



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 13 SEPTEMBER
2016

Time: 6.00 PM

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

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

To Councillors on the Committee

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

Published: Monday, 5 September 2016

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This Agenda is available online at:

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

Putting our residents first

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

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 1 - 6
- 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	World Business Centre, 4 Newall Road, Heathrow - 71487/APP/2016/2029	Heathrow Villages	Reserved matters (details of landscaping) in compliance with condition 2 of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant. Recommendation: Approval	7 - 16 86 - 110

7	Unit 3, Millington Road, Hayes - 32157/APP/2016/1696	Pinkwell	Erection of 3281sq.m GEA industrial/warehouse unit (Use Classes B1c, B2, B8) and erection of 1327sq.m GEA coach maintenance/servicing unit and depot (Sui Generis); together with alterations to adjacent highway accesses, creation of associated service and customer yards, car parking and landscaping. Recommendation: Approval + Sec 106	17 - 44 111 - 131
8	Unit 6, Rackspace City, North Hyde Road, Hayes - 22632/APP/2016/2369		Erection of a part single storey, part four storey building to provide a 150 bed hotel and restaurant including 75 car parking spaces, 1 coach parking space, 32 cycle parking spaces, associated landscaping and ancillary development. Recommendation: Approval + Sec 106	45 - 84 132 - 148

PART I - Plans for Major Applications Planning Committee 85 - 148

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Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

3 August 2016

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Henry Higgins, John Morgan, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan and John Oswell.</p> <p>LBH Officers Present: James Rodger (Head of Planning & Enforcement), Alex Chrusciak (Planning Service Manager), Matt Kolaszewski (Principal Planning Officer), Jyoti Mehta (Legal Advisor), Manmohan Ranger (Transport Consultant), Luke Taylor (Democratic Services Officer) and Alex Quayle (Democratic Services Officer).</p>
31.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>None.</p>
32.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Higgins confirmed he had a personal interest in Item 6, but this interest was neither pecuniary nor prejudicial. He remained in the room for the duration of the item.</p>
33.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD 21 JUNE 2016 (<i>Agenda Item 3</i>)</p> <p>The Committee accepted some changes to the minutes of the previous meeting, which took place 21 June 2016, were required. It was noted that a condition was missing from the resolution of Item 19, and it was agreed that this condition be added. The sign-off of the minutes was deferred until the next Committee meeting.</p> <p>Resolved:</p> <ul style="list-style-type: none"> - That the agreement of the minutes was deferred. - That the Head of Planning and Enforcement was given the authority to issue the decision notice for applications within the minutes.
34.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
35.	<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</p>

(Agenda Item 5)

It was confirmed that all the items on the agenda would be heard in public.

36. **WOODBIDGE HOUSE, NEW WINDSOR STREET, UXBRIDGE - 20590/APP/2016/1383** (Agenda Item 6)

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

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

Officers explained that the application proposed the existing site was to be replaced with thirty units, and the key aspect of the application was the demolition of the local listed building currently situated on the site.

A petitioner spoke in objection to the application, citing the building's architectural and historical importance, and its interesting and complimentary design in relation to the local area. While he conceded changes should be made to access within the building, these changes should be made without the damage or loss of the only locally listed historic building in the Rockingham Bridge conservation area.

Two petitioners then spoke in support of the application, and stated that the current building was no longer fit for purpose as an almshouse and could not accommodate residents who were couples or had disabilities. The building had previously been retrofitted, but was now at the end of its economical life and some bedsits had been declared 'not fit for purpose' by Hillingdon Council. They remarked that the proposed redevelopment would help poor residents in the Borough, and the conservation of people was more important than the conservation of a place. Access within the building was a problem and resulted in some residents being forced to move from the complex, while most residents wished to live in a more modern building.

The representative for the applicant also commented that access was a huge concern and this resulted in residents having to move, while the proposed application would improve living conditions for residents and would be financed without public contribution. At present, there was no suitable amenity space for residents, and it was unreasonable to expect visitors to have to sit on beds.

In response to the Chairman's questioning, the representative confirmed that the current building was not full as they struggled to house residents on the first floor and accepted that the ground floor could be made more accessible with changes to the current building. The Head of Planning confirmed that the current building is not set up to be completely wheelchair accessible as it stands, nor was the proposed development.

Councillors had undertaken a site visit before the meeting, and agreed that the Committee should not readily give permission to demolish a listed building. Members noted that a specific reason was needed to go against policy BE8 to preserve locally listed buildings, however the building in its current state was no longer fit for the purpose of housing elderly residents and Members highlighted the NPPF which states 'the harm or loss (of a Heritage Asset) is outweighed by the benefit of bringing the site

back into use'. It was commented that without changes, the site in its current state would no longer be able to serve its purpose and it cannot be improved adequately as it stands; without changes to the building it may fall into disrepair which would benefit nobody.

Members agreed that the improved living conditions that were proposed, combined with the purpose of the building as an almshouse, were beneficial enough to outweigh the loss of a Heritage Asset and it was of vital importance to supply suitable affordable housing for elderly residents of the Borough, something the current complex no longer provided. A Member of the Committee noted that the existing building had several recent additions and lacked a general public view, being largely concealed behind houses, which diminished the contribution to the local character.

The Chairman commented that concerns over access were valid, but the new building proposed only 10% of its units be wheelchair accessible (M4(3) units) and he would like the proposed application to allow step-free and wheelchair access for all residents. Members also agreed that they must provide affordable housing for residents, and confirmed that all the units proposed in the application should be supplied for that purpose.

The Committee confirmed that the proposal should include a 100% provision for M4(3), provide affordable housing for residents, ensure details of the cloister were agreed in consultation with the Chairman and Labour Lead and include materials to give the building a lighter appearance. Councillors also agreed that if the application was granted, a photographic record of the site in its current state should be taken and put in the library. The Head of Planning and Enforcement informed Members that as they were overturning a decision which had been recommended for refusal, other conditions would be added as were standard for approval of buildings of this type.

Councillors moved that the application be approved, subject to conditions on the materials, cloisters, photographic survey, M4(3) units and s106. This proposal was seconded, and upon being put to a vote was unanimously agreed.

RESOLVED:

- **That the application be approved, subject to additional conditions and s106 agreement.**

37. 1 FURZEGROUND, STOCKLEY - 37502/APP/2016/953 (Agenda Item 7)

Application for the removal of existing pitched roof and the erection of a roof extension to provide 1,350sqm of office floorspace at third floor level, relocation of plant to rooftop enclosure, 220sqm of PV panels, associated recladding and refurbishment of existing building.

Officers introduced the report and confirmed to Members that the proposals were of acceptable design and additional parking provisions were acceptable. The application had been mostly approved previously, except for minor changes, the altered roof, and one additional parking space.

The motion for approval was moved, seconded and unanimously agreed when put to a vote.

RESOLVED:

	<p>- That the application be approved.</p>
38.	<p>BISHOP RAMSEY C OF E SCHOOL, HUME WAY, RUISLIP - 19731/APP/2016/2148 (Agenda Item 8)</p> <p>Variation of condition 4 of planning permission ref: 19731/APP/2013/1292 dated 18/12/06 (amalgamation of upper and lower school sites to create one school campus and redevelopment of upper school site to include demolition and refurbishment of existing buildings, erection of new school buildings, new parking areas, access provision including a drop-off point in Hume Way and playgrounds/sports facilities) to allow use of the Warrender Way pedestrian access for general pedestrian access use between 0800 and 1430 on Saturdays and between 1800 and 2130 on school days, for a temporary period of four months between 30/06/16 to 02/11/16, to facilitate construction of a sports hall extension.</p> <p>Officers introduced the report and provided an overview of the application and history of the previous application, emphasising that the access would only be temporary.</p> <p>Members questioned whether the proposal would have any impact on Highgrove, and when it was confirmed that it would not, the motion was moved, seconded and upon being put to a vote was unanimously agreed.</p> <p>RESOLVED:</p> <p>- That the application be approved.</p>
39.	<p>HEATHROW POINT WEST, 234 BATH ROAD - 41331/APP/2016/1035 (Agenda Item 9)</p> <p>Erection of a four storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building with associated ancillary works.</p> <p>Officers introduced the report and noted the addendum.</p> <p>The Committee stated they would like conditions on the application regarding landscaping to prevent berries and birds as the proposal was in close proximity to Heathrow Airport. This was agreed, and a motion to approve the application, as amended, with additional condition, was moved, seconded and unanimously agreed.</p> <p>RESOLVED:</p> <p>- That the application be approved, subject to the addition of a condition relating to the Bird Hazard Management Plan.</p>
40.	<p>HOLLAND & HOLLAND SHOOTING SCHOOL, DUCKS HILL ROAD - 16568/APP/2016/939 (Agenda Item 10)</p> <p>Amendment to Condition 2 (approved drawings) of application 16568/APP/2015/3140 'Extension to existing reception building and new underground shooting range, including the demolition of the existing pavilion and garage' to enclose the external plant area and make associated landscaping alterations.</p>

	<p>Officers introduced the report and provided an overview of the application, highlighting the addendum.</p> <p>The motion for approval was moved, seconded and agreed unanimously when put to a vote.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application be approved.
41.	<p>FORMER TRIMITE SITE, ARUNDEL ROAD, UXBRIDGE - 9117/APP/2016/278 <i>(Agenda Item 11)</i></p> <p>Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sqm (GEA) including a new access off Ashley Road, a minor-realignment of the highway, service yards, car parking and landscaping.</p> <p>Officers introduced the report and noted the addendum. It was confirmed that in the report, a mention of closing the existing access should be added to the Highway Works proposed.</p> <p>Councillors questioned whether all the HGV bays were available at all times for use, and it was confirmed that this was the case.</p> <p>The Head of Planning requested that should any further transportation issues be raised by Transport Officers, he be given delegated authority to add conditions that addressed these concerns. The Committee agreed, and moved to approve the application, as amended with the further conditions. The motion was seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED:</p> <ul style="list-style-type: none"> - That the application be approved.
42.	<p>KINGSWAY HOUSE, HORTON ROAD, YIEWSLEY - 70438/APP/2015/4424 <i>(Agenda Item 12)</i></p> <p>Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application). Amended red line plan and floor plans received.</p> <p>This item was withdrawn prior to the start of the meeting.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.52 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250833. 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.

Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address WORLD BUSINESS CENTRE 4 NEWALL ROAD HEATHROW AIRPORT

Development: Reserved matters (Details of landscaping) in compliance with condition 2 of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant.

LBH Ref Nos: 71487/APP/2016/2029

Drawing Nos: A-000-001 P0
Landscape Management/ Maintenance Plan
Agent's email dated 5.8.16
2149-10-SIT-NW_03 Rev. P1
2149-10-SIT-NW_04 Rev. P1
2149-10-SIT-NW_02 Rev. P2
2149-10-SIT-EX_05 Rev. P1
2149-10-SIT-EX_06 Rev. P1
2149-10-SIT-EX_07 Rev. P1
2149-10-SIT-EX_08 Rev. P1
Cycle Shelter Manufacturer's Specification Sheet
Proposed Block Paving Photograph
2149-63-EX-OG Rev. P2
A-100-100 Rev. T6
Landscape Materials Sketch Plan
2149-10-SIT-NW_01 Rev. P2
2149-10-SIT-DI_01 Rev. P2
2149-10-SIT-DI_02 Rev. P1
2149-10-SIT-DI_03 Rev. P1
2149-10-SIT-DI_04 Rev. P1
2149-10-SIT-DI_05 Rev. P1
2149-10-SIT-DI_06 Rev. P1
2149-10-SIT-EX_01 Rev. P2
2149-10-SIT-EX_02 Rev. P1
2149-10-SIT-EX_03 Rev. P1
2149-10-SIT-EX_04 Rev. P1
01B
Paving Slabs Photograph
Fencing Photograph
Electrical Services Specification, Rev. No. P2A
Tula Lighting Specification Sheet

Date Plans Received: 27/05/2016 **Date(s) of Amendment(s):** 27/05/2016
Date Application Valid: 27/05/2016 05/08/2016

1. SUMMARY

This application seeks to discharge condition 2 (reserved matters landscaping) of outline planning permission ref. 71487/APP/2015/4718, dated 23/5/16: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application).

The principle of the development, together with the siting, design, and scale of the proposed building have already been approved, by virtue of the outline planning permission. Only landscaping details fall to be considered under this application.

The Council's Tree/ Landscaping Officer advises that given the site constraints, no objections are raised to the proposed landscaping scheme. Heathrow Airport Limited have been consulted and their comments are currently awaited.

The proposed landscaping details are considered acceptable, in compliance with relevant planning policies. Approval is therefore recommended, subject to no objections being received from Heathrow Airport Limited.

2. RECOMMENDATION

Approval, subject to no objections being received from Heathrow Airport Limited.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.55ha, roughly square shaped application site is located between the A4 Bath Road which adjoins the site to the north and Newall Road to the south, within the boundary of Heathrow Airport. It straddles each side and includes the northern cul-de-sac section of Neptune Road which provides vehicular access into the middle of the site from the Northern Perimeter Road to the south. The site, in addition to the road, is comprised almost entirely of hardstanding, which appears largely vacant/under used, although described as providing temporary airport car parking on the western side of the road and is in use as part of a site providing airport car hire to the east (the former site of the office building known as Cardinal Point). There is a small electricity sub-station in the centre of the western part of the site and an internally illuminated totem advertisement hoarding sign in the north west corner, adjoining the Bath Road.

The site is surrounded by commercial uses, including 3 similar office buildings on the western side of the site known as Units 1 to 3 of the World Business Centre, the remainder of the car park is in use for car hire to the east, beyond which is an office block and its surface parking and between Newall Road and the perimeter road to the south, the adjoining land mainly provides surface parking, including the Heathrow Airport Taxi Feeder Park whereas to the north, fronting the opposite side of Bath Road is the Marriott Hotel, a 4 storey office block and the Radisson Blu Edwardian Hotel.

The site forms part of Heathrow Airport and has a fair PTAL (Public Transport Accessibility Level) score of 3 as assessed by TfL (where 6 represents the highest and 1 the lowest level of accessibility). The site also forms part of an Air Quality Management Area and is included within the proposed Heathrow Archaeological Priority Zone.

3.2 Proposed Scheme

Reserved matters (Details of landscaping) in compliance with condition 2 of planning permission dated 23/5/16, ref. 71487/APP/2015/4718: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application)

3.3 Relevant Planning History

Comment on Relevant Planning History

Outline planning permission ref. 71487/APP/2015/4718 was granted for the erection of a

four storey office building (Use Class B1) with basement parking and roof top plant (Outline application). The application was made in outline with all matters included, with the exception of landscaping.

Condition 2 of outline planning permission ref. 71487/APP/2015/4718 (subject of this application) reads:

Details of the landscaping (hereinafter called "the reserved matters" shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100), to include large semi-mature tree specimens and other planting designed to compensate for the reduced width of the landscape buffer on the Bath Road,

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate (the species and coverage being acceptable in not attracting birds)

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Means of enclosure/boundary treatments

2.c Car Parking Layouts including demonstration that:

48 of all parking spaces are served by electrical charging points (32 active and 16 passive); 17 disabled parking bays; and 8 motorcycle bays.

2.d Hard Surfacing Materials

2.e External Lighting

2.f Other structures (such as furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

(i) To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

(ii) To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to avoid endangering the safe operation of aircraft through the attraction of birds and provide adequate facilities, in compliance with policies A4, BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

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.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 14th July 2016

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised in the local press on 6/7/16 and a site notice was posted on 5/7/16 with a closing date of 26/7/16. No responses have been received.

Internal Consultees

TREES AND LANDSCAPING OFFICER:

The planting plan, supported by the Landscape Management/Maintenance Plan shows the provision of 9 No. semi-mature trees along the Bath Road site frontage with hedging and ground cover planting beneath. Soft works to other boundaries are severely limited by the space available but seek to provide the best landscape cover within the approved layout. The supporting documentation provides the design and management objectives, a planting specification and management/maintenance notes. No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established by virtue of the original planning permission ref. 71487/APP/2015/4718, dated 23/5/16.

7.02 Density of the proposed development

Density guidance only relates to residential schemes and the scale and bulk of the office building has already been established by the grant of the outline permission (ref. 71487/APP/2015/4718).

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

The application site does not form part of a Conservation Area nor an Area of Special Local Character and it is sufficiently remote from any statutory and/or locally listed building so that their setting would not be adversely affected.

The site is however within the proposed Heathrow Archaeology Priority Zone. An archaeological desk-based assessment was submitted as part of the outline application (ref. 71487/APP/2015/4718) which was reviewed by GLAAS and they concluded on the outline application that it has been adequately demonstrated that the site has low potential for archaeological remains due to previous development when it was likely that below ground deposits would have been severely truncated by foundations and services and as a result, no further assessment or conditions are necessary.

7.04 Airport safeguarding

Following an initial objection from NATS to the outline application due to the possible impact of the building upon a radar based at Heathrow Airport, further investigation was undertaken which allowed NATS to confirm that the additional impact of the proposed building as compared to the existing buildings would be marginal and manageable and they subsequently withdrew their objection to the outline application and no other airport safeguarding issues were raised on the outline application (ref. 71487/APP/2015/4718).

Heathrow Airport Limited have been consulted again on this application and their comments are awaited.

7.05 Impact on the green belt

The application site does not form part of, nor is it located close to the Green Belt so that the officer's report on the outline application (ref. 71487/APP/2015/4718) advised that no Green Belt issues are raised by this scheme.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that the layout and appearance of new development harmonises with the existing street scene and other notable features of the area. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The scale, design and siting of the proposed office building has already been approved under the outline planning consent. It is considered that the proposed planting along the site's road frontages, particularly the principal Bath Road frontage which will include 9 semi-mature trees with hedging and ground cover planting beneath will help to screen the proposed building and create a quality landscape that will complement and existing landscaping treatment of adjoining sites, in compliance with Policies BE13 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The site is bordered by commercial development within Heathrow Airport and as such, it was not considered on the outline application (ref. 71487/APP/2015/4718) that the proposed office building would have any significant impact on the neighbouring uses in terms of overlooking, overshadowing, dominance or noise. The landscaping scheme would assist with the assimilation and screening of the building.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Issues relating to traffic generation, access and parking have all been addressed under the outline planning approval (ref. 71487/APP/2015/4718).

The landscaping scheme would not encroach upon highway and pedestrian visibility splays for drivers entering and exiting the site.

In order to comply with relevant London Plan standards, Condition 2 at Part 2.c requires 48 of all the parking spaces to be served by electrical charging points (32 active and 16 passive) and the provision of 17 disabled parking spaces and 8 motorcycle bays.

The submitted plans show that the surface parking combined with the basement parking provision satisfies these standards.

Cycle parking provision was subject to a separate condition (condition 12) which required a revised scheme to be provided with a total of 74 spaces (62 long stay and 12 short stay). Although not to be considered as part of this application for landscaping, the provision made for cycle parking is only marginally deficient with a total of 72 spaces being shown on the submitted plans so that the landscaping would not prevent the possibility of a further 2 spaces being provided on site.

7.11 Urban design, access and security

These issues were considered as part of the outline application (ref. 71487/APP/2015/4718) and the proposed landscaping scheme does not raise any additional security issues.

7.12 Disabled access

Access issues were considered as part of the outline application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) seeks high quality design of the built and external environment, Policy BE35 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks a high standard of design, layout and landscaping in major development proposals visible from the main transport links with Heathrow and Policy BE38 advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

The site is devoid of vegetation, being almost entirely covered by hardstanding/ loose scalpings. No trees or other landscape features of merit would be affected by the proposal with the closest landscape feature being the mounded landscape buffer with tree planting on top between the adjacent World Trade Centre buildings and the Bath Road.

The siting of the proposed office building has been agreed as part of the outline consent (ref. 71487/APP/2015/4718) which establishes the depth of buffer along the principle Bath Road frontage, an area where the local planning authority has been seeking landscape enhancement along the Bath Road for many years in an attempt to improve the environmental quality of this important 'gateway' road to London from the airport. On the outline application, the report noted that although the proposed depth of landscape buffer along Bath Road is not as generous as the adjoining WBC sites, at over 5m deep it would still provide effective landscaping to the site, including a row of trees.

The Bath Road frontage would contain 9 semi-mature fastigiata Oak trees, with hedging and ground cover planting beneath. Landscaping works to the side boundaries is limited by the space available, with a more generous landscape buffer being provided along the Newall Road boundary.

The Council's Trees/Landscape Officer advises that the landscaping scheme is limited by the space available but would provide the best landscape cover within the approved layout. The fastigiata Oak is a cultivar of the native oak, which has a very thin upright habit which is useful when there is insufficient space for a broad spreading canopy. The Trees/Landscape Officer advises that the supporting documentation provides the design and management objectives, a planting specification and management/maintenance notes and on this basis, no objections are raised to the landscaping scheme.

Details of boundary treatment will match existing, including a knee high rail along the Bath Road frontage and a 1.8m high close boarded fence along the eastern boundary, with the other boundaries being open. The close boarded fence is likely to be temporary, pending future development on the adjoining site. Details of the landscaping materials will also match those on the adjoining WBC 3 site and a lighting scheme, including bollard lighting within the landscaped bed along Bath Road, lamp post lighting along Newall Road and wall mounted lighting and downlighters on the building and the cycle shelter are also acceptable. Details of existing and proposed services have also been provided. The Trees/Landscape Officer also raises no objection to these details.

The condition at 3. also requires the inclusion of living walls and roofs or justification as to why these can not be provided. In the agents email dated 5/8/16, it is advised that:-

'The proposed building is a bespoke office building for a specific occupier (Amadeus) that will have a high density of workers almost all of whom are IT workers based at computer stations. The building has a large footprint and includes an internal atrium to provide daylight into the centre of the large office floor plates. Accordingly, the outside of the building is designed with full height curtain wall glazing to maximize day lighting in accordance with the client's brief.

With the roof, the majority is given over to roof plant while the remainder comprises the atrium roof and photo voltaic panels such that there is no space for a green roof. The consent is subject to a Bird Hazard Management Plan which will require physical measures and regular inspections to stop birds nesting or loafing on the roof, which is very close to the Northern Runway. This means that any green roof would need to be netted which is difficult in terms of maintenance access and can be unsightly.'

Given this justification and as no specific requirement was identified by the Council's Sustainability Officer for this development to provide a green roof, it is considered that Part 3. of the condition has been satisfied.

The scheme is therefore considered to comply with Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) and Policies BE35 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The scheme makes adequate provision for the storage of recycling/waste within a large screened enclosure on the eastern side of the building.

7.16 Renewable energy / Sustainability

Renewable energy was considered as part of the outline application (ref.

71487/APP/2015/4718), including the provision of roof mounted photovoltaic panels which would not be affected by the landscaping scheme and the need for a S106 contribution to offset a energy efficiency shortfall. Appropriate provision is made for electric charging points within the landscaping scheme.

7.17 Flooding or Drainage Issues

A condition was imposed as part of the outline consent (ref. 71487/APP/2015/4718) to ensure that a scheme for the provision of sustainable water management for surface and ground waters on and/or off site was provided.

Mitigation works involve the provision of attenuation tanks within the car parking areas that would discharge at green field run off rates and the need to safeguard a strip of adjoining land along the eastern boundary which is also in the applicant's ownership in order to provide appropriate attenuation for the displaced ground water from the basement. The landscaping scheme would not have any implications for the implementation of an appropriate drainage strategy.

7.18 Noise or Air Quality Issues

Noise and air quality issues were considered as part of the outline application (ref. 71487/APP/2015/4718) and have no implications for the landscaping scheme.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not relevant to this application.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

It is considered that the landscaping scheme for this site would make a suitable contribution to the enhancement of the Bath Road frontage and is acceptable.

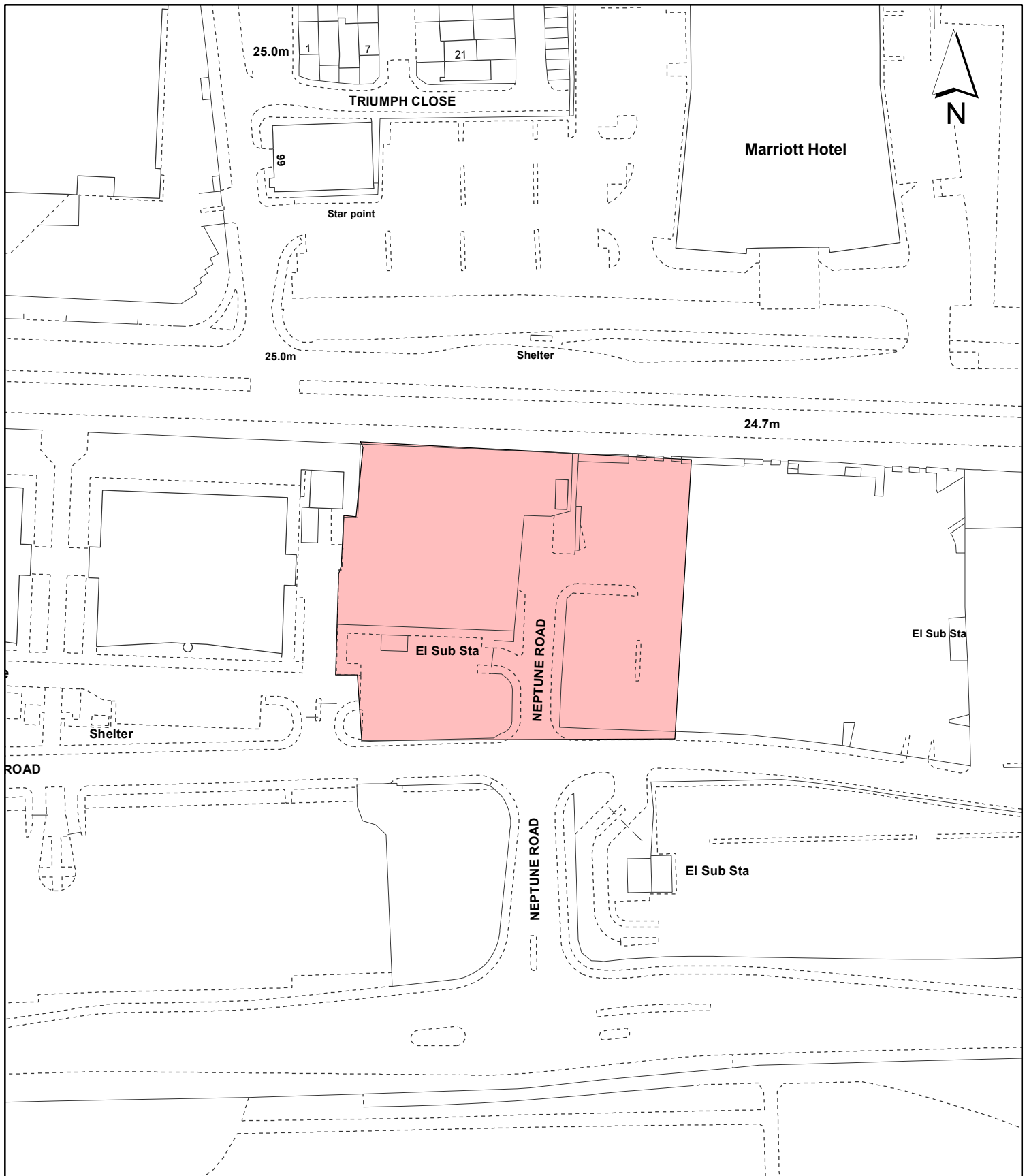
The proposal complies with relevant planning policy and accordingly it is recommended that, subject to no objections being received from Heathrow Airport Limited, the details be approved and the condition be discharged.

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 (March 2012)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**World Business Centre
4 Newall Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**

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

Planning Application Ref:

71487/APP/2016/2029

Scale:

1:1,250

Planning Committee:

Major Page 16

Date:

September 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNIT 3 MILLINGTON ROAD HAYES

Development: Erection of 3281sq.m GEA industrial/warehouse unit (Use Classes B1c, B2, B8) and erection of 1327sq.m GEA coach maintenance/servicing unit and depot (Sui Generis); together with alterations to adjacent highway accesses, creation of associated service and customer yards, car parking and landscaping.

LBH Ref Nos: 32157/APP/2016/1696

Drawing Nos: 150191 E 101 P1
15.104.A_00_00_01 Rev. A
15.104.A_00_00_02 Rev. A
15.104.A_00_00_03 Rev. E
15.104.A_00_00_05 Rev. E
15.104.A_00_00_06 Rev. F
15.104.A_00_00_07 Rev. C
15.104.A_00_00_08 Rev. D
Energy Assessment, Version 4.0
15.104.A_00_00_04 Rev. D
Design and Access Statement
RPS CgMS covering letter dated 3/5/16
15.104.A_00_00_10 Rev. E
15.104.A_00_00_11 Rev. E
15.104.A_00_00_12 Rev. E
15.104.A_00_00_13 Rev. E
15.104.A_00_00_14 Rev. E
15.104.A_00_00_15 Rev. D
M276-100 Rev. P2
M276-201 Rev. P2
M276-202 Rev. P2
M276-203 Rev. P2
AAD Acoustic Note, dated 6/7/16
BSPF Hayes, Phase 2 - Coach Depot Noise Assessment, dated 6/4/16
Draft Workplace Travel Plan
BSPF Hayes - Bird Hazard Management Plan, March 2013
Addendum Air Quality Assessment, April 2016
Air Quality Assessment, March 2011
Transport Statement, 02/Final, 26 April 2016
Flood Risk Assessment
Unilateral Undertaking
Agent's email dated 25/7/16

Date Plans Received:	03/05/2016	Date(s) of Amendment(s):	03/05/2016
Date Application Valid:	27/05/2016		06/07/2016 25/07/2016

1. SUMMARY

This proposal is for the erection of two industrial units (Use Classes B1(c)/B2/B8/sui generis) with floor areas of some 3,160sqm and 1,145sqm (GIA).

The application site forms the western part of a larger, previously vacant site on the south western corner of the junction of Station Road and North Hyde Road to the south west of Hayes town centre. The eastern part of the larger site has been re-developed as a supermarket with petrol filling station.

The site forms part of the Millington Road Industrial Business Area (IBA) and therefore the principle of the development is appropriate. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and is recommended for approval.

2. RECOMMENDATION

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

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

- i. £50,000.00 contribution towards improvements to the local highway network,**
- ii. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status,**
- iii. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD),**
- iv. Travel Plan: to include £20,000 Bond,**
- v. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

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

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

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

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

150191 E 101 P1

15.104.A_00_00_01 Rev. A

15.104.A_00_00_02 Rev. A

15.104.A_00_00_03 Rev. E

15.104.A_00_00_04 Rev. D

15.104.A_00_00_05 Rev. E

15.104.A_00_00_06 Rev. F

15.104.A_00_00_07 Rev. C

15.104.A_00_00_08 Rev. D

15.104.A_00_00_10 Rev. E

15.104.A_00_00_11 Rev. E

15.104.A_00_00_12 Rev. E

15.104.A_00_00_13 Rev. E

15.104.A_00_00_14 Rev. E

15.104.A_00_00_15 Rev. D

M276-100 Rev. P2

M276-201 Rev. P2

M276-202 Rev. P2

M276-203 Rev. P2; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Design and Access Statement

Unilateral Undertaking

Energy Assessment, Version 4.0

BSPF Hayes, Phase 2 - Coach Depot Noise Assessment, dated 6/4/16

BSPF Hayes - Bird Hazard Management Plan, March 2013

Air Quality Assessment, March 2011

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

REASON

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

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

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

2.a Cycle Storage

2.b Means of enclosure/boundary treatments

2.c Car Parking Layouts (including 3 motorcycle parking spaces and demonstration that 10% of all parking spaces are served by electrical charging points)

2.d Hard Surfacing Materials

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

5 NONSC Non Standard Condition

Unit 3 shall be used as a warehouse supplying the building trade and shall not be used for retail sales to the general public.

Reason

To comply with the terms of the application and to ensure the site is used Class B8 purposes, in compliance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NONSC Energy

Prior to the commencement of development full specification of the clean, low and zero carbon technology required to reduce carbon emissions shall be submitted in writing to the Local Planning Authority. The specifications also shall include the type of PVs and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. The development shall proceed in accordance with the approved designs.

Reason

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

7 NONSC Sustainable Urban Drainage Scheme

A scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in 'Flood Risk Assessment' produced by GDP and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) Receptors

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

- c) Minimise water use. The scheme shall also demonstrate the use of methods to

minimise the use of potable water through water collection, reuse and recycling and will:

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

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

- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required;

- ii. Clear plans showing the responsibility of different parties should be provided, such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services. Where it is a PMC the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

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

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 - Development Management Policies, Policy 5.12 Flood Risk Management of the London Plan (July 2011), and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

8 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.

9 NONSC Low Emissions Strategy

The development shall not commence until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall, as a minimum,

address:

1. Fleet composition - to include a a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a target to move towards a Euro VI fleet as soon as practicable;
2. Traffic management schemes - to include the enforcement of no-idling practices;
3. Emissions from energy plant - to include the use of low NOx boilers;

Reason

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

10 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of registration shall be submitted to the Local Planning Authority before work commences.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

11 NONSC Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.

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

REASON

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

12 NONSC Delivery and Servicing Plan

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

writing by the Local Planning Authority.

REASON

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

13 NONSC Waste and Recycling

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

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

REASON

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

14 NONSC Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

15 NONSC Imported Soils

All imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All imported soils used for landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the development are not subject to any risks from soil contamination in the landscaped areas in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

1

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

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

2 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3 I52 Compulsory Informative (1)

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

4 I53 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions

LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2015) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5 159 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.

6

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to approximately 0.17 hectares and forms the western part of a larger, previously vacant site on the south western corner of the traffic lighted junction of Station Road and North Hyde Road to the south west of Hayes town centre, some 400m from Hayes and Harlington Station, which will be served by Crossrail from 2017.

The eastern part of the larger site has been re-developed as a supermarket with petrol filling station whereas this part of the site remains vacant, with Millington Road wrapping around the site on its other three boundaries.

To the south and west of the site, on the opposite side of Millington Road are industrial/commercial buildings, whereas to the north is a vacant site, beyond which, fronting the northern side of North Hyde Road are traditional two storey residential houses.

The site forms part of the Millington Road Industrial Business Area (IBA) and has a mixed PTAL level of 3 and 4. The site also forms part of an Air Quality Management Area.

3.2 Proposed Scheme

The application proposes the erection of two industrial scale units as follows:

Unit 3 - B8 Use single storey building with a GEA of 3281m²
Unit 4 - Sui Generis Use two storey building with a GEA of 1327m²

The larger of the two units, Unit 3 will provide a new outlet for Selco Trade Centres Ltd, supplying building materials to registered trade and business customers. The buildings active frontage, to the south, would front Millington Road and provides the customer entrance.

To suit the working function of the unit, the customer and service yards have been located on the west elevation, with two large roller shutter doors providing access. The customer yard has been set back from the south elevation to create a landscape buffer to screen and soften the secure fencing. Further landscaping will be provided along the southern boundary to reinforce/ complement the existing planting along Millington Road South.

Rooflights will be installed to the building to provide natural daylight to the internal areas and photovoltaic panels will be installed on the roof to provide a sustainable source of electricity.

Unit 4 will be occupied by City Circle, a coach hire company and will become their new London base. The building will predominantly be used for the repair, maintenance and cleaning of their coach fleet, together with ancillary office accommodation. The building size has been reduced to the minimum, to suit City Circle's requirements, and located along the western boundary to ensure that the site area is maximised for coach parking and vehicle manoeuvring.

Rooflights will be installed to the building to provide natural daylight to the internal areas and photovoltaic panels will be installed on the roof to provide a sustainable source of electricity. To reduce the reliance on the mains water supply, a rainwater harvesting system located internal to the building, will be installed and used for the cleaning of the coaches.

PARKING

Each building will have its own dedicated car park and will include disabled parking bays, electric vehicle charging points and motor cycle parking. In addition covered shelters will be provided for cycle parking.

