garage door to store with new roller shutter door

3. Bricking up of windows in the WC block
4. Installation of serving hatch with roller shutters to front (north east) elevation of WC block

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history directly relevant to the current proposal, although it is noted that planning permission (ref: 1117/APP/2015/2787) was granted for the demolition and replacement of the adjoining boathouse on 15/09/15.

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 (2016)
 National Planning Policy Framework

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:

- OL4 Green Belt - replacement or extension of buildings
- OL5 Development proposals adjacent to the Green Belt
- 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.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- LPP 7.16 (2016) Green Belt
- LPP 7.4 (2016) Local character
- NPPF National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 16th August 2016

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 15 local owner/occupiers and the Ruislip Residents' Association. A site notice was also posted. No responses have been received.

METROPOLITAN POLICE

I have met with the Architect regarding this development and have discussed the scheme. I have

requested that security rated shutters be fitted to the two new openings. I await further details regarding this, but in any event, due to where this site is located, I would request that this be part of a Secure By Design planning condition imposed to ensure that the shutters can withstand attack.

Internal Consultees

None.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site falls within the Green Belt as designated in the Hillingdon Local Plan. No extensions or new floorspace is proposed. However, minor alterations would be made to the external facades of the buildings.

Local Plan policy OL4 allows minor extensions or alterations to buildings in the Green Belt. Policy OL5 confirms that development will only be permitted if it does not injure the visual amenities of the Green Belt.

Paragraph 89 of the NPPF confirms that the extension or alteration of a building in the Green Belt can be considered acceptable provided that it does not result in disproportionate additions over and above the size of the original building.

The proposed alterations are considered to be minor and of limited visual impact. Accordingly, the development is considered to comply with these policy objectives which seek to preserve the openness and visual amenity of the Green Belt. The site has no other specific designations which would preclude development. 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 type of development.

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

Not applicable. The site does not fall within a Conservation Area, Area of Special Local Character or Archaeological Priority Area and there are no listed buildings within the vicinity of the application site.

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

7.05 Impact on the green belt

This issue has been largely addressed in part 7.01 of the report. The proposed external alterations to the buildings are considered to be minor. They would be in keeping with the character and appearance of the existing and nearby buildings and their overall visual impact in this location is considered to be limited. Accordingly, it is not considered that the development would have any significant detrimental impact on the visual amenities of the Green Belt.

7.07 Impact on the character & appearance of the area

The building is clearly visible from Reservoir Road. Nevertheless, it is seen in context with the larger boat house building to its rear (south east) and residential properties to the west. Given this, in addition to the relatively minor nature of the proposed alterations and its set back approximately 18m from the road, it is not considered that it would have any significant detriment impact on the visual amenities of the street scene. The development is therefore considered to comply with the objectives of Local Plan policies BE13 and BE15, which seek to safeguard general visual amenity.

7.08 Impact on neighbours

The nearest residential properties to the proposed development are located approximately 7m away to the north west. However, given dense boundary screening and the minor nature of the proposed works, it is not considered that the proposal would have any significant detrimental impact on residential amenity. The development is therefore considered to comply with Local Plan policy BE19, which seeks to safeguard residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Not applicable. The proposed kiosk would be ancillary to the predominant use of the area for recreation. Accordingly, it is considered that it would attract additional traffic to the site over and above that which would be using the site in any case. It is therefore considered that it would have a negligible impact on the local highway network, particularly given its small size.

7.11 Urban design, access and security

- Urban Design

This has been addressed in part 7.07 of the report.

- Access

No alterations are proposed to the existing access arrangements to/from the site.

- Security

The Metropolitan Police have raised no objections to the application subject to the imposition of a Secure by Design condition should approval be granted. Accordingly, the development is not considered to give rise to any issues of security.

7.12 Disabled access

No alterations are proposed to the access arrangements to the building.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, Landscaping and Ecology

Not applicable. The proposal does not involve any works which would impact on landscaping or ecology.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this type of development.

7.17 Flooding or Drainage Issues

Not applicable to this type of development.

7.18 Noise or Air Quality Issues

It is not considered that the development would give rise to any impact on air quality or significant increase in noise over and above the existing use of the lido area.

7.19 Comments on Public Consultations

None received.

7.20 Planning Obligations

Not applicable to this type of development.

7.21 Expediency of enforcement action

Not applicable.

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 proposed development is considered to comply with current planning policies which allow minor alterations to be carried out to existing buildings located within the Green Belt. It is not considered that it would have any significant detrimental impact on the visual amenities of the surrounding area or on residential amenity. Furthermore, it is not considered that it would give rise to any increase in traffic to/from the site or associated parking demand.

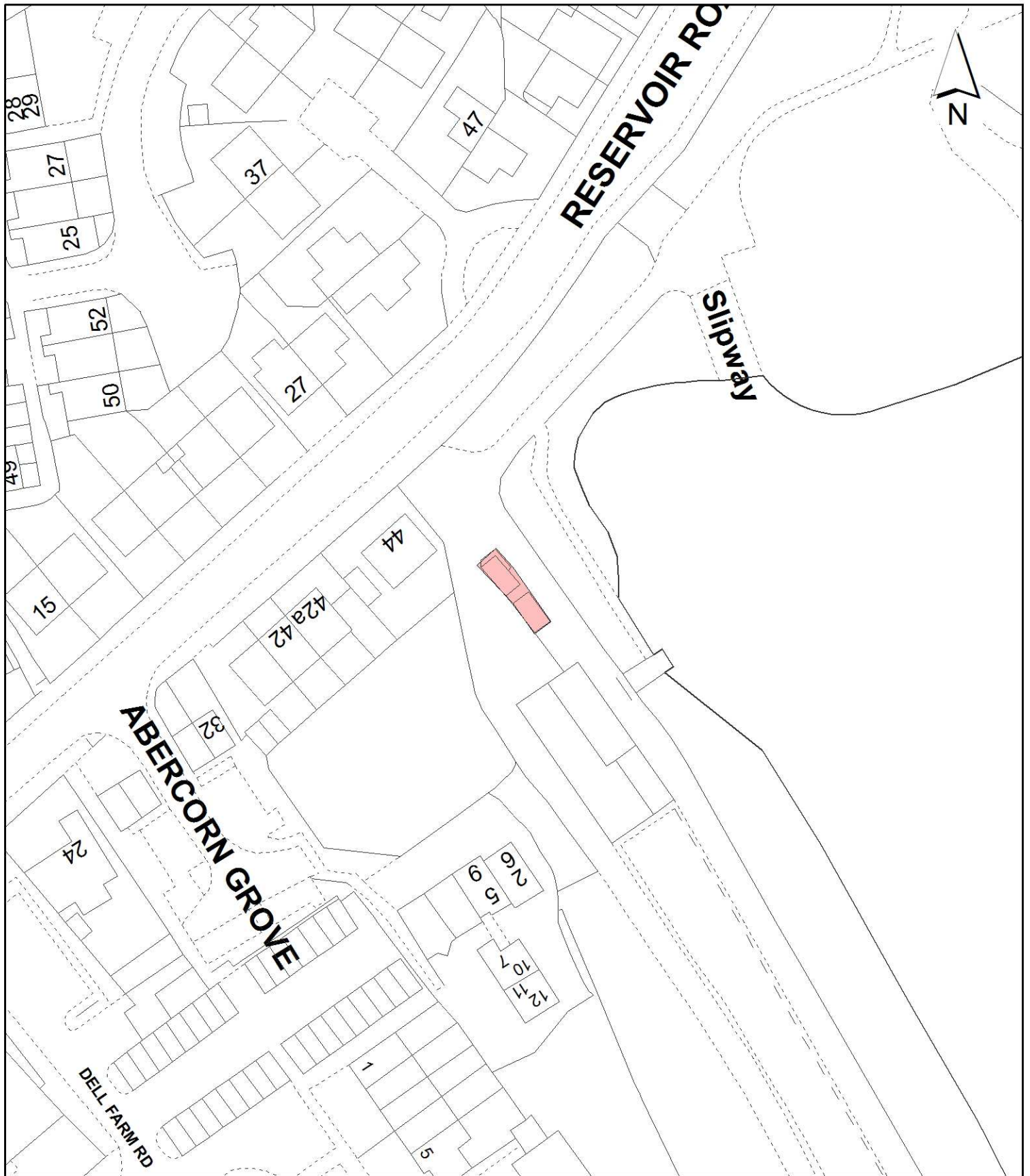
The development is considered to comply with relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

11. Reference Documents

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

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Ruislip Lido
 Reservoir Road
 Ruislip**

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

Planning Application Ref:

1117/APP/2016/2759

Scale:

1:800

Planning Committee:

Major Page 84

Date:

August 2016



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 24 August
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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Page 85

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

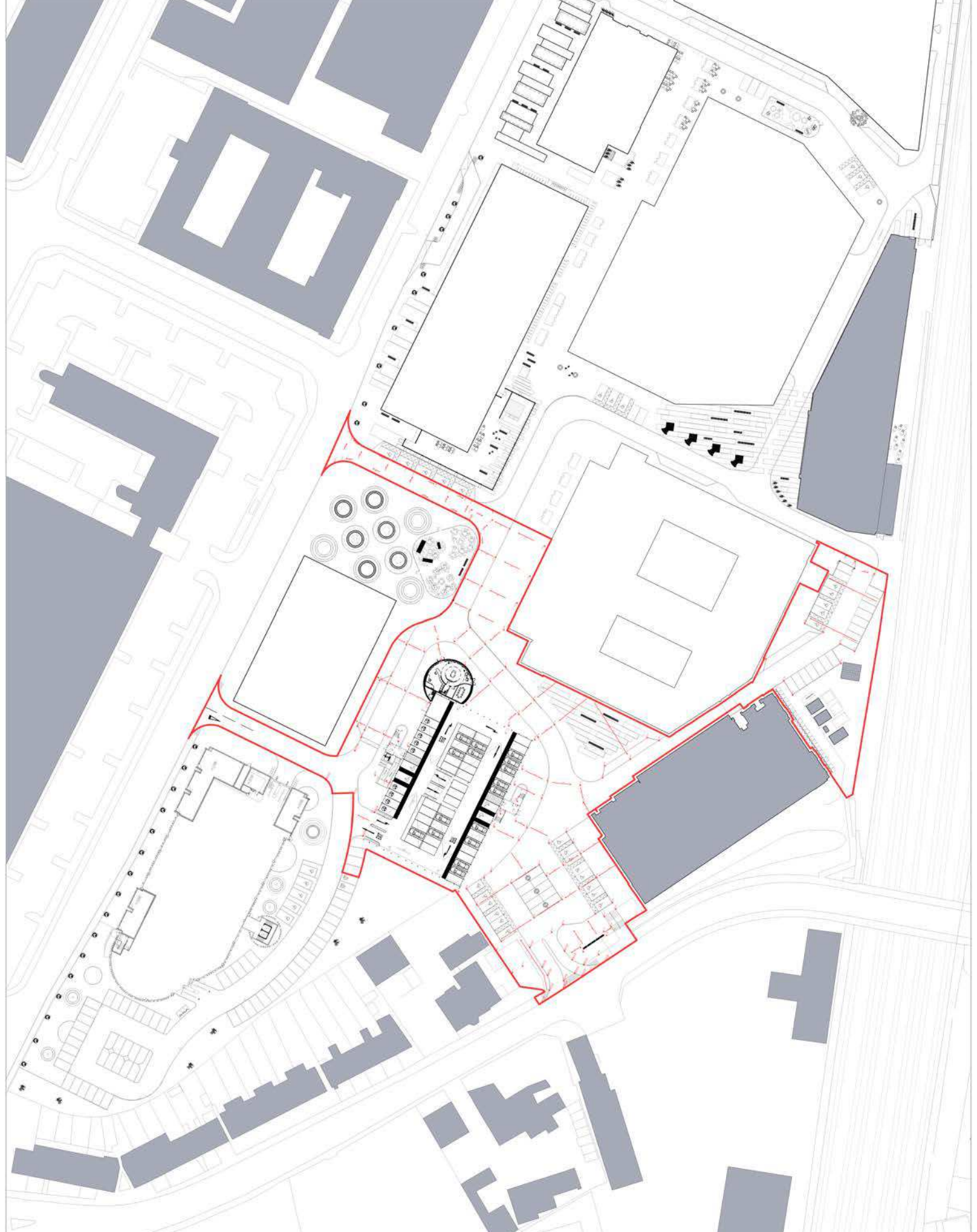
Development: Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

LBH Ref Nos: 59872/APP/2016/1930

Date Plans Received: 20/05/2016

Date(s) of Amendment(s):

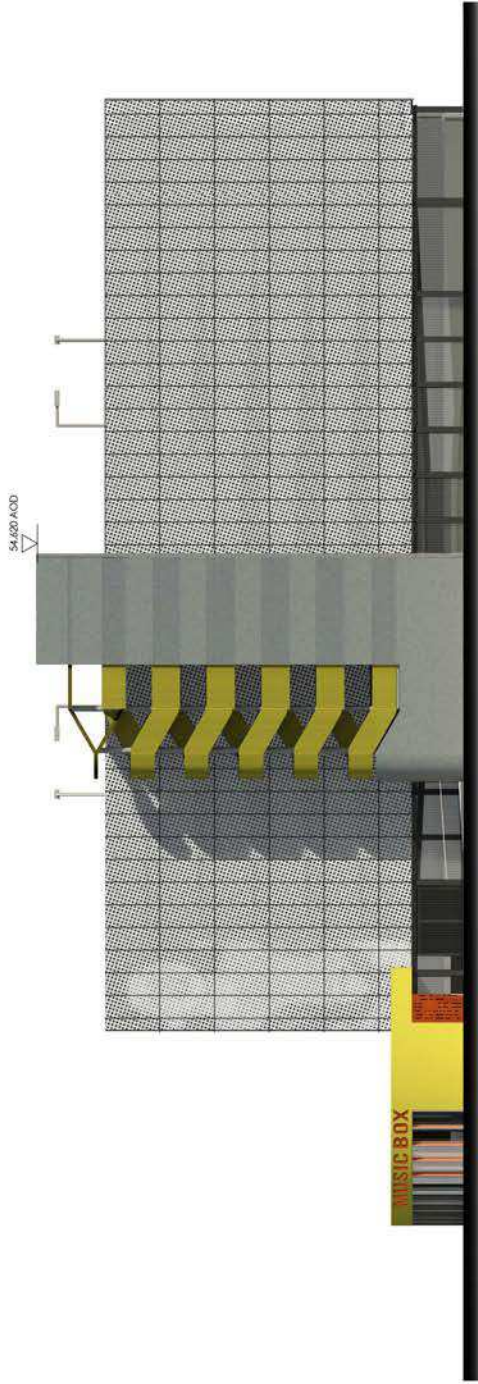
Date Application Valid: 24/05/2016



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REVISION NOTES	
No.	Description
A	Screen image changed
B	Revised image
C	Clare & UP
D	Colour elevations
E	Clare changes
F	Layout redrafted
G	Access ramp amended



North East Elevation

WILLIAMS LESTER
 CHARTERED ARCHITECTS
 Endeavour House, Clive Arch Lane, Ringwood, BH24 1PH
 www.williamsler.com mail@williamsler.com
 01425 462244