Unit 3 would be provided with 29 No. Parking spaces, including; 3 No. Disabled parking spaces and; 6 No. Spaces for electric vehicles, serviced by 3No. Electric vehicle chargers (EVC). It is proposed that additional ducting to be provided for the potential future installation of 2 No. EVC's to service a further 3No. Parking spaces for electric vehicles. Also proposed is 1 No. Motorcycle parking space.

Unit 4 would be provided with 4 No. parking spaces, including 1 No. Disabled parking space and 1 No. Space for electric vehicles, serviced by 1 No. Electric vehicle charger (EVC). Also proposed are 2 No. Motorcycle parking spaces and 39 No. Coach parking spaces.

3.3 Relevant Planning History

Comment on Relevant Planning History

In November 2012 planning permission was granted on appeal (appeal reference APP/R5510/A/12/2174884) for a mixed use development comprising a 7,310 sqm (gross external area) industrial/warehouse unit (use classes B1c, B2, B8), 7,998 sqm (gross external area) retail store (use class A1) and petrol filling station together with associated parking, landscaping and alterations to adjacent highways (LBH application ref:

32157/APP/2011/872). The retail unit, together with the petrol filling station has subsequently been constructed and has been trading as an Asda food store since May 2015.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E3 (2012) Strategy for Heathrow Opportunity Area
PT1.E7 (2012) Raising Skills
PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1 NPPF - Delivering sustainable development
NPPF4 NPPF - Promoting sustainable transport
NPPF10 NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17 (2015) Strategic Industrial Locations
LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
LPP 5.3 (2015) Sustainable design and construction
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LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
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SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th June 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Three site notices were displayed on site on 10/6/16, with a closing date of 1/7/16. The proposal was also advertised in local press on 8/6/16. No comments have been received.

METROPOLITAN POLICE

I have no objections to this, especially as it currently sits within an industrial estate. I would like this to have a planning condition to achieve SBD (Secured by Design) Commercial 2015.

Internal Consultees

LANDSCAPE ARCHITECT

The site is currently a vacant plot / cleared brownfield site within Westlands Industrial Estate. Situated to the south of North Hyde Road and Hayes Town Centre, the plot is found between the newly-built ASDA supermarket (to the east) and Rackspace City to the west. There are no trees or other landscape features on the site. However, the surrounding developments have been well-landscaped and have been successfully enhancing the local green infrastructure in this area. There are no TPO's or Conservation Area designations affecting this site.

The Design & Access Statement, by HGP Architects describes the proposal to develop two new industrial / warehouse units with associated service yards, parking and landscaping. The Landscape Strategy is described in section 4.0.

The Proposed Site Plan, by HGP Architects, indicates the narrow strips of land available for planting along the north, south and west boundaries. Tree planting (approximately 16No.) is proposed along the south and west edges of the site. While the space and opportunities for new planting are limited, this plot lies within the centre of the estate, where much of it will be screened by adjacent buildings and the 'borrowed landscape' enhancement provided by neighbouring sites.

Detailed soft landscape proposals have been prepared by IJLA, drawing Nos. M276-201, 202 and 203 (sheets 1, 2 and 3 of 3). The planting plan appears to miss a couple of opportunities for tree planting and the hedge / ground-cover species selection should be reviewed. I recommend simplifying the scheme and reducing the range of shrubs, herbaceous species and ferns. Planting on this type of site needs to be more robust, straightforward to maintain and provide effective screening around the boundaries. A brief specification and management notes have been incorporated within the drawings. Further details should be secured by condition. No details have been provided of the site security fencing. Steel palisade should be avoided in favour of colour-coated (preferably black) welded mesh.

Recommendation

This proposal follows a pre-application meeting on 20 January 2016. No objection, subject to the

above comments and condition to secure the above requirements.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

Case Officer comment:

The Council's Environmental Protection Unit raised an initial query regarding the potential impact of the proposals on nearby residential properties. This was raised with the applicant who provided further information. Following a review of the additional information the EPU consultee response received was:

The additional information from AAD consultant (report ref: 16035/AN002/js) clarifies my queries/concerns. I therefore have no objections subject to the following conditions/informative:

Condition:

Noise affecting residential property

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

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 1.

Informative:

Control of environmental nuisance from construction work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

ENVIRONMENTAL PROTECTION UNIT (AIR QUALITY)

The application site is located within an area of current poor air quality. The development introduces the use of coaches and heavy goods vehicles into an area where the roads are already congested. The operation of the congested road network is the main cause of the pollution exceedances within this area, even a small increase in traffic will exacerbate the situation. The borough considers any increase in pollution levels where the pollution levels are already above the air quality standard to be

significant as is the case with this application. As such the borough will be seeking mitigation measures in this area to address the impacts from the development on the already congested traffic situation, in order to help improve the local air quality.

The following conditions should be considered:

Construction Phase

There are two elements to this, the risk assessment of the dust and emissions along with appropriate mitigation (Condition 1) and the application of the NRMM regulations which relate to the construction plant and vehicles used, (Condition 2). Both should be applied.

1. A construction management plan should be sought which includes the risk assessment of the construction phase in terms of impacts on nearby sensitive receptors and the implementation of the appropriate mitigation measures, as described in the GLA Best Practice Guidance for the Control of Dust and Emissions.

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust>

Reason

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

2. All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/> before the commencement of any works.

Reason

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

Operational Phase

The development shall not commence until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall, as a minimum, address:

Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a target to move towards a Euro VI fleet as soon as practicable;

Traffic management schemes - to include the enforcement of no-idling practices;

Emissions from energy plant - to include the use of low NOx boilers;

Electric vehicle charging points - in line with the London Plan requirements;

Travel plan - to include the encouragement of the use of low/zero emission technologies

Reason

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

Case Officer's comments:

The requirement for a Travel Plan is included with the Heads of Terms of the S106 and is therefore not also required to be secured by condition. The requirement for details of Electric Vehicle charging points is included within the Landscape condition.

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

I refer to your consultation regarding the above planning application for the remaining units on the

former site of Unit 3, Millington Road (former aircraft manufacturing works).

The wider Unit 3 site including the now redeveloped 'ASDA' supermarket was treated as one site for the contaminated land works under condition 10 of the Appeal decision referenced, APP/R5510/A/12/2174884. The condition was a general contaminated land condition covering soil, gas and groundwater contamination. Significant contaminated land remediation works have been carried out at this site. These include soil remediation works particularly asbestos removal work which was validated by fairhurst Engineers in a report of October 2012. Over 14,000 tonnes of contaminated material was removed. Groundwater remediation works were also carried out in liaison with the Environment Agency and validated in 2014.

It appears that the initial parts of Condition 10 for the site investigation and the remediation strategy were discharged under 32157/APP/2013/1330. The formally submitted report was the ground water remediation report. The final parts of condition 10, (ii) and (iii) for unknown contamination and the validation work were discharged under planning application, 32157/APP/2014/3226. See officer report and decision notice dated 3 February 2015.

There was some discussion that we might reapply a contaminated land condition to ensure that any unknown contamination is addressed, and we would receive a summary report for the whole site (see below). However this appears onerous given that the site has been remediated as a whole under Condition 10 which is not a phased condition.

You may wish to provide our condition or informative emphasising that any imported landscaping soils (if there is landscaping) must be tested and clean. The full contaminated land condition is not required.

Condition to minimise risk of contamination in landscaped areas:

All imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All imported soils used for landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the development are not subject to any risks from soil contamination in the landscaped areas in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

SUSTAINABILITY OFFICER

The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition

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

Reason

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

Energy Comments

The energy strategy is acceptable for this stage of the planning process. However further information is required prior to commencement of development:

Condition

Prior to the commencement of development full specification of the clean, low and zero carbon technology required to reduce carbon emissions shall be submitted in writing to the Local Planning Authority. The specifications also shall include the type of PVs and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. The development shall proceed in accordance with the approved designs.

Reason

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

Case Officer comment's:

The requirement for details of living walls/roofs is included within the proposed landscaping condition and therefore an additional condition to secure these details is not required.

WATER AND FLOOD MANAGEMENT OFFICER

Request for a sustainable water management condition to cover sustainable urban drainage, receptors, minimising water use, details of the long term management and maintenance of the drainage system and how temporary measures will be implemented to ensure no increase in flood risk from construction.

ACCESS OFFICER

The proposal is to site two industrial/warehouse units on this parcel of land. One unit would be occupied by Selco Trade Centres Ltd (Unit 3), which supplies construction materials to registered trade and business customers.

The second unit would serve as a parking, repair and maintenance base for the City Circle coach hire company. Ancillary office accommodation for this proposed London depot would be located on the mezzanine level (Unit 4).

The Design & Access Statement refers 29 car parking spaces with three accessible parking spaces attached to unit 3. Unit 4 would have four allocated parking spaces, with an additional accessible bay.

Drawing no: 15.104.A_00_00_11, revision C, details an accessible WC and a platform lift to the ancillary office accommodation on the mezzanine floor.

Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

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

Conclusion: no objection from accessibility standpoint.

HIGHWAYS OFFICER

I have reviewed the material provided as part of this application and have the following comments:

The proposal is to develop a vacant site in Millington Road Hayes which is a local road adjacent to the new ASDA development. The vacant site generates no traffic at present so all traffic generated by the development will be additional. There are existing parking restrictions in place on Millington Road so there is no readily available on-street parking spaces available nearby. The site has a PTAL value of 4 (good).

The site has been the subject of a previous planning permission for a larger scale of development of which 7310 sq.m of B2/B8 has not been developed. A separate pre-app report for a development very similar to that currently proposed was used as the basis of the comments and clear guidance was given on a number of factors and they are:

- Traffic has changed in the area since the ASDA appeal in 2012 including consented development and the Hayes Town Centre scheme, the EMI consented development and the now operational ASDA development. The highways summary also mentioned the current observed traffic congestion in the area.
- Traffic generation should include a comparison of Selco rates with general warehousing.
- Car parking should provide 10% provision for disabled bays and provision for EVs.
- Car parking accumulation estimates should demonstrate the provision is appropriate.
- For the coach depot the provision of any overnight accommodation and a coach MoT test centre further details were required including a coach lay-by on Millington Road.
- The pre-app requirements included Travel Plans, Servicing and Delivery Plans along with Construction and Logistics Plans.
- A full Transport Assessment was required unless it could be demonstrated that traffic from the site was not significantly greater than the consented scheme.

A Transport Assessment (TA) by Royal Haskoning DHV dated April 2016 was supplied in support of the application. The proposal involves the construction of two separate units on the site. One unit (known as Unit 3) will be developed for 3,281 sq.m of B2/B8 uses and Unit 4 will be for a 1,327 sq.m floorspace coach depot (Sui Generis). There will be three vehicular access points off Millington Road; one of which is already in existence. The development will provide car parking for 29 cars in Unit 3 and 4 car spaces in Unit 4. The new coach depot (Unit 4) parking is provided for 39 coaches whereby drivers of coaches can park in the coach bays so effectively there are as many as 43 car parking spaces available. There are also motorcycle parking bays and cycle parking spaces provided on the scheme plans which are supported. There are pedestrian routes around the outside of the site so pedestrian access is available in the area. Traffic generation estimates were made and it was clear that in the 2012 consented scheme that traffic generation was 86 trips in the AM peak hour and 65 trips in the PM peak hour. The TA suggests that the development has reduced in size by 41% so that trips could also be reduced. The document estimates that the latest proposals will generate 87 vehicle movements in the AM peak hour and 41 in the PM peak hour. From these estimates it can be concluded that the new proposal is not significantly different to the consented scheme. The traffic generation estimates are based on a single Selco site in West Midlands and it would be preferred if a more standard B2/B8 use were also used to see what the impact might be with a more general use in place and this was suggested in the pre-app report.

The proposed B2/B8 use (Unit 3) is provided with 29 car parking spaces (1 space per 109 sq.m) but no parking accumulation estimates were provided for this element of the development and it is important that overspill parking does not occur. Cycle parking (9 spaces for Unit 3 and 3 spaces for Unit 4) and motorcycle parking (1 space in Unit 3 and 2 spaces in Unit 4) and EV charging is provided on site and is supported. The level of EV charging will be in accordance with the London Plan which will be conditioned. A draft Travel Plan for the B2/B8 use was provided but not for the Coach Depot so we would expect conditions for a single Travel Plan for the whole site to be provided along with a CMP and SDP and these documents can be conditioned.

We would expect the applicant to make a highways study/works contribution of £50,000 in order to improve transport/highways facilities in the vicinity of the site. This approach has been used with nearby applicants and can be time and cost efficient on the part of the applicant rather than being involved in further supporting studies and associated time delays.

S106 OFFICER - HEADS OF TERMS

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

Case Officer's comments:

The Council's Air Quality Specialist has requested a condition regarding control of emissions of non road mobile machinery be attached to any consent. They have not requested an Air Quality Monitoring contribution and therefore this requirement is recommended to be removed from the S106. The Council's Highways Engineer has requested a highways study/works contribution of £50,000 in order to improve transport/highways facilities in the vicinity of the site.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site forms part of a Preferred Industrial Location (PIL) in the London Plan (March 2016) and part of an IBA in the adopted local plan, therefore the principle of industrial development is deemed appropriate.

In addition planning permission was granted at appeal on 15/11/12 on the wider site for a mixed use development comprising 7,310sqm (GEA) industrial/commercial unit (Use Classes B1c, B2, B8); 7,998sqm (GEA) retail store (Use Class A1) and petrol filling station, together with associated car parking, landscaping and alterations to adjacent highway (application reference 32157/APP/2011/872), of which the retail store and petrol filling station have now been built. As such, there is an extant permission for a single industrial/commercial building on this part of the site.

7.02 Density of the proposed development

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential density are not therefore relevant to the application.

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

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

7.04 Airport safeguarding

The proposed development is not significantly greater in scale or height than the existing approved scheme on the site or surrounding industrial and retail buildings. As such the development is not considered to create any airport safeguarding concerns.

7.05 Impact on the green belt

The application site is not located within or close to the greenbelt.

7.07 Impact on the character & appearance of the area

The site forms part of an IBA and the buildings are considered to be of an appropriate scale and design to harmonise with their industrial/commercial surroundings. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this location.

7.08 Impact on neighbours

The Council's Environmental Protection Unit have reviewed the proposals and following the submission of further details regarding the impact of the proposal on adjacent residential properties in terms of noise have raised no objections to the development subject to the inclusion of appropriate conditions.

7.09 Living conditions for future occupiers

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential amenity for future occupiers are not therefore relevant to the application.

The proposed development is considered to create an acceptable environment for future occupiers of the commercial premises.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The vacant site generates no traffic at present so all traffic generated by the development will be additional. There are existing parking restrictions in place on Millington Road so there is no readily available on-street parking spaces available nearby. The site has a PTAL value of 4 (good).

The proposed B2/B8 use (Unit 3) is provided with 29 car parking spaces (1 space per 109 sq.m) but no parking accumulation estimates were provided for this element of the development and it is important that overspill parking does not occur. Cycle parking (9 spaces for Unit 3 and 3 spaces for Unit 4) and motorcycle parking (1 space in Unit 3 and 2 spaces in Unit 4) and Electronic Vehicle (EV) charging is provided on site and is supported. The level of EV charging will be in accordance with the London Plan and is recommended to be conditioned. A draft Travel Plan for the B2/B8 use has been submitted with the application, however one has not been provided for the Coach Depot. As such it is recommended that a single Travel Plan for the whole site to be provided through the S106 agreement along with a Construction Management Plan and Servicing and Delivery Plan. The requirement for these documents is recommended to be secured through conditions.

The Council's Highways Engineer has reviewed the scheme and has raised no objection to the development provided the above are secured along with a highways study/works contribution of £50,000 in order to improve transport/highways facilities in the vicinity of the site. This is proposed to be secured as part of the S106 agreement.

7.11 Urban design, access and security

The Metropolitan Police were consulted as part of the application process and have raised

no objection to the development subject to the inclusion of a Secure by Design condition. This condition is therefore recommended to be attached to any approval of the development.

7.12 Disabled access

The Council's Access Officer has reviewed the details submitted with the application and, subject to the attachment of a number of informatives, has raised no objection to the development proposed.

As such the proposed scheme is considered to be acceptable with regards to accessibility.

7.13 Provision of affordable & special needs housing

The application relates to a commercial development with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

The site is currently a vacant plot / cleared brownfield site within Westlands Industrial Estate. There are no trees or other landscape features on the site. However, the surrounding developments have been well-landscaped and have been successfully enhancing the local green infrastructure in this area. There are no TPO's or Conservation Area designations affecting this site. Tree planting is proposed along the south and west edges of the site. While the space and opportunities for new planting are limited, this plot lies within the centre of the estate, where much of it will be screened by adjacent buildings and the 'borrowed landscape' enhancement provided by neighbouring sites.

The Council's Landscape Architect has reviewed the proposals and has raised no objection to the application subject to the attachment a landscaping condition to include details of planting management and the sites proposed security fencing.

7.15 Sustainable waste management

No detailed information has been provided regarding the provision of services for waste management. However there is considered to be sufficient space within the site to provide appropriate facilities for the proposed buildings.

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

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer has raised no objections to the development subject to the inclusion of appropriate conditions to secure living walls or roofs and an updated Energy Strategy. These conditions are recommended to be attached to any consent and therefore the development is considered to be acceptable.

7.17 Flooding or Drainage Issues

London Plan policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run-off is controlled to ensure the development does not increase the risk of flooding.

The Council's Flood and Water Management Officer has reviewed the proposals and requested that a suitably wording condition be attached to any consent to ensure that a scheme for the provision of sustainable water management can be secured.

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

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit (Air Quality) have raised no objections to the development subject to the inclusion of appropriate conditions.

7.19 Comments on Public Consultations

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

7.20 Planning obligations

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

The obligations sought are as follows:

1. £50,000.00 contribution towards improvements to the local highway network.
2. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD)
4. Travel Plan: to include £20,000 Bond.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £5 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £23,042.03.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £171,420.27.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

This proposal is for the erection of two industrial units (Use Classes B1(c)/B2/B8/sui generis) with floor areas of some 3,160sqm and 1,145sqm (GIA).

The application site forms the western part of a larger, previously vacant site on the south

western corner of the junction of Station Road and North Hyde Road to the south west of Hayes town centre. The eastern part of the larger site has been re-developed as a supermarket with petrol filling station.

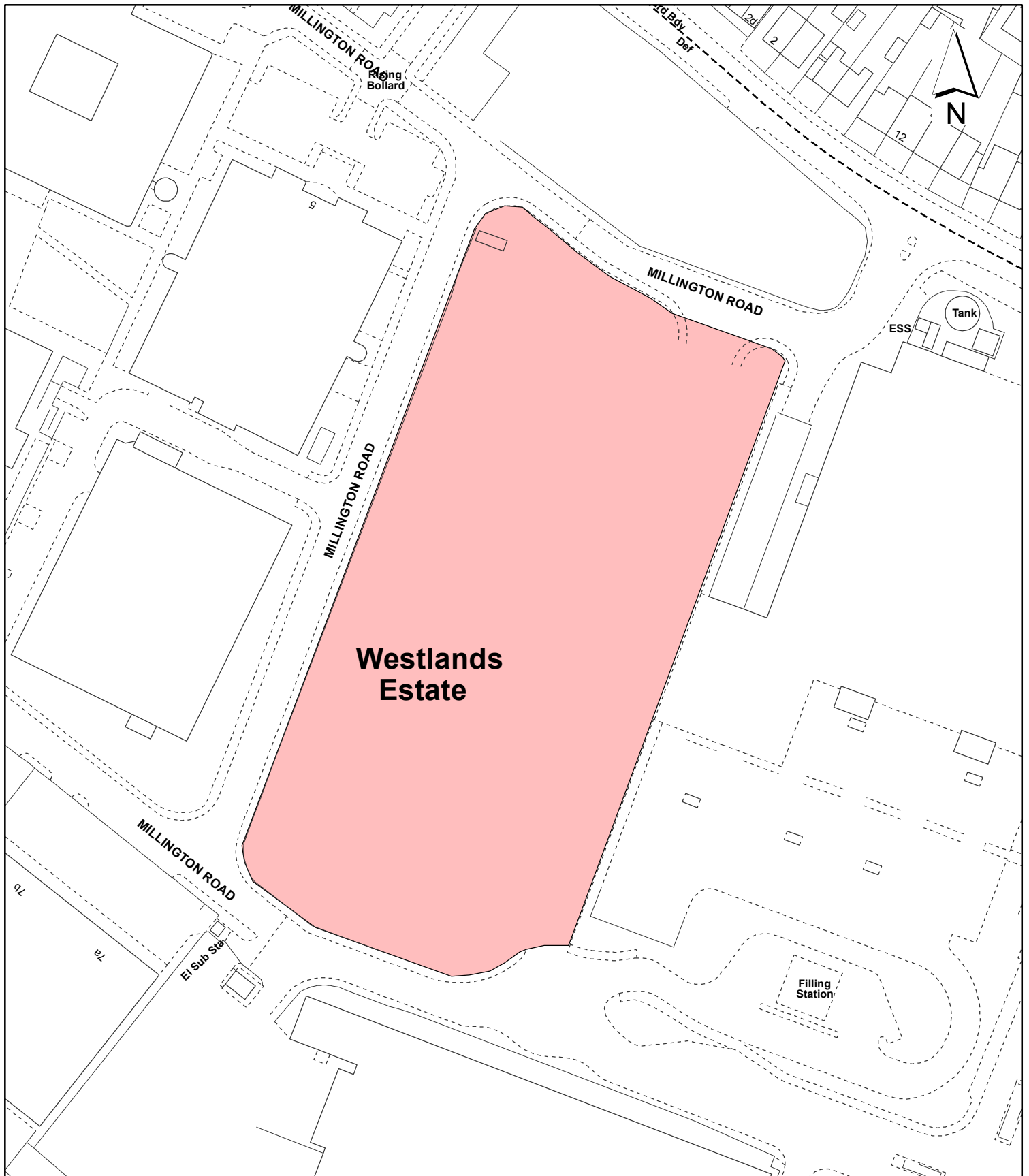
The site forms part of the Millington Road Industrial Business Area (IBA) and therefore principle of the development is appropriate. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and is recommended for approval.

11. Reference Documents

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

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Unit 3
 Millington Road**

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

Planning Application Ref:
32157/APP/2016/1696

Scale:
1:1,250

Planning Committee:
Major Page 43

Date:
September 2016



HILLINGDON
 LONDON

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Agenda Item 8

Report of the Head of Planning, Sport and Green Spaces

Address PLOT 6, RACKSPACE CITY NORTH HYDE ROAD HAYES

Development: Erection of a part single storey, part four storey building to provide a 150 bed hotel and restaurant including 75 car parking spaces, 1 coach parking space, 32 cycle parking spaces, associated landscaping and ancillary development.

LBH Ref Nos: 22632/APP/2016/2369

Drawing Nos: 2961-P2 Rev.F (Proposed Site Plan)
3961-P3 Rev.F (Proposed Ground Floor Plan)
3961-P8 Rev.E (Proposed Elevations)
3961-P9 Rev.B (Proposed North Elevation)
Noise Impact Assessment Rev.00, prepared by Scotch Partners dated 06/06/16
Air Quality Assessment prepared by Phlorum dated June 2016
Delivery and Servicing Management Plan (15/WHIT/2891/DSP01), prepared by RGP dated June 2016
Transport Statement (WHIT/15/2891/TS01), prepared by RGP dated June 2016
Travel Plan (RLR/WHIT/2891/TP01), prepared by RGP dated June 2016
Geo-Environmental Report, prepared by Enzygo dated April 2016
Flood Risk, SUDS & Foul Drainage Assessment, prepared by Simpson Consulting Engineers dated 02/06/16
Design & Access Statement Rev.A, prepared by Axiom Architects dated June 2016
Energy & Sustainability Statement Rev.A, prepared by Applied Energy dated June 2016
BREEAM Pre-Assessment, dated 13/04/16
3961-P1 A (Existing Site Plan)
3961-P10 Rev.A (Proposed South Elevation)
3961-P11 Rev.A (Proposed East/West Elevations)
3961-P12 (Proposed Sections)
Planning Statement including Statement of Community Involvement prepared by Indigo, dated June 2016
Trip Generation Technical Note (15/WHIT/2891/TN04), prepared by RGF dated August 2016
Transport Statement Addendum (WHIT/15/2891/TN06), prepared by RGF dated August 2016
3961-P20 Rev.A (Proposed North Hyde Road Elevations)
3961-P4 Rev.D (Proposed First Floor Plan)
3961-P5 Rev.D (Proposed Second Floor Plan)
3961-P6 Rev.D (Proposed Third Floor Plan)
3961-P7 Rev.D (Proposed Roof Plan)
3961-P108 (Proposed First Floor Plan UA Escape Routes)

Date Plans Received:	17/06/2016	Date(s) of Amendment(s):	17/06/2016
Date Application Valid:	07/07/2016		12/08/2016
			07/07/2016
			25/08/2016

Major Applications Planning Committee - 13th September 2016
PART 1 - MEMBERS, PUBLIC & PRESS

1. SUMMARY

This application seeks full planning permission for the redevelopment of Plot 6, Rackspace City, a currently vacant site, to provide a 150 bedroom Premier Inn Hotel with restaurant, car park, landscaping and associated facilities.

Rackspace City (formerly known as Hyde Park Hayes) comprises a series of office developments, providing approximately 31,587m² of floor space with car parking across an approximately 4 hectare site. The application site was formerly occupied by Mercury House, a pre-war office building which was demolished in 2007. It sits at the entrance to the business park and forms one of two remaining vacant sites within the wider Rackspace City development. The entire business park, including the application site, forms part of an Industrial and Business Area (IBA) as designated in the Hillingdon Local Plan.

Prior to submission of the application the applicant sought pre-application advice from the Local Planning Authority and recommendations provided by officers at that stage have been taken on board in this submission.

Whilst hotel use would not usually be considered acceptable outside town centres or within designated Industrial and Business Areas (IBAs), in this instance the applicant has provided sufficient justification, including provision of a sequential test, to demonstrate an exception to policy such that no objections are raised to the principle of the development in this location.

It is not considered that the development would have any significant detrimental impact on residential amenity and, in design terms, advice provided at pre-application stage relating to the building itself and the external landscape has been taken on board. Accordingly, it is considered that a high quality and visually acceptable development would be delivered.

A Transport Assessment has been provided which confirms that the development would be provided with sufficient car parking and that its overall impact on the local highway network would not be so significant that refusal could be justified.

Negotiations relating to required planning obligations are ongoing and an update on these will be reported to Committee via an addendum sheet.

It should be noted that the scheme is referable to both the Greater London Authority (GLA)

and the Secretary of State for Communities and Local Government by reason of its size and use on land sited outside a town centre and designated as an IBA. In this case, the GLA have raised no objections and they have confirmed that they do not wish the scheme to be referred back to them post Committee.

The development is considered to comply with relevant local, London Plan and national planning policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to the appropriate referral to the Secretary of State and the applicant entering into a S106 agreement with the Council. Notably, the applicant has requested that the imposition of pre-commencement conditions are avoided where possible so that, should planning permission be granted, works can start on site quickly. This is reflected in the condition wording where appropriate to do so.

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 in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

B. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 5 of the Town and Country Planning (Mayor of London) Order 2000 to refuse the application of that he wishes to act as the determining authority, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

C. That the Council enter into a legal agreement with the application under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. £50,000 contribution towards highway capacity improvements in the surrounding road network. Such improvements to incorporate air quality monitoring of the relevant road network to ensure the efficacy of the measures in terms of improving local air quality.

2. Highway Works: S278 for required highways works, including provision of a new footway to be provided around the entire site's perimeter, removal of an existing vehicular crossover, creation of a new vehicle crossover, and associated works.

3. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

4. Travel Plan: to include £20,000 Bond.

5. Hospitality Training: either a contribution equal to £400 for every one in three jobs or an in-kind training scheme equal to the financial contribution, with the preference being for an in-kind scheme to be delivered.

6. Public realm improvements: A scheme to demonstrate how improvements to the public realm, as set out in the Stage 1 Road Safety and PERS audits, to be provided.

7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

D. That the applicant meets the Council's Reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

E. That the officers be authorised to negotiate the terms of the proposed agreement.

F. That, if the S106 agreement is not finalised within six months of the date of this consent that under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.

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

2961-P2 Rev.F,
3961-P3 Rev.F,
3961-P8 Rev.E,
3961-P4 Rev.D,
3961-P5 Rev.D,
3961-P6 Rev.D,
3961-P7 Rev.D,
3961-P108,
3961-P9 Rev.B,
3961-P10 Rev.A,
3961-P11 Rev.A,
3961-P12,
3961-P20 Rev.A

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

Noise Impact Assessment Rev.00, prepared by Scotch Partners dated 06/06/16
Air Quality Assessment prepared by Phlorum dated June 2016
Delivery and Servicing Management Plan (15/WHIT/2891/DSP01), prepared by RGP dated June 2016
Transport Statement (WHIT/15/2891/TS01), prepared by RGP dated June 2016
Geo-Environmental Report, prepared by Enzygo dated April 2016
Flood Risk, SUDS & Foul Drainage Assessment, prepared by Simpson Consulting Engineers dated 02/06/16
Energy & Sustainability Statement Rev.A, prepared by Applied Energy dated June 2016
BREEAM Pre-Assessment, dated 13/04/16

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

REASON

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

4 COM6 Levels

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

REASON

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

5 COM7 Materials (Submission)

No development shall proceed beyond the concrete/steel/timber superstructure (including roof structure) until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

6 COM8 Tree Protection

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

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

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

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

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

Within three months of the date of this consent or commencement of works on site, whichever is the later, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

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

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.c Hard Surfacing Materials

2.d External Lighting

2.e Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls, roofs and screens, including full specification, types of living material to be used and the locations and methods of maintenance where necessary.

4. Details of Landscape Maintenance

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

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

seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policy EM1 of the Hillingdon Local Plan: part Strategic Policies, policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.11 (living walls and roofs) of the London Plan (2016).

8 COM10 Tree to be retained

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

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

REASON

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

9 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.

10 NONSC Air Quality

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of registration shall be submitted to the Local Planning Authority before work commences.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

11 NONSC Contamination

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

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

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

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

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

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

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

be clean and free of contamination.

REASON

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

12 NONSC Bird Hazard Management Plan

A Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to the completion of the building. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Safeguarding Advice Note 8 'Potential Bird Hazards from Building Design.'

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

REASON

To ensure flat/green roof is managed in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Energy

Prior to the commencement of construction works full specification of the detailed energy provision shall be submitted to and approved in writing by the Local Planning Authority. This shall include the specification of the CHP unit and the type and location of PV panels, including full details of their position and fitting to the roofs of the development. The PV specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. The development shall proceed in accordance with the approved designs.

REASON

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan (2016) Policy 5.2.

14 NONSC Construction Logistics Plan

Prior to the commencement of development a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),
- ii) booking systems,
- iii) construction phasing,
- iv) vehicular routes,
- v) scope for load consolidation in order to reduce the number of road trips generated,
- vi) measures to improve safety to vulnerable road users'

vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

The CLP would also need to take account of construction of other developments in the area.

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

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (2016).

15 NONSC Delivery and Servicing Plan

Delivery and servicing shall be carried out in accordance with the hereby approved Delivery and Servicing Management Plan (ref: 15/WHIT/2891/DSP01) by RGP, dated June 2016, for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (2016).

16 NONSC Car park management plan

Prior to occupation of the development a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The submitted strategy shall contain details of parking allocation; booking systems, security measures; any parking management equipment such as barriers/cones, etc; and how this shall be reviewed on an ongoing basis to ensure spaces are allocated to those in greatest need of a parking space, the development does not result in an unacceptable level of overspill parking onto the local highway network or add to highway congestion and sustainable travel is encouraged.

Thereafter the areas shall be maintained and managed in accordance with the approved details in perpetuity.

The car parks must be provided and made available for use prior to occupation of the development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policies 6.1 and 6.3.

INFORMATIVES

1 152 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
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
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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 4.7	(2016) Retail and town centre development
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

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

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 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

6 13 Building Regulations - Demolition and Building Works

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

7 111 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

8 112 Notification to Building Contractors

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

9 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council'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.

10 119 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

11 124 **Works affecting the Public Highway - General**

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

12 134 **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of

building and spaces, 2004. Available to download from www.drc-gb.org.

· Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

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

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

13

The Council's Waste Development Manager has provided the following advice relating to refuse provision/collection:

a) It is estimated that the waste arising from the development is likely to be significant. Accordingly, use of larger waste containers would be practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on -roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste likely to be generated.

The plan includes bins of various sizes would be provided, giving a total capacity of 12,820 litres. Accordingly daily, or every other day, waste collections would need to be carried out by a private licensed waste carrier.

b) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

c) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) If gates / doors are added to the waste storage area these need to be made of either metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow sufficient clearance either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins (1,100 litres) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The access road to the waste storage area must be able to withstand the load of the collection vehicle. Allow up to 32 tonnes for front end loader or roll on roll off vehicles. It must also be 4 metres wide.

General Point

· The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

14

With regard to condition 12, you are advised that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

15

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/policy-safeguarding.htm>).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.4 hectare relatively level and narrow island plot located on the south west side of North Hyde Road in Hayes.

It is understood that the site was formerly occupied by Mercury House, a 3/4 storey pre-war office building with associated parking, but that since the demolition of that building in 2007 it has been vacant.

It forms a part of a wider business park, now known as Rackspace City (formerly Hyde Park Hayes), which historically operated as the Safeway Headquarters, prior to its sale.

Much of that wider site has been redeveloped over recent years such that it now comprises a number of modern office blocks, a multi-storey car park, surface level parking and associated development.

The site in question is bounded to the north west by surface level parking, which serves the adjoining business park. It is bounded to the south east by Millington Road, beyond which is an existing office building and a sizeable vacant plot. A new Asda supermarket is located to the south east and North Hyde Road bounds the site to the north, beyond which are two and three-storey residential properties.

The site has a Public Transport Accessibility Level (PTAL) rating of 4, which reflects its proximity to Hayes Town Centre and Hayes and Harlington railway station.

The site falls within the Millington Road Industrial and Business Area (IBA) and also the Hayes/West Drayton Corridor as designated in the Hillingdon Local Plan. The site also falls within an Air Quality Management Area. North Hyde Road is designated as a London Distributor Road.

3.2 Proposed Scheme

This application seeks full planning permission for the redevelopment of the site to provide a part single-storey part-four storey hotel building with ancillary restaurant, car park and associated facilities.

The layout broadly replicates the footprint and massing of the previous building on site. Combined, the ground floor and car park would occupy most of the available site area. The upper floors would form an 'L' shaped block, taking up a smaller footprint, over the ground floor elements. An area of plant would be provided within a compound on the roof of the single-storey restaurant and the remainder of the single-storey roof would accommodate a living roof.

At ground floor level the development would comprise a restaurant with kitchen; reception area; WCs; small offices; stores; and associated service areas. The refuse and cycle stores would be incorporated into the ground floor and a undercroft car park would be provided.

At first, second and third floor level the development would comprise 50 bedrooms on each floor and associated stores.

The car park would provide 75 car parking spaces, including eight disability standard spaces; and one coach parking bay. 11 cycle storage spaces would be provided and eight car parking spaces would be provided with electric vehicle charging points, with an other eight spaces provided with passive charging bays.

Landscaping would be provided, predominantly along the North Hyde Road frontage, to continue the planting offered by adjoining developments and to provide a green frontage.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site was formerly occupied by Mercury House, which is understood to have been a 3/4 storey office building. Records suggest that building was demolished around 2007. Other than an application for advertisement consent, which is of no relevance to the current application, there is no planning history relating to the site since that time.

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
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations
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.E1 (2012) Managing the Supply of Employment Land
PT1.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE24 Requires new development to ensure adequate levels of privacy to neighbours.
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
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
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 4.7	(2016) Retail and town centre development
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.14	(2016) Improving air quality

LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th August 2016**

5.2 Site Notice Expiry Date:- **11th August 2016**

6. Consultations

External Consultees

Consultation letters were sent to 58 local owner/occupiers. Site and press notices were also posted. One letter of objection has been received, which raises the following concerns:

- i) Loss of sunlight to residential properties opposite, especially in winter.
- ii) Increase in noise, traffic and pollution.
- iii) There will be more lighting, especially at night, which will cause sleep deprivation.
- iv) Increase in anti-social behaviour and vandalism due to increase in functions and alcohol.
- v) Vehicles will block and use residential driveways when occupants are out.

It should be noted that the applicant has provided a Statement of Community Involvement as part of their Planning Statement. This confirms that flyers were distributed to residents by the applicant, seeking their views on the proposals, at pre-application stage. One response was received which raised concerns over privacy. This issue is addressed in part 7.08 of this report.

BAA SAFEGUARDING

No objection subject to a condition requiring the submission of a bird hazard management plan and an informative regarding cranes.

NATIONAL AIR TRAFFIC SERVICES

No objection.

GREATER LONDON AUTHORITY (GLA)

- Principle of development: Noting the approach to employment land management within the emerging Local Plan, and having regard to the wider Heathrow Opportunity Area context, the proposed development of this site for hotel use is acceptable in strategic planning terms.

- Opportunity Area: London Plan Policy 4.5 supports the provision of new hotels in Opportunity Areas generally, and such provision is a good fit for this part of Hayes - which benefits from excellent links to Heathrow Airport and Central London.

- Strategic Industrial Location: Whereas London Plan Policy 2.17 resists development on SIL land for non-industrial type uses, noting the land allocations coming forward within the emerging Local Plan, the proposal to develop this site for a non-compliant SIL use (hotel) is acceptable in strategic planning terms.

- Visitor infrastructure: The proposed visitor infrastructure is supported in line with London Plan Policy 4.5.
- Urban design: The proposed design accords with London Plan Policy 7.1.
- Inclusive access: The proposed approach to access and inclusion complies with London Plan policies 4.5 and 7.2.
- Sustainable development: The proposed energy strategy and climate change adaptation measures are supported in line with London Plan policies 5.2, 5.10, 5.11 and 5.13.
- Transport: The scheme is acceptable in strategic transport terms, and planning conditions/obligations will be secured to ensure accordance with London Plan policies 6.3, 6.13 and 6.14.

Accordingly, the Mayor does not need to be consulted again on this application.

TRANSPORT FOR LONDON (TFL)

The applicant should resolve the following matters in line with the transport policies of the London Plan (2011);

- Provide a Stage 1 Road Safety Audit;
- Reduce car parking provision for the site;
- Undertake a PERS audit to identify and assess walking routes around and within the site;
- Review the proposed cycling facilities with the objective of meeting accessibility requirements as set out in the London Plan;
- Secure a CLP and travel plan via planning conditions/section 106 agreements;
- Improve the content of the travel plan with regard to how it will be secured.

Officer comment: Following submission of additional information TfL commented as follows:

TfL welcome the positive results of the PERS Audit which was undertaken, as well as the provision of an accessible cycle space. TfL also welcome that a Delivery and Servicing Plan (DSP), improvements to surrounding footways and a finalised Travel Plan will be secured by condition.

However, it is noted that there are still 75 car parking spaces proposed for this development, which TfL is strongly dissatisfied with. This quantum is based on a lack of evidence demonstrating a clear need for such an excessive level of car parking.

Officer comment: Whilst, contrary to TfL's request, car parking has not been reduced, the parking provision is considered to comply with Local Plan standards and no objections have been raised by the Council's Highway Engineer in this respect.

METROPOLITAN POLICE

No objection subject to standard Secure by Design condition.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Noise:

Further to additional information provided, officers are satisfied that the proposed plant noise will be at least 3dB below the lowest measured background noise of 43dB(A) and, therefore, according to BS4142:2014 it will result in low impact in the context of North Hyde Road having a high ambient

noise level. No objections are therefore raised.

Air quality:

The borough has received the latest pollution modelling data from the GLA and the application site is located within an area of current poor air quality. The roads are already congested which is the main cause of the pollution exceedances within this area, even a small increase in traffic will exacerbate the situation. This situation could apply to both the construction phase and the operational phase of this development. The borough considers any increase in pollution levels to be significant where the pollution levels are already above the air quality standard as is the case with this application.

The borough is using the new pollution modelling data to review its air quality action plan and, along with the GLA, the Hayes area is identified as an air quality focus area where air quality improvements will be sought. As such the borough will be seeking mitigation measures in this area to address the congested traffic situation in order to help improve the local air quality. Where relevant, air quality monitoring may also be requested to ensure the traffic mitigation measures implemented are successful in terms of improving the local air quality.

Construction Phase

There are a number of sensitive receptors close to this site. In addition to a condition for the provision of a construction management plan to ensure the protection of surrounding receptors, if the application is determined as a major development there needs to be consideration of the non road mobile machinery regulations (NRMM) as below:

Major developments are defined in the London Plan as "residential developments of 10 dwellings or more (or, where the number is not given, 0.5 ha or more); and for all other uses, a floor space 1000 m² or more or a site area 1 ha or more. The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure".

If the application falls within this then the following condition would also need to be applied.

"All Non Road Mobile Machinery (NRMM) used on any major development site within LBH are required to meet Stage IIIA of EU Directive 97/68/EC as a minimum, as required by The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance' published by the Mayor of London, July 2014 and must register the development site online on the NRMM website <http://nrmm.london/> before the commencement of any works."

Operational Phase

The main concern is the impacts on existing receptors ie the residential receptors along the road network where the increase in traffic has been shown in the air quality assessment to worsen the situation. Whilst the assessment describes the increases as negligible, it must be noted that an increase in an area where the existing receptors are already above the air quality standard is regarded as significant and mitigation measures should be sought. This is the situation with this application.

The air quality assessment (para 6.24) describes the number of trips for the proposed development as 200 per day, which equates to 73,000 trips per year. In terms of the air quality neutral assessment this is described as below the benchmark value therefore is satisfactory and requires no further mitigation. Given that the area is already congested this level of increase may exacerbate current conditions therefore the council would be looking to secure funds for measures to improve the traffic congestion and also to protect the existing receptors. This should include a traffic study with the implementation of identified measures to improve the local air quality, the use of green

infrastructure to protect receptors from the source of pollution. Air quality monitoring of the relevant road network should be incorporated into the study to ensure the efficacy of the measures in terms of improving local air quality.

Contamination:

The Geo-environmental Report by Enzygo Consultants follows on and assesses previous work at the site in 2012 when 4 trial pits and 4 boreholes were used at the site of HPH6 to clarify the ground conditions and test the soil and water. The previous investigation for HPH6 did not confirm contamination of concern although some lead was found. This was reassessed to current guidelines by Enzygo and was not thought to be an issue for a commercial development. There appeared to be groundwater contamination from chlorinated hydrocarbons widespread in the Hyde Park Hayes area. The main source was thought to be the nearby area of HPH5 and source removal with the remediation of groundwater having now been completed at this site.

The new investigations reported in 2016 by Enzygo involved a site investigation (6 trial pits and 6 boreholes) as well as a desk study. As indicated previously some chlorinated compounds (chloroform) were found in the ground water, but since HPH5 was remediated and the contamination is throughout the area no further remediation of water is proposed. The soil did not contain these compounds at significant levels. This is subject to EA agreement. The levels of other contaminants in the soil were not a concern, apart from three poly aromatic hydrocarbons which exceeded the commercial use target levels. The remediation proposed is therefore for the landscaped areas particularly bordering the car park, and involves a surface strip of hard standing before applying a geotextile and 300 mm of clean tested soil which should be acceptable for this kind of use. No asbestos has been found as at other parts of the aeronautical works and no gas levels indicating protection is necessary have been confirmed.

The site does not appear to be significantly contaminated although it was part of the old aeronautical works. It is thought it may have been used for offices rather than the manufacturing factory, the latter being more likely to be contaminated. The standard contaminated land condition is however recommended. The report by Enzygo will meet some parts of the condition and can be submitted in compliance.

WASTE STRATEGY

The plan includes spaces for: -

- 8 x 1,100 litre eurobins
- 1 x 660 litre eurobin
- 14 x 240 litre wheeled bin

Giving a total capacity of 12,820 litres

Use of larger waste containers would be more practical.

The proposed system would only work if the operators of the hotel found a private company, who is a licensed waste carrier, who could carry out daily, or every other day, collections.

- The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

SUSTAINABILITY OFFICER

No objections subject to the following;

Living Walls and Roofs:

The development is within an air quality management area and needs to improve opportunities for

wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. A condition requiring details of a scheme for the inclusion of living walls, roofs and screens should be imposed should planning permission be granted.

Energy Comments:

The energy strategy is acceptable for this stage of the planning process. However a condition requiring the submission of a detailed specification of the proposed energy provision should be imposed should planning permission be granted.

FLOOD AND WATER MANAGEMENT OFFICER

The submitted FRA, SuDs and Drainage Assessment produced by Simpson Consulting Engineers provides a detailed drainage design controlling surface water on site to government standards and reducing the flood risk from the site. It has proposed to do this through sustainable measures and proposes a management and maintenance plan. The BREAM report contains information on the water use and efficiency elements within the development. There are therefore no further requirements if the development is built in accordance with these designs,

ACCESS OFFICER

The Design & Access Statement references 8 universal accessible parking spaces, with 10% of the guestrooms compliant with Approved Document M to the Building Regulations. 15 universal access bedrooms, with a mix of bathtubs and level access showers, are shown on the first, second and third floors. These accessible bedrooms are centrally located close to a stair and lift core.

Whilst the general design of the proposed hotel is acceptable from an accessibility standpoint, it is considered to be unacceptable to provide only a refuge for disabled guests in the building of this type and scale.

Inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' fire evacuation.

Conclusion: An amended scheme that incorporates the above observations should be submitted prior to any planning approval.

Officer comment: The applicant has consulted with their Building Control Consultants (BRCS), who have confirmed that the scheme fully complies with relevant building regulations. The applicant has also confirmed that Whitbread has a management plan in place to evacuate people from the refuge via the protected stair using trained staff and evac chairs.

Following the applicant's response, the Council's Access Officer has provided the following additional comments:

I remain of the view that to provide only a refuge in a hotel (where guests come and go freely and otherwise act independently from organisation or structure) is inadequate.

The council has put forward its concern, but there is no legislation to require hoteliers to provide an evacuation lift and the available guidance on the subject is vague, so on this basis I am content for the application to progress based on the minimum standards as set out in the email, dated 2 August 2016, from BRCS (Building Control) Ltd.

CONSERVATION AND URBAN DESIGN OFFICER

This application has been subject to pre-application discussions with the case officer re design,

there are no objections to the scheme as currently proposed. There are not considered to be any adverse impacts on any local heritage assets.

HIGHWAY ENGINEER

Introduction

The proposed development is for a 150 bedroom hotel, ancillary services and a restaurant that would be predominantly ancillary to the hotel.

Non vehicular access to the site would be granted at the northwest corner of the site along North Hyde Road. Vehicular access would be provided along the south side of the development through a new priority junction on Millington Road.

The development would include 75 parking spaces of which 8 would be for disabled use and 8 charging bays for electric vehicles. Parking space for one coach is also provided.

Pedestrian accessibility

Pedestrian accessibility will be granted through the provision of a 2.0m wide footway along the site perimeter, with the exception of the vehicular access road. The proposed width appears to be in line with current pedestrian accessibility guidelines.

The existing vehicular access on North Hyde Road will require stopping up and the footway reinstated in order to ensure continuity of the pedestrian facilities along this section of highway.

The proposed hotel entrance is approximately 200m from the nearest pedestrian crossing facility along North Hyde Road towards the likely pedestrian route to Hayes and Harlington railway station. There is also no pedestrian crossing facility between North Hyde Road Stop Z (westbound) and the proposed hotel entrance.

The existing uncontrolled refuge indicates that this section is already used as a pedestrian crossing point but existing provisions appear to be insufficient in relation to the proposed use of the site.

It is therefore recommended that the developer should consider upgrading the existing uncontrolled crossing with the construction of a new signalised pedestrian / cycle crossing facility (TOUCAN). The implementation of the new crossing would be subject to a feasibility assessment to determine its compatibility with current traffic flows and queuing patterns.

A PERS Audit has been submitted. The improvements listed within the PERS Audit should be secured by way of a S106 agreement.

Cycle Accessibility

No cycle ramps are provided within the proposed design. The provision of a new TOUCAN crossing would provide a safe and convenient access point for cyclists to the proposed cycle racks (located by the main entrance).

Following further dialogue with the developer, the need for a new TOUCAN could be considered within a future study as part of the financial contribution being sought later in these comments.

Road Safety

No accident analysis has been provided as part of the TA, so any current road safety issues are unknown.

The provision of 2.0m wide footways around the perimeter of the site would be sufficient to provide safe movement for pedestrians.

The proposed vehicular access appears to provide visibility splays in line with current highway design standards.

The supplied swept paths for large vehicles suggest that large vehicles would be able to manoeuvre safely in and out of the site.

The dimension and spacing of the parking bays are in line with current design standards. A Stage 1 Road Safety Audit has been submitted. The recommendations made by the road safety auditor should be secured by way of a S106 agreement.

Parking Provisions

The proposals include the provision of 75 parking spaces, which equate to a ratio of 0.5 spaces per bedroom, which is in line with current council policy and the site functional requirements. Of these spaces, 10 bays are for disabled parking and 10 are ECPVs, so that the minimum requirement of 10% of parking spaces allocated to each of these uses is met.

The council has agreed to one coach parking space instead of the two normally required for this type of development, in light of the high level of public transport accessibility.

The lack of a car park management strategy is of concern and does not address the relevant pre application advice provided to the developer transport consultants.

As a condition for the development, the hotel should develop a detailed management policy for its hotel guests, whereby guest are requested to book a parking space with their booking and informed in advance if a car park is not available on site during their stay.

Non resident restaurant customers should be given the opportunity to utilise the car park during their patronage.

Impacts on Road Capacity

The trip generations used in the accompanying TA does not make use of industry standards such as the TRICS database or census data. Instead, bespoke surveys carried out for similar Premiere Inn hotels have been used as the basis for the trip generation and modal split. No formal traffic impact assessment has been carried out as part of the submitted TA.

While the methodology of the bespoke surveys is not under scrutiny, it is however observed that planning permissions are granted for the use class and not for a specific business model. The current perspective developers could potentially sell the land and permission to a different hotel chain with a different trip generation profile.

Following further dialogue with the developer, a revised trip generation based on industry standards trip generation was submitted on 24 August 16. Using the TRICS database, the development is estimated to generate 321 two-way vehicle movements over the course of a typical weekday, comprising 29 two-way vehicle movements during the AM peak hour and 29 two-way vehicle movements during the PM peak hour. The level of traffic generation is slightly higher than the previously estimated traffic in the TA, which was based on bespoke surveys carried out for similar Premiere Inn hotels.

The surrounding highway network currently experiences very high congested conditions well above borough average and, while single developments might have in isolation little impact on network capacity, the cumulative impact deriving from the full scale of development proposals is likely to exacerbate significantly current congestion. No formal traffic impact assessment has been carried out as part of the TA to show exacerbation in traffic congestion and there are no highway mitigation works proposed as part of this development.

In light of this and in line with pre-application advice, considering the development will add traffic in an area which is already well congested, the developer should provide a financial contribution in order to develop congestion relieving measures and / or studies in the surrounding network. A financial contribution of £50,000 is therefore requested from the developer, to be secured through a S106 agreement. The contribution is sought in the absence of a formal traffic impact assessment and highway mitigation works.

Trip Generation Technical Note prepared by RGP suggests that based on consented neighbouring developments; ASDA Superstore, Old Vinyl Factory and Hyde Park Hayes, a reduced financial contribution of £26,912 would instead be appropriate. However, the comparison drawn is flawed and inadequate. Unlike the proposed development in subject, the aforementioned developments were supported with detailed traffic modelling, which formed the basis of agreed highway mitigation works instead of a financial contribution being sought in this case.

Summary

- Development and adoption of a detailed car parking booking and management policy;
- Improvements highlighted in the Stage 1 Road Safety Audit;
- Improvements included in the PERS Audit;
- S106 £50,000 contribution towards a study/transport/highway capacity improvements in the surrounding road network;
- Stopping up of the redundant access and reinstatement of the footway in North Hyde Road;
- Footway improvements around the perimeter of the site;
- Travel Plan; and
- Construction and Logistics Plan

TREES/LANDSCAPE OFFICER

Site description:

- The site is narrow island plot of land to the east of ASDA and west of the North Hyde Road entrance into Rackspace.
- The site was formerly occupied by an office block which has since been demolished and the site cleared.
- The rear of the site can be accessed via Millington Road.
- There is an attractive, (relatively young) avenue of trees immediately to the west of the site, which creates a formal entrance to the Rackspace site. The eastern side of the avenue (with some additional trees behind) lie within the application site.

Landscape planning designations:

The site is not affected by a Tree Preservation Order or a Conservation Area designation.

Landscape constraints / opportunities:

- Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment.
- Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Proposal:

The proposal is to build a part single / part four storey building to provide a 150 bed hotel and restaurant including 75 car parking spaces, 1 coach parking space, 32 cycle parking spaces, associated landscaping and ancillary development.

Landscape Considerations:

- The omission of a survey was agreed at a pre-application meeting with the design team, due in part to the young age of the trees and the agreement, in principle, that the integrity of the 'avenue'

would be retained by safeguarding the outer row of trees. Approximately 10 trees will be lost to facilitate the development.

- The Design & Access Statement makes reference to the landscape objectives for the site, with illustrative proposals.
- In section 6, Elevation materials, boundary planting including trees and low growing groundcover is indicated along the North Hyde Road frontage of the building.
- Section 7, Landscape, provides site plans and elevations which support the design objectives, concentrating on the north, east and west boundaries.
- At the Rackspace (west) end, the avenue and groundcover planting will provide / retain a soft edge to the site, while at roof level a green roof is proposed.
- The North Hyde Road elevation is best illustrated in section 6, described above.
- At the east (ASDA) end, the building is set back from the junction, providing space for tree and other planting. Green walls and instant hedging are also proposed.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

- This application has been the subject of constructive pre-application meetings and the scheme has evolved to take into account the LPA's recommendations regarding the site layout and landscape.

No objection are raised, subject to conditions COM6 (levels), COM7 (materials), COM8 (tree protection), COM9 (parts 1,2,3,4,5 and 6) (landscaping) and COM10 (trees to be retained).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In assessing the principle of the development in this location, key considerations relate to the loss of industrial/employment land and the appropriateness of the site for a hotel, which is typically defined as a town centre use.

Loss of industrial land:

The site currently forms part of a Preferred Industrial Location (PIL) as designated in the London Plan (March 2016) and part of an Industrial and Business Area (IBA) as designated in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

London Plan (2016) policy 2.17 and Local Plan: Part 2 policy LE2 both seek to safeguard such land for appropriate business, industrial and related uses.

Policy LE2 states that:

"Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (use classes B1-B8) and for sui generis uses appropriate in an industrial area. The Local planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-

- i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future; and
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan.
- iii) The proposal better meets the plan's objectives particularly in relate to affordable

housing and economic regeneration."

Paragraph 22 of the NPPF reiterates that alternative uses can be considered if there is no demand for the land in its existing use, stating:

"Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

The site has remained vacant since the demolition of Mercury House in 2007. It is understood that the site has been actively marketed since that time without success and, whilst limited information has been provided to support this, officers are aware that various spaces within the business park have been advertised on the site hoarding in the past (these are evident on older Google Streetview images). Furthermore, it is acknowledged that the limited demand for IBA land in this location has relatively recently been accepted through the release of the adjacent site for the provision of the Asda Superstore.

In further support of the lack of demand for industrial land uses in this location, adopted policy E1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), confirms that employment land in this location will be considered for managed release through the emerging Hillingdon Local Plan: Part 2 - Site Specific Allocations and Development Management Policies (although at this time it must be noted that very limited weight can be given to emerging policies).

The applicant argues that the proposed hotel will contribute to the borough's economy, creating approximately 50 new jobs, 50% of which will be taken by those not currently in employment, education or training. The applicant advises that Premier Inn provides a work placement programme where 4,500 work placements will be filled by 2018 and that it is offering 2,000 apprenticeships over the next five years for both existing and new members. Furthermore, Whitbread already have 1,200 schools interested in registering for the work placement scheme and all these initiatives will be put into place on the application site.

In light of the long period of time the site has remained vacant and the clear employment benefits associated with the development, the proposal is considered to comply with relevant planning policies relating to the loss of designated Industrial and Business land.

Hotel use:

Local Plan: Part 1, policy E2 supports hotel growth within Hayes as does the broader Heathrow Opportunity Area (GLA allocation).

Local Plan: Part 2, policy T4 confirms that hotels and other tourist accommodation will be considered acceptable in principle providing the development is located within an accessible mixed use area, has adequate parking facilities and would not result in harm to residential amenity.

London Plan (2016) policy 4.5 similarly seeks to support hotel growth, confirming that across London boroughs should seek to achieve 40,000 net additional hotel bedrooms by 2036 (10% of which should be wheelchair accessible).

Impact on town centre:

Notwithstanding the above mentioned policy support for hotel growth, the NPPF nevertheless defines hotels as main town centre uses. Accordingly, out of centre sites such as this should only be considered if it can be demonstrated that, firstly, no appropriate town centre sites exist and, secondly, that no edge of centre sites exist, which could accommodate such a use.

In accordance with this policy requirement, the applicant has submitted a detailed sequential test, which considers the availability and suitability of alternative sites within the Hayes area for the hotel accommodation.

The applicant has advised that due to the existing distribution of Premier Inn Hotels within the area, which include locations in Uxbridge, elsewhere within the wider Hayes area, Hounslow and West Drayton, that alternative locations outside Hayes would not be viable due to their proximity to other branches. Accordingly, the sequential test focuses on Hayes Town Centre and its immediate surrounds only. This is considered to be reasonable in this instance.

The applicant's sequential test considers 20 town centre and edge of centre sites against criteria such as site area, existing uses, planning policy, relationship to the town centre, deliverability and development constraints. Of particular importance to the applicant is the proximity of the site to Hayes and Harlington railway station, which will be served by Crossrail from 2018; the proximity of the site to Rackspace City, who are a major employer within the area with frequent visits from overseas based employees; and accessibility to Heathrow Airport.

The applicant's methodology and assessment criteria are considered to be reasonable. Taking this into consideration, officers are satisfied that no more appropriate sites are available to the applicant within or on the edge of Hayes Town Centre at this time.

Conclusion:

It is considered that the policy support for new hotel accommodation across London, the benefits of bringing a vacant site back into use and the lack of alternative more appropriate sites for the development within a town centre or edge of centre location, amount to sufficient justification to allow an exception to policy in this instance, such that no objections are raised to the principle of the development, subject to the proposals meeting relevant 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 application site does not fall within or in the vicinity of an Archaeological Priority Area, a Conservation Area or an Area of Special Local Character. Furthermore, there are no listed buildings nearby.

7.04 Airport safeguarding

National Air Traffic Services (NATS) and BAA Safeguarding were consulted on this application. Neither body has raised any objections subject to a condition requiring the submission of a Bird Hazard Management Plan and an informative regarding use of cranes on site, should approval be granted.

7.05 Impact on the green belt

Not applicable. There is no green belt land within the vicinity of the application site.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of an area is not compromised by new development.

The application site is located in a prominent location along a busy main road and adjacent to the entrance to the Rackspace City Business Park. It also lies in close proximity to other large high quality development sites such as the Old Vinyl Factory, which is currently undergoing redevelopment. Given the site's prominent position along North Hyde Road and at the entrance to a sizeable business park, it is considered that the site commands a high quality modern development which would create a feature of this prominent corner plot.

Given the scale of the former building on the site (albeit this was demolished several years ago) and surrounding development, the proposed four-storey height of the building is considered to be acceptable in this location. The set back of the stair core at its south east end and provision of a single-storey element at its north western end assists in adding some articulation to the building, whilst reducing its bulk and massing.

The provision of the restaurant at the north west end of the building with high levels of glazing provides an active frontage, which it is considered assists in ensuring the development integrates with and addresses the adjoining public spaces. The use of materials and the single-storey element of the building here, which wraps itself around the side and a part of the front elevation, creates a focal point of this prominent corner at the entrance to the business park. This approach takes on board advice provided by the Council's Conservation and Urban Design Officer at pre-application stage and is supported in design terms.

Existing development fronting this side of North Hyde Road, including the office building to the north west and the new Asda superstore to the south east, is set back from the road and characterised by landscaped frontages. In lieu of advice provided at pre-application stage the proposed building has been set back from North Hyde Road and from Millington Road at its south eastern end to allow sufficient space for tree and shrub planting, in keeping with that which has been provided at adjoining developments. It is considered that this assists in softening the visual appearance of the building and would significantly enhance the visual amenities of the street scene in this location.

It is considered that the proposal would provide a high quality development which would be in keeping with the character and appearance of the surrounding area and contribute positively to the visual amenities of the street scene in this location. Accordingly, the development is considered to comply with Local Plan: Part 2 policy BE13, which seeks to safeguard visual amenity.

7.08 Impact on neighbours

Local Plan: Part 2 policies BE19, BE20, BE21 and BE24, in addition to the Council's Supplementary Planning Document on Residential Layouts, seek to safeguard residential amenity.

Whilst the site lies on the edge of an IBA, the area to north east, on the opposite side of North Hyde Road, is predominantly residential, largely characterised by two-storey terraced houses, although it is acknowledged that a row of three-storey maisonettes also sit directly opposite the site.

The Council's Supplementary Planning Document (SPD) on Residential Layouts states

that in order to protect the daylight and sunlight available to adjoining properties, and to protect against potential over domination, a minimum distance of 15m should be maintained between adjoining two or more storey buildings. Furthermore, a minimum distance of 21m should be retained in order to ensure there is no unacceptable overlooking. A minimum distance of approximately 22m would be maintained between the front facade of the building and the nearest residential properties opposite, in accordance with this guidance. Accordingly, it is not considered that the development would lead to such a detrimental impact on residential amenity in terms of over shadowing, over prominence, loss of privacy or loss of outlook that refusal could be justified.

Notably, concerns have been raised by residents over light pollution from the site. It is not considered that the development would give rise to such levels of light pollution that refusal could be justified and, notably, no objections have been raised in this respect from officers in the Council's Environmental Protection Unit. Details of any external lighting which might be proposed would however need to be provided in accordance with the requirements of the standard landscaping condition, which would be attached should approval be granted.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

A Transport Statement, accompanied by a Travel Plan and Delivery and Servicing Management Plan has been submitted in support of the application. Furthermore, a subsequent Transport Statement Addendum has been provided to address comments raised by the Council's Highway Engineer and TfL.

In terms of car parking, 75 car parking spaces (including eight disability standard spaces) and one coach parking bay would be provided by way of an undercroft car park accessed via Millington Road to the rear (south west) of the site.

In accordance with London Plan objectives, TfL have advised that the number of car parking spaces should be reduced to 60, to provide a ratio of 0.4 rather than 0.5 spaces per room as proposed, particularly given the site's good accessibility to public transport. However, the applicant has advised that the proposed level of car parking is required to meet their operational requirements, based on that required at similar Premier Inn sites. Furthermore, it must be noted that the Council's currently adopted parking standards, whilst confirming that sites should be assessed on a case by case basis, allow up to one space per bedroom outside central locations. The Council's Highway Engineer has raised no objections to the parking provision proposed, which is considered to comply with Local Plan standards and, accordingly, notwithstanding TfL's comments, it is not considered that refusal could be justified on this basis. A condition would however be attached, should planning permission be granted, to require the submission of a parking management strategy to ensure the development does not lead to an unacceptable increase in parking demand in the surrounding area.

TfL and the Council's Highway Engineer have both confirmed that the provision of one coach parking bay is acceptable in this instance.

With regard to provision of cycle parking, facilities for the storage of up to 11 bicycles would be provided, in accordance with London Plan standards. These would be located close to the hotel's main entrance and accessible from North Hyde Road. Shower, changing and locker facilities would be provided for staff wishing to cycle to/from work. The applicant has taken on board TfL's recommendation that a range of cycle stand types and an accessible cycle parking bay should be provided and amended plans have been provided to reflect this.

In accordance with TfL and the Council Highway Engineer's requests, a Stage 1 Road Safety Audit and a Pedestrian Environment Review System (PERS) audit have been undertaken. No significant safety concerns are raised by either audit. However, improvements to kerbing and paving on the immediately surrounding footway are recommended. These would be secured by way of a S106 legal agreement.

In terms of trip generation, the applicant initially based their assessment on bespoke surveys carried out at similar Premier Inn hotels, rather than industry standard. Whilst this is helpful, as the planning permission if granted would be for hotel use rather than specifically for Premier Inn use, further assessment through the use of the TRICS database was requested. This has been carried out by the applicant. This confirms that the development could create an average of 286 two-way vehicle movements over the course of a typical weekday, comprising 23 two-way vehicle movements during the AM peak hour and 13 two-way vehicle movements during the PM peak hour.

Whilst when taken in isolation the traffic generation is not significant, it must be acknowledged that the surrounding highway network currently experiences high levels of congestion, especially during peak times. Accordingly, even a small increase in vehicle trips can exacerbate existing traffic problems. This, combined with the cumulative impact of other small- medium sized development proposals within the surrounding area, could have a significant impact on the local highway network, which is of concern.

In light of this, the Council's Highway Engineer has advised that a financial contribution of £50,000 should be sought towards the development of congestion relieving measures in the surrounding network. The applicant has initially resisted this payment, arguing that a much smaller sum should be sought. Accordingly, negotiations are still ongoing. If, as a result of these negotiations, alternative heads of terms to those reported at this time are agreed, an update will be provided by way of the Committee addendum.

The Council's Highway Engineer has confirmed that no objections are raised, subject to agreement of the requested financial contribution and conditions as per those requested by TfL and to require the submission of a parking management strategy. Accordingly, it is not considered that the development would have such a detrimental impact on the local highway network that refusal could be justified.

7.11 Urban design, access and security

Matters relating to urban design have been largely addressed in part 7.07 of the report.

The proposed building would mark the entrance to the Rackspace City business park and would be seen in context with the nearby large scale office buildings and Asda superstore, located on the southern side of North Hyde Road. Accordingly, its size, scale, height, massing and design is considered to be appropriate for this prominent corner site.

The building would be finished in grey brick with white mortar to lighten its overall appearance and form a strong border to the window bays, which would contain aluminium

cladding. Use of lighter materials, punctuated with various tones of powder coated cladding, would draw attention to the main entrance and restaurant and has been designed to clearly define the entrance to the business park.

Use of landscaping, including tree and shrub planting, a small living roof and green walls would assist in softening the visual appearance of the building in the streetscape and reflect planting provided at nearby developments.

The scheme takes on board advice provided at pre-application stage and, notably, no objections have been raised by the Council's Conservation and Urban Design Officer. Accordingly, it is considered that the development would comply with policy BE13 of the Hillingdon Local Plan: part 2, which seeks to safeguard visual amenity.

With regard to security, it is noted that residents have raised concerns over a potential alcohol related increase in anti-social behaviour and vandalism as a result of the development. The applicant has advised that the restaurant would predominantly serve hotel guests, with only limited custom expected from the surrounding area. The submitted documents also suggest that the operator anticipates a significant portion of rooms will cater for users of Rackspace City. Accordingly, given the type of user the hotel is likely to attract, and the provision of an active frontage to the street, it is not considered that the development is likely to result in such an increase in crime or security issues that refusal could be justified. Notably, no objections have been raised by the Metropolitan Police in this regard, subject to the imposition of a Secure by Design condition, should approval be granted.

7.12 Disabled access

The submitted Design and Access Statement confirms that 10% of the bedrooms will be fully accessible, eight universal access parking bays will be provided and that the development will fully comply with the requirements of Part M of the Building Regulations.

Refuge areas would be provided for disabled users in the stair wells and the applicant has advised that the hotel operator has a management plan in place to evacuate people from the refuge via the protected stair using trained staff and evac chairs. The Council's Access Officer has confirmed that, whilst preferably other areas should also be designated as refuges, this complies with Building Regulation requirements and, as such, refusal cannot be justified on these grounds.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

Local Plan: Part 2 policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Aside from two rows of semi-mature trees planted at its north west end the application site contains no planting. The outer row of trees, closest to Millington Road, would be retained. However the inner row, comprising eight trees, would be removed to accommodate the development.

Landscaping improvements, including provision of tree and shrub planting, are proposed along North Hyde Road to provide a green frontage, similar to that provided for the adjacent Asda superstore. The Design and Access Statement confirms that the planting of silver birch trees is proposed due to their tall and upright habit and their silver bark which would

contrast with the grey brick facade of the building.

The south east boundary would be softened by a large feature tree and tiered shrub planting. Hedging will also be provided to screen a proposed substation at this end of the building. A green wall would be provided on the facade of the building and an ivy green screen would also be provided to the substation.

To the rear of the site, limited landscaping would be provided. However, low level hedge planting is proposed around the perimeter of the car park where space permits and medium level shrub planting would be provided around the car park entrance.

No objections are raised to the loss of the inner row of trees to the north west of the site given their relatively young age, the retention of the outer row and replacement planting proposed across the site. The proposals are considered to offer a high quality landscape scheme, which would complement the proposed development and enhance the visual amenities of the surrounding street scenes.

Comments made at pre-application stage relating to landscaping have been taken on board and, notably, the Council's Trees/Landscape Officer has confirmed that the landscape proposals are acceptable. Accordingly, the scheme is considered to comply with the objectives of Local Plan: Part 2 policy BE38.

7.15 Sustainable waste management

The plans indicate that refuse stores, capable of accommodating numerous bins for general waste and refuse, would be provided. The refuse store would be integrated into the building and fully accessible from the car park.

The integration of the bin store into the building is supported and considered to be visually preferable to alternatively providing a stand alone facility. A condition requiring the provision of a servicing and delivery plan would be attached should planning permission be granted to ensure conflict between different users of the car park is limited.

Notably, although the Council's Waste Manager has suggested that provision of larger waste receptacles would be preferable, no objections have been raised. It must also be noted that the hotel operator ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy requirement, the applicant has submitted an Energy and Sustainability Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures such as use of energy efficient lighting, heat recovery ventilation, etc, air source heat pumps, photovoltaics and CHP would be provided to provide a portion of the site's energy needs through the use of renewable energy.

These measures would achieve a 40% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements.

In addition to the above, it should also be noted that a BREEAM rating of Very Good is targeted and that, as such, a number of sustainable measures would be incorporated,

including water saving measures, sustainable building techniques during construction, provision of a green roof and provision of a living wall.

Notably, the Council's Sustainability Officer has raised no objections, subject to a condition requiring full details of the energy specification to be provided prior to installation.

7.17 Flooding or Drainage Issues

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified. However, in accordance with London Plan policy a Flood Risk, SuDs and Foul Drainage Assessment has been provided.

This confirms that various sustainable drainage measures would be incorporated including the provision of dry swales, permeable paving and below ground cellular storage. Furthermore, low flow fittings would be installed within bathrooms throughout the hotel to minimise potable water demand.

The Council's Flood and Water Management Officer has confirmed that the drainage proposals are fully acceptable and of sufficient detail such that no conditions in this respect are necessary.

7.18 Noise or Air Quality Issues

- Noise:

Local Plan: Part 2 policy OE3 seeks to safeguard surrounding developments from unacceptable levels of noise. Policy OE5 seeks to protect future occupants of proposed developments from unacceptable levels of noise or vibration.