Client
Bourne Parking

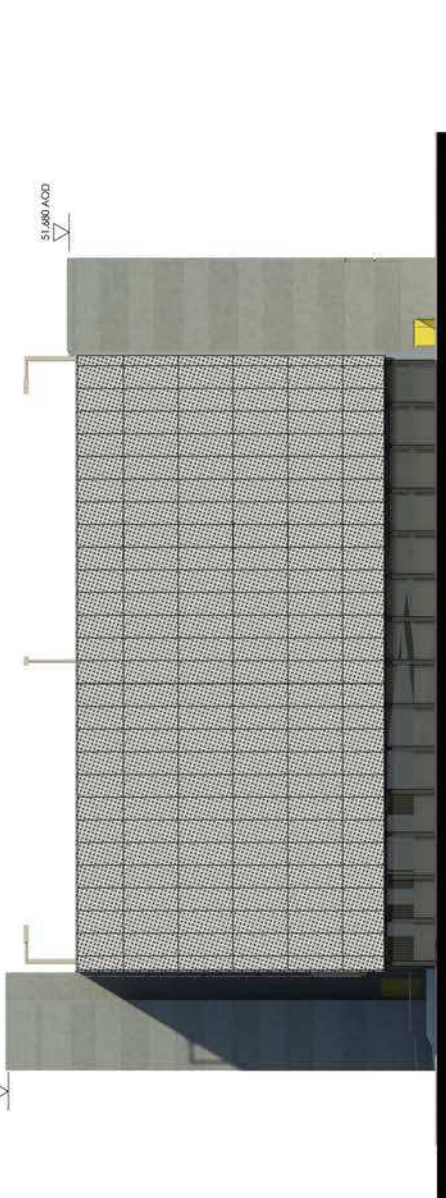
Project
**The Music Box
 The Old Vinyl Factory,
 Hayes, Middlesex**

Title
Elevations 2 of 2

Scale A2(6) Date: 20/10/2015
 Drawn: JJ Checked: SJ
 Drawing No: **5344-PL-06** Revision: **G**



North West Elevation









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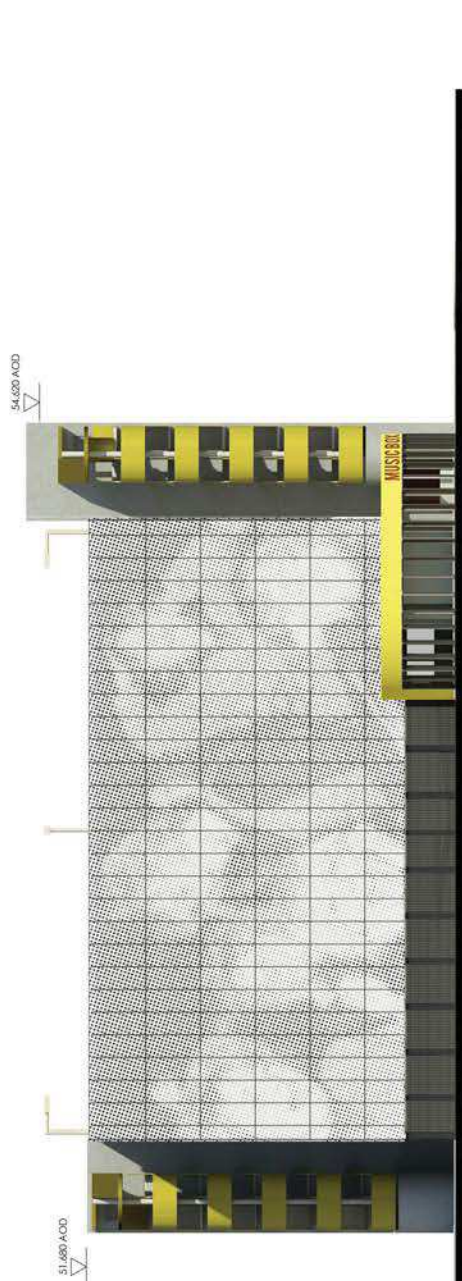
Do not scale from this drawing. Work to agreed dimensions. All dimensions to be checked on site and any discrepancies reported to the architect immediately.

REVISION NOTES

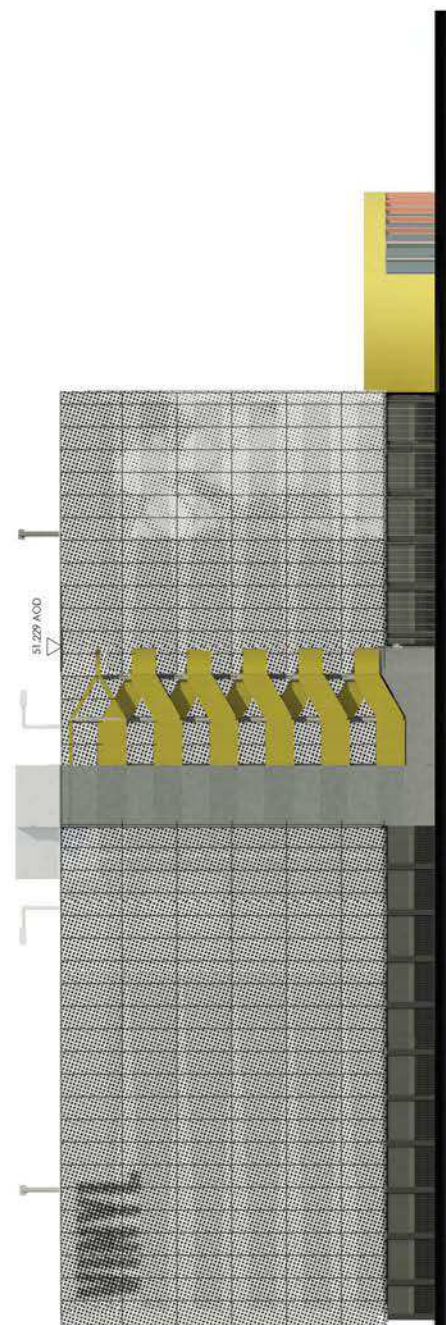
Rev	Description	Date
A	Screen image changed	02.11.20
B	Revised image	19.10.15
C	Start of UP	17.02.20
D	Colour elevations	22.02.20
E	Chart changes	05.03.20
F	Layout reimagined	19.10.15
G	Access ramp amended	11.02.20
H	RAL 2032 corrected to read RAL 1032.	10.09.20

Materials Key

-  Perforated metal panels with regular perforations
RAL 9006
-  Perforated metal panels with punched image
RAL 9006
-  Corrugated PC concrete panels
-  Flat faced PC concrete panels
-  Corrugated metal mesh panels between perforated columns
-  Aluminum window and door frames RAL 7021 with red return panels RAL 2001



South East Elevation



South West Elevation





WILLIAMS LESTER
CHARTERED ARCHITECTS

Endswood House, Cowe Arch Lane, Endswood, Bristol 19N
www.williamslester.com mail@williamslester.com
01452 68224

Client
Bourne Parking

Project
**The Music Box
The Old Vinyl Factory,
Hayes, Middlesex**

Scale A2/E6 Date: 20.10.2015
Drawn: JJ Checked: SJ

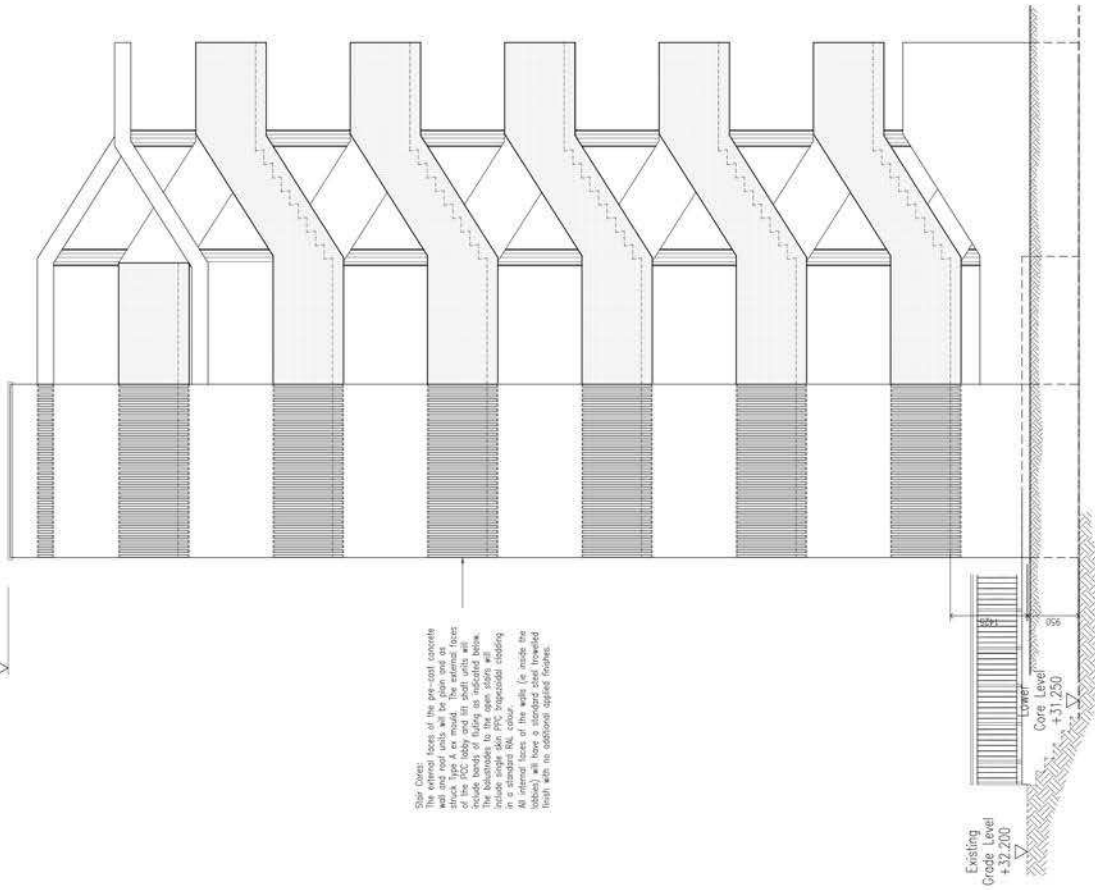
Drawing No:
5344-PL-05

Revision
H

Title
Elevations 1 of 2

DWG FILE: 5344-PL-05.dwg
PLOT FILE: 5344-PL-05.plt
DATE PLOTTED: 11/12/20

Lobby Roof
+53.915



Stair Details: Areas of the open steel structure will not roof walls will be clean and as struck type A or mould. The external faces of the PVC lobby and lift shaft walls will be finished with a smooth finish. The balustrades to the open stairs will include single skin PVC transparent cladding in accordance with the specification. All internal faces of the walls (i.e. inside the lobby) will have a standard steel troweled finish with no additional applied finishes.

Elevation Y-Y On Stair Core TWO

Rev	Description	Date
	Drawing Status	
	Final Submission	

bourne
PARKING

Registered Office: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Project:
Music Box MSCP
The Old Vinyl Factory
Elevations - Stair 2

Scale @ A1: 1:125
Drawing No: BPL-511
Revision: T1

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 Any Vendor/Tradesperson is instructed and to be performed by competent tradesperson. All tradesperson to be approved by the Architect immediately.

REVISION NOTES		
REV.	DESCRIPTION	DATE

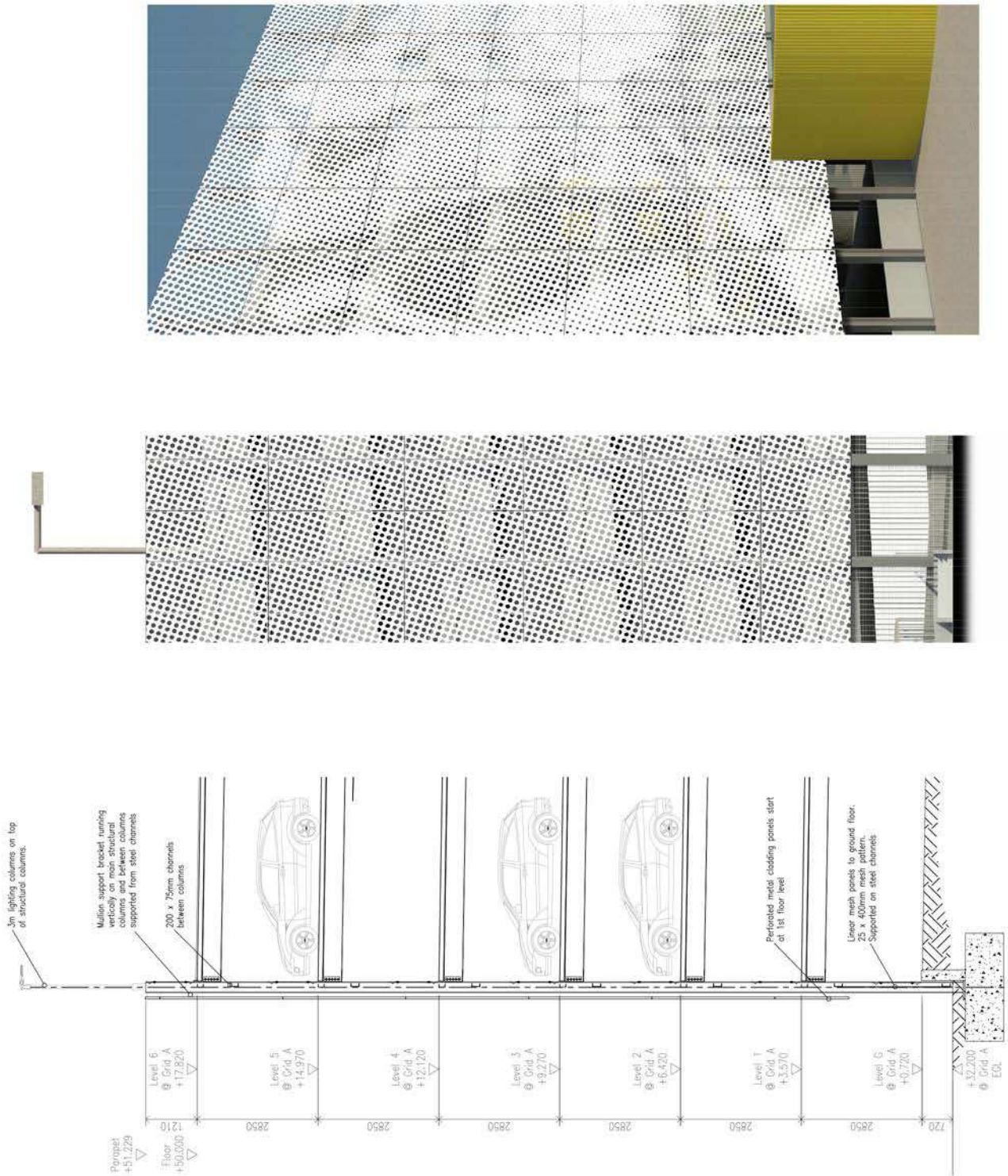
WILLIAMS LESTER
 CHARTERED ARCHITECTS
 Ecclestone House, One Acton Lane, Regentwood, B94 1PH
 www.williams-lester.com 01452 483234

Client
Bourne Parking

Project
**The Music Box
 The Old Vinyl Factory
 Hayes, Middlesex**

Title
**Section Through Cladding
 Part Elevation**

Scale: 1:50 @ A2 Date: 19/02/2016
 Drawn: MS Checked: LS
 Drawing No: 5344-PL-07
 Revision: B



Part Elevation of Cladding @1:50

Perspective of Cladding system



THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATION, DRAWINGS & THE SPECIFICATION.

DO NOT SCALE FROM THIS DRAWING.

ATTENUATION TANKS SIZED FOR 1 IN 100 YEAR STORMS + 30% ALLOWANCE FOR CLIMATE CHANGE.

TRAPPED GULLETS ARE TO BE INSTALLED ON ALL ROOFS AND TO PROVIDE PROTECTION OF STORM WATER DISCHARGE FROM POLLUTION.

ALL ATTENUATION TANKS TO BE FITTED WITH INSPECTION CHAMBERS TO ALLOW FOR CCTV DRAINAGE SURVEYS TO BE CARRIED OUT TO IDENTIFY MAINTENANCE REQUIREMENTS.

THE TANKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE DOCUMENT 1615/101 SURFACE WATER DRAINAGE STRATEGY PROPOSAL FOR THE MUSIC BOX, THE OLD VINYL FACTORY, HAYES, APPROVED BY LONDON ON 29.01.14.

BYPASS RETAIN INTERCEPTORS TO BE PROVIDED FOR THE ROOFS OF THE MUSIC BOX WISE.

7. ATTENUATION TANKS TO BE DESIGNED FOR THE 1 IN 100 YEAR STORMS WITH THE BOUNDARY LINE SHOWN THIS.
8. ATTENUATION TANK A12 TO BE DESIGNED FOR THE 1 IN 100 YEAR STORMS WITH THE BOUNDARY LINE SHOWN THIS.
9. ATTENUATION TANK A13 TO BE DESIGNED FOR THE 1 IN 100 YEAR STORMS WITH THE BOUNDARY LINE SHOWN THIS.



NO	DATE	ISSUED FOR INFORMATION	NO	DATE	ISSUED FOR INFORMATION
A	19.05.15	ISSUED FOR INFORMATION	MT		
		REVISED FOR INFORMATION	MT		
		REVISED FOR INFORMATION	MT		

**THE MUSIC BOX
THE OLD VINYL FACTORY,
HAYES**

EXTERNAL BELOW GROUND DRAINAGE LAYOUT FOR DISCHARGE OF PLANNING CONDITIONS

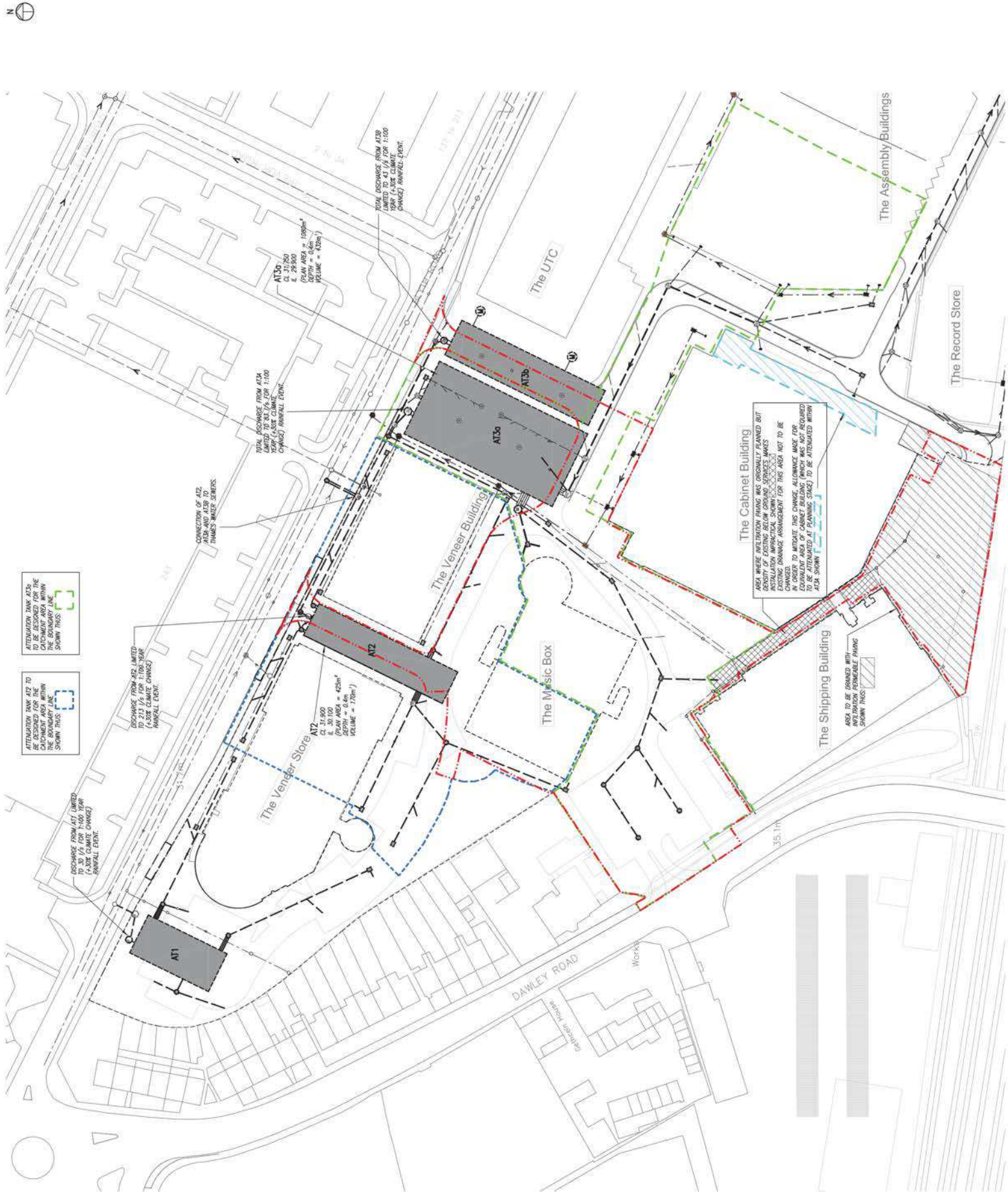
Spencer George
NOVEMBER 2015
1:500

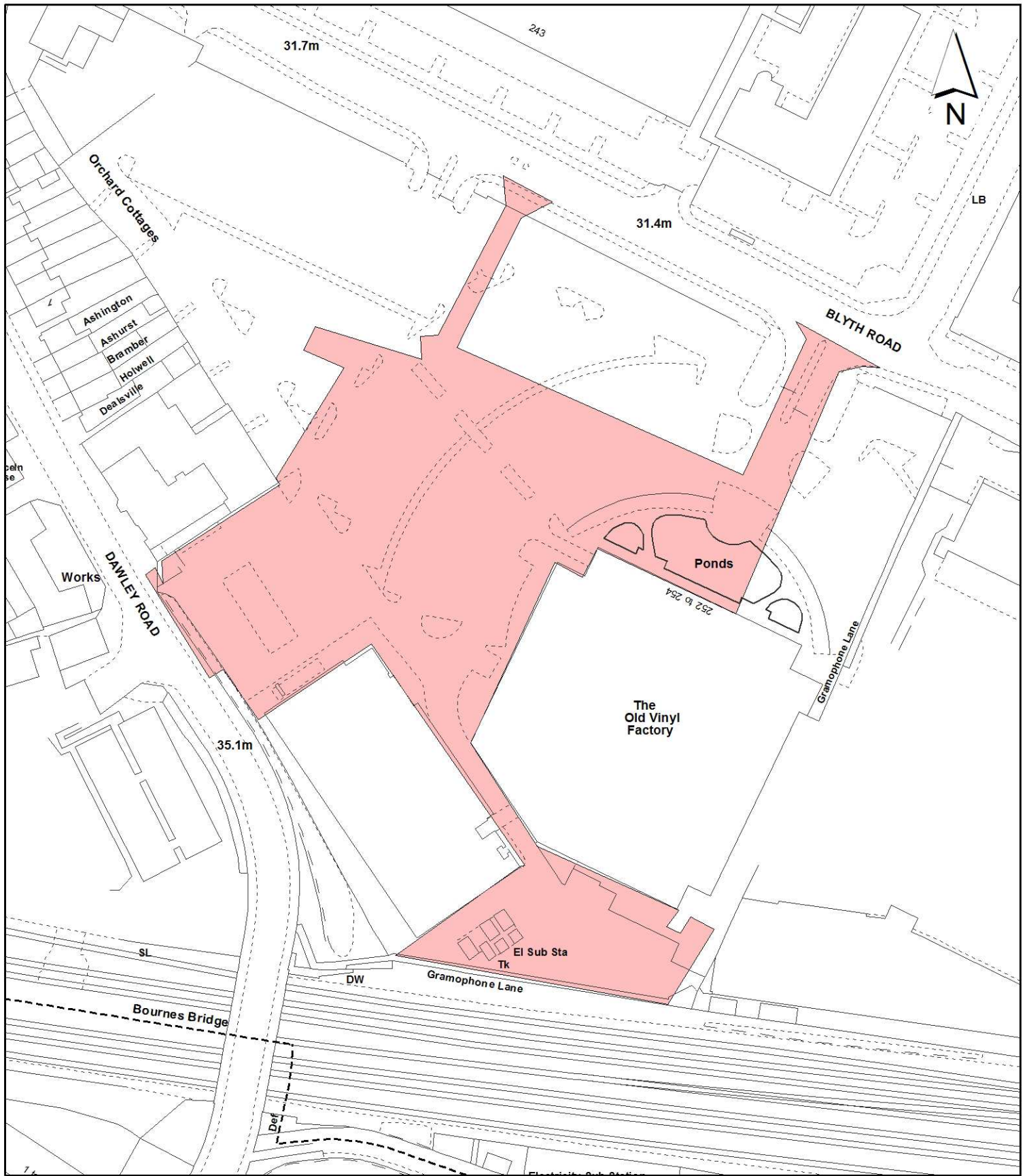
Alan Baxter

75 Concorde Street London ECH 8EL
tel 020 7250 1555
email alba@alanbaxter.co.uk
www.alanbaxter.co.uk

Ref No: **1615/181/100**

Rev: **A**





Notes:

 Site boundary

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Site Address:

**Music Box Car Park TOVF
 Blyth Road
 Hayes**

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

Planning Application Ref:

59872/APP/2016/1930

Scale:

1:1,250

Planning Committee:

Major Page 112

Date:

August 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 276 BATH ROAD SIPSON

Development: Minor material amendment to planning permission dated 28/5/10 ref. 35293/APP/2009/1938: Erection of 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking/landscaping layout.

LBH Ref Nos: 35293/APP/2015/3693

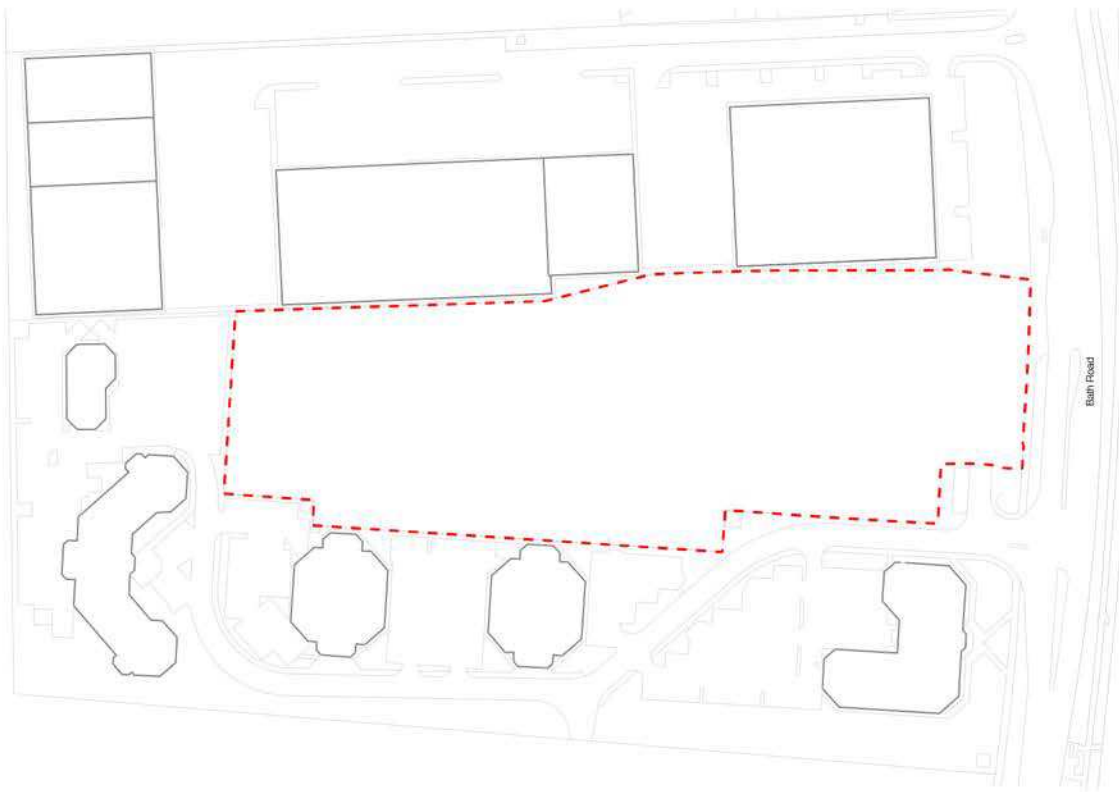
Date Plans Received: 06/10/2015

Date(s) of Amendment(s):

11/07/2016

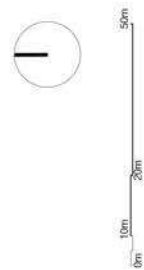
Date Application Valid: 06/10/2015

06/10/2015



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revisions // by // date //



project title //
 27/6 Bath Road
 Heathrow
 London

drawing title //
 General Arrangement
 Location Plan

issue stage //
 Planning

date // 16.09.15
 drawn // RM
 scale @ A2 // 1:1250

project // 672
 dwg number // PL(00)03
 revision //

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 Drawing No: 14.07.15
 Date: 14.07.15
 Client: Victoria Management System (revised)
 Project: Victoria Management System (revised)



Michael Exchange
 20 Bath Road
 Uxbridge, Middlesex
 Ux8 2JG
 +44(0)1452 2104
 www.ica.com

Project file #
 276 Bath Road,
 Heathrow,
 London.

drawing title #	General Arrangement
drawing title #	Site Plan
drawing title #	Planning
date #	14.07.15
drawn by	RM
checked by	AT
scale	1:350
project #	672
revision #	A
drawing number	FL00004



0m 5m 10m



- Site Area: 20,240 m²
- Parking Provision:
 - 317 - Standard Spaces
 - 35 - Accessible Spaces
 - 2 - Electrical Charge Spaces
 - 354 Total Parking
 - 3 - Coach Parking Spaces
 - 20 - Cycle Stand Spaces

Proposed Site Plan
Scale: 1:350

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Maxwell & Co
20 The Street
D1 1EG
+44(0)141 552 2194
www.iba.com

Project file #
276 Bath Road,
Heathrow,
London.