A Noise Impact Assessment has been submitted in support of the application, which confirms that an acceptable noise environment will be provided. It should be noted that the Council's Supplementary Planning Document on Noise (2006) requires that plant noise from developments is a minimum of 5 dB below background noise levels at the nearest sensitive premises. The submitted documents confirm that a minimum level of 3dBs will be achieved in accordance with 2014 standards. This difference is due to the applicant's use of more up to date standards and assessment methods. Following submission of additional information to demonstrate that acceptable noise levels could be achieved, officer's in the Council's Environmental Protection Unit have confirmed that this is acceptable. Accordingly, no objections are raised on noise grounds.

- Air Quality:

London Plan (2016) policy 7.14 confirms that Development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas (AQMAs).

The site falls within a designated AQMA. Whilst, in isolation, it is not considered that the development would be likely to have a significant impact on air quality, the local traffic congestion is a major contributor to current pollution levels in this area. Accordingly, even a very small increase in traffic could add to and prolong congestion, exacerbating existing problems of poor air quality.

In light of this, the Council's Air Quality Officer has advised that a financial contribution should be secured to fund measures to improve the traffic congestion and also to protect the existing receptors. In this instance, because traffic congestion along North Hyde Road is the major contributor to the poor air quality levels in this locality, a separate contribution towards air quality monitoring is not considered to be necessary, providing this can be secured. As such, the Council's Air Quality Officer has confirmed that no objections are raised on air quality grounds, subject to the applicant agreeing to a £50,000 financial contribution towards highway improvement measures, as per that sought by the Highway Engineer.

7.19 Comments on Public Consultations

One objection has been received from a local resident. The concerns raised relate to loss of daylight, noise, traffic, parking, pollution, lighting and crime. These issues have been addressed in the body of the report.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support art, culture and entertainment facilities through planning obligations in conjunction with other development proposals.' Furthermore, London Plan (2016) policy 8.2 confirms that development proposals should address strategic and local priorities through use of planning obligations where appropriate.

In this instance, planning obligations relating to highways, provision of a travel plan, construction training, hospitality training, public realm and project management and monitoring are required.

The Council's Air Quality Officer has advised that a contribution should be sought towards highway improvements rather than additional air quality monitoring in this instance and in this respect supports the Highway Engineer's request for a £50,000 financial contribution.

The development would also necessitate a payment of £471,128.34 towards the Mayoral and Hillingdon CIL.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

- Contamination

Given historic land uses of the area, Council records indicate that contamination could be present on the site. A Geo-Environmental Report has been provided, which takes into consideration previous mitigation and remediation works which have been carried out in the area, associated with the wider Rackspace City site and adjoining Asda. This confirms that the site is unlikely to be significantly contaminated. However, given historic contaminative uses of the area, the Council's Contaminated Land Officer has confirmed that the standard contaminated land condition should be attached, should planning permission be granted.

- Lighting

Residents have raised concerns over light pollution from the site. As stated in part 7.08 of the report, it is not considered that the development would give rise to such high levels of light pollution that refusal could be justified. No objections have been raised by officers in the Council's Environmental Protection Unit in this regard. However, if external lighting is proposed, details of this would need to be provided in accordance with conditional requirements.

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 applicant has provided sufficient evidence to demonstrate that an exception to planning policy relating to IBA and town centre uses can be justified in this instance such that no objections are raised to the principle of development.

The proposal is considered to provide a high quality scheme which would contribute to and enhance the visual amenities of the street scene and surrounding area in this location. Furthermore, the development fully complies with current Council policies and guidance relating to privacy, overdominance, and loss of daylight/overshadowing such that the development would have no significant impact on residential amenity.

Notwithstanding TfL's comments, the proposed car parking provision is considered to be acceptable in this instance. Its impact on the local highway network and on air quality would be small such that, subject to the applicant entering into a S106 agreement to secure funds towards the carrying out of future highway improvement works, it is not considered that the development would lead to an unacceptable impact on the local highway network.

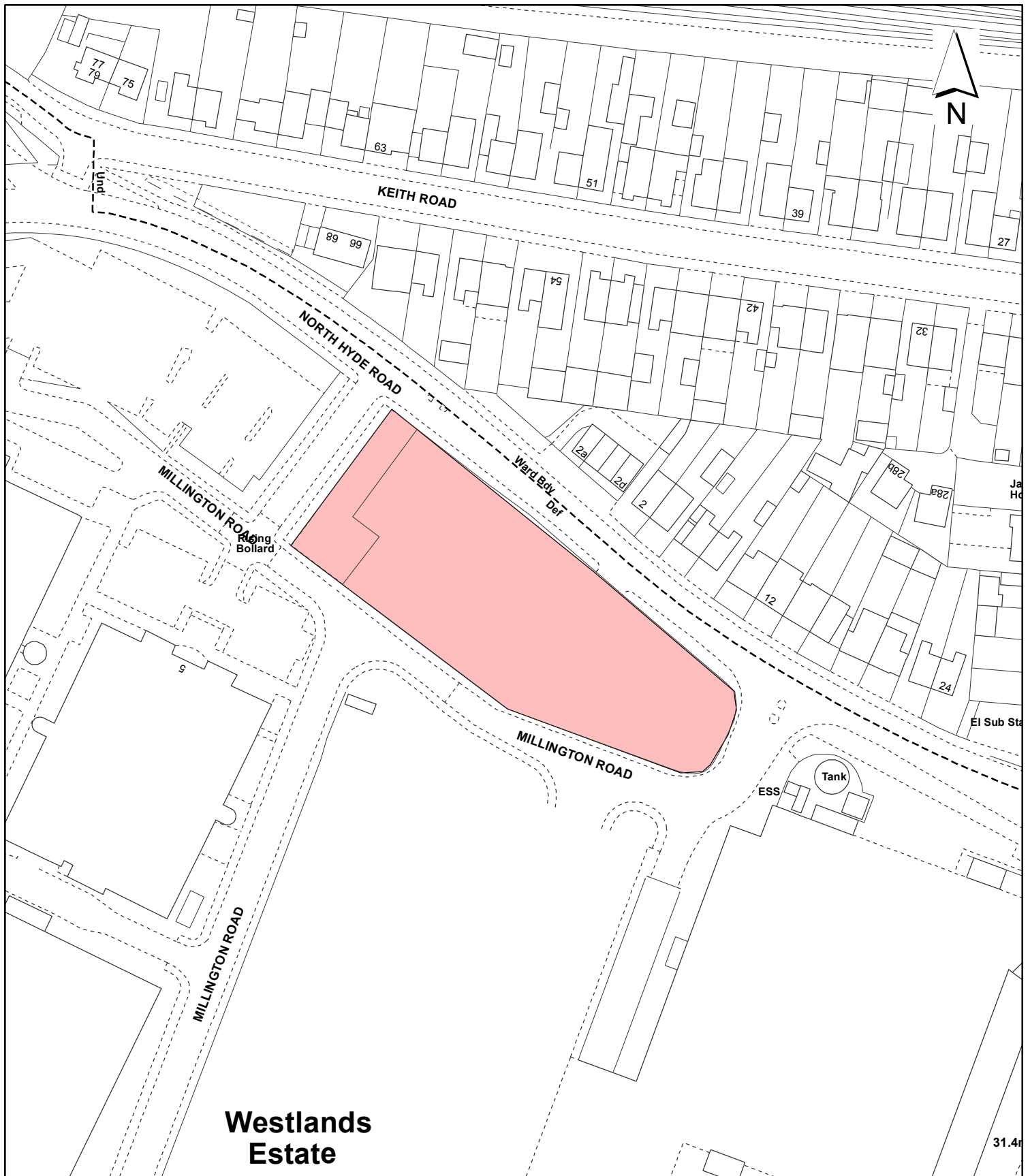
The development is considered to comply with relevant Local Plan, London Plan and national planning policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning and Enforcement to approve the scheme, subject to the appropriate referral to the Secretary of State.

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
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Westlands Estate

Notes:

 Site boundary

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Site Address:

**Unit 6
 Rackspace City
 North Hyde Road
 Hayes**

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

Planning Application Ref:

22632/APP/2016/2369

Scale:

1:1,250

Planning Committee:

Major Page 84

Date:

September 2016



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Tuesday 13th September
2016



HILLINGDON
LONDON



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Page 85

Report of the Head of Planning, Sport and Green Spaces

Address WORLD BUSINESS CENTRE 4 NEWALL ROAD HEATHROW AIRPORT

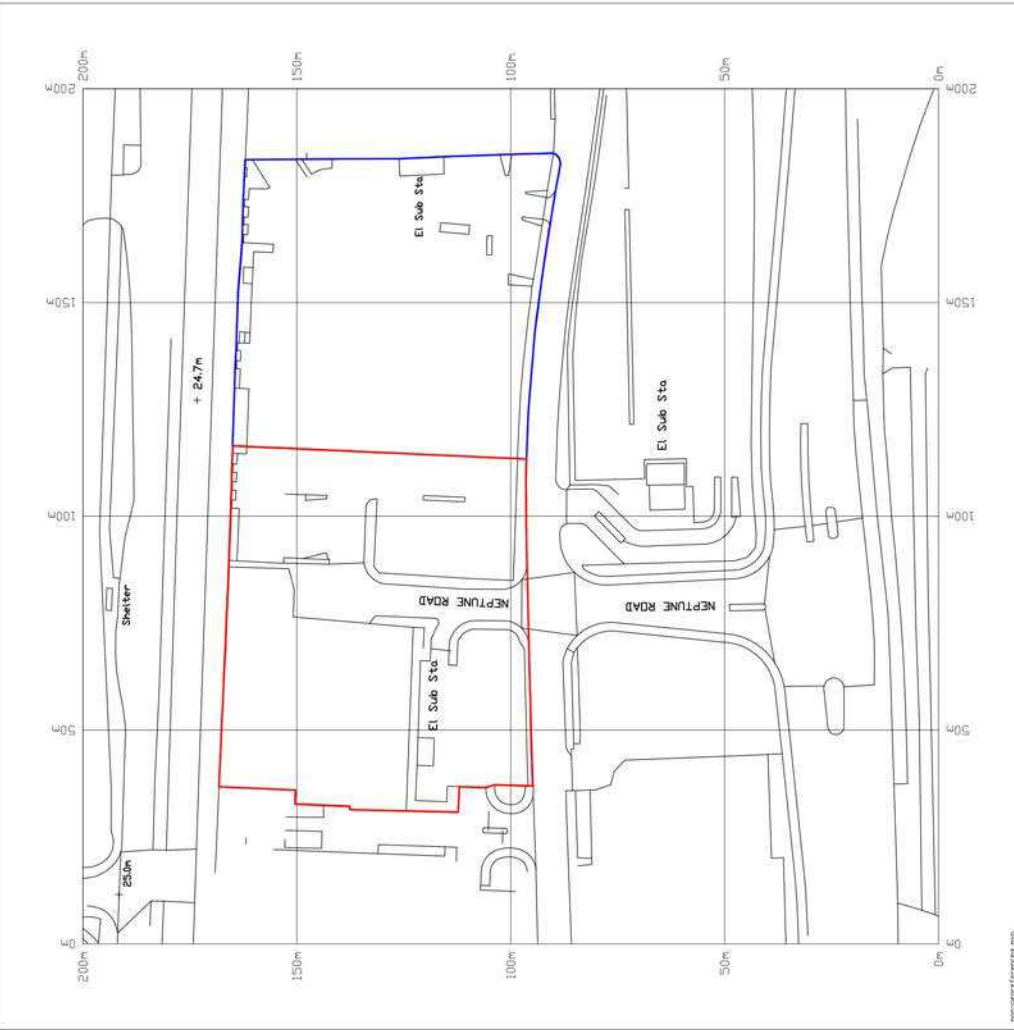
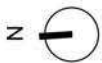
Development: Reserved matters (Details of landscaping) in compliance with condition 2 of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant.

LBH Ref Nos: 71487/APP/2016/2029

Date Plans Received: 27/05/2016

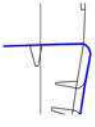
Date(s) of Amendment(s):

Date Application Valid: 27/05/2016



NOTES

Blue line denotes land title in applicants ownership.



Red line denotes application site extent.



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 Unique plan reference: v4/21762/29382

Site Location Plan
 Scale 1:1250 @ A3

574
 Amersham Road
 London NW1 7BB
 UK

t: 020 7267 4440
 f: 020 7267 6044

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architecture

project
**Proposed office building
 WBC 4 Heathrow**

client
Grove Developments Ltd

drawing title
Site Location Plan

drawing status
For Planning

scale
 1:1250 @ A3
 NTS @ A4

date
 17.11.15

drawn by
 LF

checked by
 MW

job no.
 1304

drawing no.
 A-000-001

revision
P0

P0 ISSUED FOR PLANNING
 rev amendments

07.12.15
 date

LF
 by

NOTES
 1. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY, AND ELECTRICAL DIMENSIONS ON SITE.
 2.

KEY LIGHTING:

- SERVICES AT LOW LEVEL.
- SERVICES BELOW FLOOR.
- SERVICES IN CEILING VOID.
- HIGH LEVEL.
- LOW LEVEL.
- FROM ABOVE.
- FROM BELOW.
- TO ABOVE.
- TO BELOW.
- PERMANENTLY ON LIGHTING.
- THE SWITCH CONTROLLED LIGHTING.

BOLLARD LIGHT FITTING.
 LED RECESSED DOWNLIGHTERS NON COMPRESSIVE.
 EXTERNAL WALL MOUNTED LIGHT FITTING IN-RS.
 NEW LAMP POST.
 LIGHT SENSOR.
 FIXED CCTV CAMERA.
 VIDEO ENTRY TO RECEPTION.

FOR LIGHTING REFERENCES REFER TO LIGHTING SCHEDULE.

PRELIMINARY

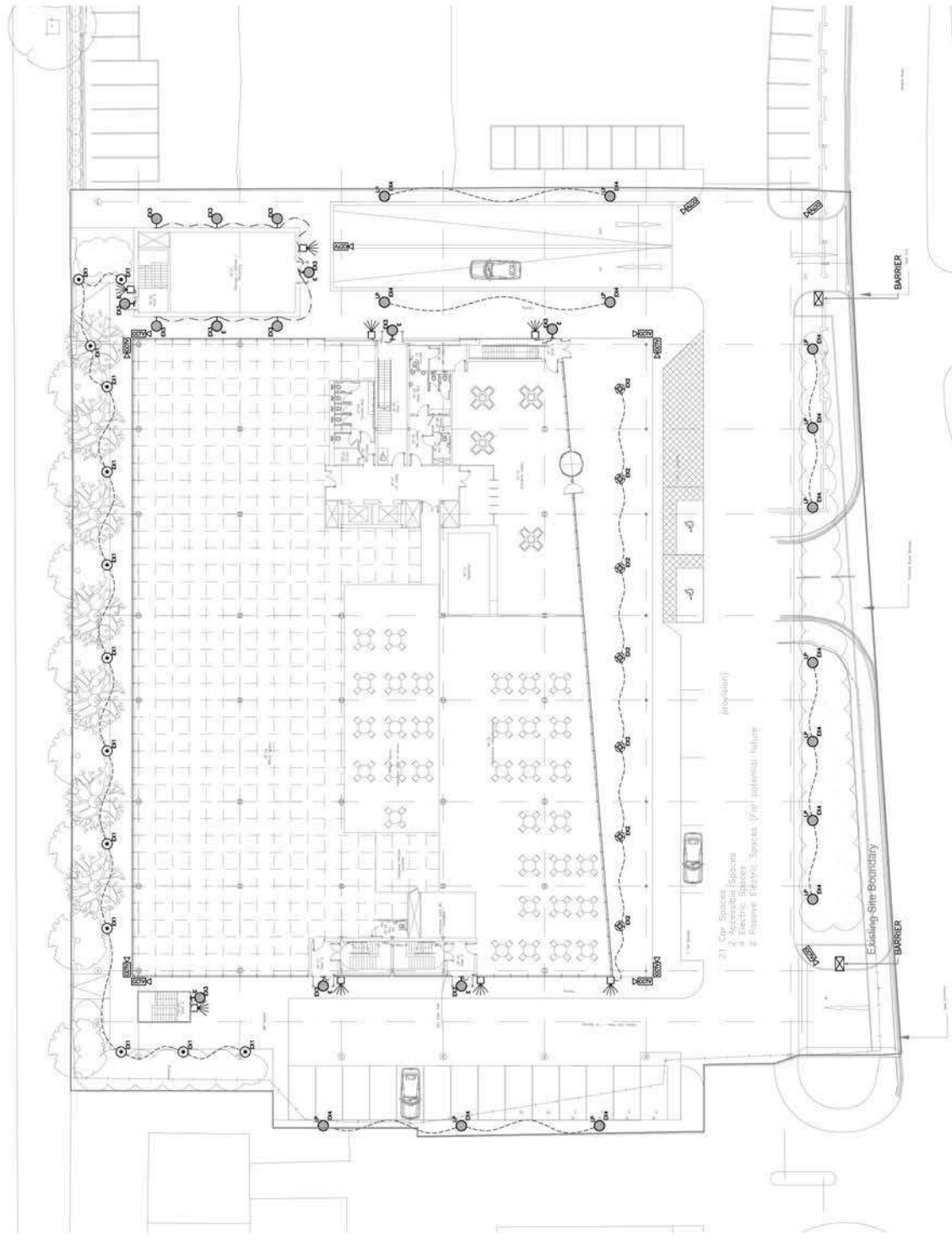
P2	21.03.16	05	REVISED PRELIMINARY ISSUE
P1	20.02.16	04	PRELIMINARY ISSUE
Rev	Date	Issue	Description

Mendick Waring Ltd.
 Consulting Engineers
 150 High Street, London, SE18 6JH
 Tel: 020 8446 8000 Fax: 020 8446 8000
 E-Mail: mendick.waring@mendickwaring.co.uk

GROVE DEVELOPMENTS LTD
 Architect
Dexter Moren Associates
 Project
 Cardinal Point
 WBC 4 Heathrow
 London

**GROUND FLOOR
 EXTERNAL ELECTRICAL
 SERVICES LAYOUT**

Scale	1:200	Size	A1	Engineer	BS	Date	NOV'15
Drawing No.	2149-63-EX-0G			Rev	P2		



NOTES

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- E Electric Vehicle Parking
- PE Passive Electric Vehicle Parking
- MB Motor Bike Parking

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141 Car Spaces
 15 Accessible Spaces
 28 Electric Spaces
 14 Passive Electric Spaces
 7 Motorbike Spaces

Office Entrance
 Shower Area
 Cycle Storage x 62
 Car park

Gas Meter Room
 BT Plant
 Tank Room
 Paintroom
 Switch Room

Stair 5
 Stair 6
 Stair 4

1.10 Stair 5
 1.07 Stair 6
 1.08 Gas Meter Room
 1.09 BT Plant
 1.04 Stair 4
 1.06 Paintroom
 1.05 Tank Room (Preliminary)
 approx. min 2.5m
 1.06 Paintroom
 Switch Room

1.11 Car park
 1.01 Office Entrance
 1.02 Shower Area
 1.03 Cycle Storage x 62
 1.12 Car park

1.07 Stair 6
 1.08 Gas Meter Room
 1.09 BT Plant
 1.04 Stair 4
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 1.05 Tank Room (Preliminary)
 approx. min 2.5m
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 Switch Room

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 1.09 BT Plant
 1.04 Stair 4
 1.06 Paintroom
 1.05 Tank Room (Preliminary)
 approx. min 2.5m
 1.06 Paintroom
 Switch Room

1.11 Car park
 1.01 Office Entrance
 1.02 Shower Area
 1.03 Cycle Storage x 62
 1.12 Car park

dekker moren associates
 architects
 1.300 297 4403
 1.300 251 6044
 www.dkkermoren.com

project
 Proposed office building
 WREC 4 Heathrow

client
 Grove Developments Ltd

drawing title
 Basement Plan

drawing status
 Stage 03 Tender

scale
 1:250 @ A1
 1:250 @ A3

checked by
 AH
 MW

drawn by
 AH
 MW

date
 12.01.2016

job no.
 1304

revision
 A-100-100

sheet
 T6

Header	Species Name	Height	Griff	Specification	Density
Trees	Carpinus betulus	100-125cm	C		3/m
9 No.	Quercus robur 'Fastigiata Kostler'	mm-450cm	20-25cm	Semi-Mature: 4r; RB: Counted	

Shubs	Species Name	Height	Post Size	Specification	Density
9 No.	Amelanchier lamarckii	300-350cm	50L	C: 3 brks. Branched	Counted
187 No.	Buxus sempervirens	30-40cm	5L	C: 4 brks. Bushy	3/m ²
179 No.	Ceanothus thyrsiflorus repens	30-40cm	3L	C: 5 brks. Bushy	3/m ²
125 No.	Euonymus fortunei 'Emerald Gaiety'	25-30cm	2L	C: 7 brks. Bushy	3/m ²
66 No.	Pachysandra terminalis 'Variegata'	15-20cm	2L	C: 7 brks. Several Shoots	4/m ²
59 No.	Potentilla fruticosa 'Abbotswood'	30-40cm	5L	C: 5 brks. Bushy	2/m ²
22 No.	Rhododendron 'Valk's Scarlet'	50-60cm	7.5L	C: 5 brks. Bushy	2/m ²

Climbers	Species Name	Height	Specification	Density
641 No.	Heidera helix hibernica	40-60cm	C: 3 brks. Several Shoots	5/m ²

Bulbs	Species Name	Specification	Density
2000 No.	Narcissus cultivar	Grade 12/14	No.

Revision	Description	Date
A	MB Space added C/S shaber added	01/08/16 16/04/16
B	Revision	



David Clarke
LANDSCAPE ARCHITECT

645 Shore Road, Whiteabbey Village,
Newtownabbey, Co Antrim, BT37 0ST
Tel: 028 90 86 7337 Fax: 028 90 851771
Email: david@david-clarke.net

Client: GROVE DEVELOPMENTS

Job: WBC4

Title: PLANTING PLAN

Proj No: 0548

Dwg No: 01B

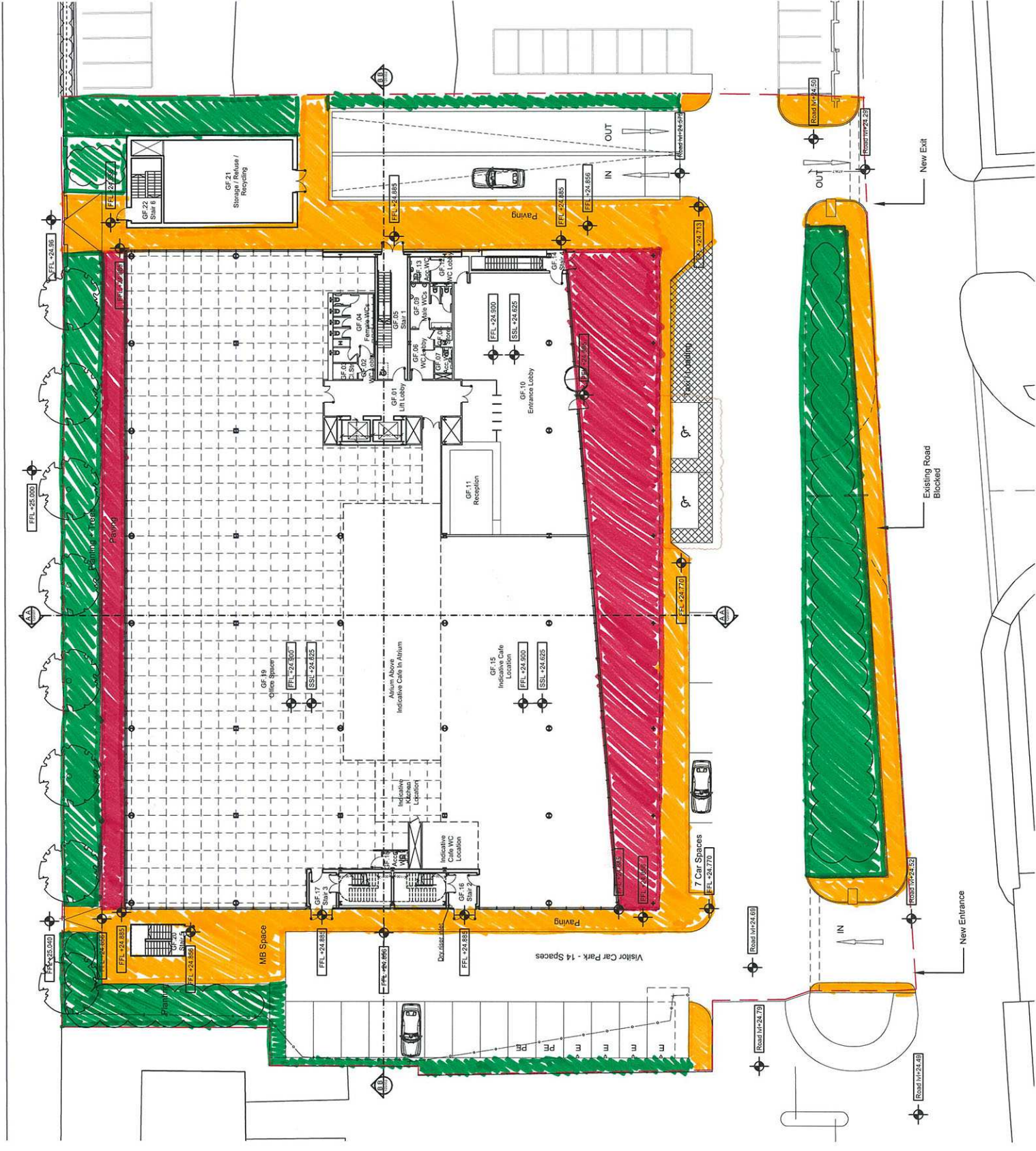
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Date: 01 08 16

Drawn By:

Chk By: CS





NOTES

1. TO BE READ IN CONJUNCTION WITH THE GENERAL NOTES AND SPECIFICATIONS TO THE CONTRACT.

2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) STANDARDS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SERVICES AND STRUCTURES TO REMAIN.

5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND TO THE SATISFACTION OF THE CLIENT AND LOCAL AUTHORITY.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING SERVICES AND STRUCTURES TO REMAIN.

7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND TO THE SATISFACTION OF THE CLIENT AND LOCAL AUTHORITY.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING SERVICES AND STRUCTURES TO REMAIN.

9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND TO THE SATISFACTION OF THE CLIENT AND LOCAL AUTHORITY.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING SERVICES AND STRUCTURES TO REMAIN.

LEGEND

1. LOW VOLTAGE ELECTRICAL SERVICES

2. HIGH VOLTAGE ELECTRICAL SERVICES

3. GAS LOW PRESSURE SERVICES

4. GAS HIGH PRESSURE SERVICES

5. WATER MAIN SERVICES

6. WASTE WATER SERVICES

7. SEWER SERVICES

8. TELEPHONE SERVICES

9. CABLE SERVICES

10. FIBRE OPTIC SERVICES

11. RAIL SERVICES

12. OTHER SERVICES

13. PROTECTIVE COVER

14. SERVICE TO BE RETAINED

15. SERVICE TO BE DISCONNECTED

16. SERVICE TO BE REINSTALLED

17. SERVICE TO BE RELOCATED

18. SERVICE TO BE DELETED

19. SERVICE TO BE REINSTALLED AT A DIFFERENT LOCATION

20. SERVICE TO BE REINSTALLED AT A DIFFERENT DEPTH

21. SERVICE TO BE REINSTALLED AT A DIFFERENT DIRECTION

22. SERVICE TO BE REINSTALLED AT A DIFFERENT MATERIAL

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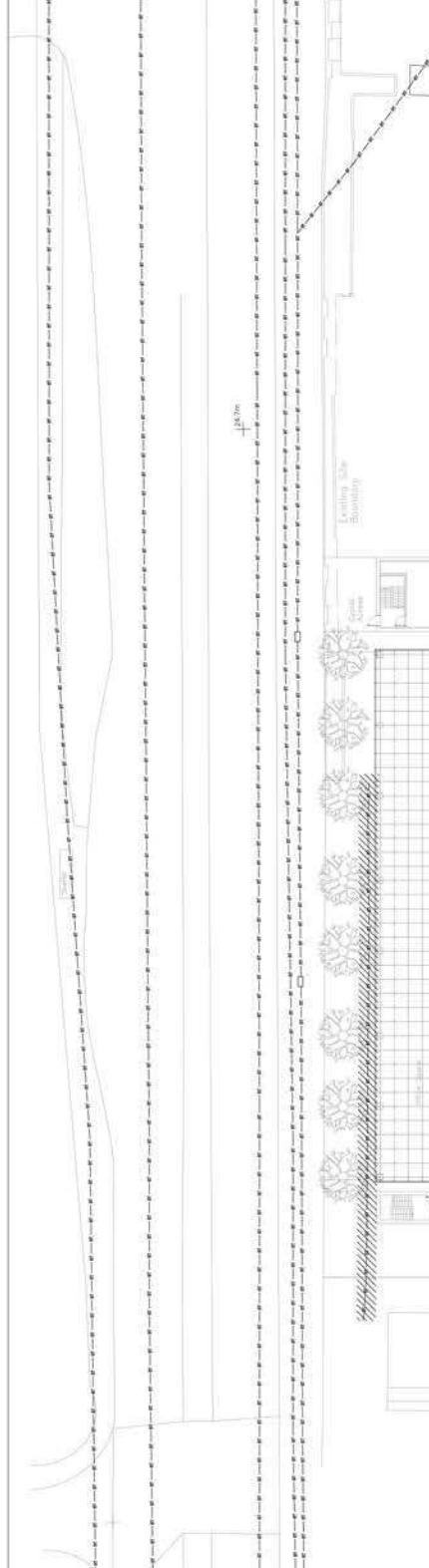
196. SERVICE TO BE REINSTALLED AT A DIFFERENT FASTENING FASTENING FASTENING INTERFACE

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199. SERVICE TO BE REINSTALLED AT A DIFFERENT FASTENING FASTENING FASTENING ATTACHMENT

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PRELIMINARY

Mendick Waring Ltd
Consulting Engineers
Bishopscote, 2201 High Road, Loughborough
Leicestershire, LE12 7JG
Tel: 01509 244444
Email: mendick.waring@bt.com

GROVE DEVELOPMENTS LTD
Client
Dexter Moran Associates
Project
Central Point
MBC 4 Healthrow
Contract
Disconnection

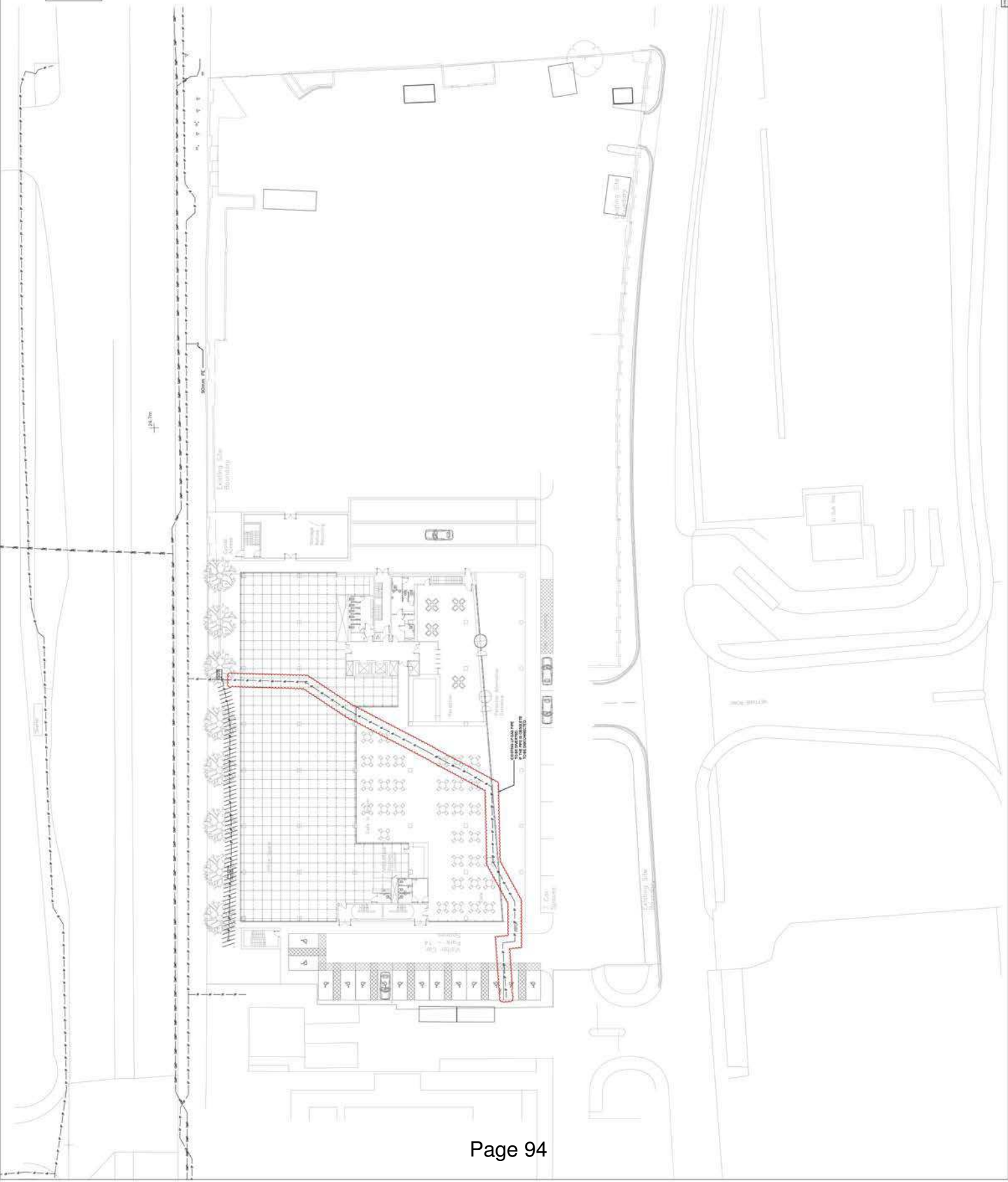
SITE LAYOUT DISCONNECTION SERVICES
BT
Scale: 1:200
Date: 18/11/15
Revision: 15
Drawing No: 2149-10-SIT-DL_04
Rev: P1

NOTES

1. TO NOT BE READ FROM THIS DRAWING. USE COURTESY AND DISCRETION IN THE FIELD.

- LEGEND**
- HV — HIGH VOLTAGE ELECTRICAL SERVICES
 - MV — MEDIUM VOLTAGE ELECTRICAL SERVICES
 - LV — LOW VOLTAGE ELECTRICAL SERVICES
 - W — WATER SERVICES
 - G — GAS SERVICES
 - M — MECHANICAL SERVICES
 - P — PRESSURE SERVICES
 - T — TELEPHONE SERVICES
 - C — CABLE SERVICES
 - F — FIBER OPTIC SERVICES
 - S — SIGNAL SERVICES
 - R — RADIATION SERVICES
 - N — NEUTRON SERVICES
 - O — OTHER SERVICES

NOTE 1: THE DRAWING IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND PUBLIC UTILITIES. THE CONTRACTOR SHALL MAINTAIN ALL RECORDS OF THE WORK PERFORMED.