Drawing title #	General Arrangement
General Arrangement	Secure By Design Site Plan
Issue stage #	PLANNING
Date #	03.09.15
Drawn #	RM
Scale #	1:350
Project #	672
Revision #	PL00022



Proposed Third Floor Plan
 Scale: 1:200

Hotel Room Type Room Number

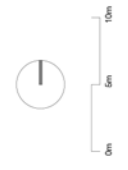
Room Type	Room Number
Family / Accessible Bedroom	7
Accessible Bedroom	7
Double Bedroom	9
Double Bedroom	9
Twin Bedroom	12
Twin Bedroom	12

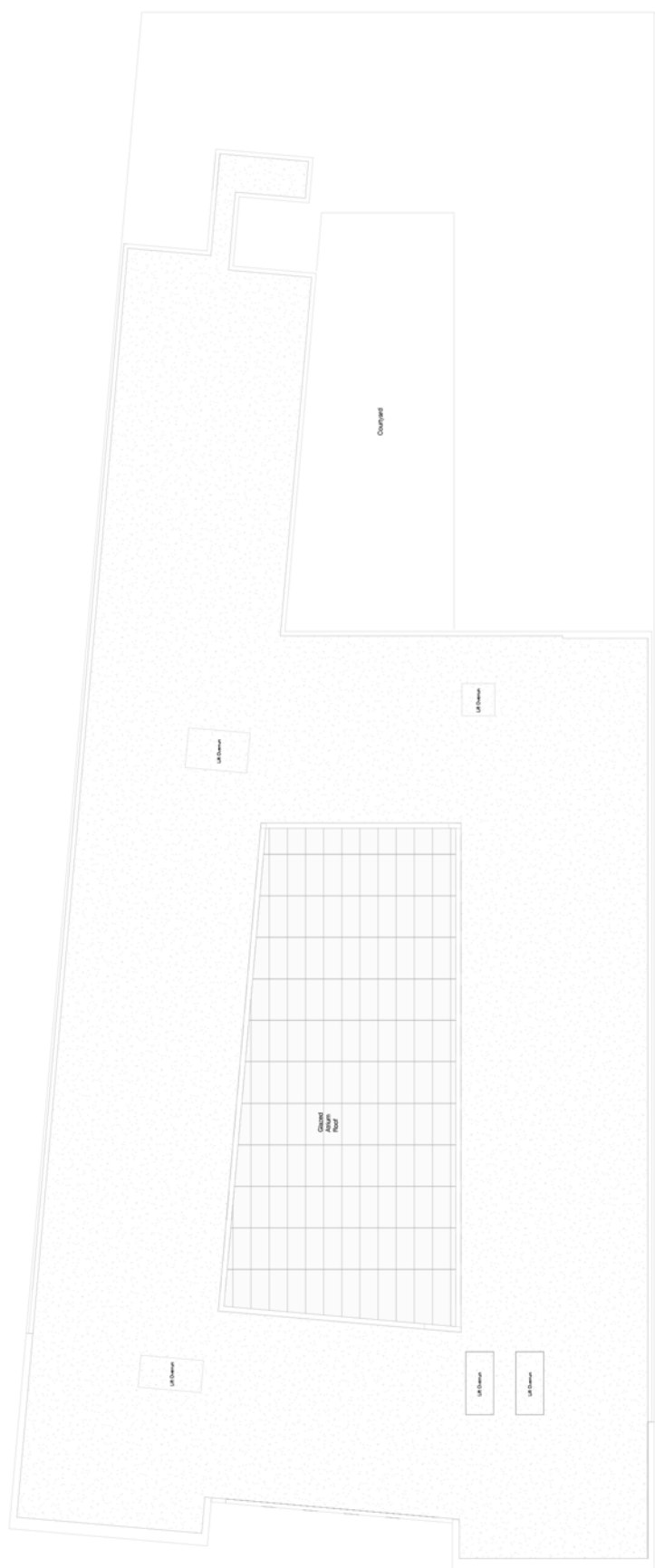
Total 90

Room Type	Room Number
Family / Accessible Bedroom	7
Accessible Bedroom	7
Double Bedroom	9
Double Bedroom	9
Twin Bedroom	12
Twin Bedroom	12

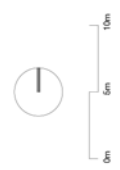
Total 39

Area: 4,820m²
 GUA: 4,630m²





Proposed Roof Level
 Scale: 1:200





CHOICE OF SURFACE MATERIALS TO CONTINUE THROUGH BUILDING TO RECEPTION - DIRECTLY LINKING EXTERIOR / INTERIOR SPACES.



GABION HEDGE IN UNDERCROFT ARCH - OFFERS OPPORTUNITIES FOR SIGNAGE AND PARKING RESTRICTIONS



CYCLE PARKING AREA - 20 BICYCLE SPACES - AVAILABLE FOR VISITORS AND STAFF



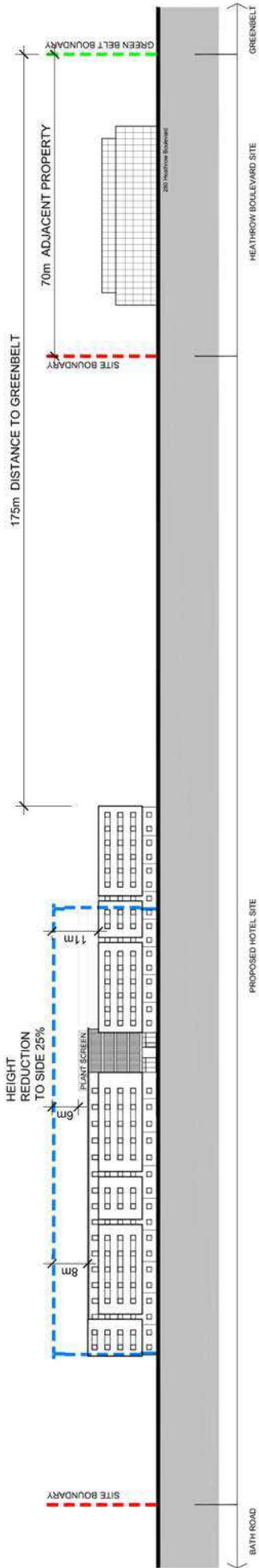
SHARED PEDESTRIAN / OCCASIONAL PARKING (DISABLED VISITORS WITH EXTENSIVE ASSISTANCE REQUIREMENTS)



LANDSCAPING INTRODUCED TO SEPARATE BEDROOMS THE LANDSCAPING CHOSEN FROM SPECIES THAT THRIVE IN SHADED AREAS (AS SHOWN) TREES USED TO DELINEATE PARKING BAYS WHILST REINFORCING THE PEDESTRIAN ACCESS INTO THE BUILDING.

OPTION FOR PEDESTRIAN REAR ENTRANCE (FROM CARPARK)

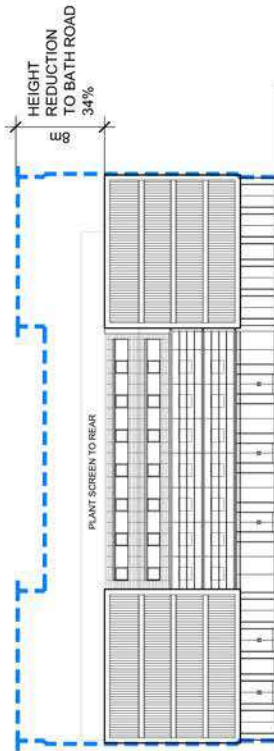




03 EAST ELEVATION
1:500



02 REAR ELEVATION
1:250



01 BATH ROAD ELEVATION
1:250

NOTES:

- SUBJECT TO STATUTORY COMMENTS
- BASED ON THE PLAN APPROVED BY PERMITS AND CONTROL OF BUILDINGS DEPARTMENT OF THE GLD/CMA
- CONTRACT REVISIONS
- DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO DEFINE OPERATIONAL PARAMETERS OR TO OBTAIN DIMENSIONS
- IF USED AS ELECTRONIC VERSION OF THIS DRAWING, YOU MUST CHECK THE DATE OF THE ORIGINAL DRAWING TO DETERMINE THE DATE OF ANY REVISIONS AND RELEVANT DIMENSIONS
- UNLESS SHOWN, ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED

KEY:

- OUTLINE OF THE PROPOSED BUILDING
- - - - - PREVIOUSLY USED APPLICATION

REV	DATE	NOTE	AL	AC
A	30/10/09	Updated in comments		



MICHAEL SPARKS ASSOCIATES
DRAWING ARCHITECTS
11 PAUL ROAD
LONDON W14 4PL
TELEPHONE: 020 7758 4147
FAX: 020 7758 4148
WWW.MICHAELSPARKS.CO.UK



TITLE
BATH ROAD, HEATHROW
TECHNICOLOR SITE

DRAWING
BATH ROAD, REAR & SIDE ELEVATIONS
CLOP

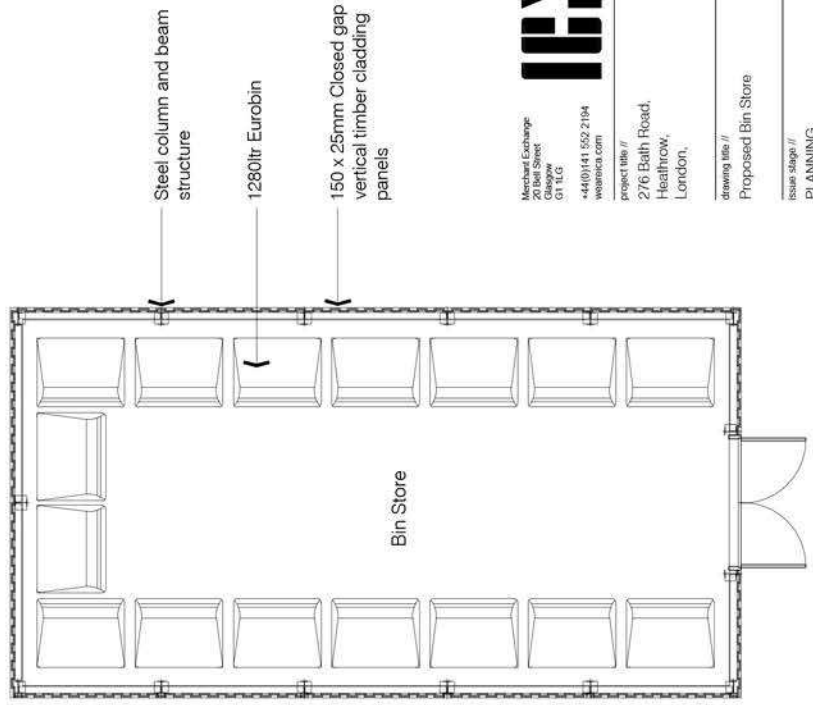
CANMOOR

DATE	SCALE	DRAWN
OCTOBER 2009	1:250 / 500 @ A1	AL
	PLANS	CH/MS
	PLANNING	AC

DRAWING NUMBER
2747-PL-217 A

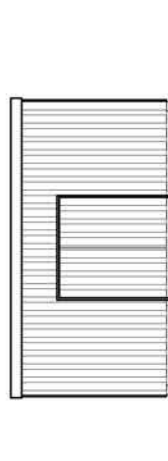


Site Plan
Scale: 1:1000



Plan

Scale: 1:50



North Elevation

Scale: 1:100



South Elevation

Scale: 1:100



East Elevation

Scale: 1:100



West Elevation

Scale: 1:100



Merchand Exchange
Street
Glasgow
G1 1LG
+44(0)141 552 2194
icaarchitects.com

project title //
276 Bath Road,
Heathrow,
London,

drawing title //
Proposed Bin Store

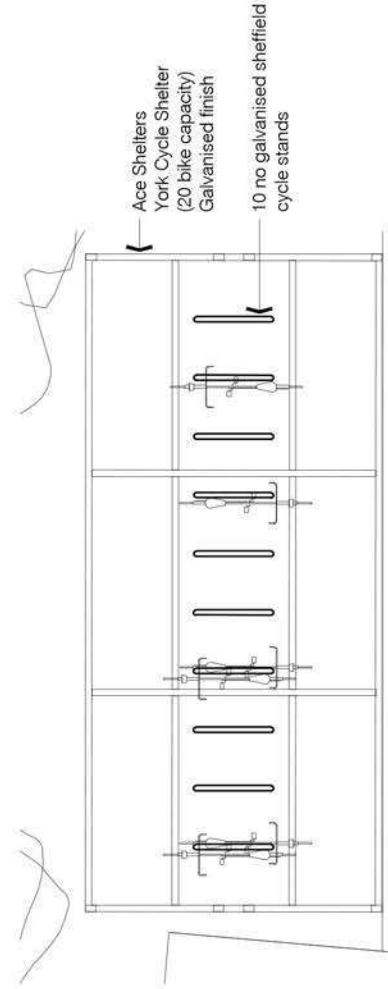
Issue Stage //	
PLANNING	
date //	scale @ A3 //
25.06.2015 RM	1:100/50
project //	dep number //
672	PL(00)20
revision //	



○ Site Plan
Scale: 1:1000



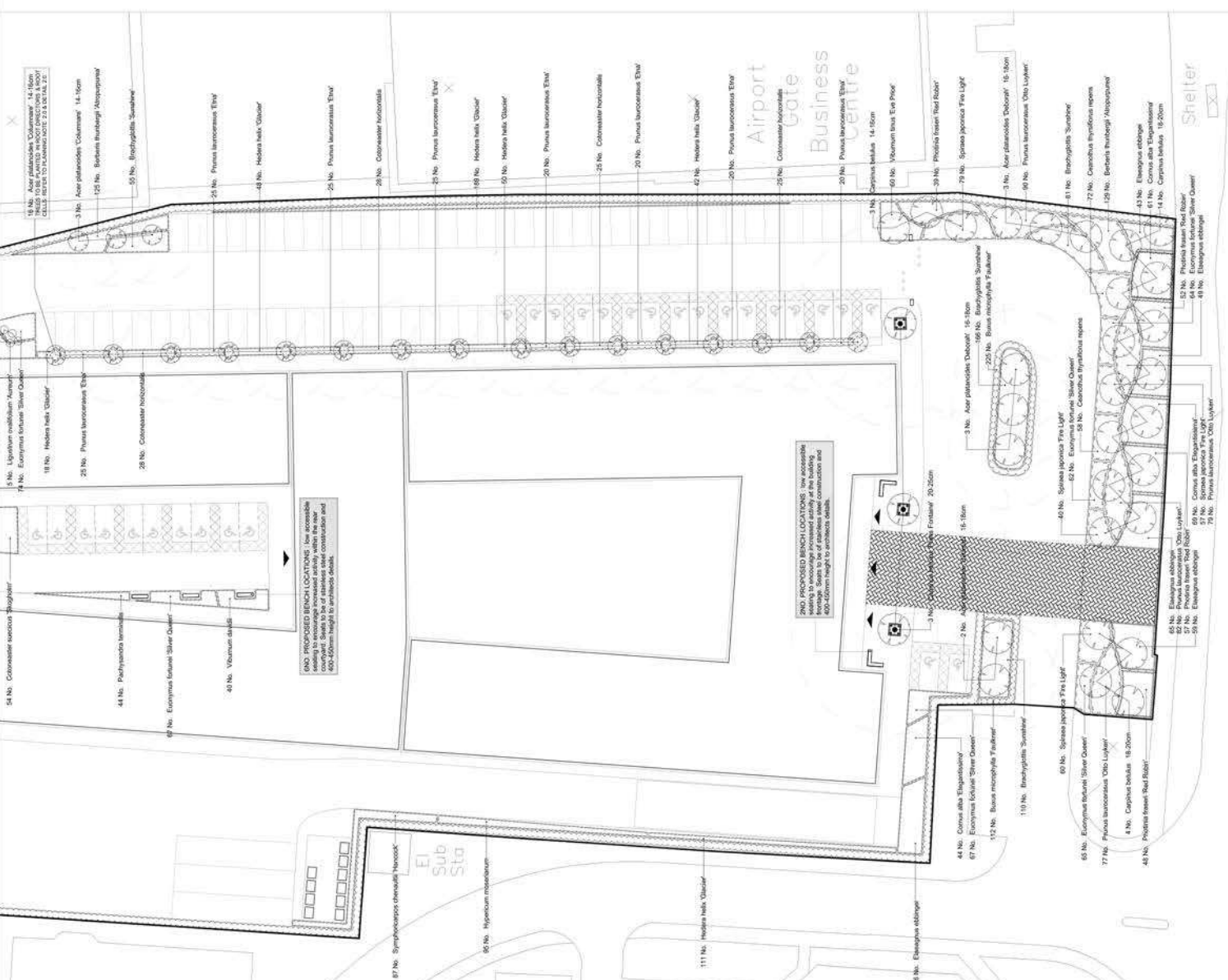
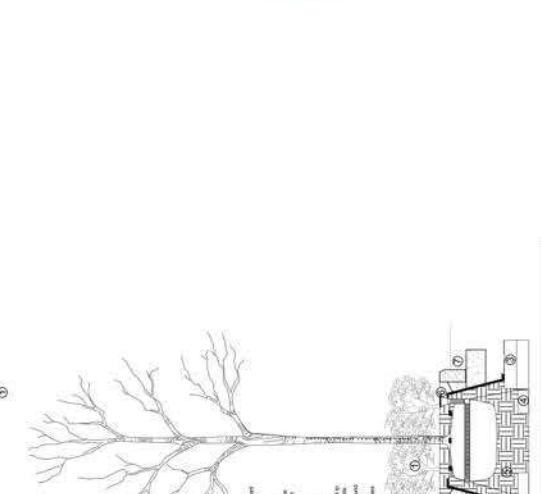
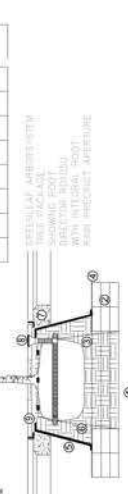
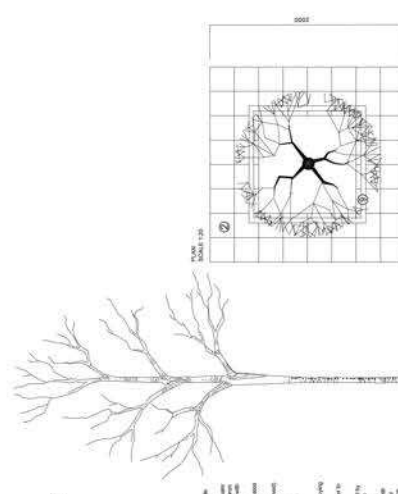
○ Image
Scale: NTS



○ Plan
Scale: 1:50

Rev	Date	Annotations	By	Appr
A	01-12-2008	To layout with revised layout		
B	01-12-2008	To layout with revised layout		
C	01-12-2008	To layout with revised layout		
D	01-12-2008	To layout with revised layout		
E	01-12-2008	To layout with revised layout		
F	01-12-2008	To layout with revised layout		
G	01-12-2008	To layout with revised layout		

- LEGEND: SOFT LANDSCAPING**
- GROUND COVER: ornamental and shrub ground cover planting with optimum spread.
 - WOODLAND PLANTING: native screen planting mix as detailed.
 - HEDGE: evergreen / native shrub hedge.
 - STAINLESS STEEL SEATING: specification to be confirmed.
 - GRASS: cultivated turf to road frontage.
 - ORNAMENTAL GRAVEL: pea gravel from local source 20-30mm maximum depth.
 - TREE PLANTING: standard tree planting shown with HEC Node.
 - TREE PLANTING IN PAVED AREAS: to be installed with tree grates and root cells. see detail 1.0.
 - TREE PITS: indicative locations.



Bea Landscape Design
 125A, The Westfield
 Common Road
 Warrington, Cheshire, WA9 9QB
 Tel: 01902 424950 / 425001
 Fax: 01902 424952
 Email: info@bealandscape.co.uk
 www.bealandscape.co.uk

client: CANMOOR DEVELOPMENTS LTD
 project: TECHNICAL BATH ROAD, HEATHROW
 title: LANDSCAPE PROPOSALS

STATUS: PLANNING 2 / 2
 DATE: JUN 08
 SCALE: 1:200
 ECH: G

08-45-03
 REGION: G

FOR PLANNING NOTES AND PLANTING SCHEDULE REFER TO DRAWING NO. 08-45-02.

Do not scale from this drawing. Figure dimensions only to be used. Refer any query to office of originator.

Rev: Date: Amendments: AE

CDM 2007: Designer Risk Information Severity



Bea Landscape Design
 132A 'The Westlands',
 Churchfields, Wotton Bassett,
 Wokingham, WVG 9QB
 Tel: 01902 424950 / 425001
 Fax: 01902 422829
 Email: info@bealandscape.co.uk
 www.bealandscape.co.uk

client: CANMOOR DEVELOPMENTS LTD

project: TECHNICOLOR

BATH ROAD, HEATHROW

title: INDICATIVE LANDSCAPE PROPOSALS



status: PLANNING

date: SEPT09
 scale: 1:500

drawn: DP
 checked: ECH
 number: 08-45-04
 revision:

This drawing and the works it depicts are the property of Bea Landscape Design. It is to be used for the purposes specified in the contract. It is not to be used for any other purpose without the prior written consent of Bea Landscape Design.



- LEGEND: SOFT LANDSCAPING**
-  GROUND COVER: perennial and shrub ground cover planting with specimen shrubs.
 -  WOODLAND PLANTING: native screen planting mix as detailed.
 -  HEDGE: evergreen / native shrub hedge.
 -  STAINLESS STEEL SEATING: specification to be confirmed.
 -  TREE PLANTING: standard tree planting.
 -  TREE PLANTING IN PAVED AREAS: to be installed with tree grille and root collis. see detail 1.0.

<p>276 Bath Road CONDITION 6 - APPLICATION REF: 35293/APP/2009/1938 LANDSCAPE MANAGEMENT SCHEDULE 520 SP 003 P02 15-Sep-15</p>																
Item	Operation	Location	Frequency per annum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Notes
1	General visits	site wide	18x	1	1	1	2	2	2	2	2	2	1	1	1	General checks to anticipate problems or undertake maintenance. To be combined with specific maintenance items
2	Planting inspection and replacement of dead, poorly established and missing plants	site wide	1x									x				At end of rectification (defects) period and again every september
3	Watering	site wide	as required													As necessary, depending on climatic conditions
4	Firming up, checking canes, tree ties and stakes	site wide	2x				x						x			
5	Weed control - hand/mechanical means	all planting beds with herbaceous perennials and bulbs	6x				x	x	x	x	x	x				All planting areas in Year 1
6	Weed control - herbicide	all other planting beds not included in above	3x				x				x					Year 2 onwards
7	Fertiliser application	shrub beds and ornamental hedging	1x			x										Slow release fertiliser applied over root areas at a rate of 110g/m2
8	Shrubs - pruning generally	shrub beds	2x			x					x					As required
9	Shrubs - Species Specific Pruning	shrub beds			x		x				x					According to species requirements
10	Herbaceous perennials - dead heading	planting beds	5x						x	x	x	x	x			
11	Bulbs	site wide	2x					x			x					leaves removed when die back complete
12	Mulch	planting beds, tree pits, hedge base	1x				x									top up and evenly distribute
13	Trees - weed control by hand or herbicide	site wide	6x					x	x	x	x	x	x			500mm radius to base of tree
14	Trees - fertiliser application	site wide	1x			x										
15	Trees - pruning	site wide	1x											x		
16	Hedges - Species Specific Pruning	parking areas	1x											x		to a height of 1000mm, in spring or late summer
17	Dividing perennials	planting beds	1x				x					x				spring or late autumn as appropriate
18	Pruning perennials	planting beds	4x													As required during growing season
19	Pruning and training climbers	courtyard	1x			x										Remove dead and damage stems before new growth begins
20	Hard landscape areas inspected and action taken as required	paving, paths, seats, walls	12x	x	x	x	x	x	x	x	x	x	x	x	x	weed free, firm up, clean, salt application in icy weather

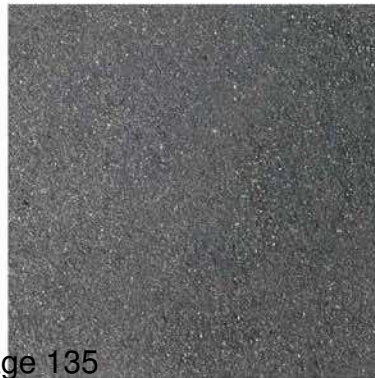


Hard Landscape Materials

To be read in conjunction with drawings 520_PL_101-104

The hard landscape palette is divided into three sections, the entry plaza, the car park and the courtyard. The entry plaza is proposed to be paving with shifts in tone and pattern to subdivide areas. The intention is that the space feels primarily like an urban piazza with the vehicular infrastructure being absorbed within (rather than dictating the design).

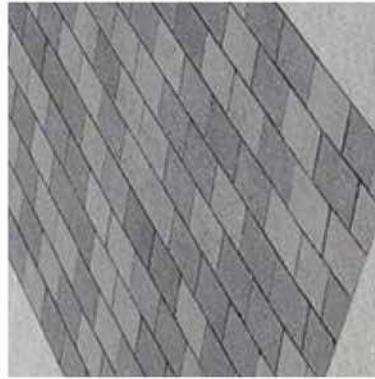
The car parking, service areas and the courtyard are proposed to be permeable concrete block paving in contrasting tones of light grey and charcoal grey. The bands of contrasting tones are used to breakup the extent of paving while also delineating the car parking bays and the courtyard. The car parking is not seen as an important design element within the overall scheme as it is overlooked by the hotel rooms.



Block Paving - Type A
Material: Permeable Concrete Block
Colour: Midnight Grey
Unit Size: 200 x 100
Pattern: Herringbone



Block Paving - Type B
Material: Permeable Concrete Block
Colour: Silver Grey
Unit Size: 200 x 100
Pattern: Basket Weave



Flag Paving - Type C
Material: Permeable Concrete Block
Colour: Mixed Shades (Silver Grey/ Midnight Grey and White)
Unit Size: 200 x 100
Pattern: Stretcher Bond



Flag Paving - Type A
Material: Concrete Flag
Colour: Mixed Shades (Light/ Medium Grey)
Unit Size: 300 x 200
Pattern: Stretcher Bond



Block Paving - Type E
Material: Permeable Concrete Block
Colour: Midnight Grey
Unit Size: 200 x 100
Pattern: Linear

Bath Road Planting Schedule

Number	Species	Height	Girth	Specification	Density	Notes
Trees						
25 No.	Betula pendula	5.0-5.5m		Multi-Stemmed 3 brks. RB	3/m ²	
36 No.	Prunus laurocerasus	4.0-4.5m		Extra Heavy Standard RB	3/m ²	
37 No.	Tilia cordata 'Green Spire'	4.0-4.5m	16-18cm			
Shrubs						
374 No.	Carpinus betulus	85-100cm		Branched 2/3 brks. RB	5/m ²	Plant in double staggered row at 45 cm centres
719 No.	Prunus laurocerasus 'Otto Luyker'	80-100cm		Branched 2/3 brks. RB	7/m ²	Plant in double staggered row at 45 cm centres
8622 No.	Comus alba 'Baton Rouge'	85-100cm		Branched 2/3 brks. RB	7/m ²	
52 No.	Photinia x fraseri 'Little Red Robin'	60-80cm		Bushy 2/3 brks. RB	9/m ²	
Perennials						
368 No.	Paeonia amplexicaulis 'Orange Field'	3L		C-Full Pot	7/m ²	
67 No.	Sanguisorba 'Tamsa'	3L		C-Full Pot	7/m ²	
191 No.	Salvia x sylvestris 'Mansholt'	3L		C-Full Pot	7/m ²	
50 No.	Geranium phaeum	2L		C-Full Pot	7/m ²	
51 No.	Anemone hybrida 'Honoria Jobert'	2L		C-Full Pot	7/m ²	
Climbers						
25 No.	Tetralopogonum jasminoides	3L		3/4 brks	Quantity	Notes
Bulbs						
1231 No.	Narcissus 'Ice Follies'	Density		Notes		
1825 No.	Tulipa 'Jan Reus'	Plant where scattered		Notes		
1040 No.	Allium 'Purple Sensation'	Plant where scattered		Notes		
1040 No.	Allium schoenoprasum	Plant where scattered		Notes		
Ferns						
116 No.	Polypodium majus	Pot Size		Specification	Density	Notes
Grasses						
3686 No.	Molinia caerulea 'Heidebraut'	Pot Size		Specification	Density	Notes
3168 No.	Carex acutiformis 'Nati'	3L		C-Full Pot	8/m ²	
3168 No.	Festuca ovina	3L		C-Full Pot	8/m ²	

To be read in conjunction with drawings 520_PL_201-204

The planting plan has been developed with careful consideration to discouraging bird roosting, nesting or feeding in line with the recommendations made 'Civil in the document Aviation Authority Airport Operators Association & General Aviation Awareness Council " Safeguarding Of Aerodromes Advice Note 3 Potential Bird Hazards From Amenity Landscaping And Building Design'

Tree species have been chosen because they do are not fruiting and are suited for the urban conditions. Species chosen offer multi-seasonal interest including strong fall colour and distinct bark.