PRELIMINARY

Mendick Waring Ltd.
Consulting Engineers
2501 Highway 220, Unit 100, Lacombe, AB
T4L 1V4, Canada
Tel: (403) 291-1111
Fax: (403) 291-1112
Email: mendick.waring@mcwaring.com

GROVE DEVELOPMENTS LTD

Client: Dendler-Moore Associates
Project: Commercial Point
Site: W6C-A, Haultain
Location: Calgary, Alberta

SITE LAYOUT DISCONNECTION SERVICES

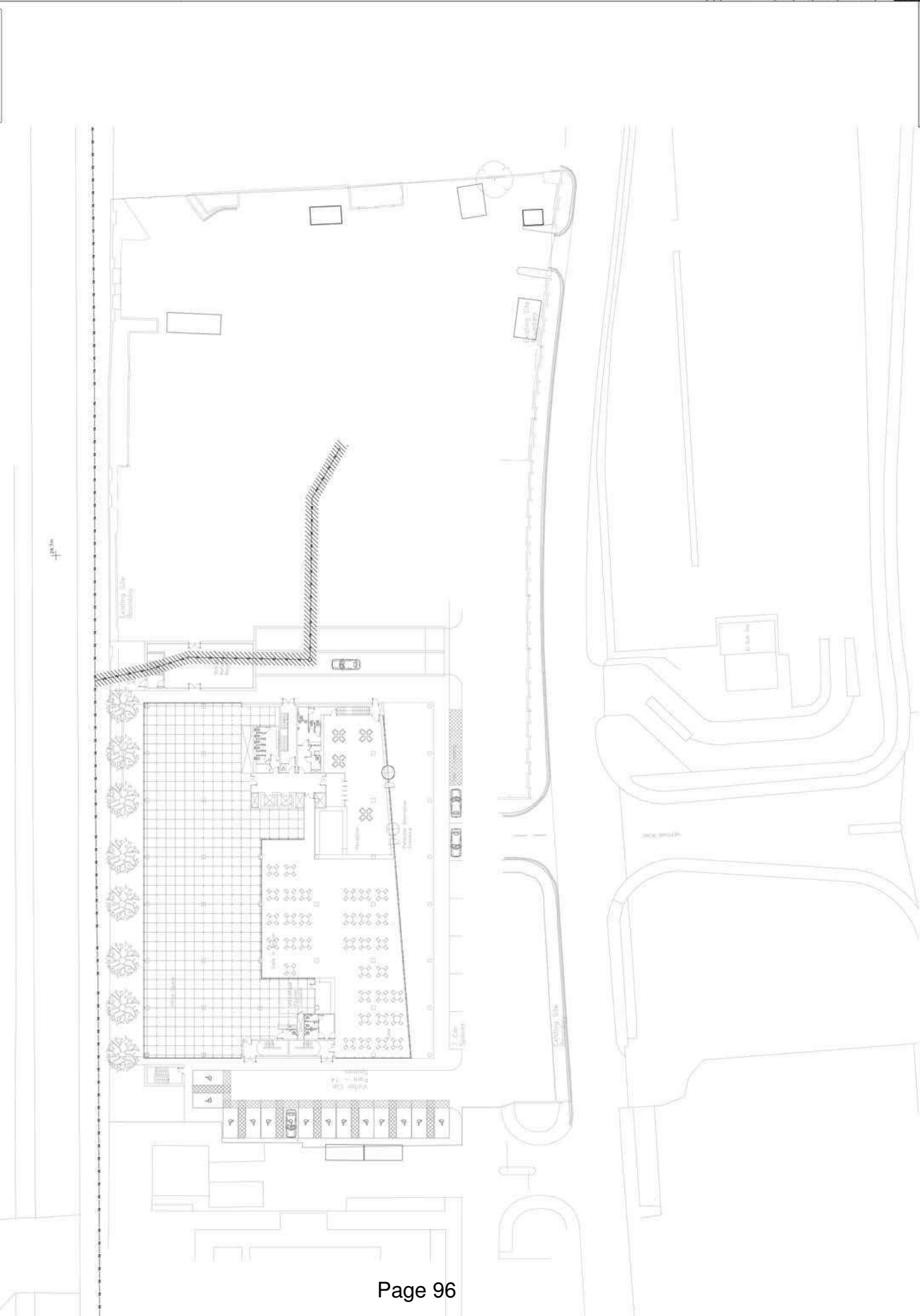
Scale:	1:200	Date:	NOV 15
Drawn by:	BS	Checked by:	BS
Project No.:	2149-10-SIT-DL_02	Rev:	P1

NOTES
 1. TO BE OBTAINED FROM THE CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE RELEVANT BRITISH STANDARDS.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE LOCAL AUTHORITIES AND THE UTILITIES COMPANIES.
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18.7m

RELEVANT TO THE ELECTRICAL SERVICES
 - MV - HIGH VOLTAGE ELECTRICAL SERVICES
 - LV - LOW VOLTAGE ELECTRICAL SERVICES
 - SW - SWITCHGEAR
 - BT - BATTERY
 - M - METER
 - W - WIRE
 - C - CONDUIT
 - P - PIPING
 - S - SERVICE
 - L - LIGHTING
 - A - ALARMS
 - T - TELEPHONE
 - D - DATA
 - F - FIRE
 - E - ELEVATOR
 - G - GAS
 - W - WATER
 - M - MECHANICAL
 - H - HEATING
 - V - VENTILATION
 - R - REFRIGERATION
 - I - INSTRUMENTATION
 - S - SIGNALING
 - P - PROTECTION
 - C - CONTROL



18.7m

PRELIMINARY

Mendick Waring Ltd.
 Consulting Engineers
 125 High Street, London E14 4JL
 Tel: 020 7461 1111
 Fax: 020 7461 1112
 Email: mendick@mendick-wareing.co.uk

GROVE DEVELOPMENTS LTD
 Director: Martin Associates
 1000 High Street, London E14 4JL
 W8C 4JL Heathrow
 Wokingham, Hampshire RG40 3EX

SITE LAYOUT
 DISCONNECTION SERVICES
 VIRGIN MEDIA

Scale	1:200
Issue	1
Date	15/11/15
Drawn	BS
Checked	BS
Rev	P1

NOTES

1. TO BE READ IN CONJUNCTION WITH THE GENERAL NOTES AND SPECIFICATIONS TO THE CONTRACT.

NOTE 1: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NATIONAL ELECTRICAL REGULATORY AUTHORITY (NERA) AND THE IEC 60364 SERIES.

NOTE 2: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE WATER SUPPLY ACT 1988 AND THE WATER METERING REGULATIONS 2002.

NOTE 3: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE GAS ACT 1988 AND THE GAS SAFETY (INSTALLATION AND REPAIR) REGULATIONS 1998.

NOTE 4: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RAINWATER PLUMBING REGULATIONS 2009.

NOTE 5: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASTE WATER REGULATIONS 2005.

NOTE 6: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 7: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 8: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 9: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 10: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 11: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 12: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 13: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 14: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 15: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 16: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 17: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 18: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.

NOTE 19: ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ELECTRICAL SAFETY REGULATIONS 2008.



2149-10-SIT-EX_04

Page 98

PRELIMINARY

Mendick Waring Ltd
Consulting Engineers
2500 Highway 2200, Unit 100, Lacombe, Alberta
T4L 1W6
E: info@mendickwaring.com
W: www.mendickwaring.com

GROVE DEVELOPMENTS LTD
Client
Dexter Moore Associates
Project
Central Point
WBC 4-Healthrow
Contract
SITELAYOUT
EXISTING SERVICES
BT

Scale	1:200	Date	NOV 15
Drawn By	MS	Checked By	MS
Rev	P1	Rev	P1

NOTES

1. CONSULT WITH THE SUPPLIER, MANUFACTURER, INSTALLER AND CONTRACTOR TO DETERMINE THE SPECIFIC REQUIREMENTS FOR THE SUPPLY AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

2. THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

3. THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

4. THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

5. THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 1: ALL SERVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLIER, MANUFACTURER, INSTALLER AND CONTRACTOR.

NOTE 2: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 3: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 4: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 5: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 6: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 7: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 8: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 9: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 10: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 11: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

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NOTE 13: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 14: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 15: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 16: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

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NOTE 18: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

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NOTE 22: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 23: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

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NOTE 25: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 26: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 27: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 28: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

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NOTE 30: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 31: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 32: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 33: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 34: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 35: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 36: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 37: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 38: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 39: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 40: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

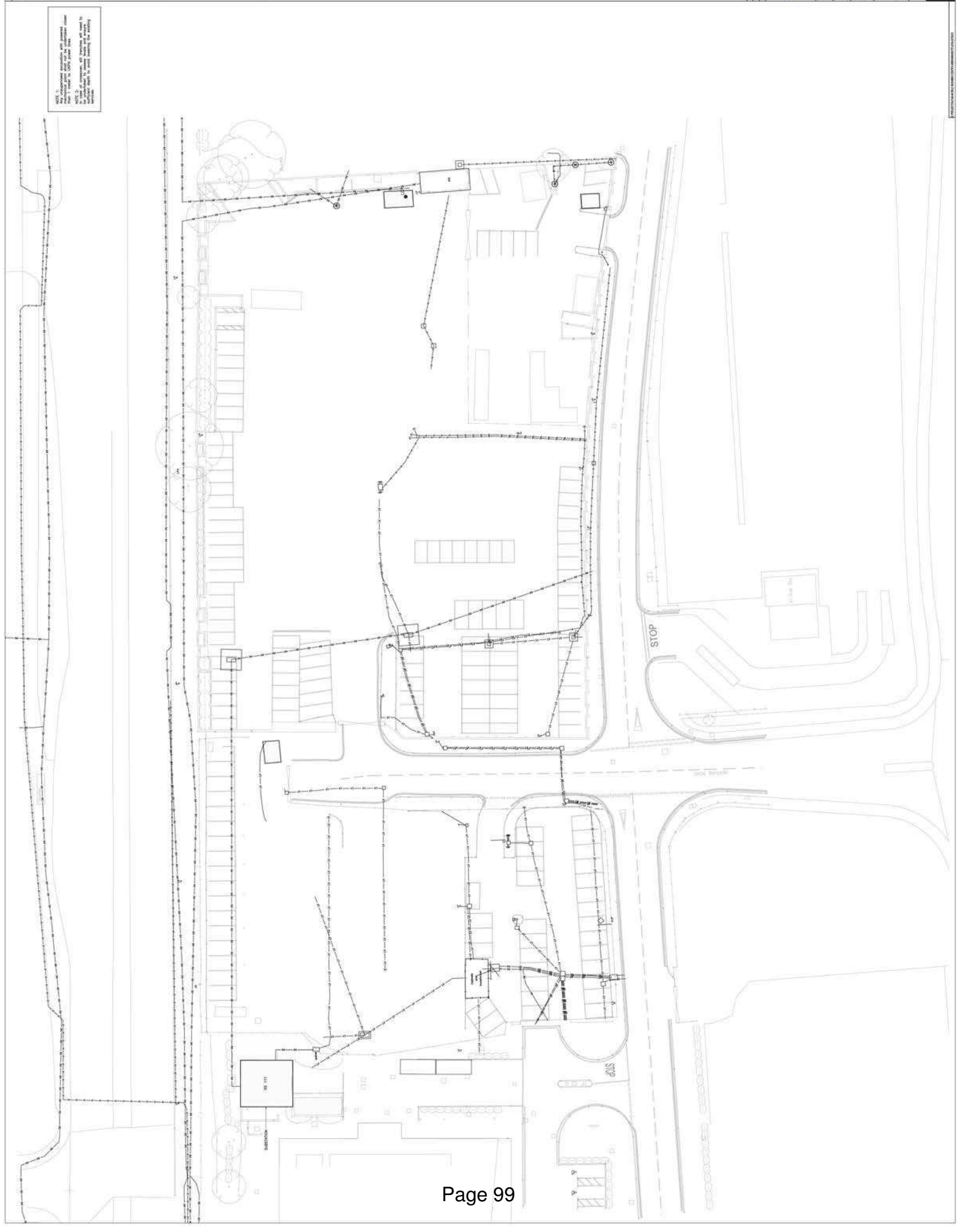
NOTE 41: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.

NOTE 42: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE OBTAINING OF ALL NECESSARY PERMITS AND APPROVALS.

NOTE 43: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 44: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES.

NOTE 45: THE SUPPLIER SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF THE SERVICES TO BE PROVIDED.



PRELIMINARY

DATE	DESCRIPTION
10/10/10	ISSUE FOR PERMITTING
10/10/10	ISSUE FOR PERMITTING
10/10/10	ISSUE FOR PERMITTING

Mendick Waring Ltd.
 Consulting Engineers
 1000 Lakeshore, 2200 Hwy 10 East, L3R 9V9
 Tel: 905-709-1111
 Fax: 905-709-1112
 E-Mail: mendick.waring@mcwaring.com

GROVE DEVELOPMENTS LTD
 Attention: Dexter Moore Associates
 1000 Lakeshore, 2200 Hwy 10 East, L3R 9V9
 Tel: 905-709-1111
 Fax: 905-709-1112
 E-Mail: mendick.waring@mcwaring.com

**SITE LAYOUT
 EXISTING SERVICES
 ELECTRICAL**

Scale	1:200
Date	NOV 15
Drawn By	BS
Checked By	BS
Project No.	2149-10-SIT-EX_01
Rev	P2

NOTES

1. TO NOT SCALE FROM THIS DRAWING. USE DIMENSIONS INDICATED ON THIS DRAWING TO VERIFY DIMENSIONS ONLY AND DO NOT RELY ON THE SCALE.

2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING STANDARDS:

- BS 7671: WIRING REGULATIONS
- BS 5499: FIRE ALARMS
- BS 5839: FIRE DETECTION AND ALARM SYSTEMS
- BS 6841: FIRE EXTINGUISHING SYSTEMS
- BS 7261: FIRE RESISTANCE TESTS
- BS 7281: FIRE RESISTANCE TESTS
- BS 7282: FIRE RESISTANCE TESTS
- BS 7283: FIRE RESISTANCE TESTS
- BS 7284: FIRE RESISTANCE TESTS
- BS 7285: FIRE RESISTANCE TESTS
- BS 7286: FIRE RESISTANCE TESTS
- BS 7287: FIRE RESISTANCE TESTS
- BS 7288: FIRE RESISTANCE TESTS
- BS 7289: FIRE RESISTANCE TESTS
- BS 7290: FIRE RESISTANCE TESTS
- BS 7291: FIRE RESISTANCE TESTS
- BS 7292: FIRE RESISTANCE TESTS
- BS 7293: FIRE RESISTANCE TESTS
- BS 7294: FIRE RESISTANCE TESTS
- BS 7295: FIRE RESISTANCE TESTS
- BS 7296: FIRE RESISTANCE TESTS
- BS 7297: FIRE RESISTANCE TESTS
- BS 7298: FIRE RESISTANCE TESTS
- BS 7299: FIRE RESISTANCE TESTS
- BS 7300: FIRE RESISTANCE TESTS



PRELIMINARY

Client:	GROVE DEVELOPMENTS LTD
Project:	Deodar Motor Association
Location:	Central Point
Contract:	WBC 4 - Heathrow
Contracting:	Contracting
SITE LAYOUT EXISTING SERVICES VIRGIN MEDIA	
Scale:	1:200
Drawn by:	BS
Checked by:	BS
Date:	NOV 15
Drawing No.:	2149-10-SIT-EX_05
Rev:	P1

Mendick Waring Ltd
Consulting Engineers
Bishopscote, 2201 High Road, Luton LU2 9JH
Tel: 01582 474444
E: info@mendickwaring.co.uk

- NOTES**
1. DO NOT SCALE FROM THIS DRAWING. USE DIMENSIONS INDICATED ON THIS DRAWING TO VERIFY DIMENSIONS ONLY AND DO NOT SCALE DIMENSIONS ON THIS DRAWING.
- LEGEND**
- HV — HIGH VOLTAGE ELECTRICAL SERVICES
 - MV — MEDIUM VOLTAGE ELECTRICAL SERVICES
 - LL — LOW VOLTAGE ELECTRICAL SERVICES
 - W — WATER
 - G — GAS
 - S — SEWER
 - T — TELEPHONE
 - M — MEDIA
 - P — PRESSURE
 - D — DRAIN
 - C — CABLE
 - F — FIBER OPTIC
 - R — RADIATION
 - E — EARTHQUAKE
 - V — VIBRATION
 - A — AIR
 - N — NOISE
 - L — LIGHT
 - S — SOUND
 - T — TELEPHONE
 - M — MEDIA
 - P — PRESSURE
 - D — DRAIN
 - C — CABLE
 - F — FIBER OPTIC
 - R — RADIATION
 - E — EARTHQUAKE
 - V — VIBRATION
 - A — AIR
 - N — NOISE
 - L — LIGHT
 - S — SOUND

PRELIMINARY

Mendick Waring Ltd.
Consulting Engineers

Blairgowrie, 2201 High Road, Lower 10th Floor
Glasgow, G12 8JG
E: [mendick-waring.co.uk](mailto:info@mendick-waring.co.uk)

GROVE DEVELOPMENTS LTD

Client: **Deister Maren Associates**

Project: **WBC 4 Healthrow**

Site: **WBC 4 Healthrow**

Scale: **1:200**

Date: **NOV 15**

Drawing No: **2149-10-SIT-EX_06**

Rev: **P1**



NOTES

1. DO NOT SCALE FROM THIS DRAWING. USE DIMENSIONS INDICATED ON THIS DRAWING.

LEGEND:

— (V) — VOLTAGE ELECTRICAL SERVICES
 — (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

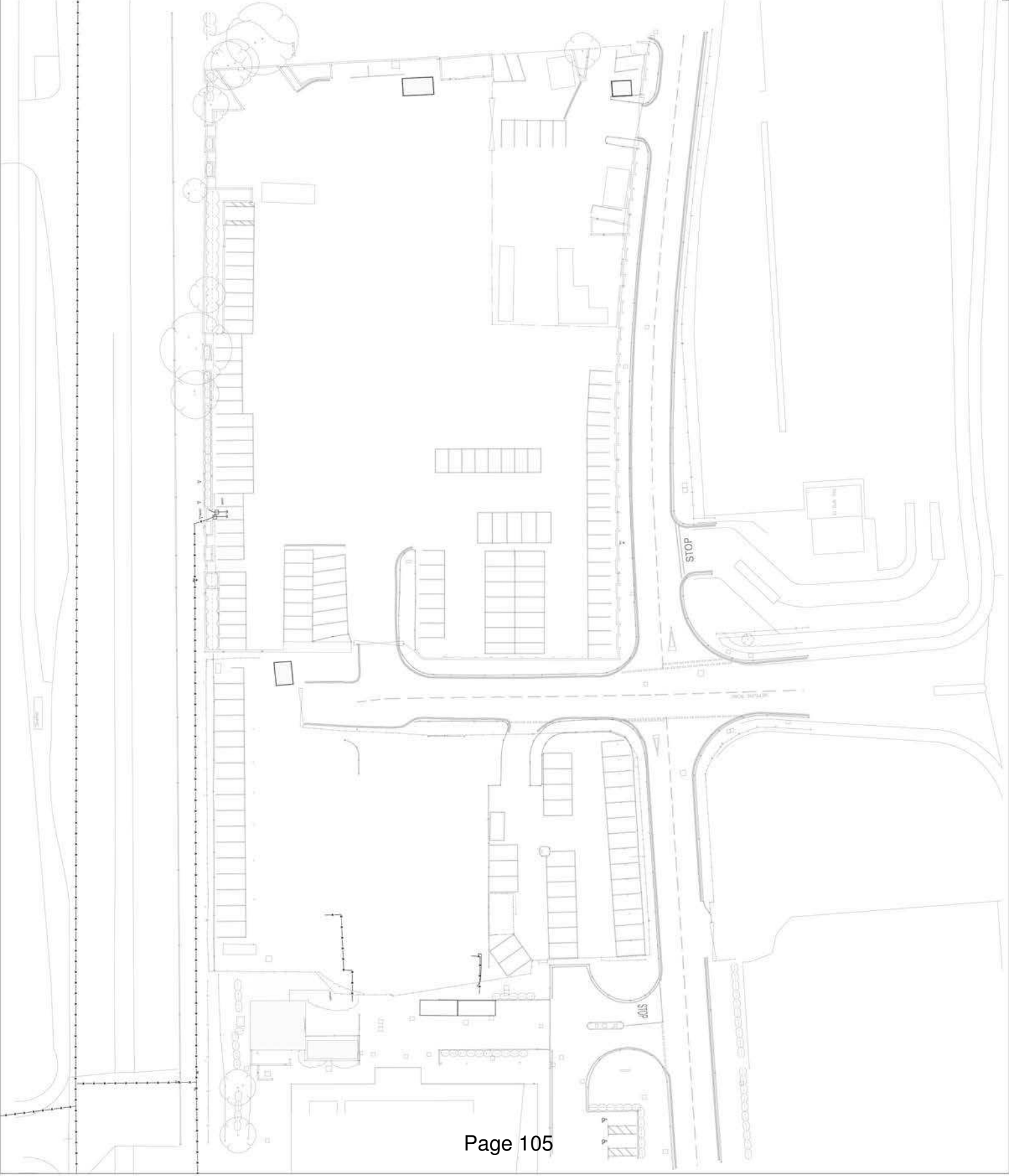
— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

— (M) — MAIN WATER SERVICES
 — (P) — PRESSURE WATER SERVICES
 — (G) — GAS (LOW PRESSURE) SERVICES
 — (S) — SEWER SERVICES

NOTE 1: All services shown on this drawing are to be installed as per the manufacturer's instructions. It is the responsibility of the contractor to ensure that the services are installed in accordance with the relevant standards and codes of practice.

NOTE 2: All services shown on this drawing are to be installed in accordance with the relevant standards and codes of practice. It is the responsibility of the contractor to ensure that the services are installed in accordance with the relevant standards and codes of practice.



PRELIMINARY

DATE	NO.	DESCRIPTION
18/11/15	01	PRELIMINARY ISSUE
18/11/15	02	ISSUE FOR PERMIT
18/11/15	03	ISSUE FOR CONSTRUCTION

Mendick Waring Ltd.
 Consulting Engineers
 15, Broomfield Road, Luton, Bedfordshire, LU1 3LU
 Tel: +44 (0)1582 544500
 E: info@mendick-waring.co.uk

GROVE DEVELOPMENTS LTD

Address:
 Daxford Manor Associates
 15, Broomfield Road
 Luton, Bedfordshire
 MK1 3LU

**SITE LAYOUT
 EXISTING SERVICES
 WATER**

Scale:
 1:200

Date:
 18/11/15

Drawing No:
 2149-10-SIT-EX_03

Rev:
 P1

NOTES

1. CONSULT WITH THE SUPPLIER, MANUFACTURER, INSTALLER, CONTRACTOR AND SPECIALIST SERVICE PROVIDER.

2. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

3. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

4. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

5. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

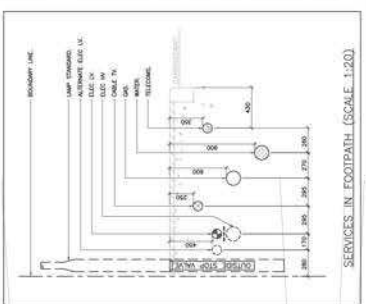
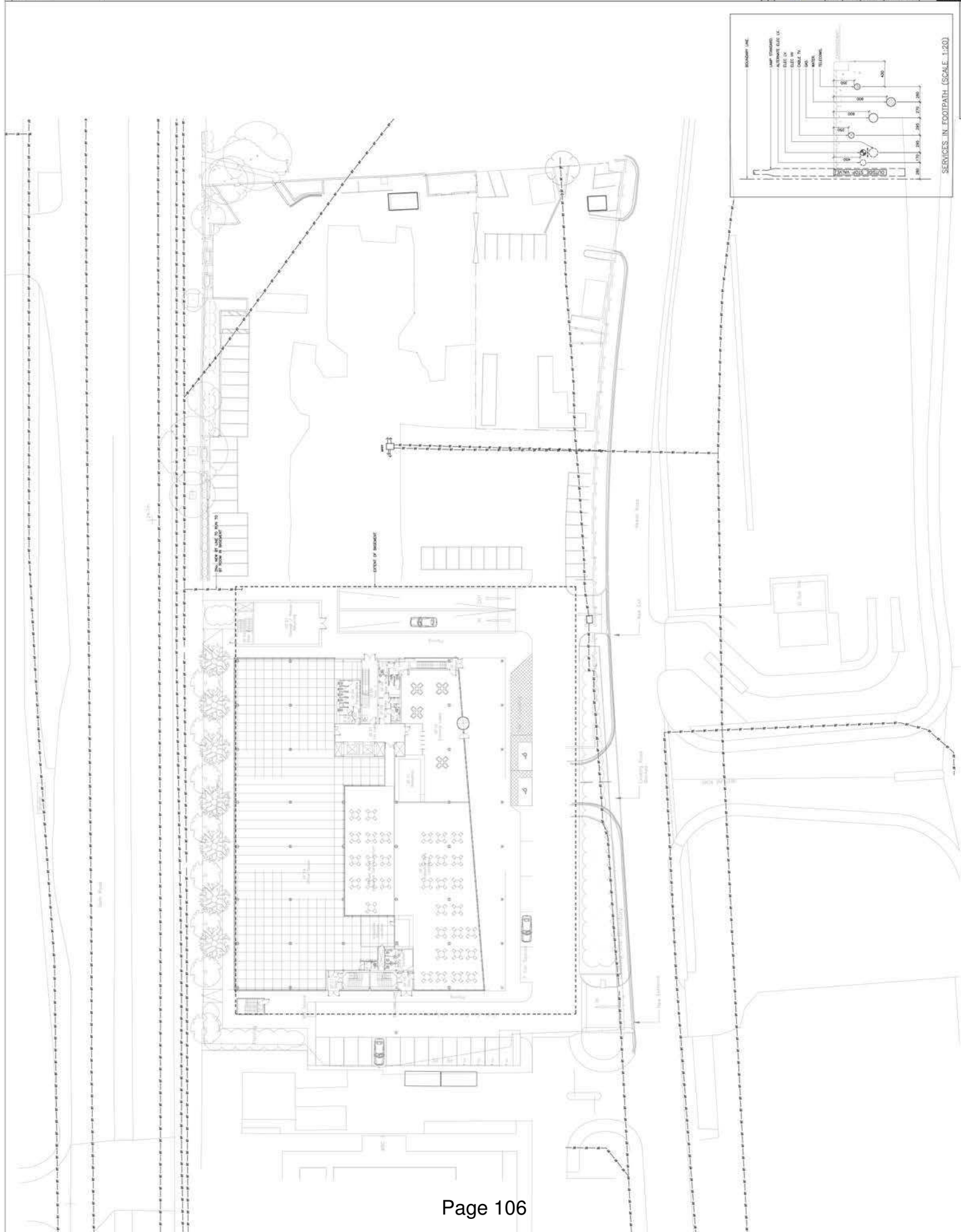
6. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

7. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

8. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

9. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:

10. REFER TO THE SUPPLIER'S TECHNICAL DRAWINGS FOR THE FOLLOWING:



PRELIMINARY

NO.	DATE	DESCRIPTION
1	10/10/15	PRELIMINARY ISSUE

Mendick Waring Ltd.
Consulting Engineers
Brimley Avenue, 2201 High Road, London NW9 6DA
E: mendick.waring@mendickwaring.co.uk

GROVE DEVELOPMENTS LTD
Client
Dexter Moran Associates
Contract
Carnegie Point,
WBC 4 Heathrow
Contract No.
BT

**SITE LAYOUT
NEW SERVICES
BT**

Scale: 1:200
Date: 10/15
Rev: P1

NOTES

1. REFER TO ALL OTHER DRAWINGS FOR DIMENSIONS, LEVELS, FINISHES, MATERIALS, AND ELECTRICAL SYMBOLS.

2. **LEGEND:**

- HIGH VOLTAGE ELECTRICAL SERVICES
- W- WIP WORK
- E- ELECTRICAL SERVICES
- GAS LOW PRESSURE MAINS
- GAS HIGH PRESSURE MAINS
- WATER MAINS
- TELEPHONE MAINS
- FIBRE OPTIC MAINS
- RAIN WATER SERVICES

PRELIMINARY

PC	10/11/15	AS	PRELIMINARY ISSUE
CS	10/11/15	AS	PRELIMINARY ISSUE
IS	10/11/15	AS	PRELIMINARY ISSUE
AS	10/11/15	AS	PRELIMINARY ISSUE
BS	10/11/15	AS	PRELIMINARY ISSUE

Mendick Waring Ltd
Consulting Engineers
18, The Quadrant, Exeter, Devon, EX1 1AF
Tel: 01392 233555
Fax: 01392 233556
Email: mendick.waring@mendick-waring.co.uk

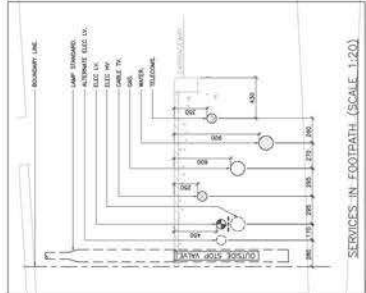
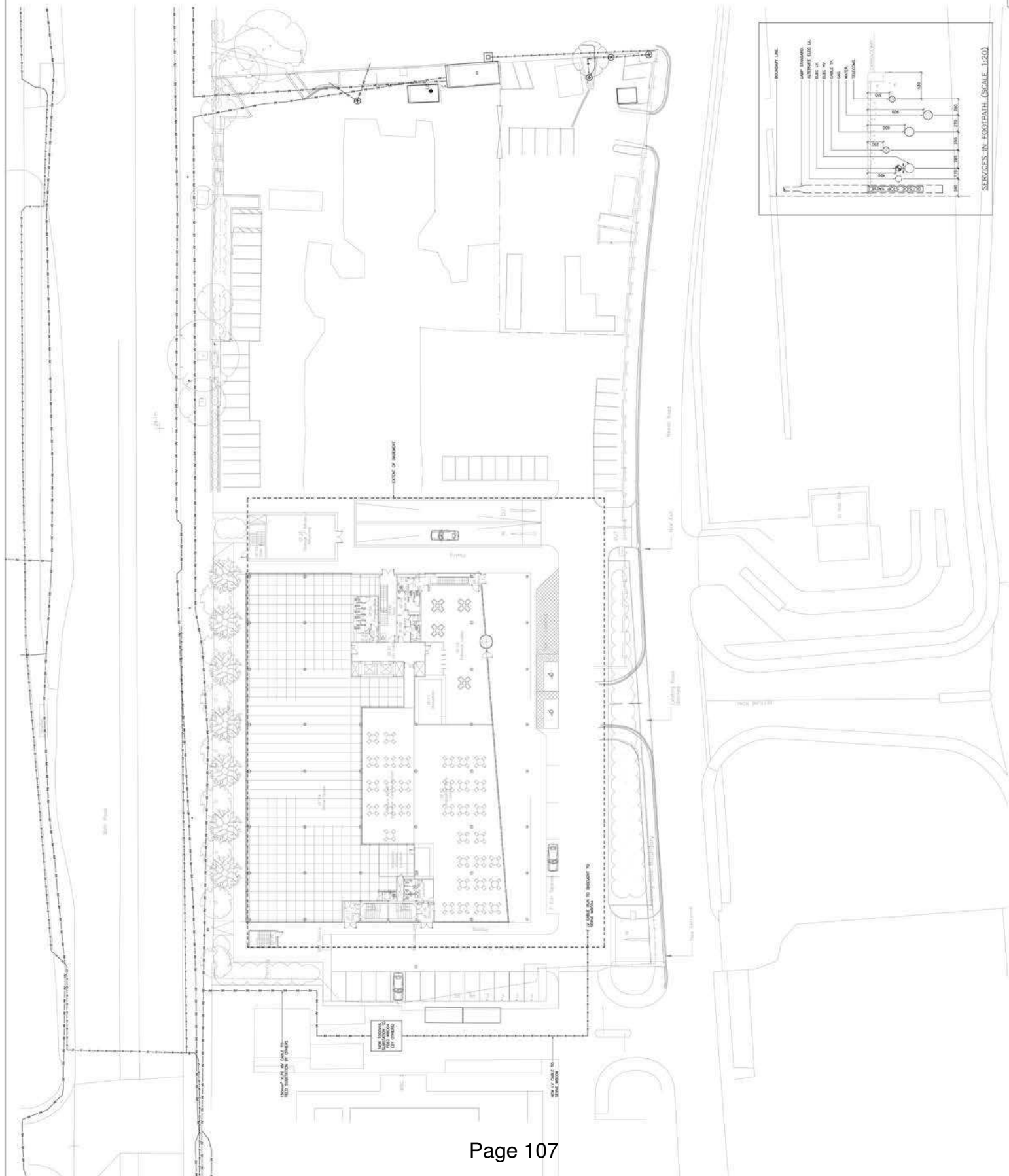
GROVE DEVELOPMENTS LTD

Client: Grove Developments Ltd

Agent: Dexter Moran Associates
Central Point
WBC 4 Heathrow
Uxbridge, Middx, UB8 3PH

Site LAYOUT
NEW SERVICES
ELECTRICAL

Scale: 1:200
Date: 10/11/15
Drawn: BS
Checked: NOV 15
Rev: P2

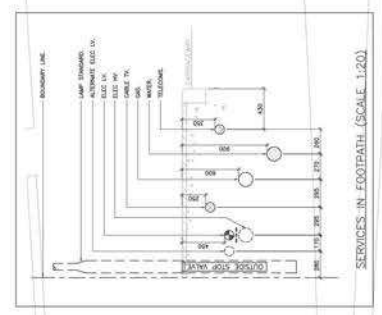
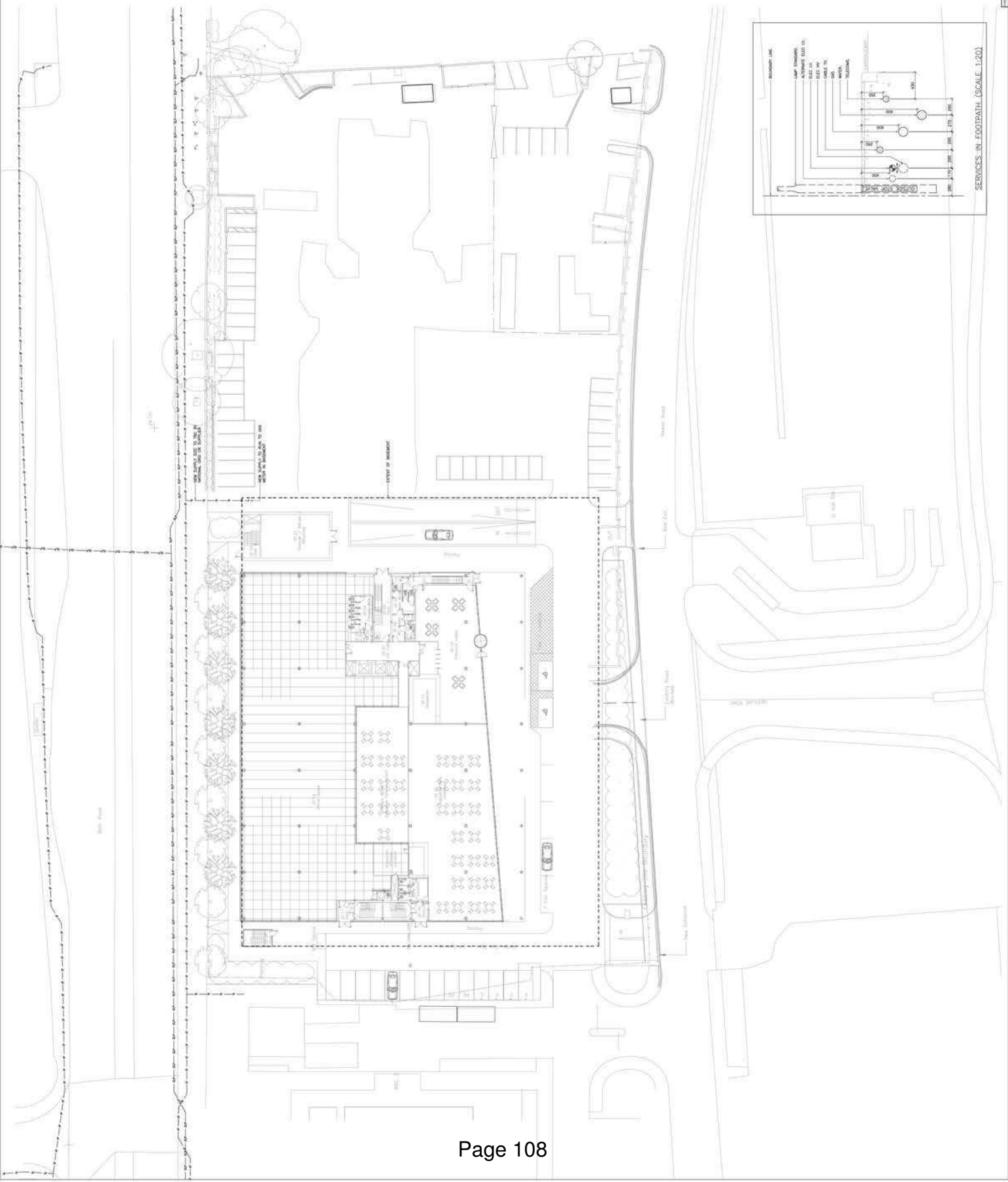