Pleached trees, to east of building and car parking



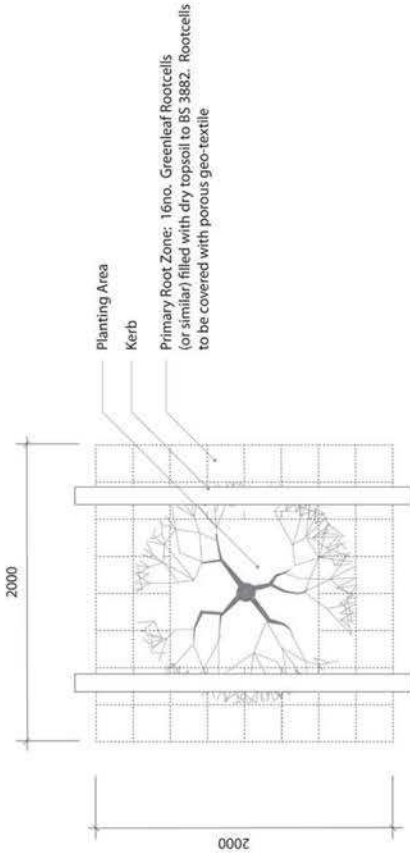
Tilia cordata 'Greenspire'



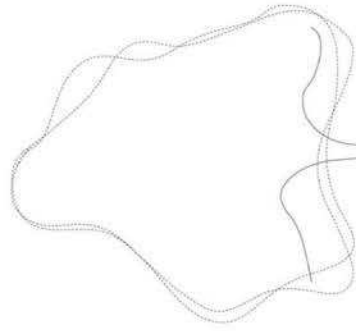
Acer griseum



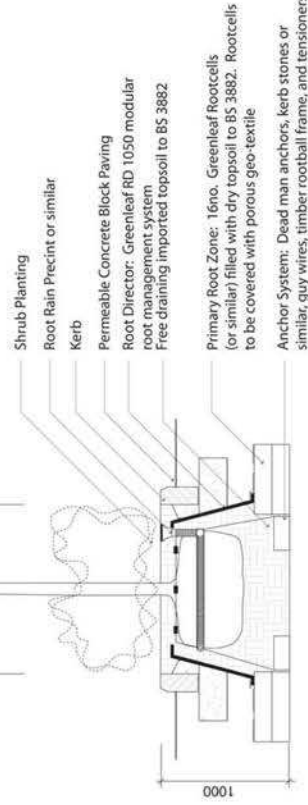
Betula pendula



PLAN



Varies



SECTION

Tree Planting In Islands Detail

Soft Landscape

To be read in conjunction with drawings 520_PL_201-204

The soft landscape planting is divided into three sections: the entrance, car park and courtyard planting. At the entrance a mix of perennials, ornamental grasses, shrubs and bulbs provides an exciting approach with colourful seasonal planting.

Along the west facade of the building pleached trees line the car parking un-deplanted with tall upright grasses and spring / summer bulbs. Planting to the boundary of the car parking is a mix of red-stemmed Cornus shrubs and grasses, creating a seasonal variation and interest.

Between the parking isles, clipped hedges of purple beech and hornbeam soften the spaces.

The courtyard is planted with shade-tolerant planting including ferns and anemones to create an enclosed lush woodland feel. White Narcissus bulbs brighten the space during early spring. The screening between the car park and bedrooms are covered with an evergreen climber which is covered in clusters of scented flowers during summer and bronze-red coloured foliage during autumn.



Colourful mix of perennials to the entrance



Upright habit of Calamagrostis creates a striking understory for pleached trees



Spring and summer flowering Alliums provide seasonal interest



Narcissus 'Ice Follies' brightens the courtyard during spring



Planted screen in courtyard



Red-stemmed Cornus provides winter colour



Trachelospermum climber with clusters of white flowers



Evergreen ferns mixed with grasses in the courtyard



Ica Architects Ltd
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 the architect. This drawing is not to be
 copied, reproduced or disclosed without
 written permission.

revisions // by // date //

project title //
 206 Bath Road
 Heathrow
 London

drawing title //
 Photomontage From Bath Road

issue stage //
 PLANNING

date //
 SEP15

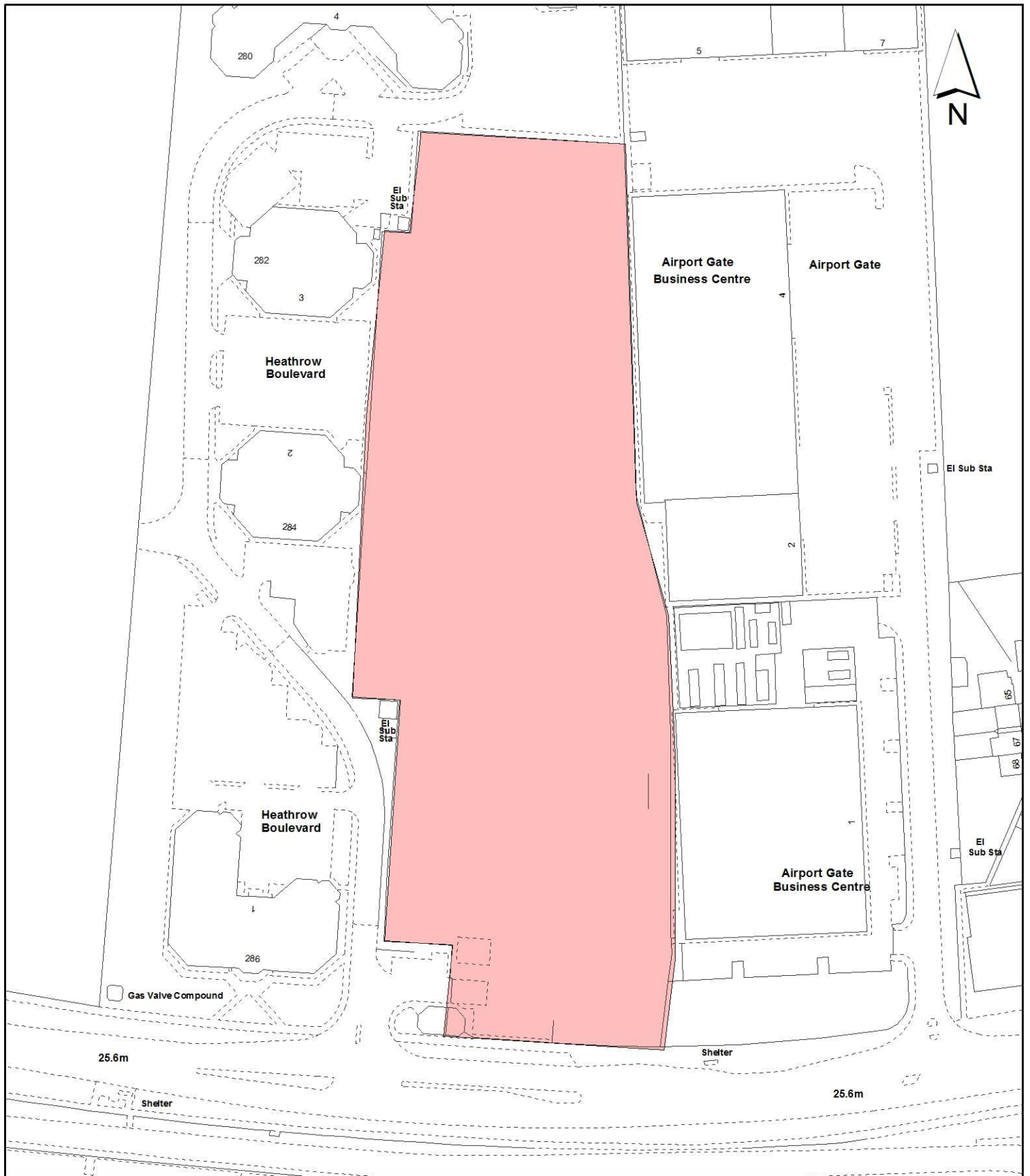
drawn //
 MH

scale @ A3 //
 NTS

project //
 672

dwg number //
 PL_001032

revision //



Notes:

 Site boundary

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Site Address:

**276 Bath Road
 Sipson**

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

Planning Application Ref:

35293/APP/2015/3693

Scale:

1:1,500

Planning Committee:

Major Page 149

Date:

August 2016



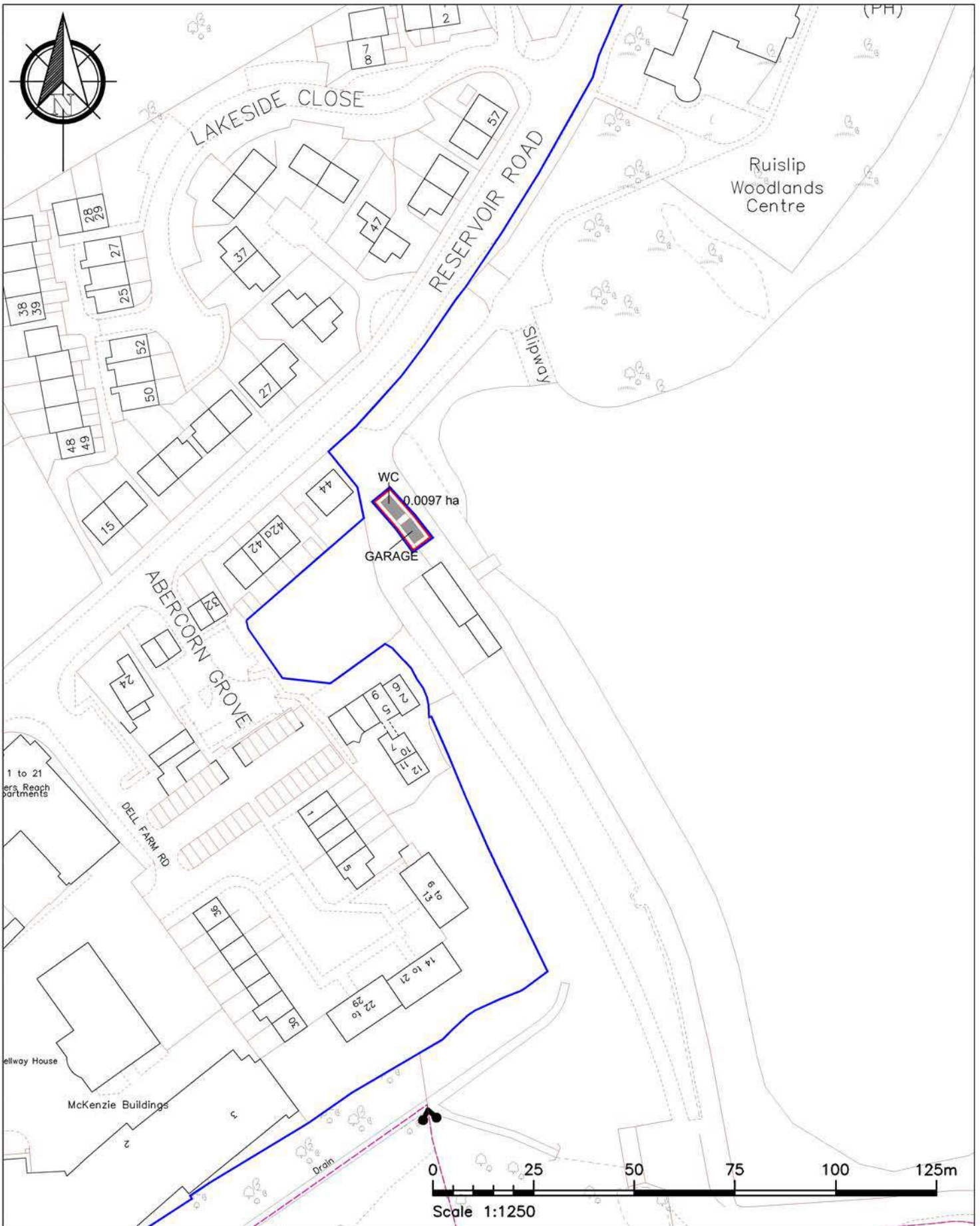
HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP LIDO RESERVOIR ROAD RUISLIP
Development: Proposed change of use of existing public convenience to kiosk (Use Class A¹ with ancillary storage and alterations to north east and south west elevations.
LBH Ref Nos: 1117/APP/2016/2759

Date Plans Received: 15/07/2016
Date Application Valid: 15/07/2016

Date(s) of Amendment(s):



Scale 1:1250

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project WC CHANGE TO ICE CREAM PARLOUR RESERVOIR ROAD, RUISLIP, HA47TY		Scale 1:1250 @ A4	Drawn by ST
Description SITE LOCATION PLAN		Date 15/07/16	Checked by SV
Drawing No. 2016D181/P/01			Rev.



HILLINGDON
LONDON


CAPITAL PROGRAMME TEAM
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UBB 1UW
Tel: 01895 250 111
Fax: 01895 277 224

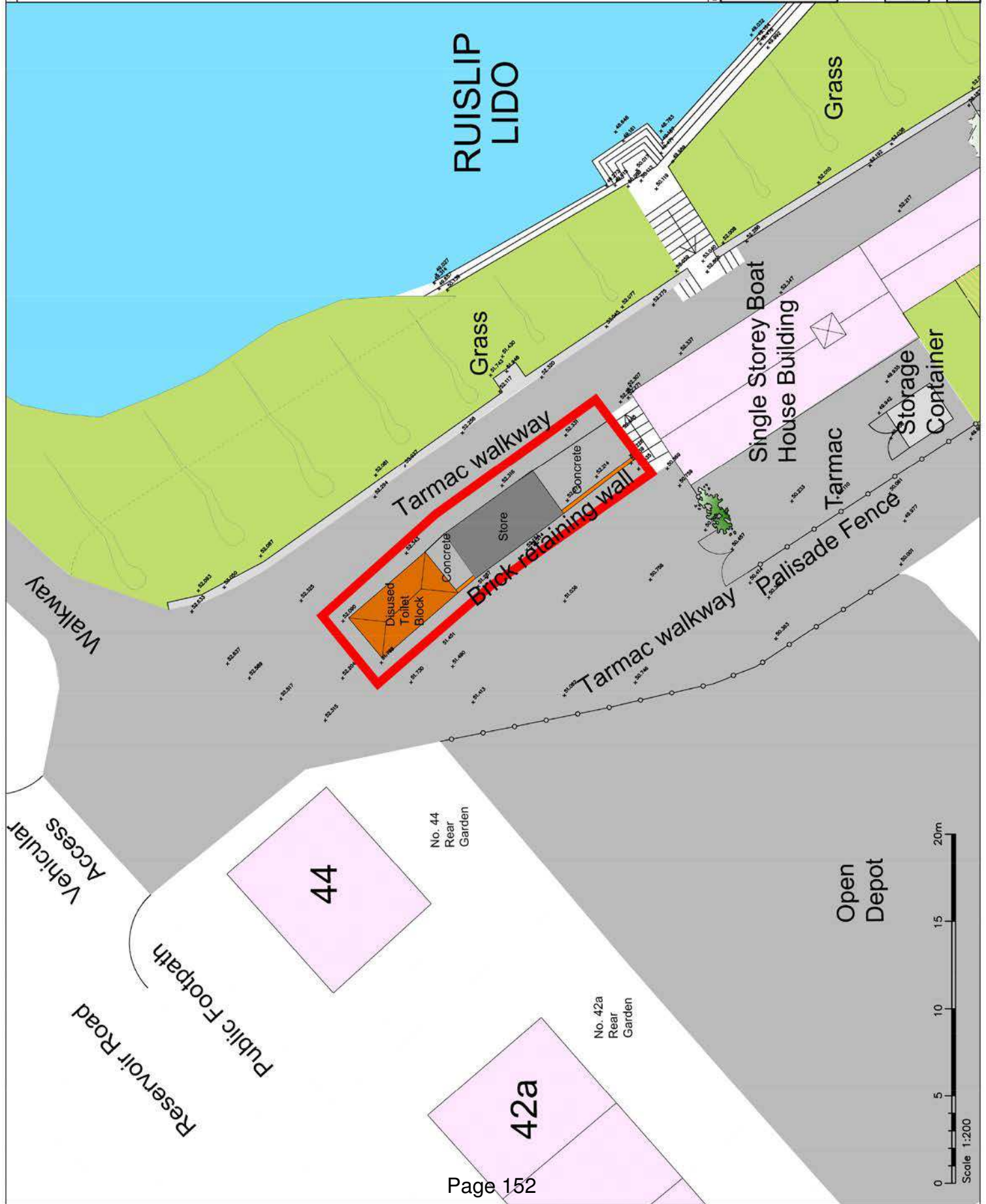
NOTES

The Contractor shall verify all dimensions and levels before commencing work. The Contractor shall be responsible for any errors or omissions in this drawing. DO NOT SCALE FROM THIS DRAWING. ©