NOTES

1. DO NOT SCALE FROM THIS DRAWING. USE DIMENSIONS INDICATED ON THIS DRAWING FOR ALL DIMENSIONS.

LEGEND

—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES
—●—●—●—	NEW VEHICLE ELECTRICAL SERVICES



PRELIMINARY

DATE	DESCRIPTION
11/15/15	PRELIMINARY ISSUE
11/15/15	PRELIMINARY ISSUE
11/15/15	PRELIMINARY ISSUE

Mendick Waring Ltd
Consulting Engineers
11111 111th Street, Unit 100, Langley BC V3A 2K6
Tel: (604) 581-1111
Fax: (604) 581-1111

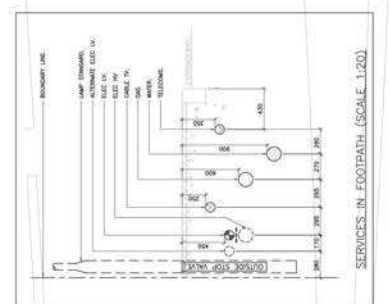
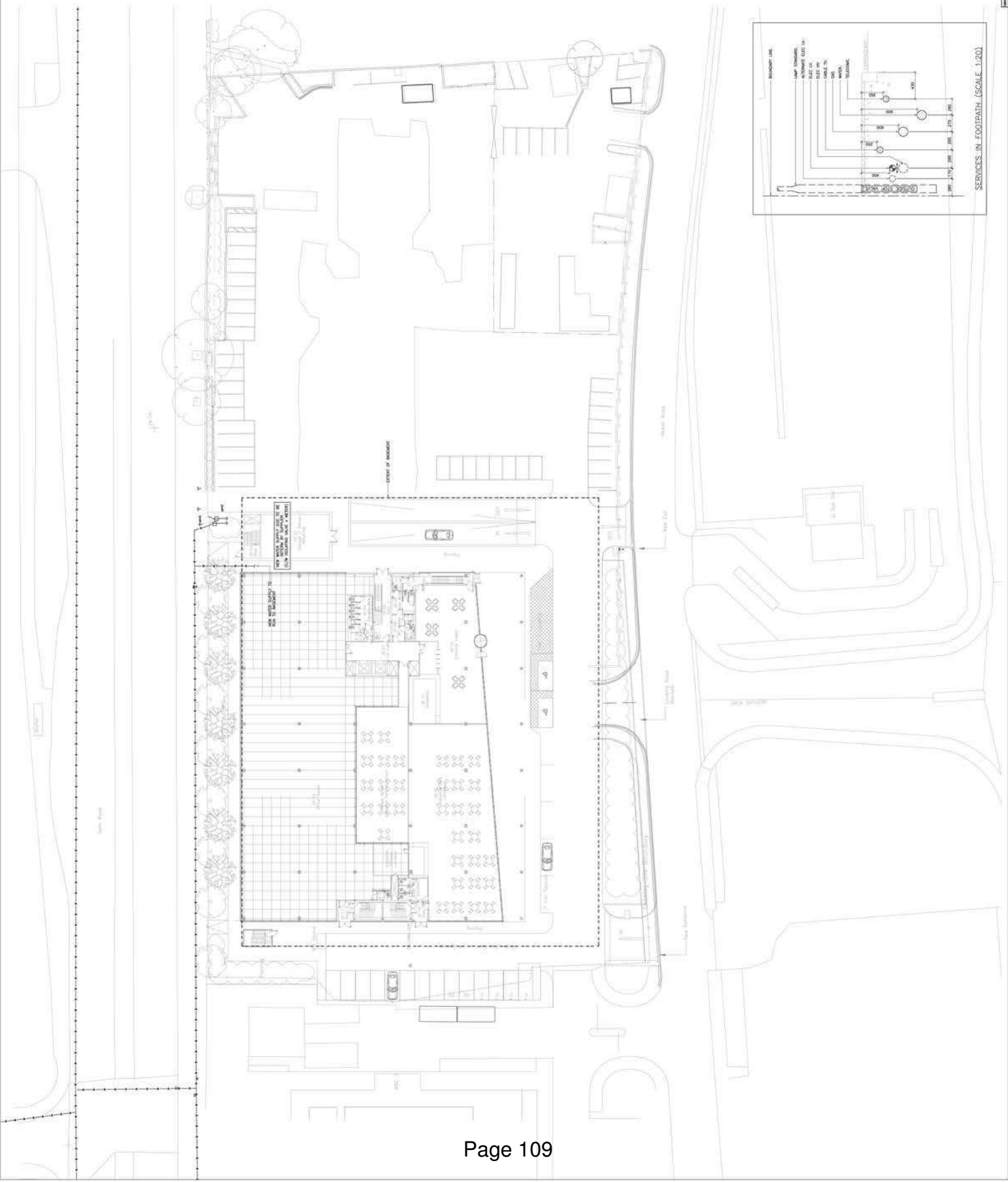
GROVE DEVELOPMENTS LTD
11111 111th Street, Unit 100, Langley BC V3A 2K6
Tel: (604) 581-1111
Fax: (604) 581-1111

Client: Grove Developments Ltd
Project: Dewater Modern Associates
Location: Central Point
Site: WBC # 1-Healthrow
Discipline: Electrical

**SITE LAYOUT
NEW SERVICES
GAS**

Scale	1:200	Date	NOV 15
Drawn by	JAG	Checked by	BS
Project No.	2149-10-SIT-NW_02	Rev	P2

NOTES	
1.	CONDUCT LOCATION FROM THE DRAWINGS, USE COLORING, IDENTIFICATION, AND CHECK ALL SERVICES TO FIT.
REVISIONS:	
—	LOW VOLTAGE ELECTRICAL SERVICES
—	HIGH VOLTAGE ELECTRICAL SERVICES
—	DATA (LOW PRESSURE WATER)
—	TELEPHONE
—	PLUMBING
—	MECHANICAL
—	NEW WORK SERVICES



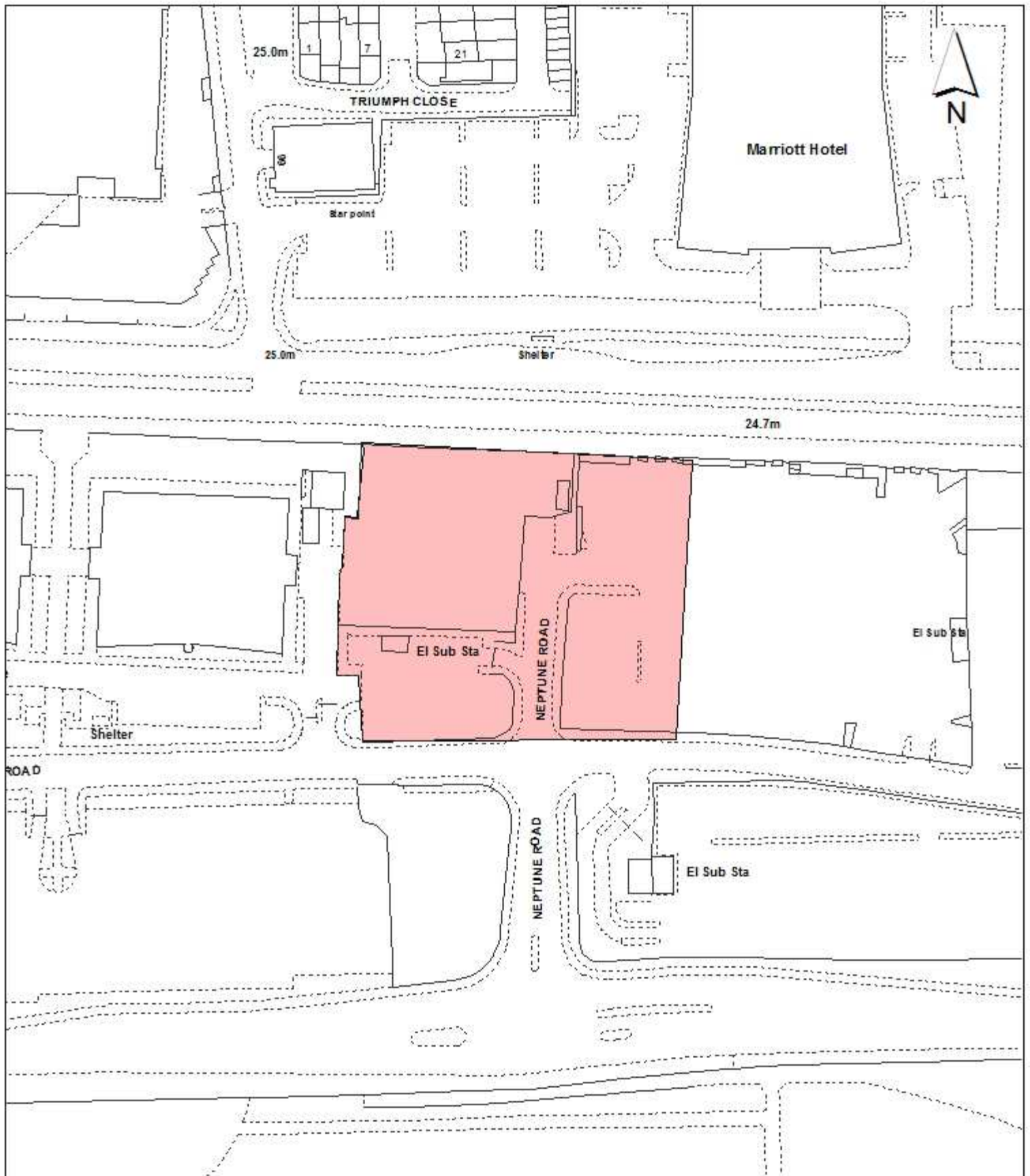
SERVICES IN FOOTPATH (SCALE 1:20)

PRELIMINARY

Mendick Waring Ltd.
 Consulting Engineers
 10500 Highway 1, 2200 Highway 10
 E. Markham, Ontario L3R 9V7

GROVE DEVELOPMENTS LTD.
 Project: Dufferin Motor Associates
 10500 Highway 1, 2200 Highway 10
 E. Markham, Ontario L3R 9V7

SITE LAYOUT NEW SERVICES WATER
 Scale: 1:200
 Date: 8/5/15
 Drawn By: JAW
 Checked By: JAW
 Project No.: 2149-10-SIT-NW_03
 Rev: P1



Notes:

 Site boundary

For identification purposes only.

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Unless the Act provides a relevant exception to copyright.

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Site Address:

**World Business Centre
4 Newall Road
Heathrow Airport**

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

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

Planning Application Ref:

71487/APP/2016/2029

Scale:

1:1,250

Planning Committee:

Major Page 110

Date:

September 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNIT 3 MILLINGTON ROAD HAYES

Development: Erection of 3281sq.m GEA industrial/warehouse unit (Use Classes B1c, B2, B8) and erection of 1327sq.m GEA coach maintenance/servicing unit and depot (Sui Generis); together with alterations to adjacent highway accesses, creation of associated service and customer yards, car parking and landscaping.

LBH Ref Nos: 32157/APP/2016/1696

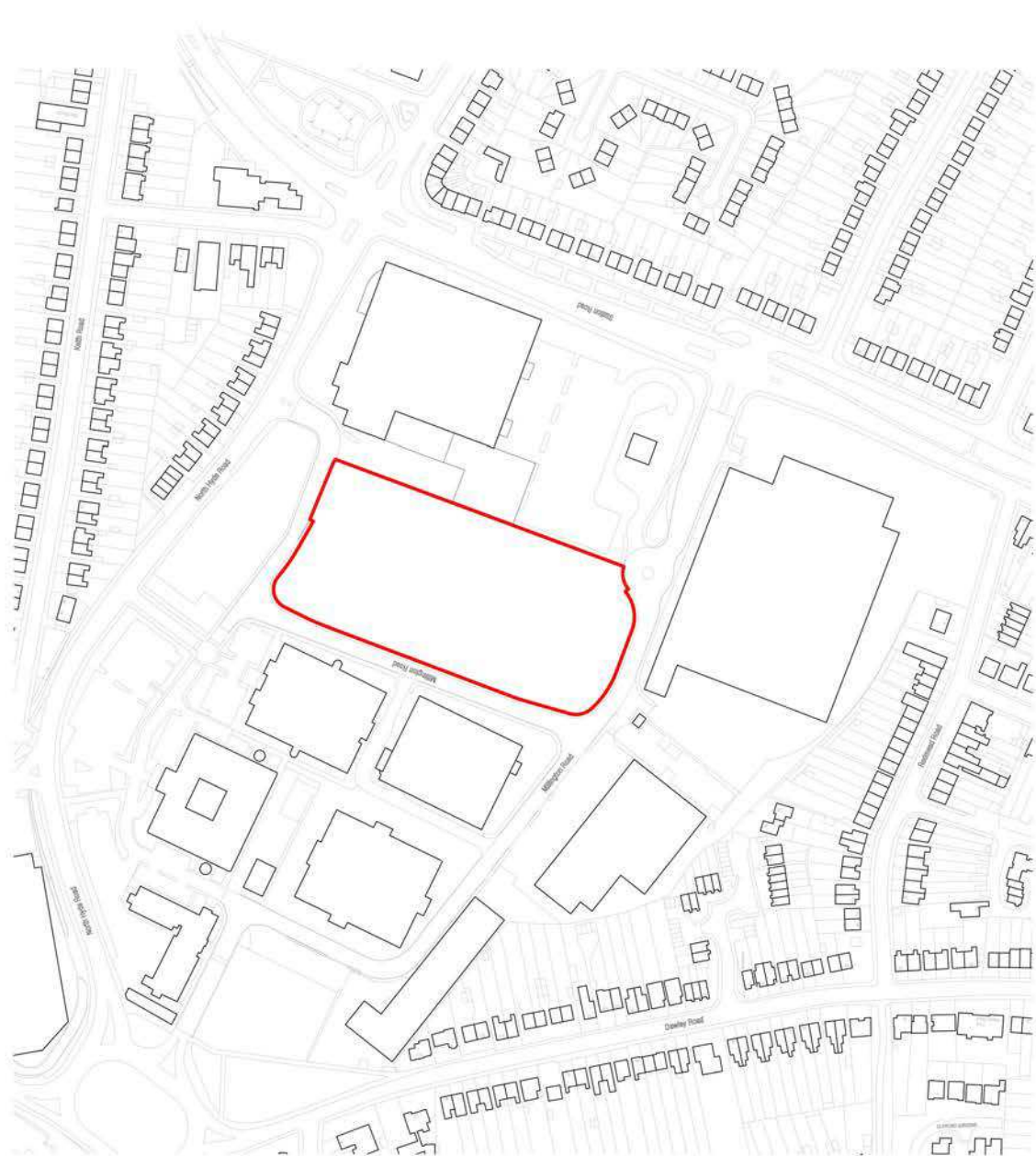
Date Plans Received: 03/05/2016

Date(s) of Amendment(s):

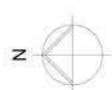
Date Application Valid: 27/05/2016

GENERAL NOTES

The design is based on the site plan submitted by the applicant for the proposed development. It is assumed that the applicant will provide the necessary services and infrastructure for the development, including but not limited to, drainage, roads, and landscaping. The design is subject to the approval of the relevant authorities and the applicant is responsible for obtaining all necessary consents and permissions. The design is based on the information provided by the applicant and is not intended to constitute a warranty or guarantee of any kind.



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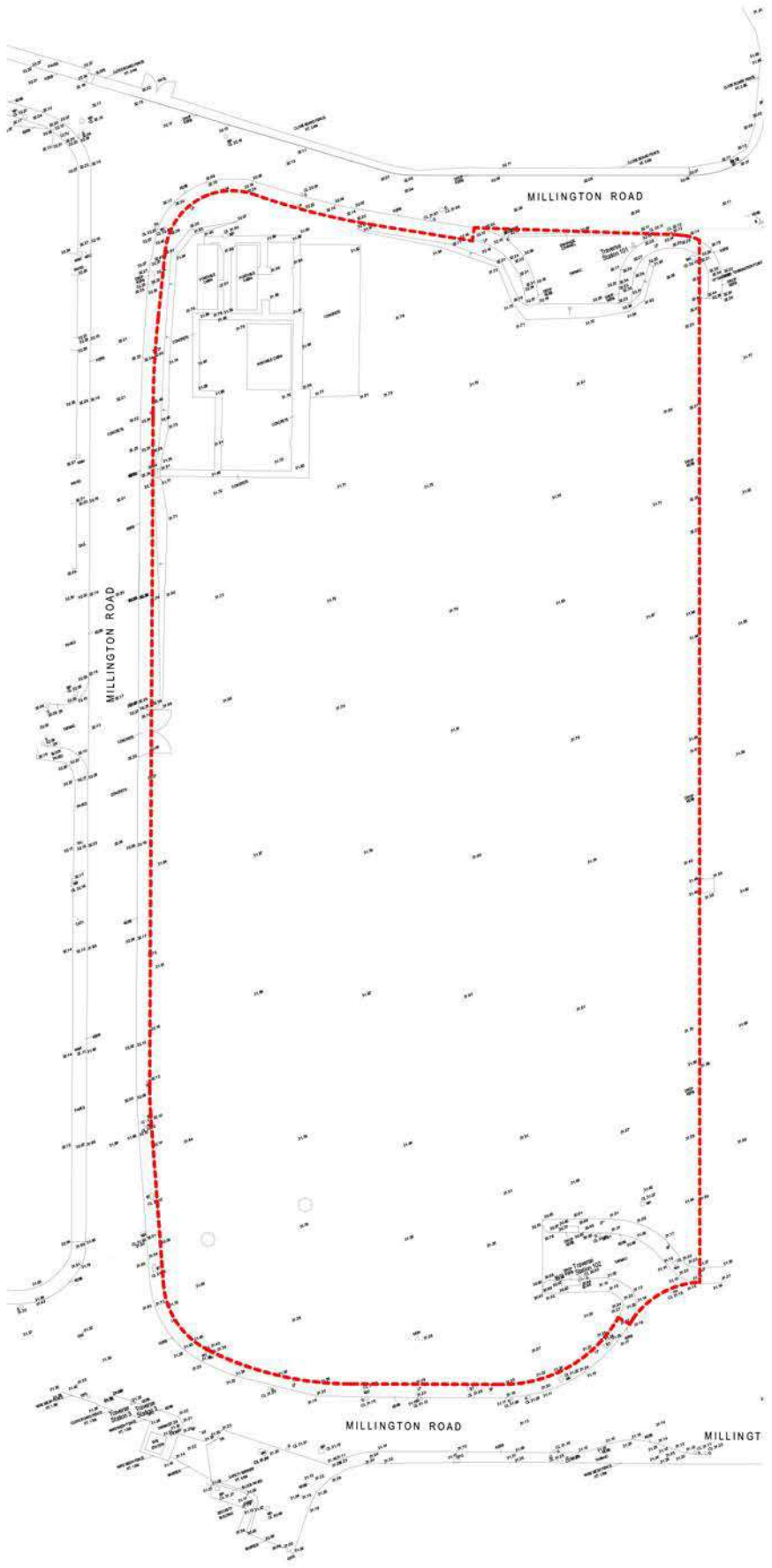


DATE	15.10.2016	BY	A
DESCRIPTION	15.104.A.00_01		
PROJECT	British Steel Pension Fund		
CLIENT	Millington Road - Phase II		
LOCATION	Location Plan		
SCALE	As shown		
Planning			
DATE	15.10.2016	BY	A
DESCRIPTION	15.104.A.00_01		
PROJECT	British Steel Pension Fund		
CLIENT	Millington Road - Phase II		
LOCATION	Location Plan		
SCALE	As shown		

HGP
 ARCHITECTS
 15.104.A.00_01
 E: HGP@HGP-ARCHITECTS.CO.UK
 T: 01275 323 325
 W: WWW.HGP-ARCHITECTS.CO.UK

Ordnance Survey
 Copyright 2016

1. This plan is a technical drawing and should be read in conjunction with the accompanying text and specifications. It is not to be used for construction purposes without the approval of the relevant authorities.



Project Name	British Steel Pension Fund
Client	Millington Road - Phase II
Site Name	Existing Site Plan
Planning	
Scale	1:500
Date	15/04/2020
Author	A
Check	
Drawn	
Project Manager	
Project Engineer	
Project Designer	
Project Checker	
Project Approver	
Project Sign-off	

HGP
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GENERAL NOTES

The design is based on the information provided in the planning application and the site visit. It is intended to provide a general indication of the proposed development and is not intended to be used for any other purpose without the express permission of HGP Architects.

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PLANNING PERMISSION

The proposed development is subject to the following conditions:

1. The development shall be in accordance with the approved planning application.
2. The development shall be completed within the time period specified in the approved planning application.
3. The development shall be completed in accordance with the approved planning application.



LEGEND

- Existing buildings
- Proposed buildings
- Proposed parking spaces
- Proposed landscaping
- Proposed cycle paths
- Proposed access roads
- Proposed drainage
- Proposed boundary walls
- Proposed fences
- Proposed gates
- Proposed lighting
- Proposed signage
- Proposed furniture
- Proposed street art
- Proposed public art
- Proposed community facilities
- Proposed sports facilities
- Proposed play facilities
- Proposed health facilities
- Proposed social facilities
- Proposed cultural facilities
- Proposed educational facilities
- Proposed religious facilities
- Proposed other facilities

NOTES

The information contained in this drawing is for the use of the client and is not to be used for any other purpose without the express permission of HGP Architects.

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British Steel Pension Fund
Millington Road - Phase II
Proposed Site Plan

PLANNING

15.104.A.00_03

HGP ARCHITECTS
 15.104.A.00_03

BRITISH STEEL PENSION FUND
 BRITISH STEEL PENSION FUND
 BRITISH STEEL PENSION FUND

Project Name: BRISTOL STEEL PENSION FUND
 1. DO NOT SCALE THIS DRAWING. WORK TO DIMENSIONS GIVEN.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 3. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

NOTES:

- EXTERNAL LIGHTING CIRCUITS TO BE SUPPLIED FROM A DEVIATED EXTERNAL LIGHTING DISTRIBUTION BOARD IN THE CAR PARK. THE EXTERNAL LIGHTING DISTRIBUTION BOARD SHALL BE INSTALLED BY THE TENDERS FIT OUT CONTRACTOR.
- THE EXTERNAL LIGHTING CIRCUITS SHALL BE CONTROLLED BY AN EXTERNAL PHOTOCELL AND TIME-CLOCK.
- THE CAR PARK LIGHTING TYPE 'D' FITTINGS SHALL BE BARRIERS TO BE INSTALLED BY THE TENDERS FIT OUT CONTRACTOR. THE CAR PARK LIGHTING SHALL OPERATE BETWEEN THE HOURS OF 05:00 AND 20:00. THE CAR PARK LIGHTING SHALL NOT OPERATE RESPECTIVE OF AMBIENT DAYLIGHT LEVEL.
- ALL LIGHTING COLUMN TO BE FITTED WITH A FUSED SWITCH BY THE COLUMN CONSTRUCTION CONTRACTOR. FIT OUTS SHALL BE INSTALLED BY THE TENDERS FIT OUT CONTRACTOR. REF: H&E 01 (2016/01/20).

KEY:

- WALL MOUNTED LED LUMINAIRE, 7m AFPL, ZERO TILT, 200W, 2000 LUMEN, 4000K LED LAMP (TYPE 2 JACK P/N)
- LED LUMINAIRE, ON 8m COLUMN, ZERO TILT, POLYCARBONATE LIGHTING COVER (TYPE 2 JACK P/N)
- LED LUMINAIRE, ON 6m COLUMN, 0° TILT BRACKET, POLYCARBONATE LIGHTING COVER (TYPE 2 JACK P/N)
- LED LUMINAIRE, ON 8m COLUMN, ZERO TILT, 200W, 2000 LUMEN, 4000K LED LAMP (TYPE 2 JACK P/N)
- WALL MOUNTED LED EMERGENCY LUMINAIRE, 2.6m AFPL, 20W, 5000 LUMEN, 4000K LED LAMP (TYPE 2 JACK P/N)
- GROUND MOUNTED LED FLOOD LIGHT FOR SYSTEM WITH CIPIT LIGHTING SELECTOR (SILCOCK-HAYES) 200W, 2000 LUMEN, 4000K LED LAMP (TYPE 2 JACK P/N)
- STEEL COLUMN, 4MM PROJECTION (SILCOCK-HAYES) 200W, 2000 LUMEN, 4000K LED LAMP (TYPE 2 JACK P/N)



Version	Date	Description	By	Date
P1	13/10/16	ISSUED FOR PLANNING	JJB	SK

SILCOCK DAWSON & PARTNERS
 FOR PLANNING

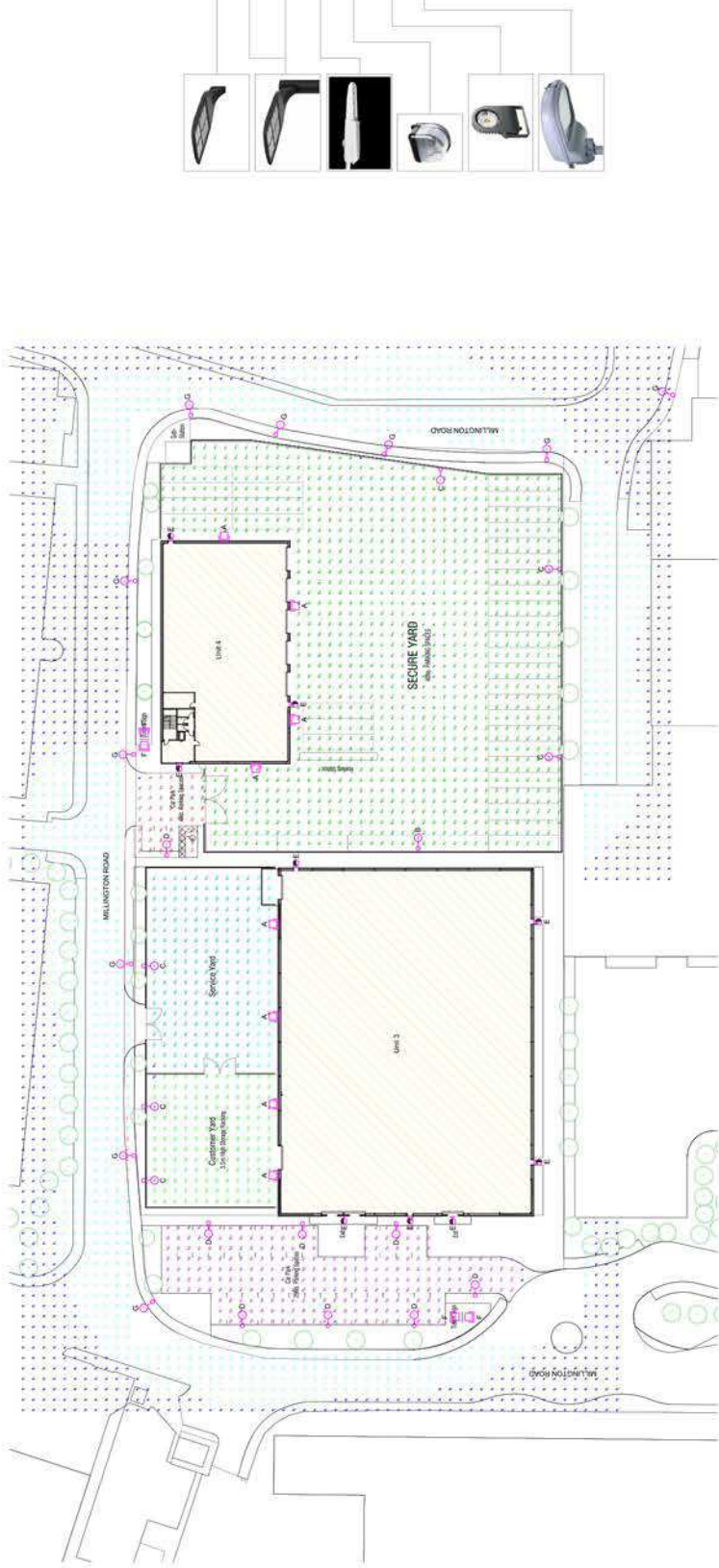
Project Name: BRISTOL STEEL PENSION FUND
 17th FLOOR
 125 OLD BROAD STREET
 LONDON EC2M 1AR

Client: BRITISH STEEL PENSION FUND
 17th FLOOR
 125 OLD BROAD STREET
 LONDON EC2M 1AR

Project: MILLINGTON ROAD - PHASE II
 HAYES
 MIDDLESEX
 UB8 4AZ

Contract: ELECTRICAL SERVICES
 EXTERNAL LIGHTING LAYOUT

UFI No: 150191 E 101 P1
 Scale: 1:500@A1
 Date: DEC15
 Designer: JJB
 Checker: SK

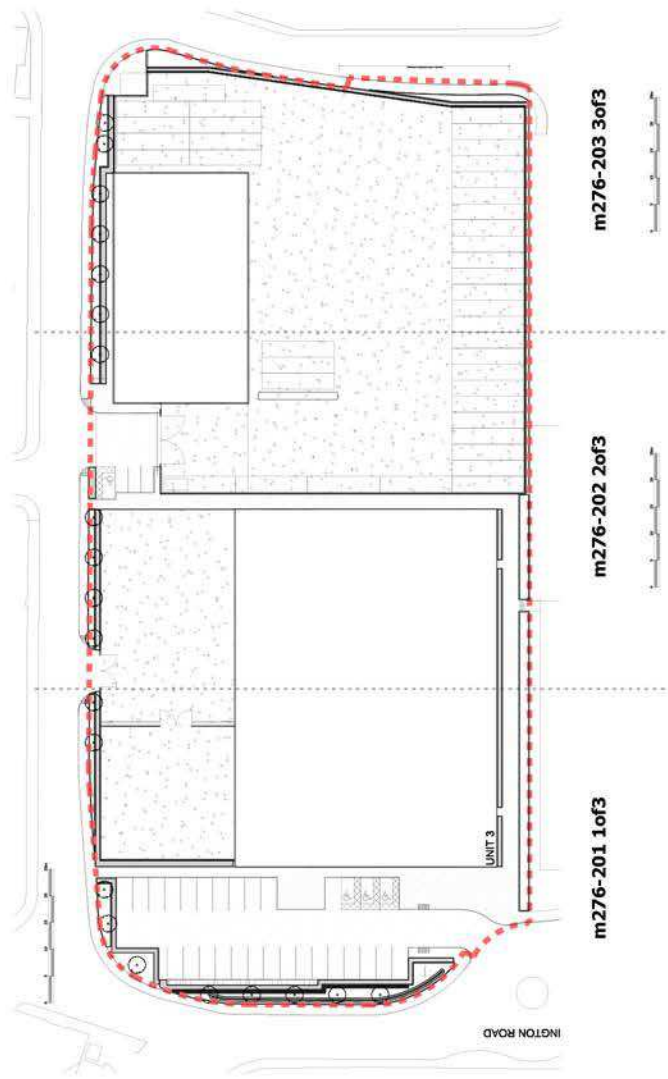
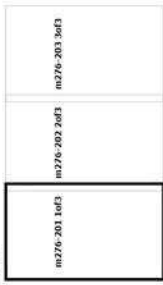


Dimension	Symbol	Height	Angle	Max	Min	Max	Min	Max	Min
Ground Level	+	0.0m	0.0°	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m
Unit 1 Car Park	+	1.5m	15.0°	1.5m	0.0m	1.5m	0.0m	1.5m	0.0m
Unit 2 Car Park	+	2.5m	25.0°	2.5m	0.0m	2.5m	0.0m	2.5m	0.0m
Unit 3 Car Park	+	11.5m	115.0°	11.5m	0.0m	11.5m	0.0m	11.5m	0.0m
Unit 4 Car Park	+	11.5m	115.0°	11.5m	0.0m	11.5m	0.0m	11.5m	0.0m
Unit 5 Car Park	+	21.5m	215.0°	21.5m	0.0m	21.5m	0.0m	21.5m	0.0m
Unit 6 Car Park	+	21.5m	215.0°	21.5m	0.0m	21.5m	0.0m	21.5m	0.0m
Unit 7 Car Park	+	21.5m	215.0°	21.5m	0.0m	21.5m	0.0m	21.5m	0.0m
Unit 8 Car Park	+	21.5m	215.0°	21.5m	0.0m	21.5m	0.0m	21.5m	0.0m

Notes.

Drawing to be read in conjunction with designer risk register.

Key plan



Revisions:
P1 - Carpinus betulus amended to Carpinus betulus Fraxo Fontaine, Redwood species changed to Carpinus species in one location. Additional trees added. Shrub planting added to all units. Additional trees added to all units. Discussion with council landscape officer. Additional landscape margin added along system boundary.
ISSUED FOR PLANNING JLF/6
P1 ISSUED FOR PLANNING April 16

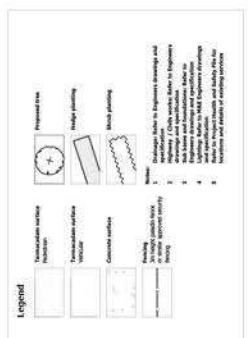
CONTRACT NUMBER



M: 07996 477423 W: www.ijla.co.uk E: info@ijla.co.uk
 Contractors are not to be held liable for any errors. All dimensions are to be taken from the drawings. The drawings are for information only and are not to be used for construction. The drawings are to be used for information only and are not to be used for construction. The drawings are to be used for information only and are not to be used for construction.

PLANNING

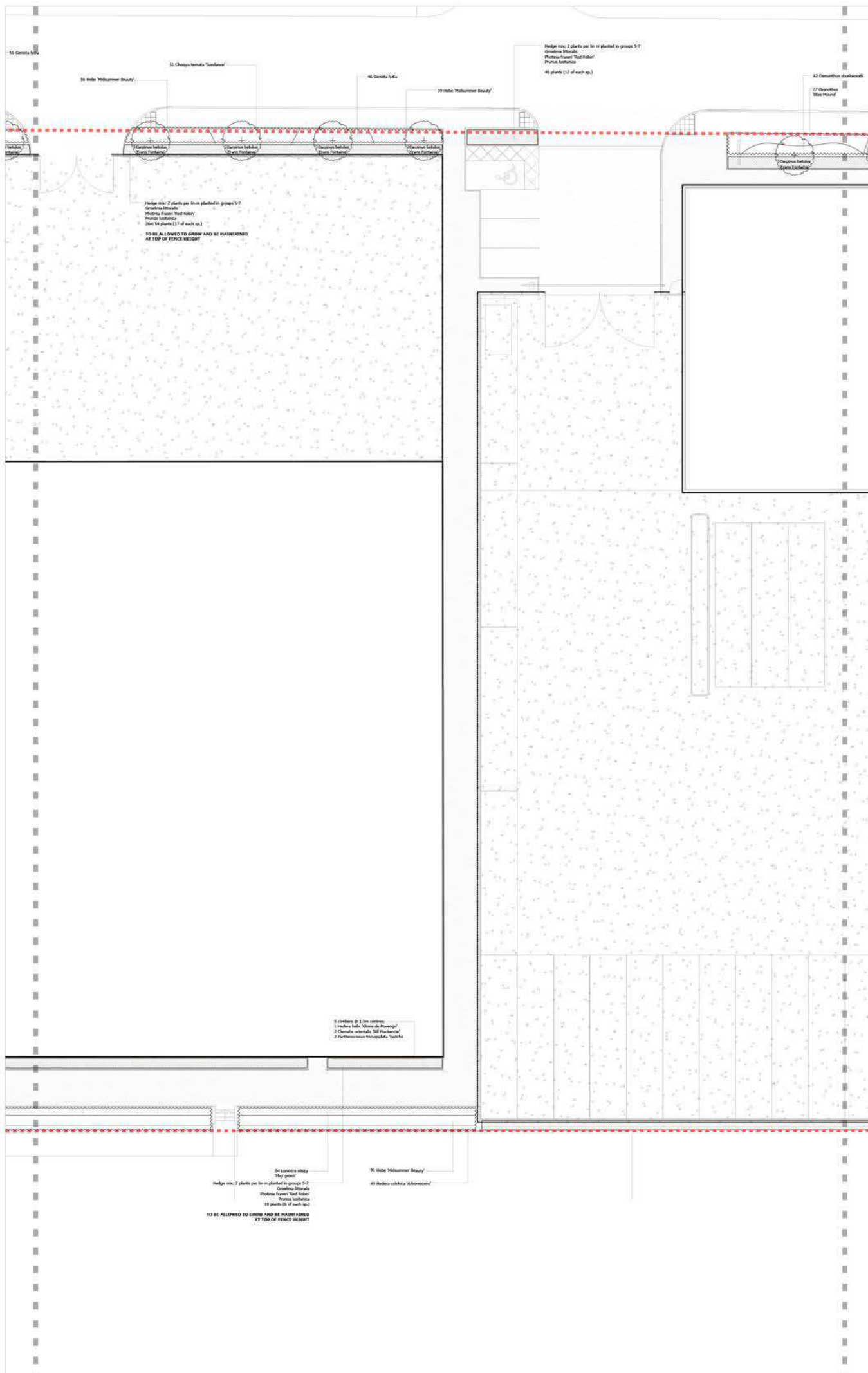
PROJECT: Millington Road, Hayes
DRAWING TITLE: Overall Landscape Plan
SCALE: 1:500 (B/A)
DATE: 16/04/2016
DESIGNER: JLF/6
CHECKED: P2
DATE: 16/04/2016
PROJECT NUMBER: P2
CONTRACT NUMBER: P2
 1. I:\projects\1011\1011_11\1011_11_01.dwg
 2. 1
 3. 1



Notes.

For plant schedule and legend refer to drawing M276-201
 Drawing to be read in conjunction with designer risk register

Key plan



Hedge mix: 2 plants per lin m planted in groups 5-7
 Clematis integrifolia
 Prunus lauro-coccinea
 10 plants (17 of each sp.)
TO BE ALLOWED TO GROW AND BE MAINTAINED AT TOP OF FENCE HEIGHT

Hedge mix: 2 plants per lin m planted in groups 5-7
 Clematis integrifolia
 Prunus lauro-coccinea
 10 plants (17 of each sp.)

5 climbers @ 1 lin screen:
 1 Hedera helix 'Variegata Aurea'
 2 Clematis integrifolia 'Bill Fothergill'
 2 Parthenocissus tricuspidata 'Veitchii'

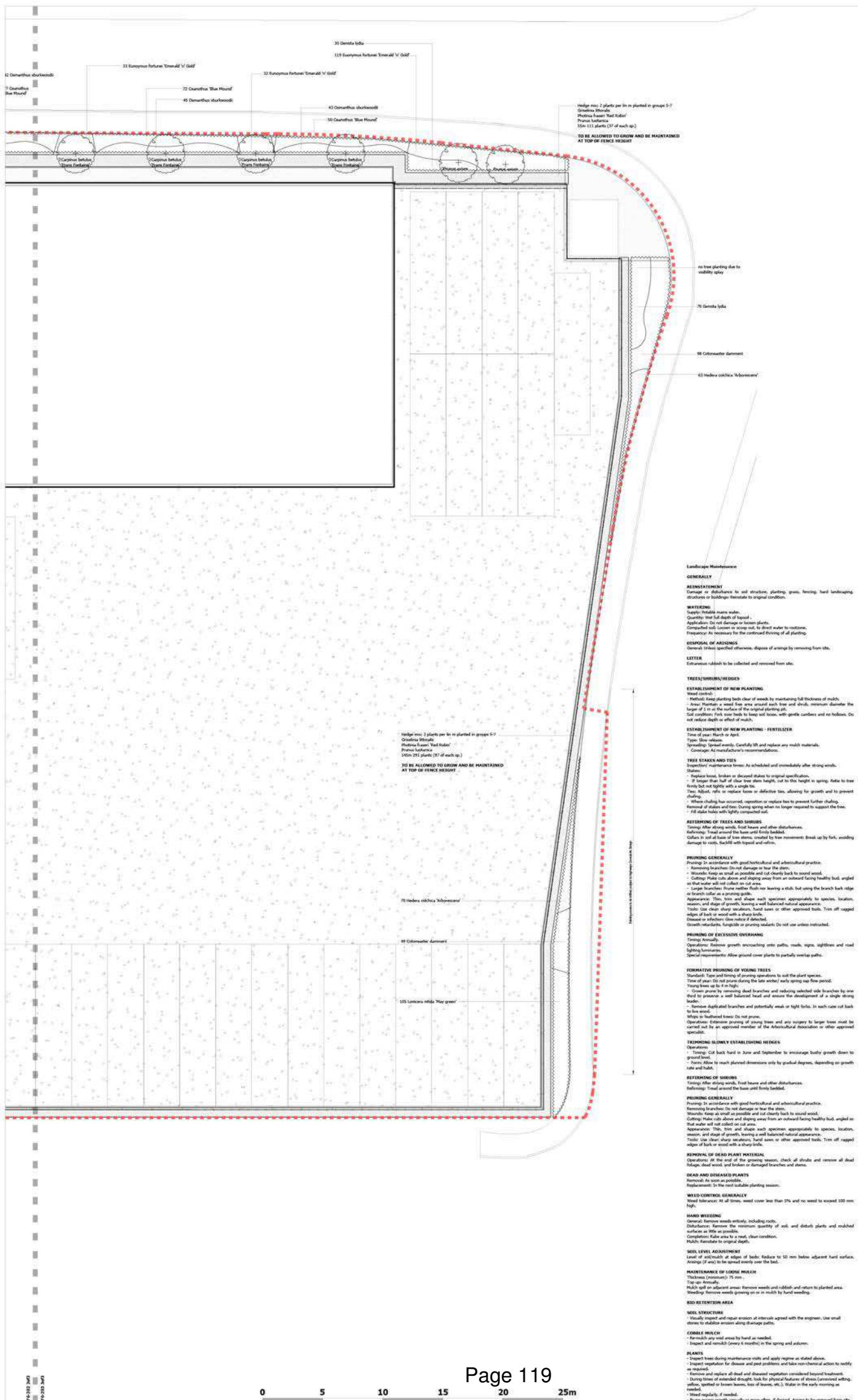
Hedge mix: 2 plants per lin m planted in groups 5-7
 Clematis integrifolia
 Prunus lauro-coccinea
 10 plants (17 of each sp.)
TO BE ALLOWED TO GROW AND BE MAINTAINED AT TOP OF FENCE HEIGHT

Revisions:
 P2 Clematis lauro-coccinea changed to Clematis lauro-coccinea
 P3 Clematis integrifolia changed to Clematis integrifolia
 P4 Additional trees added. Shrub planting amended. Planting schedule added. All following discussion with council landscape officer. Additional landscape design added along western boundary
 P5 ISSUED FOR PLANNING April 16



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 11-17/18A A7707 W1 www.ijla.co.uk E: info@ijla.co.uk
 Created on site to suit this drawing. All dimensions are to be checked on site for accuracy. Any changes to be agreed in writing before construction.
 SCALE: 1:100 (0/40)
 DATE: 16/04/16
 DRAWING NUMBER: M276-201
 DESIGN: P2
 PROJECT: Millington Road, Hayes
 DRAWING TYPE: Landscape Plan
 SHEET: 3 of 3
 SCALE: 1:100 (0/40)
 DATE: 16/04/16
 DRAWING NUMBER: M276-201
 DESIGN: P2
 PROJECT: Millington Road, Hayes
 DRAWING TYPE: Landscape Plan
 SHEET: 3 of 3





Notes.

For plant schedule and legend refer to drawing
M276-201

Drawing to be read in conjunction with designer risk register

Key plan

M276-201 3aF	M276-201 3aF	M276-201 3aF
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Landscaping Maintenance

GENERALLY

REESTABLISHMENT
 General: In accordance to soil structure, planting, grade, fencing, hard landscaping structures or buildings: Remediate to original condition.

WATERING
 Supply: Provide means water.
 Quantity: Wet full depth of topsoil.
 Application: Do not damage or harm plants.
 Composted soil: Loosen or scoop out, to direct water to rootzone.
 Frequency: As necessary for the continued thriving of all planting.

DISPOSAL OF WEEDING
 General: Unless specified otherwise, dispose of weeds by removing from site.

LITTER
 Extraneous rubbish to be collected and removed from site.

TREES/SHRUBS/HEDGES

ESTABLISHMENT OF NEW PLANTING
 Time of year: March to April.
 Method: Keep planting beds clear of weeds by maintaining full thickness of mulch.
 Area: Marking is used for area around each tree and shrub, minimum diameter the larger of 3m or as the surface of the original planting pit.
 Soil condition: Fork over beds to level and fork with gentle care and no holes. Do not replace depth or effect of mulch.

ESTABLISHMENT OF NEW PLANTING - FERTILIZER
 Time of year: March to April.
 Type: Slow release.
 Quantity: As manufacturer's recommendation.
 Coverage: As manufacturer's recommendation.

TREE STAKES AND TIES
 Inspection: Inspect trees before, as scheduled and immediately after strong winds.
 Stakes:
 - Stake: Install, broken or damaged stakes to original specification.
 - If longer than half of clear stem height, cut to the height in spring. Stake to be present from bud break until a single tie.
 - Ties: Adjust, re-tie or replace loose or defective ties, allowing for growth and to prevent chafing.
 - Where chafing has occurred, reposition or replace ties to prevent further chafing.
 Removal of stakes and ties: During spring when no longer required to support the tree.
 - If 2 stake holes with lightly compacted soil.

REMOVAL OF TREES AND SHRUBS
 Timing: After strong winds, fuel losses and other disturbances.
 Referring: Treat around the base until firmly bedded.
 Cut: In all cases of tree stems, created by tree movement; break up by fork, avoiding damage to roots, bark and foliage and cables.

PRUNING GENERALLY
 Pruning: In accordance with good horticultural and arboricultural practice.
 Inspecting branches: Inspect damage or near the stem.
 Wounds: Keep as small as possible and cut cleanly back to sound wood.
 Cutting: Make cuts above and sloping away from an internal facing healthy bud, angled so that water will not collect on cut area.
 Larger branches: Remove with a chainsaw, leaving a stub, but using the branch back edge or branch collar as a pruning guide.
 Timing: This, time and stage of growth, leaving a well balanced natural appearance.
 Tools: Use clean sharp secateurs, hand saws or other approved tools. Trim off ragged edges of bark or wood with a sharp knife.
 Dispose: Dispose of branches, foliage or pruning material; Do not use unless instructed.

PRUNING OF EXCESSIVE OVERHANG
 Operations: Remove growth encroaching onto paths, roads, signs, sightlines and road sightlines.
 Special instructions: Allow ground cover plants to partially overlap paths.

FORMATIVE PRUNING OF YOUNG TREES
 Standards: Type and timing of pruning operations to suit the plant species.
 Time of year: Do not prune during the late winter/early spring sap flow period.
 Young trees up to 4m high:
 - Crown: prune by removing dead, diseased and reducing selected side branches by one third to promote a well balanced form and ensure the development of a single strong leader.
 - Remove duplicated branches and potentially weak or tight forks. In such case cut back to a main stem.
 Whips or leaded trees: Do not prune.
 Operations: Extensive pruning of young trees and any canopy to larger trees must be carried out by an approved member of the Arboricultural Association or other approved specialist.

PRUNING SLOWLY ESTABLISHING HEDGES
 Operations: Cut back hard in June and September to encourage bushy growth down to ground level.
 Timing: Allow to reach planned dimensions only by gradual stages, depending on growth rate and foliage.

REMOVAL OF SHRUBS
 Timing: After strong winds, fuel losses and other disturbances.
 Referring: Treat around the base until firmly bedded.

PRUNING GENERALLY
 Pruning: In accordance with good horticultural and arboricultural practice.
 Inspecting branches: Do not damage or near the stem.
 Wounds: Keep as small as possible and cut cleanly back to sound wood.
 Timing: This, time and stage of growth, leaving a well balanced natural appearance.
 Tools: Use clean sharp secateurs, hand saws or other approved tools. Trim off ragged edges of bark or wood with a sharp knife.

REMOVAL OF DEAD PLANT MATERIAL
 Operations: At the end of the pruning season, check all shrubs and remove all dead foliage, dead wood, and broken or damaged branches and stems.

DEAD AND DISEASED PLANTS
 Removal: As soon as possible.
 Replacement: In the most suitable planting season.

WILD COVERING GENERALLY
 Weed tolerance: At all times, weed cover less than 5% and no weed to exceed 100mm high.

SOIL WEEDING
 General: Remove weeds actively, including roots.
 Disturbance: Remove the minimum quantity of soil and disturb plants and mulched surface as little as possible.
 Completion: Make area to a neat, clean condition.
 Mulch: Remediate to original depth.

SOIL LEVEL ADJUSTMENT
 Level of mulch: At edge of beds. Spike to 50mm below adjacent hard surface.
 Adjust: If any to be topped evenly over the bed.

MAINTENANCE OF LOGS/ MULCH
 Thickness (minimum): 75mm.
 Top up: Annually.
 Mulch: Split on adjacent areas. Remove weeds and rubbish and return to planted area.
 Timing: Remove weeds growing or in or mulch by hand weeding.

SOIL RETENTION AREA

SOIL STRUCTURE
 Visually inspect and repair erosion at intervals agreed with the engineer. Use small stones to stabilize erosion along drainage paths.

COMBIL MULCH
 Inspect and mulch (every 4 months) in the spring and autumn.

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 Inspect and mulch (every 4 months) in the spring and autumn.

PLANTS
 Inspect trees during maintenance visits and apply regime as detailed above.
 Inspect vegetation for disease and pest problems and take non-chemical action to rectify as required.
 Remove and replace all dead and diseased vegetation considered beyond treatment.
 During times of extended drought, look for physical failure of trees (unravelling, wilting, wilting or brown leaves, loss of leaves, etc.), indicate in the early morning at intervals.
 Water: Regularly, if needed.
 Prune: Remove growth annually or more often, if desired. Acting to be removed from site.



Revisions:

R2	Carpinus betulus amended to Carpinus betulus Frax
R1	Final Planning

ijla

PLANNING

Millington Road, Hayes

LANDSCAPE PLAN
 Sheet 3of3

DATE: 12/10/2024

SCALE: 1:1000

PROJECT: Millington Road, Hayes

DRAWN BY: [Name]

CHECKED BY: [Name]

DATE: 12/10/2024

SCALE: 1:1000

PROJECT: Millington Road, Hayes





GENERAL NOTES

The Architect and Engineer are not responsible for the design of the building structure. The building structure shall be designed by a qualified structural engineer in accordance with the applicable codes of practice.

This drawing is for the proposed ground floor plan only. It is subject to approval by the local authority and the relevant planning authority. All dimensions are in millimeters unless otherwise stated.

The floor level of the ground floor is indicated by the level 100.00. All floor levels are relative to this level unless otherwise stated.

The proposed ground floor plan is subject to the following conditions:

- The proposed ground floor plan is subject to the following conditions:
- The proposed ground floor plan is subject to the following conditions:
- The proposed ground floor plan is subject to the following conditions:

REVISIONS

NO. 01: 15.104.A.00.00.01

SCALE

1:100

NOTES

1. All dimensions are in millimeters unless otherwise stated.

2. The proposed ground floor plan is subject to the following conditions:

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3. The proposed ground floor plan is subject to the following conditions:

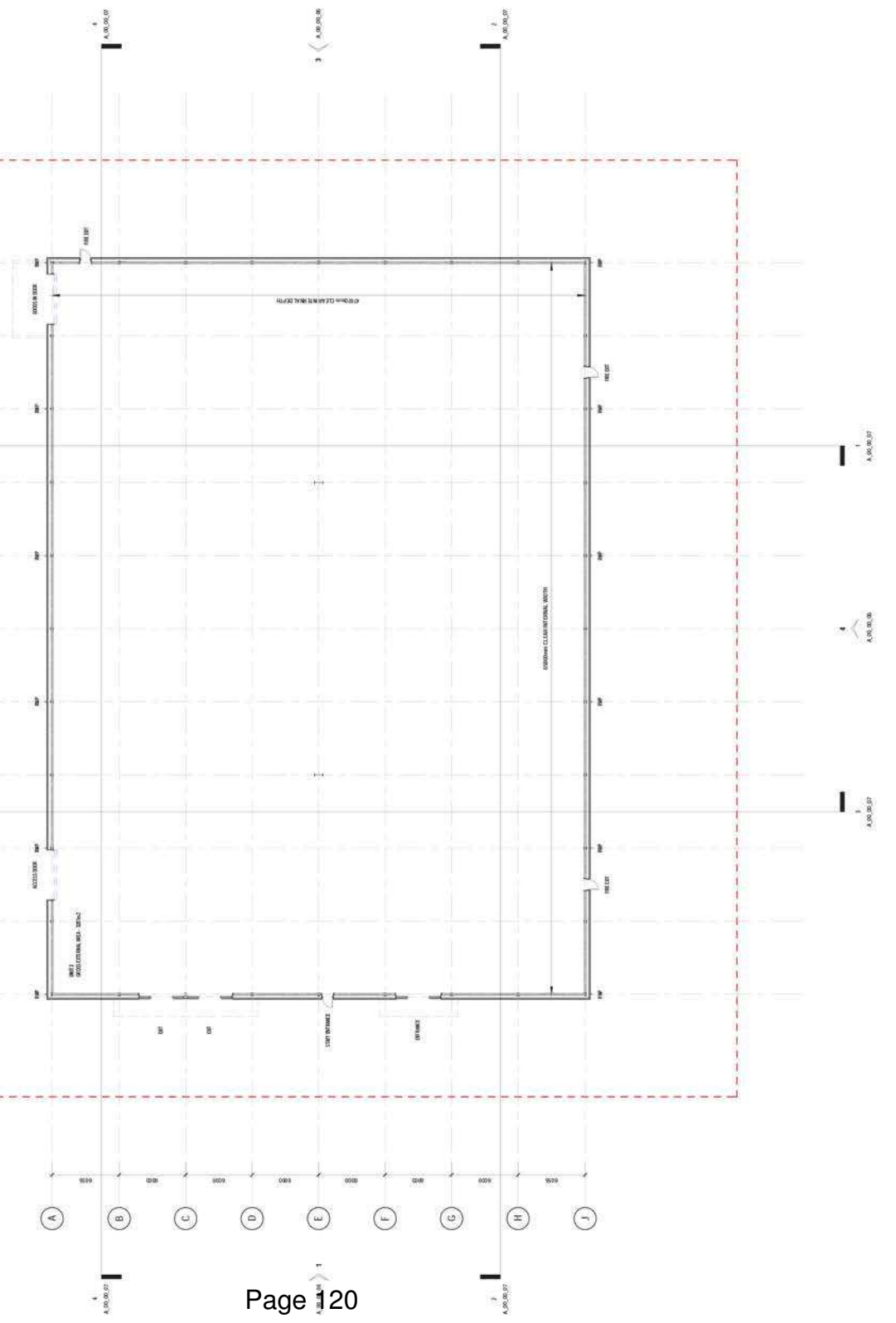
- The proposed ground floor plan is subject to the following conditions:
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- The proposed ground floor plan is subject to the following conditions:
- The proposed ground floor plan is subject to the following conditions:
- The proposed ground floor plan is subject to the following conditions:



British Steel Pension Fund

Millington Road - Phase II

Unit 3 Proposed Ground Floor Plan

Planning

Drawn	Checked	Scale	Date
AM	JM	1:200 (A3)	04.12.2023

Project No: 15.104.A.00.00.01

Sheet No: D

HGP ARCHITECTS

15.104.A.00.00.01

BRITISH STEEL PENSION FUND

MILLINGTON ROAD PHASE II

UNIT 3 PROPOSED GROUND FLOOR

PLANNING

04.12.2023

15.104.A.00.00.01

D

BRITISH STEEL PENSION FUND

MILLINGTON ROAD PHASE II

UNIT 3 PROPOSED GROUND FLOOR

PLANNING

04.12.2023

15.104.A.00.00.01

D

GENERAL NOTES

The design is based on the design criteria for the proposed building as shown on the site plan. It is assumed that the proposed building will be used for office purposes and will be occupied by approximately 1000 persons. The design is based on the design criteria for the proposed building as shown on the site plan. It is assumed that the proposed building will be used for office purposes and will be occupied by approximately 1000 persons. The design is based on the design criteria for the proposed building as shown on the site plan. It is assumed that the proposed building will be used for office purposes and will be occupied by approximately 1000 persons.

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MATERIALS

- Concrete: C30/37
- Reinforcement: B500S
- Roof Slab: 150mm
- Roof Deck: 100mm
- Roof Insulation: 100mm
- Roof Cladding: 100mm
- Roof Drainage: 100mm



LEGEND

- Structural symbols
- Roof structure system
- Roof drainage system

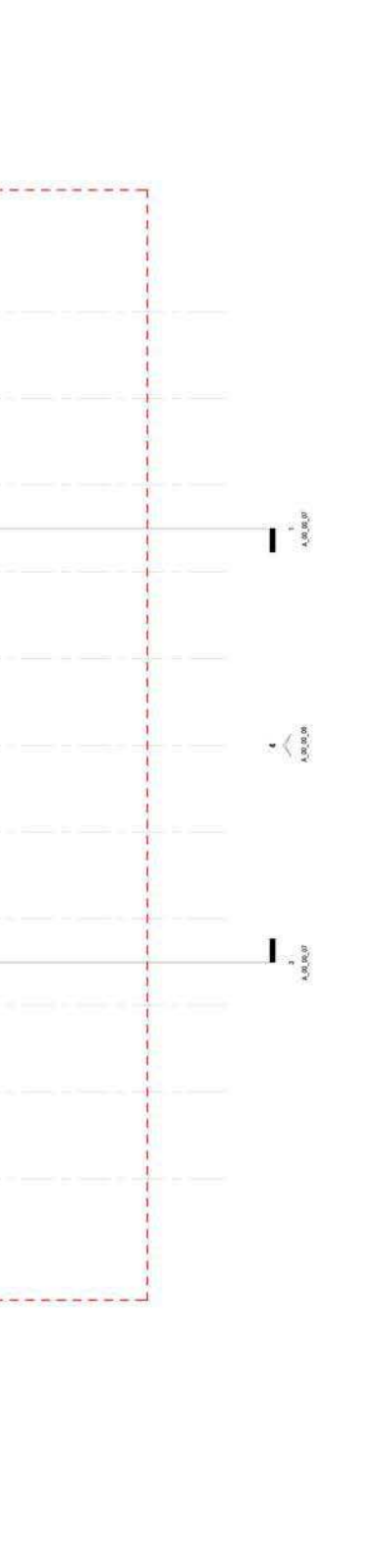
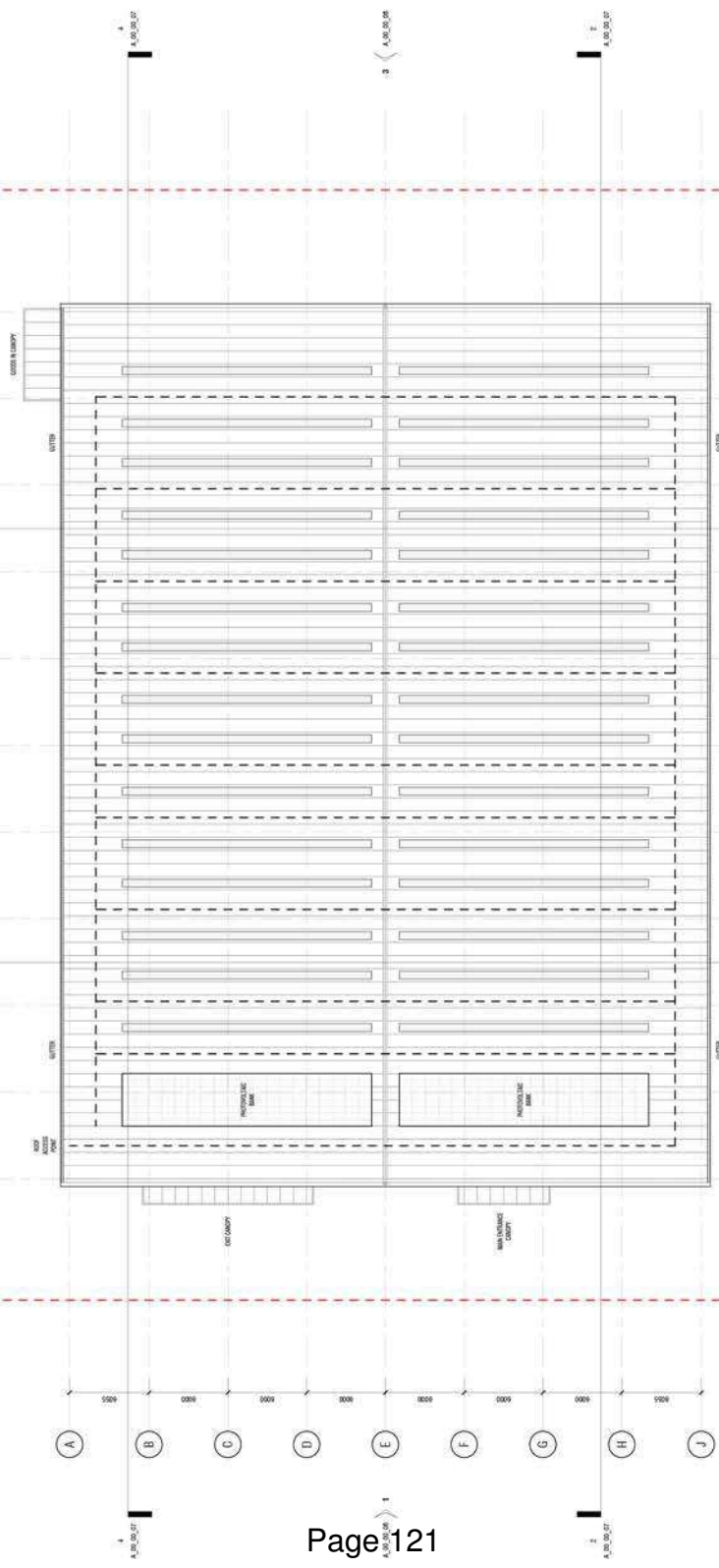


SECTION 1-1

Roof structure system

SECTION 2-2

Roof drainage system



British Steel Pension Fund

Millington Road - Phase II

Unit 3 Proposed Roof Plan

HGP ARCHITECTS

15.104.A.00.05

11.12.2019

15.104.A.00.05

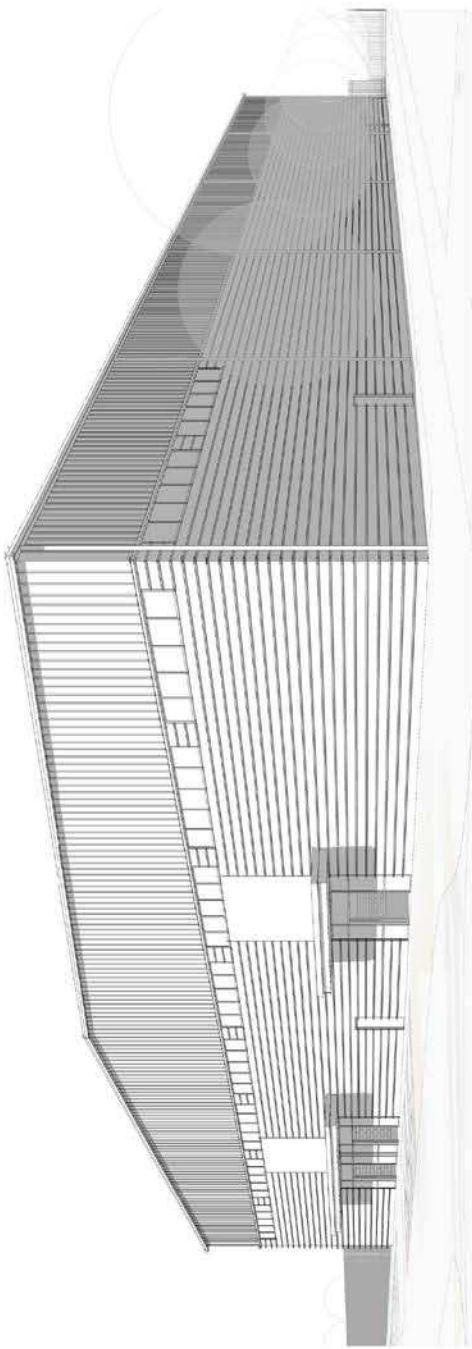
15.12.2019

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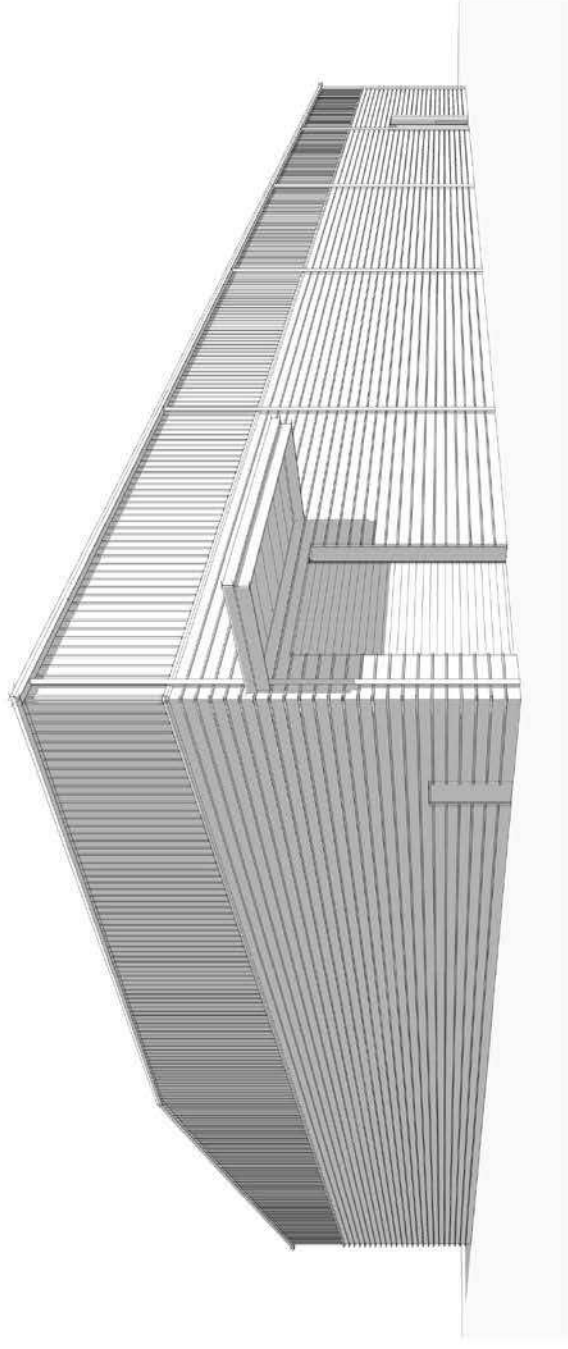
15.12.2019

GENERAL NOTES

The design is based on the information provided in the planning application. It is the responsibility of the applicant to ensure that the design complies with all relevant planning and building regulations. The design is based on the information provided in the planning application. It is the responsibility of the applicant to ensure that the design complies with all relevant planning and building regulations. The design is based on the information provided in the planning application. It is the responsibility of the applicant to ensure that the design complies with all relevant planning and building regulations.



1 South East Corner



2 North West Corner

DATE	BY	DESCRIPTION
15.10.2019	AM	01
15.10.2019	AM	02
15.10.2019	AM	03
15.10.2019	AM	04
15.10.2019	AM	05
15.10.2019	AM	06
15.10.2019	AM	07
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15.10.2019	AM	27
15.10.2019	AM	28
15.10.2019	AM	29
15.10.2019	AM	30

British Steel Pension Fund
Millington Road - Phase II
Unit 3 Perspective Views

DATE	BY	DESCRIPTION
15.10.2019	AM	01
15.10.2019	AM	02
15.10.2019	AM	03
15.10.2019	AM	04
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15.10.2019	AM	30

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ARCHITECTS
15.104.A_00_00
15.10.2019

BRITISH STEEL PENSION FUND
ARCHITECTS
15.104.A_00_00
15.10.2019

BRITISH STEEL PENSION FUND
ARCHITECTS
15.104.A_00_00
15.10.2019

GENERAL NOTES

The main floor plan is shown for information only. It is not to be used for construction purposes. It is the responsibility of the client to ensure that the main floor plan is correct and that it is used for construction purposes. It is the responsibility of the client to ensure that the main floor plan is correct and that it is used for construction purposes.