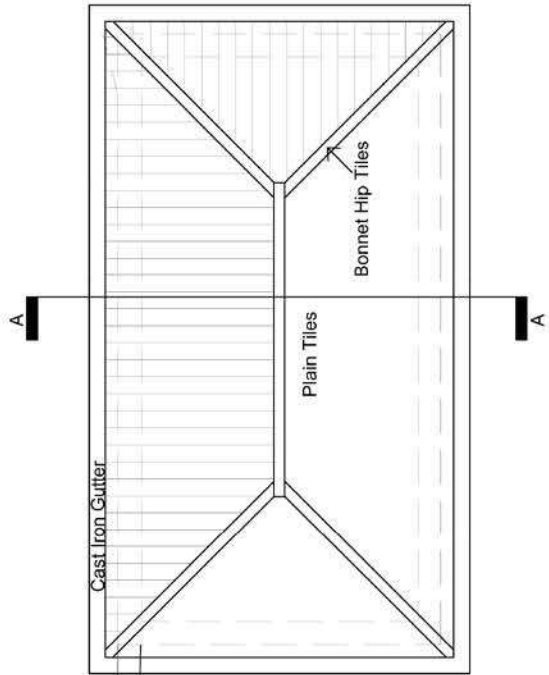
CONTRACTORS COMPOUND (FINAL SET-OUT TO BE AGREED ON SITE)

Revision	Date
 HILLINGDON LONDON	
CAPITAL PROGRAMME TEAM CAPITAL WORKS, 100 MIDDLESEX, U8B 1UW TEL: 01895 250 111 FAX: 01895 277 224	
PROJECT WC CHANGE TO ICE CREAM PARLOUR RUISLIP LIDO, RESERVOIR ROAD RUISLIP, MIDDLESEX, HA4 7TY	
EXISTING SITE PLAN	
DATE	SCALE
1/20 @ A3	SV
15/07/16	1:1
2016D181/P/02	

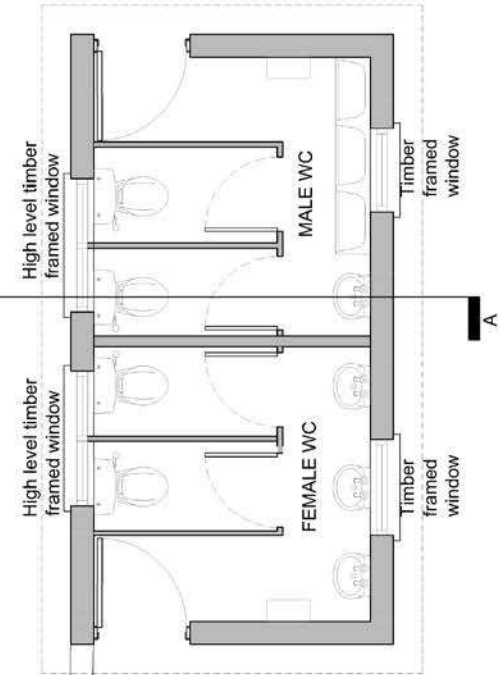
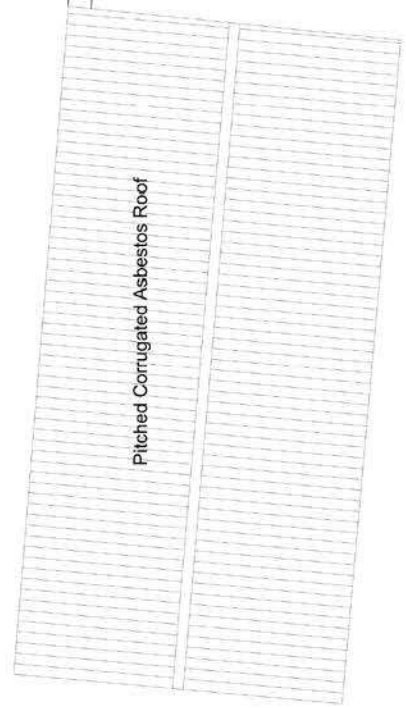


NOTES

The Contractor must verify all dimensions of this drawing with the existing structure. The Contractor must ensure that all dimensions are correct before commencing work. The Contractor must ensure that all work is completed in accordance with the relevant Building Regulations and Planning Permission. DO NOT SCALE FROM THIS DRAWING.



EXISTING ROOF PLAN



EXISTING PLAN



Rev	Revision Notes	Issue	Date

HILLINGDON
LONDON

CITY, RESURFACING TEAM
46/71, ONE GERRARD, HERRAGE, MIDDLESEX, UB8 3PH
Tel: 01895 230 111
Fax: 01895 277 224

PROJECT
WC CHANGE TO ICE CREAM PARLOUR
RUISLIP LIDO, RESERVOIR ROAD
RUISLIP, MIDDLESEX, HA4 7TY

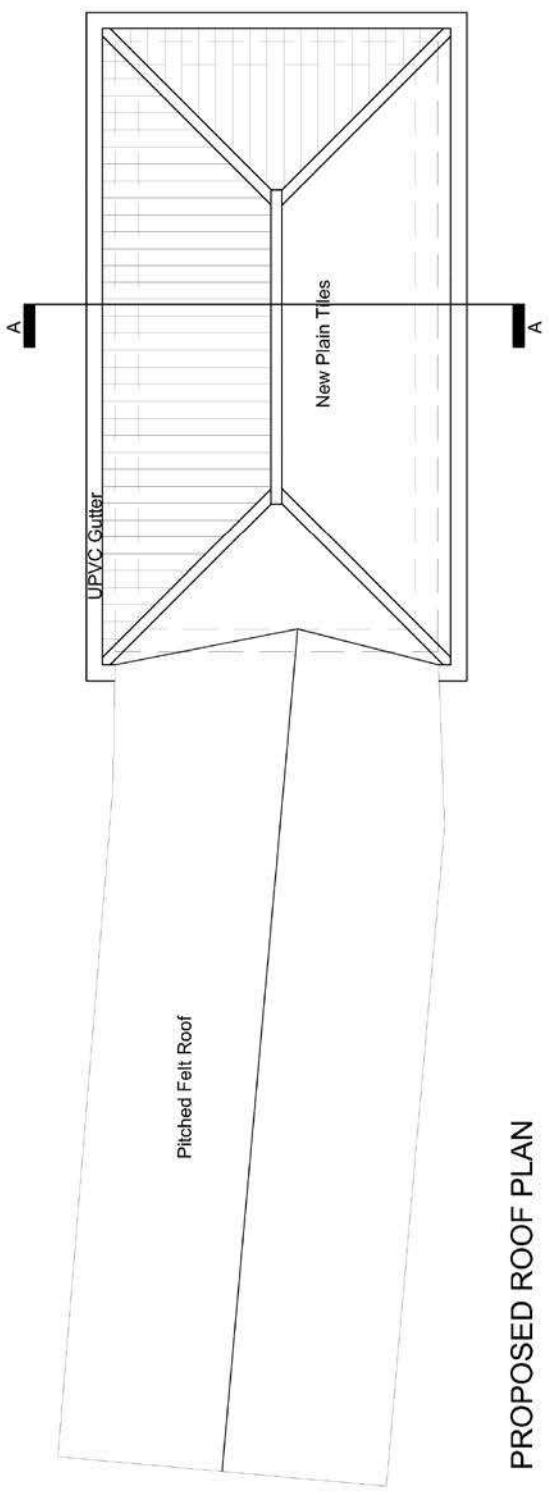
DESCRIPTION
EXISTING
TOILET BLOCK / STORE
FLOOR PLAN & ROOF PLAN

SCALE: 1:50 @ A3
DRAWN BY: ST
CHECKED BY: SV
DATE: 15/07/16
CUSTOMER: REV

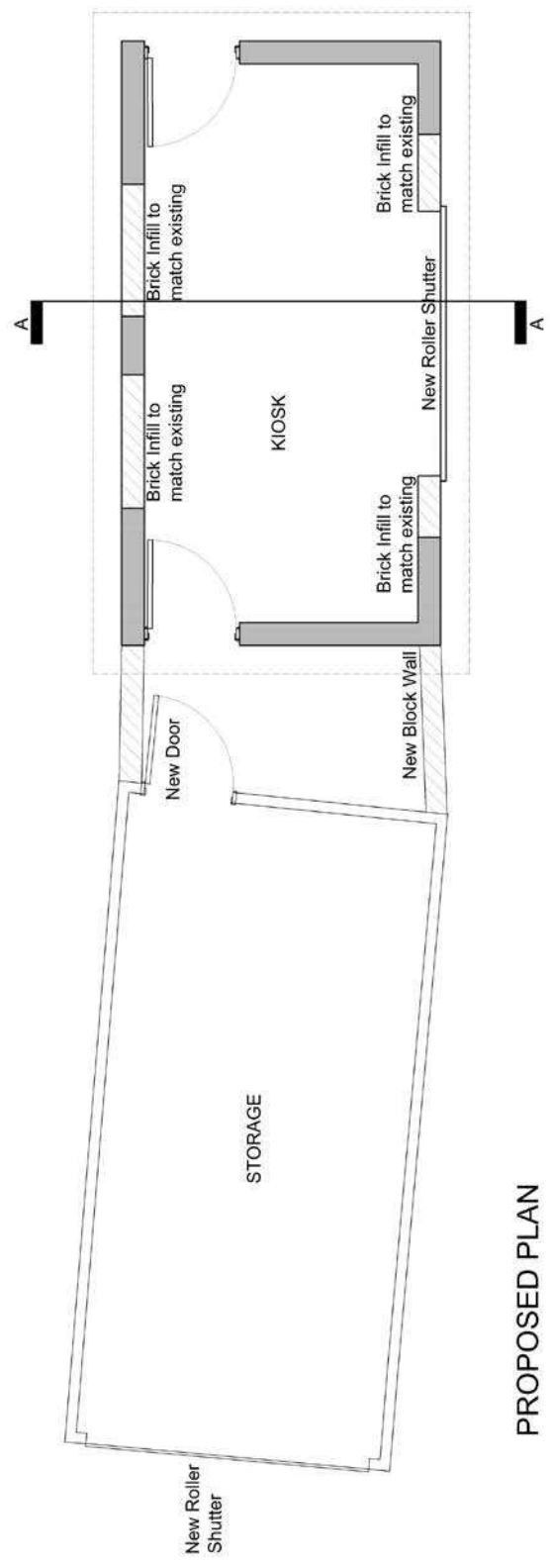
2016D181/P105

NOTES

The Contractor must verify all dimensions of this drawing with the site before commencing work. The Contractor must ensure that all work is carried out in accordance with the relevant Building Regulations and all other applicable legislation. DO NOT SCALE FROM THIS DRAWING.



PROPOSED ROOF PLAN



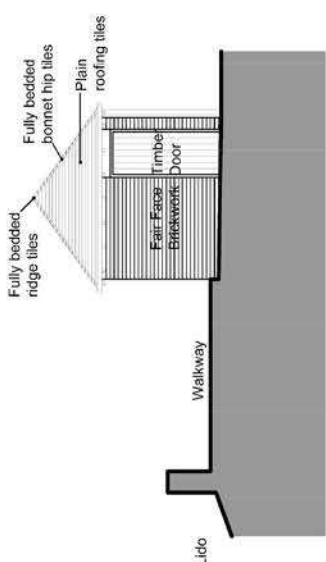
PROPOSED PLAN



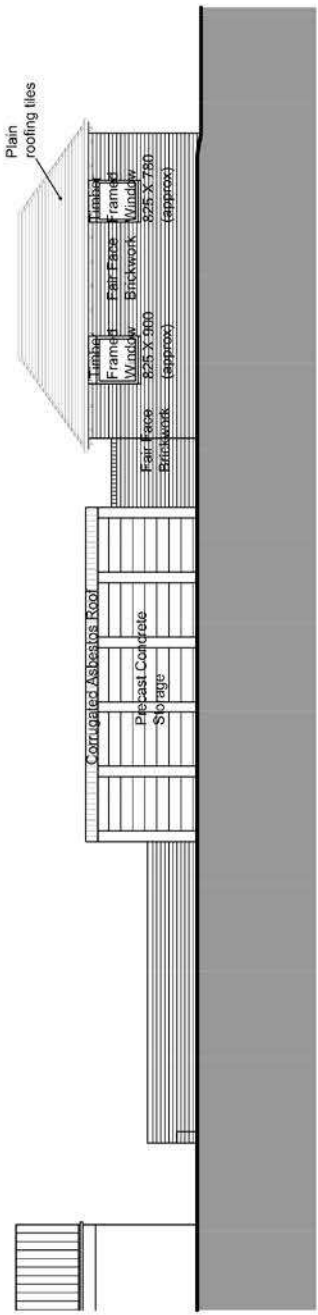
Rev	Revisions	Date
OFFICE: RESOURCES TEAM HILLINGDON, MIDDLESEX, HA5 7YU Tel: 01895 230 111 Fax: 01895 277 224		
PROJECT WC CHANGE TO ICE CREAM PARLOUR RUISLIP LIDO, RESERVOIR ROAD RUISLIP, MIDDLESEX, HA4 7TY		
DESCRIPTION PROPOSED TOILET BLOCK / STORE FLOOR PLAN & ROOF PLAN		
SCALE	DATE	REV
1:50 @ A3	ST	SV
		15/07/16
CUSTOMER NO 2016D181/P/06		

NOTES
 The Contractor shall verify all dimensions at the site before starting work. If any discrepancy is found, the Contractor shall advise the Architect immediately. This drawing is for information only and shall not be used for construction without the Architect's written approval. DO NOT SCALE FROM THIS DRAWING.

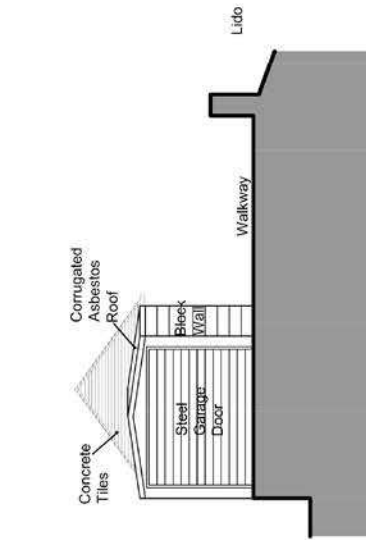
This drawing to be read in conjunction with Preliminaries & Scope of Works



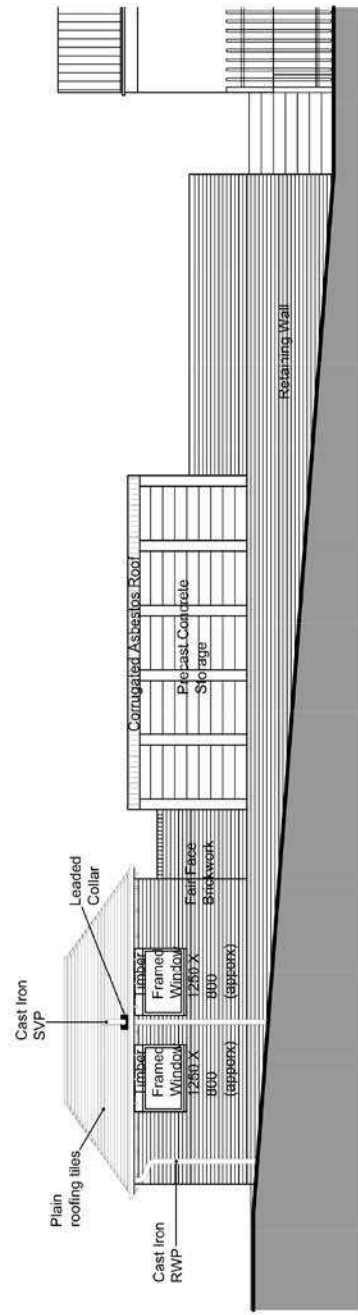
NORTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION



SOUTH WEST ELEVATION

Rev	Revision notes	Issued	Date

HILLINGDON
LONDON

ARCHITECTURAL TEAM
 46/71, ONE CHURCH LANE, WINDYBANK, WINDYBANK, WINDYBANK, WINDYBANK
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT
 WC CHANGE TO ICE CREAM PARLOUR
 RUISLIP LIDO, RESERVOIR ROAD
 RUISLIP, MIDDLESEX, HA4 7TY

DESCRIPTION
 TOILET BLOCK & STORAGE
 EXISTING ELEVATIONS IN CONTEXT

SCALE
 1:100 @ A3

DATE
 15/07/16

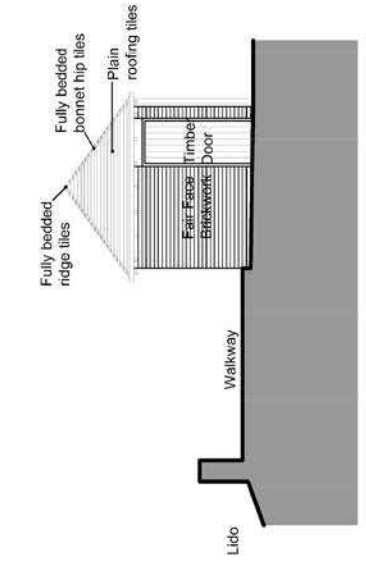
PROJECT NO.
 2016D181/P/03



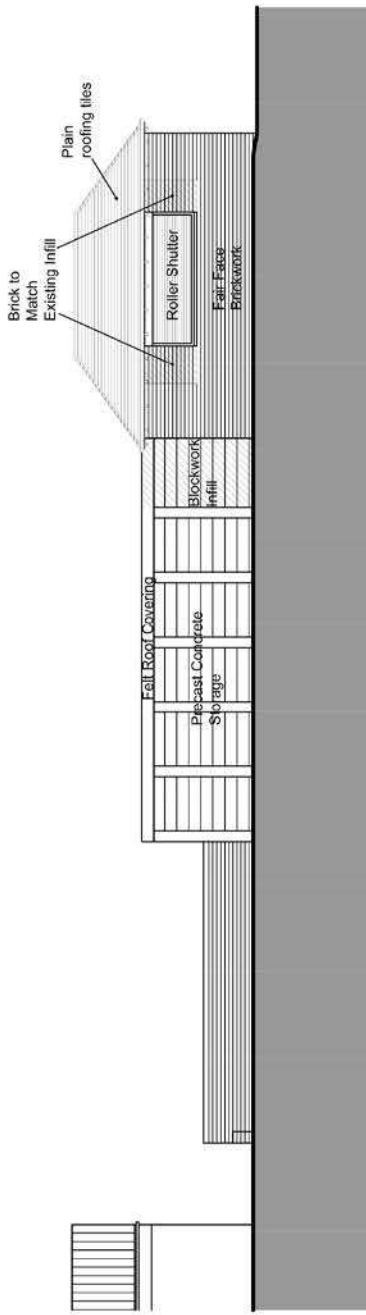
NOTES

The Contractor shall verify all dimensions at the site before starting work. All dimensions shall be taken to the Centre of Mass unless otherwise stated. DO NOT SCALE FROM THIS DRAWING.

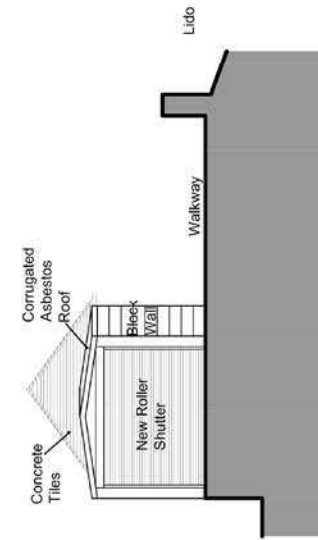
This drawing to be read in conjunction with Preliminaries & Scope of Works



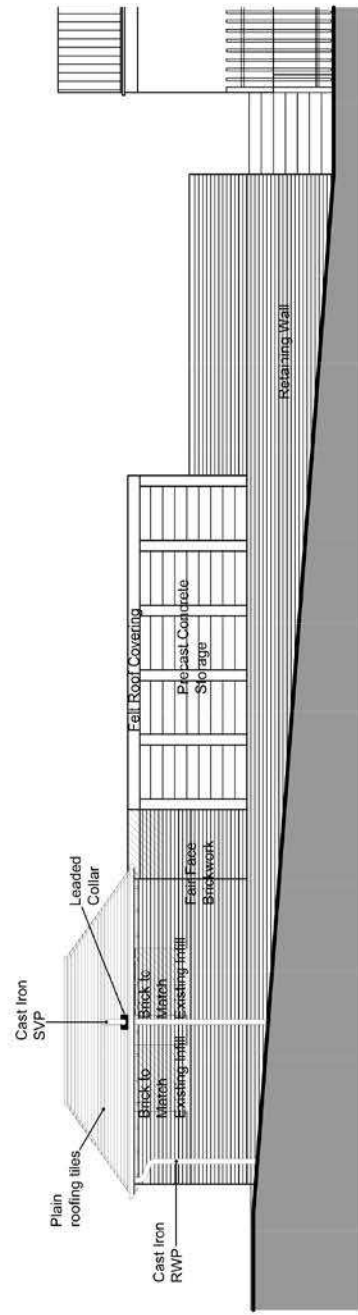
NORTH WEST ELEVATION



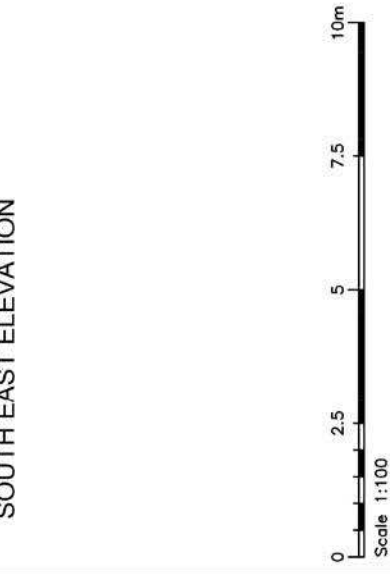
NORTH EAST ELEVATION



SOUTH EAST ELEVATION



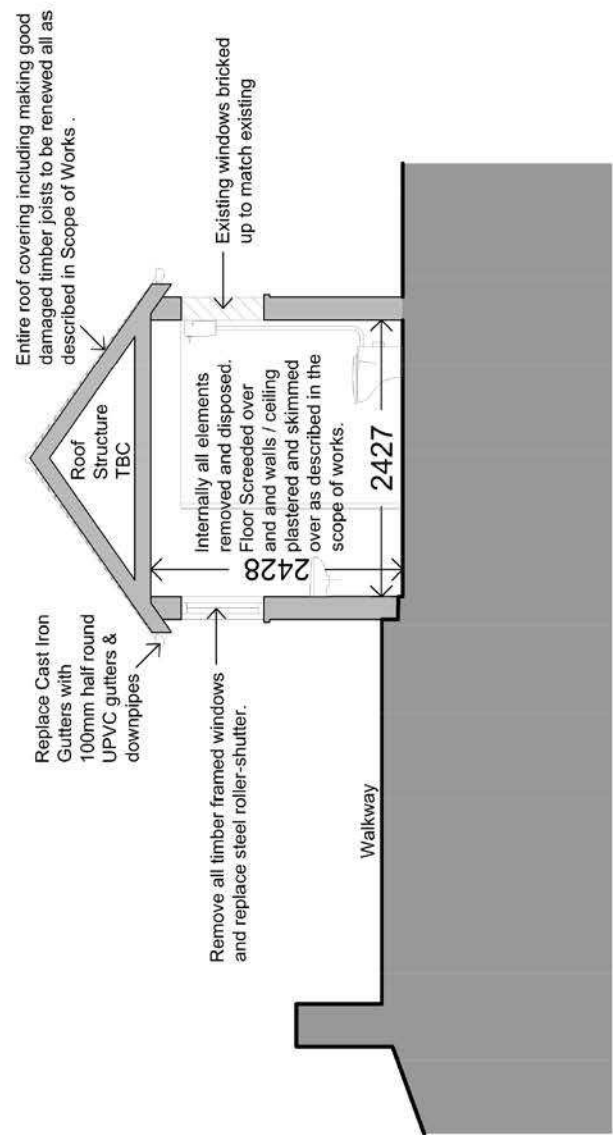
SOUTH WEST ELEVATION



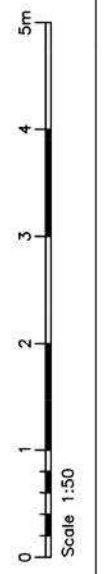
Rev	Revision notes	Issued	Date
 <p>HILLINGDON LONDON</p> <p>GENERAL PRACTICE TEAM 4th/7th, ONE CHURCH LANE, WOODSIDE, MIDDLESEX, HA4 1TW Tel: 01895 250 111 Fax: 01895 277 224</p>			
<p>PROJECT WC CHANGE TO ICE CREAM PARLOUR RUISLIP LIDO, RESERVOIR ROAD RUISLIP, MIDDLESEX, HA4 7TY</p>			
<p>DESCRIPTION TOILET BLOCK & STORAGE PROPOSED ELEVATIONS IN CONTEXT</p>			
SCALE	1:100 @ A3	CHECKED BY	SV
DATE	15/07/16	ISSUED BY	SV
<p>2016D181/P/04</p>			


NOTES

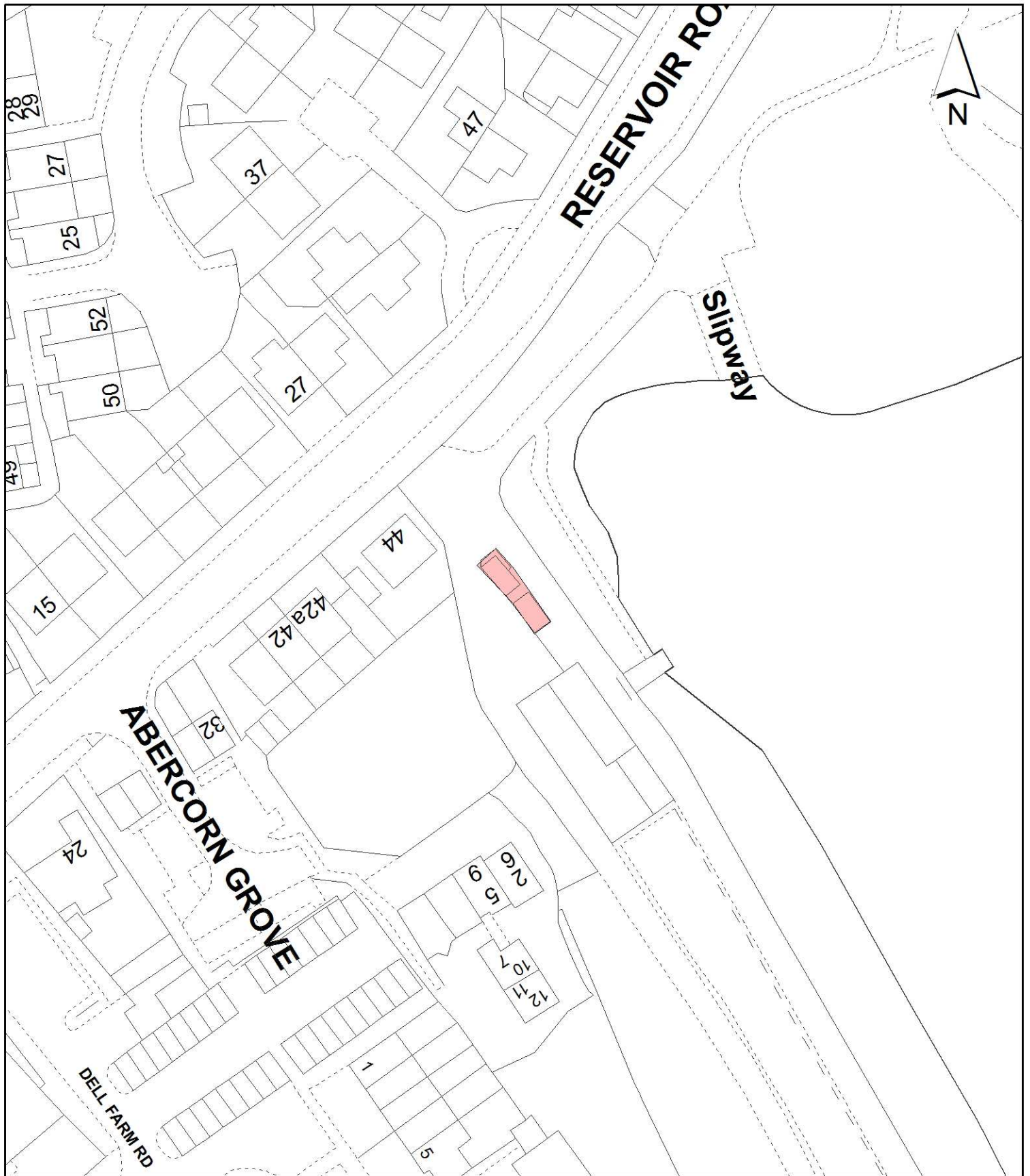
The Contractor must verify all dimensions at Plot 102 before starting work. If any discrepancies are found, the Contractor must immediately report them to the Architect and the Employer. DO NOT SCALE FROM THIS DRAWING.



SECTION A-A



Rev	Revision	Date
		
GUY'S RESURFACING TEAM 46/71, ONE CORNER, BRIDGE ROAD, MIDDLESEX, UB8 1WY Tel: 01895 230 111 Fax: 01895 277 224		
PROJECT WC CHANGE TO ICE CREAM PARLOUR RUISLIP LIDO, RESERVOIR ROAD RUISLIP, MIDDLESEX, HA1 7TY		
DESCRIPTION EXISTING TOILET BLOCK SECTION A-A		
SCALE	DATE	REV
1:50 @ A3	15/07/16	
DRAWN BY: ST		CHECKED BY: SV
2016D181/P/07		



Notes:

 Site boundary

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Site Address:

**Ruislip Lido
 Reservoir Road
 Ruislip**

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

Planning Application Ref:
1117/APP/2016/2759

Scale:
1:800

Planning Committee:
Major Page 158

Date:
August 2016