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REVISIONS

NO.	DATE	DESCRIPTION
1	15.10.2010	Issue for information



GENERAL NOTES

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British Steel Pension Fund

Millington Road - Phase II

Unit 4 Proposed Ground Floor

Plan

Planning

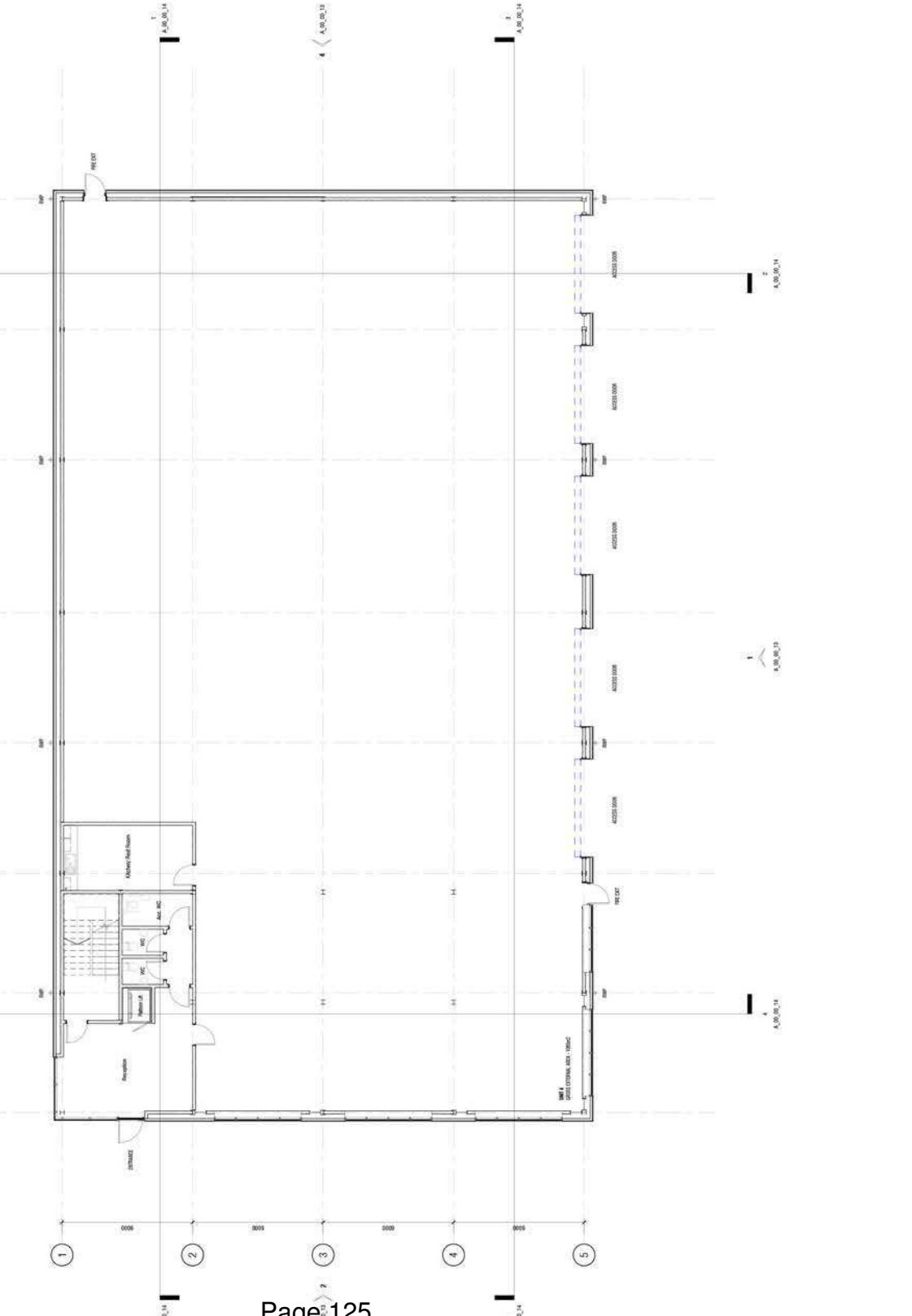
15.104.A.00_10 E

HGP ARCHITECTS

15.104.A.00_10 E

REVISIONS

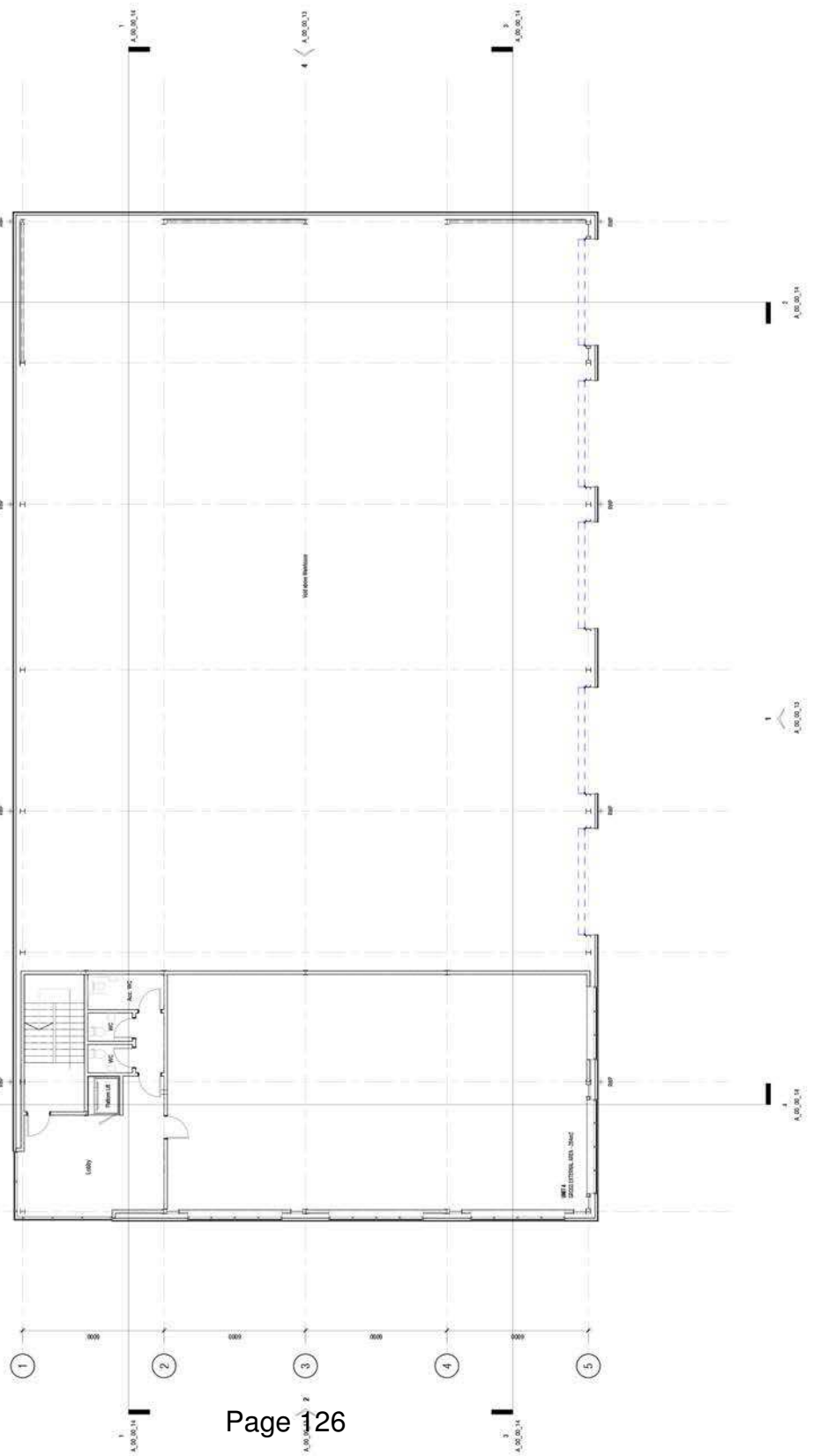
NO.	DATE	DESCRIPTION
1	15.10.2010	Issue for information





- NOTES**
- 1. Refer to the 'Notes' section of the contract documents for further details.
 - 2. The drawings are for information only and do not constitute an offer.
 - 3. The drawings are for information only and do not constitute an offer.
 - 4. The drawings are for information only and do not constitute an offer.
 - 5. The drawings are for information only and do not constitute an offer.
 - 6. The drawings are for information only and do not constitute an offer.
 - 7. The drawings are for information only and do not constitute an offer.
 - 8. The drawings are for information only and do not constitute an offer.
 - 9. The drawings are for information only and do not constitute an offer.
 - 10. The drawings are for information only and do not constitute an offer.

- GENERAL NOTES**
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 - 8. The drawings are for information only and do not constitute an offer.
 - 9. The drawings are for information only and do not constitute an offer.
 - 10. The drawings are for information only and do not constitute an offer.



British Steel Pension Fund
 Millington Road - Phase II
 Unit 4 Proposed First Floor Plan

Planning

15.104.A.00_00_11

HGP ARCHITECTS
 15.104.A.00_00_11

BRITISH STEEL PENSION FUND
 BRITISH STEEL PENSION FUND
 BRITISH STEEL PENSION FUND

GENERAL NOTES

The Architect is not responsible for any structural requirements or loadings for the proposed building. It shall be the responsibility of the Engineer to provide and verify the structural design for the proposed building. The Engineer shall be responsible for all structural requirements for the proposed building, including but not limited to the following:

- Structural design for the proposed building, including but not limited to the following:
 - Foundation design for the proposed building.
 - Column design for the proposed building.
 - Beam design for the proposed building.
 - Slab design for the proposed building.
 - Wall design for the proposed building.
 - Roof design for the proposed building.
 - Staircase design for the proposed building.
 - Elevator shaft design for the proposed building.
- Structural design for any existing building, including but not limited to the following:
 - Foundation design for the existing building.
 - Column design for the existing building.
 - Beam design for the existing building.
 - Slab design for the existing building.
 - Wall design for the existing building.
 - Roof design for the existing building.
 - Staircase design for the existing building.
 - Elevator shaft design for the existing building.
- The proposed building shall be designed to meet or exceed the requirements of the applicable building codes, including but not limited to the following:
 - British Columbia Building Code (BCBC).
 - British Columbia Fire Code (BCFC).
 - International Building Code (IBC).
 - International Fire Code (IFC).
 - International Existing Building Code (IEBC).
 - International Energy Conservation Code (IECC).
 - International Mechanical Code (IMC).
 - International Plumbing Code (IPC).
 - International Fire Marshals Association Code of Best Practices (IFMA).
- The proposed building shall be designed to meet or exceed the requirements of any applicable municipal regulations, including but not limited to the following:
 - City of Vancouver Building Code.
 - City of Vancouver Fire Code.
- The proposed building shall be designed to meet or exceed the requirements of any applicable industry standards, including but not limited to the following:
 - Canadian Standard Association (CSA) standards.
 - Steel Institute of Canada (SIC) standards.
 - Canadian Standards Association (CSA) Standard G40.21.
 - Canadian Standards Association (CSA) Standard G40.22.
 - Canadian Standards Association (CSA) Standard G40.23.
 - Canadian Standards Association (CSA) Standard G40.24.
 - Canadian Standards Association (CSA) Standard G40.25.
 - Canadian Standards Association (CSA) Standard G40.26.
 - Canadian Standards Association (CSA) Standard G40.27.
 - Canadian Standards Association (CSA) Standard G40.28.
 - Canadian Standards Association (CSA) Standard G40.29.
 - Canadian Standards Association (CSA) Standard G40.30.
 - Canadian Standards Association (CSA) Standard G40.31.
 - Canadian Standards Association (CSA) Standard G40.32.
 - Canadian Standards Association (CSA) Standard G40.33.
 - Canadian Standards Association (CSA) Standard G40.34.
 - Canadian Standards Association (CSA) Standard G40.35.
 - Canadian Standards Association (CSA) Standard G40.36.
 - Canadian Standards Association (CSA) Standard G40.37.
 - Canadian Standards Association (CSA) Standard G40.38.
 - Canadian Standards Association (CSA) Standard G40.39.
 - Canadian Standards Association (CSA) Standard G40.40.
 - Canadian Standards Association (CSA) Standard G40.41.
 - Canadian Standards Association (CSA) Standard G40.42.
 - Canadian Standards Association (CSA) Standard G40.43.
 - Canadian Standards Association (CSA) Standard G40.44.
 - Canadian Standards Association (CSA) Standard G40.45.
 - Canadian Standards Association (CSA) Standard G40.46.
 - Canadian Standards Association (CSA) Standard G40.47.
 - Canadian Standards Association (CSA) Standard G40.48.
 - Canadian Standards Association (CSA) Standard G40.49.
 - Canadian Standards Association (CSA) Standard G40.50.



DETAILS

WALLS

Exterior walls shall be constructed of concrete masonry units (CMU) with a minimum compressive strength of 1500 psi. The walls shall be finished with a stucco finish on the exterior and a smooth finish on the interior. The walls shall be designed to meet or exceed the requirements of the applicable building codes, including but not limited to the following:

- British Columbia Building Code (BCBC).
- British Columbia Fire Code (BCFC).
- International Building Code (IBC).
- International Fire Code (IFC).
- International Existing Building Code (IEBC).
- International Energy Conservation Code (IECC).
- International Mechanical Code (IMC).
- International Plumbing Code (IPC).
- International Fire Marshals Association Code of Best Practices (IFMA).



1 Front Elevation (East)
1:200



2 Side Elevation (South)
1:200



3 Rear Elevation (West)
1:200



4 Side Elevation (North)
1:200



BRITISH STEEL PENSION FUND

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 - City of Vancouver Building Code.
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 - Canadian Standard Association (CSA) standards.
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 - Canadian Standards Association (CSA) Standard G40.21.
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 - Canadian Standards Association (CSA) Standard G40.35.
 - Canadian Standards Association (CSA) Standard G40.36.
 - Canadian Standards Association (CSA) Standard G40.37.
 - Canadian Standards Association (CSA) Standard G40.38.
 - Canadian Standards Association (CSA) Standard G40.39.
 - Canadian Standards Association (CSA) Standard G40.40.
 - Canadian Standards Association (CSA) Standard G40.41.
 - Canadian Standards Association (CSA) Standard G40.42.
 - Canadian Standards Association (CSA) Standard G40.43.
 - Canadian Standards Association (CSA) Standard G40.44.
 - Canadian Standards Association (CSA) Standard G40.45.
 - Canadian Standards Association (CSA) Standard G40.46.
 - Canadian Standards Association (CSA) Standard G40.47.
 - Canadian Standards Association (CSA) Standard G40.48.
 - Canadian Standards Association (CSA) Standard G40.49.
 - Canadian Standards Association (CSA) Standard G40.50.

British Steel Pension Fund

Millington Road - Phase II

Unit 4 Proposed Elevations

DATE: Planning

15.104.A_00_13 E

HGP

ARCHITECTS

BRITISH STEEL PENSION FUND

1000 MILLINGTON ROAD

VANCOUVER, BC V6J 4B3

TEL: 604.683.4444

WWW.HGPARCHITECTS.COM

15.104.A_00_13

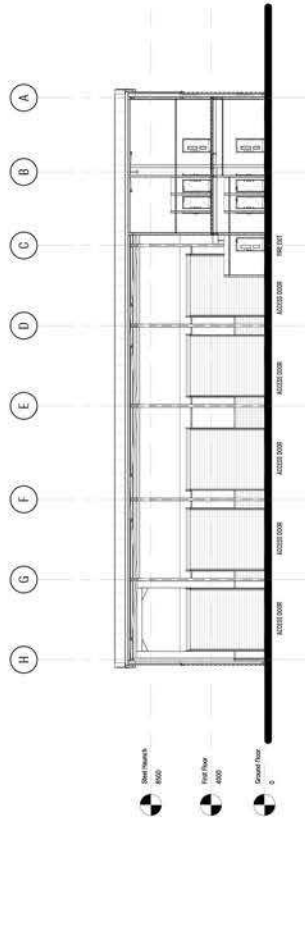
1000 MILLINGTON ROAD

VANCOUVER, BC V6J 4B3

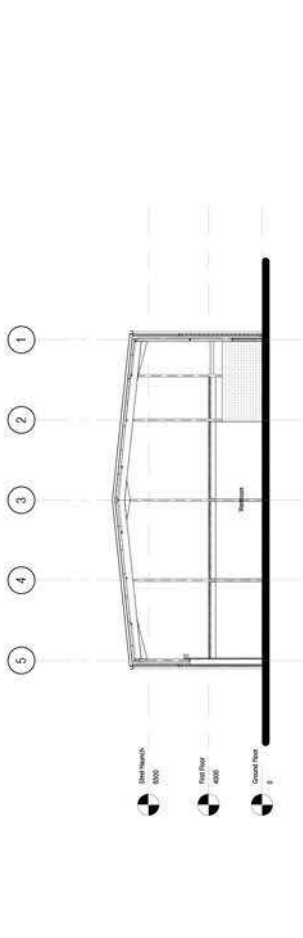
TEL: 604.683.4444

WWW.HGPARCHITECTS.COM

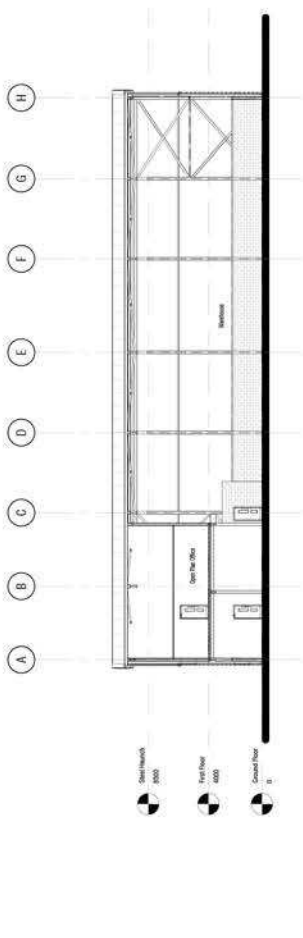
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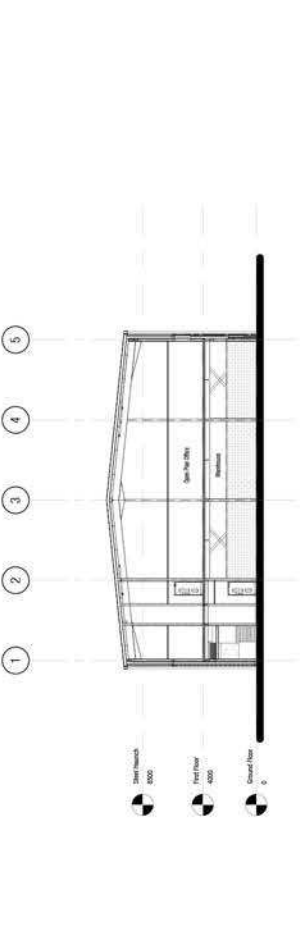
1 Section 1 - Longitudinal Section
1:200



2 Section 2 - Cross Section
1:200



3 Section 3 - Longitudinal Section
1:200



4 Section 4 - Cross Section
1:200

GENERAL NOTES

The design is based on the information provided in the brief and the site plan. It is the client's responsibility to ensure that the information provided is accurate and complete. The design is based on the information provided in the brief and the site plan. It is the client's responsibility to ensure that the information provided is accurate and complete. The design is based on the information provided in the brief and the site plan. It is the client's responsibility to ensure that the information provided is accurate and complete.

GP: 15112 GP: 15112 GP: 15112 GP: 15112 GP: 15112



NOTES

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DATE	DESCRIPTION	BY	CHK
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP
15.10.2014	Issue for client approval	GP	GP

British Steel Pension Fund
 Millington Road - Phase II
 Unit 4 Proposed Sections

HGP ARCHITECTS
 15.104.A_00_14 E

HGP ARCHITECTS
 15.104.A_00_14 E

HGP ARCHITECTS
 15.104.A_00_14 E

Report of the Head of Planning, Sport and Green Spaces

Address PLOT 6, RACKSPACE CITY NORTH HYDE ROAD HAYES

Development: Erection of a part single storey, part four storey building to provide a 150 bed hotel and restaurant including 75 car parking spaces, 1 coach parking space, 32 cycle parking spaces, associated landscaping and ancillary development.

LBH Ref Nos: 22632/APP/2016/2369

Date Plans Received:	17/06/2016	Date(s) of Amendment(s):	17/06/2016
Date Application Valid:	07/07/2016		12/08/2016
			07/07/2016
			25/08/2016

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Rev.	Date	Description	By
F	18/09/16	US opening moved closer to reception entrance. RW	
E	18/09/16	Restaurant windows and door positions adjusted. RW	
D	30/09/16	Copyright note added. RW	
C	20/09/16	Landscaping and parking layout updated. RW	
B	06/09/16	Landscaping and parking layout updated. RW	
A	22/08/16	Landscaping moved West to allow for more landscaping to the East. Building moved East. Building moved West to allow for 2m zone to neighbours. RW	

AXIOM ARCHITECTS
 1 Brooklands Yard, Southdown High Street, East Sussex BN1 1BU
 Tel: 01323 424434
 www.axiomarchitects.co.uk

WHITBREAD GROUP PLC
 Project:
 PREMIER INN PLOT 6
 HAYES, RACKSPACE CITY
 UB3 4AZ
 Drawing:
 PROPOSED SITE PLAN

Scale	Revised	Date	Drawn	Checked
1:5000000	1	10/09/2016	PLANNING	

Drawing No.: **3961-P2** Revision: **F**

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Rev.	Date	Description	By
F	18/07/16	LA spaces moved closer to reception entrance, RW adjusted stand cycle parking added	RW
E	18/07/16	Additional signage review and door positions adjusted	RW
D	30/07/16	Permitted signs added	RW
C	25/07/16	Restaurant layout updated	RW
B	05/07/16	Landscaping and parking layout updated	RW
A	22/07/16	Additional signage review and door positions adjusted to the East. Building moved 600mm away from North Millington Road to allow for a new entrance. 1 ramp/door, 1 parking spaces has been lost.	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Southdown High Street, East Sussex, BN1 1BU
 Tel: 01273 234234
 www.axiomarchitects.co.uk

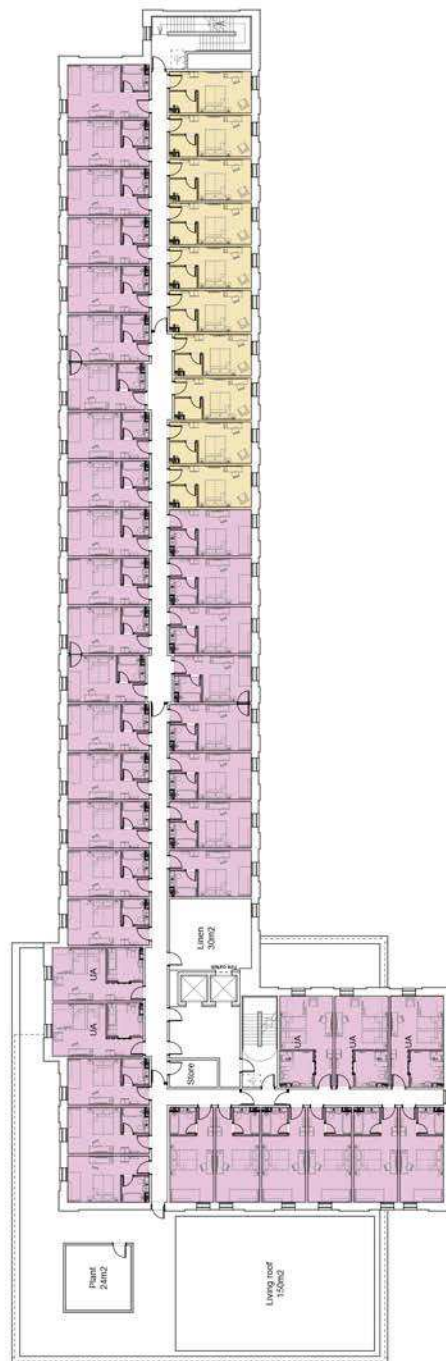
Client: **WHITBREAD GROUP PLC**

Project: **PREMIER INN PLOT 6
 HAYES, RACKSPACE CITY
 UB3 4AZ**

Drawing: **PROPOSED GROUND FLOOR PLAN**

Scale: 1:500
 Date: 05/07/16
 Checked: RW
 Drawing No.: **3961-P3**
 Revision: **F**

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Rev	Date	Description	By
D	30/16	Close corridor door and fire curtain added.	RW
C	27/01/16	Exit escape stair revised.	RW
B	15/01/16	Living space reduced and living roof added.	RW
A	22/12/15	Revised floor plan to show use to include landscaping area to the East.	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Southover Hill, St Leonards, East Sussex BN27 1BU
 Tel: 01273 424304
 www.axiomarchitects.co.uk

Client: **WHITBREAD GROUP PLC**

Project: **PREMIER INN PLOT 6
 HAYES, RACKSPACE CITY
 UB3 4AZ**

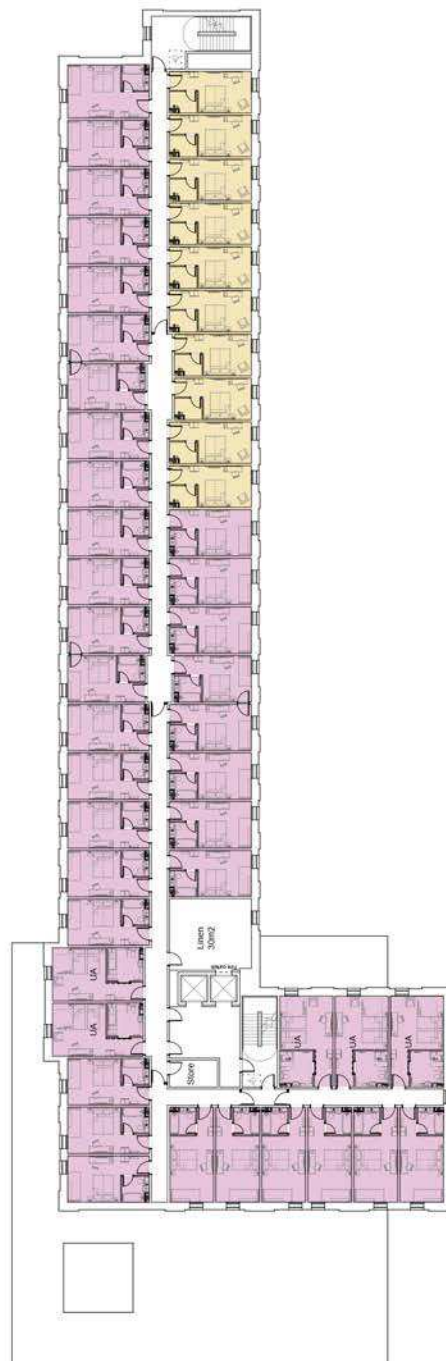
Drawing: **PROPOSED FIRST FLOOR PLAN**

Scale	Revised	Date	Drawn	Checked
1:500	01/11/16	14/09/16	RJN	DM

Drawing No.: **3961-P4** Revision: **D**

Floor	BEDROOM SCHEDULE					Total	GIA
	Double	Triple	Quad	UA	Total		
0	0	0	0	0	0	0	936
1	10	0	35	5	50	1429	
2	10	0	35	5	50	1429	
3	10	0	35	5	50	1428	
R	-	-	-	-	-	-	135
Total	30	0	105	15	150	5357	
%	20	0	70	10	10		36

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Rev	Date	Description	By
D	30/16	Criss corridor door and fire curtain added.	RW
C	27/16	East side room removed.	RW
B	15/16	Change of 1st floor layout.	RW
A	22/16	Revised floor plan. Rooms to be added to indicate landscaping area to the East.	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Southover Hill, St Leonards, East Sussex BN27 1BU
 Tel: 01273 429434
 www.axiomarchitects.co.uk

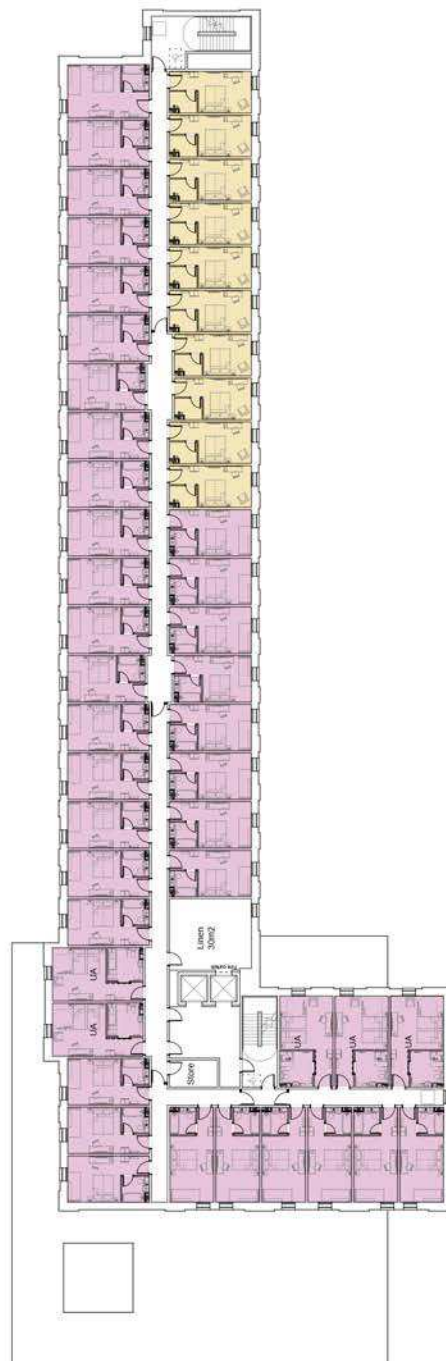
Client: **WHITBREAD GROUP PLC**
 Project: **PREMIER INN PLOT 6
 HAYES, RACKSPACE CITY
 UB3 4AZ**
 Drawing: **PROPOSED SECOND FLOOR PLAN**

Scale: 1:500 (A1) 1:400 (A3) PUNNING
 Date: 05/01/16
 Drawn: RW
 Checked: RW
 Revision:
3961-P5
D

Floor	BEDROOM SCHEDULE					Total	GIA
	Double	Triple	Quad	UA	Total		
0	0	0	0	0	0	0	936
1	10	0	35	5	50	1429	
2	10	0	35	5	50	1429	
3	10	0	35	5	50	1428	
R	-	-	-	-	-	-	135
Total	30	0	105	15	150	5357	
%	20	0	70	10	10		100% (room)



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Rev	Date	Description	By
D	30/16	Criss corridor door and fire curtain added.	RW
C	27/01/16	East side room removed.	RW
B	15/01/16	Change of lift floor levels.	RW
A	22/12/15	Revised floor plan to be checked to incorporate landscaping area to the East.	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Southdown High Street, East Sussex BN1 1RD
 Tel: 01273 424204
 www.axiomarchitects.co.uk

Client: **WHITBREAD GROUP PLC**
 Project: **PREMIER INN PLOT 6 HAYES, RACKSPACE CITY UB3 4AZ**

Drawing: **PROPOSED THIRD FLOOR PLAN**

Scale	Revised	Date	Drawn	Checked
1:500 (A1 1:400 @ A3)	PLANNING	05/01/16	RW	

Drawing No.: **3961-P6** Revision: **D**

Floor	BEDROOM SCHEDULE					Total	GIA
	Double	Triple	Quad	UA	Total		
0	0	0	0	0	0	0	936
1	10	0	35	5	50	1429	
2	10	0	35	5	50	1429	
3	10	0	35	5	50	1428	
R	-	-	-	-	-	-	135
Total	30	0	105	15	150	5357	
%	20	0	70	10	10	100%	36

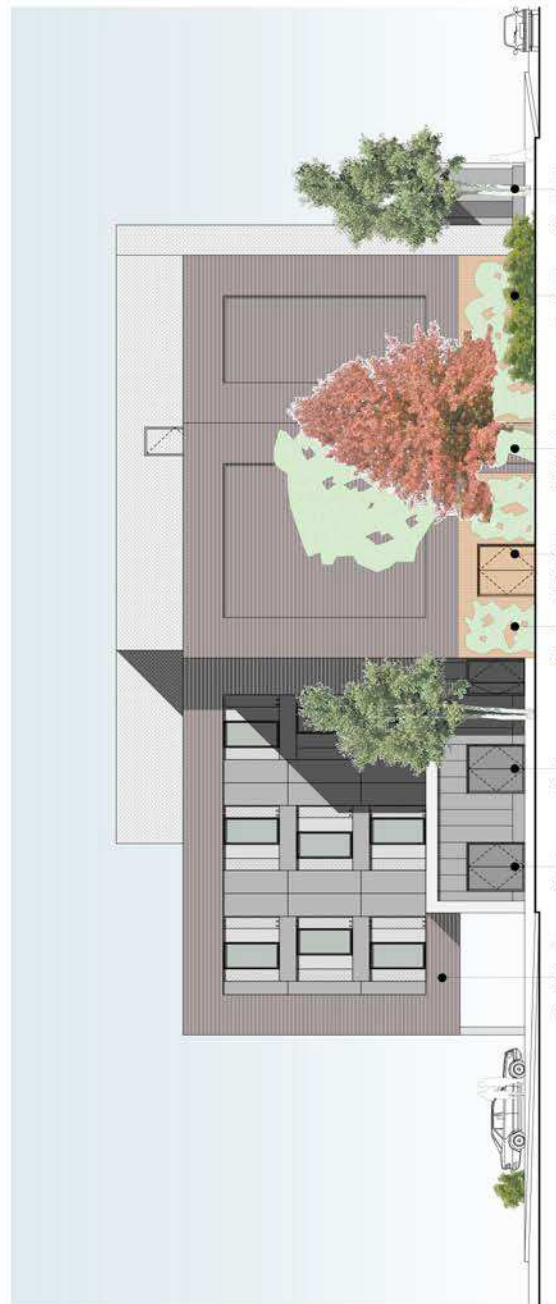


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- Existing trees
- Grey bricks with white mortar
- Spandrel panels in kitchen windows
- Dark grey aluminium windows
- Perforated cladding

1 West Elevation



- Grey bricks with white mortar
- Deliveries
- Bin store
- Close boarded timber cladding
- Substation access
- Climbing plants
- Tiered shrub planting
- Silver birch trees
- Existing trees

2 East Elevation



Rev.	Date	Description	By
A	10/01/16	Spandrel panels added to restaurant windows	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Southdown High Street, Epsom, Surrey (TW20 1BU)
 Tel: 01273 429434
 www.axiomarchitects.co.uk

Client: **WHITBREAD GROUP PLC**

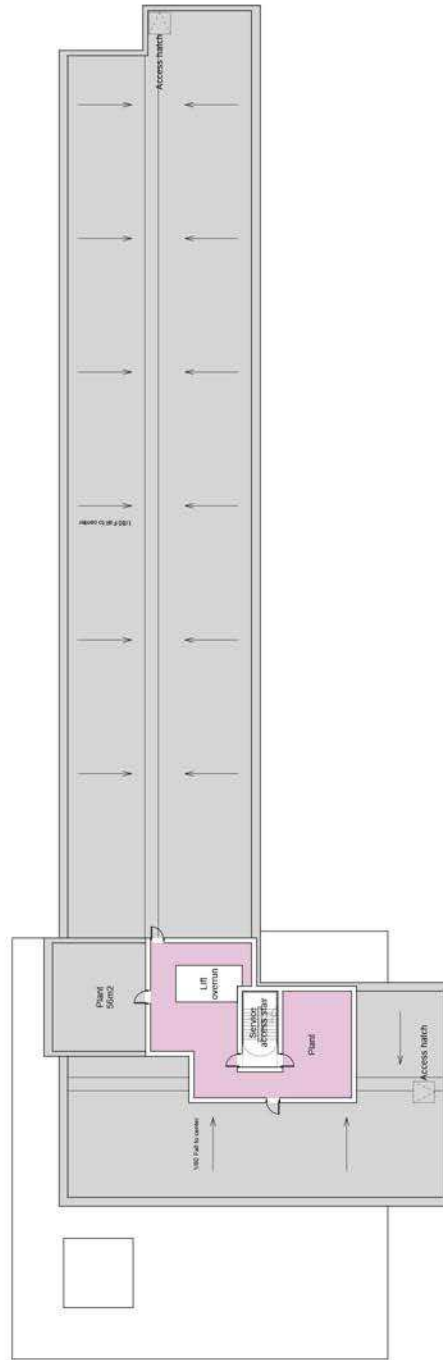
Project: **PLOT 6, RACKSPACE CITY HAYES, PREMIER INN UB3 4AZ**

Drawing: **PROPOSED EAST/WEST ELEVATIONS**

Scale	Revised	Drawn	Checked
1:100 @ A1 1:200 @ A3	PUNNING	01/06/16 (RW)	

Drawing No.: **3961-P11**
 Revision: **A**

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Rev	Date	Description	By
D	30/01/19	Plant areas amended	RW
C	25/01/19	Roof plant area adjusted	RW
B	15/01/19	Plant area all rooms increased	RW
A	25/01/19	Plant area all rooms increased. Landscaping area to the East	RW

AXIOM ARCHITECTS
 1 Brooklands Yard, Brooklands, High Street, Levens, East Sussex, BN9 1PU
 Tel: 01773 479434
 www.axiomarchitects.co.uk

Client	WHITBREAD GROUP PLC
Project	PREMIER INN, PLOT 6 HAYES, RACKSPACE CITY UB3 4AZ
Drawing	PROPOSED ROOF PLAN

Scale	As shown	Drawn	Checked
Drawing No.	3961-P7	Drawn	Checked
Revisions			

Floor	BEDROOM SCHEDULE				Total	GIA
	Double	Triple	Quadr	UA		
0	0	0	0	0	0	936
1	10	0	35	5	50	1429
2	10	0	35	5	50	1429
3	10	0	35	5	50	1428
R	-	-	-	-	-	-135
Total	30	0	105	15	150	5357
%	20	0	70	10		GIA /room 36



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Rev. Date Description By



Client: **WHITBREAD GROUP PLC**

Project: **PREMIER INN PLOT 6
HAYES, RACKSPACE CITY
UB3 4AZ**

Drawing: **PROPOSED FIRST FLOOR PLAN
UA ESCAPE ROUTES**

Scale	Revised	Date	Drawn	Checked
1:500 (A1)	PLANNING			

Drawing No.: **3961-P108** /



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1 West Elevation



4 East Elevation

Grey powder coated aluminium

Perforated cladding

Perforated cladding

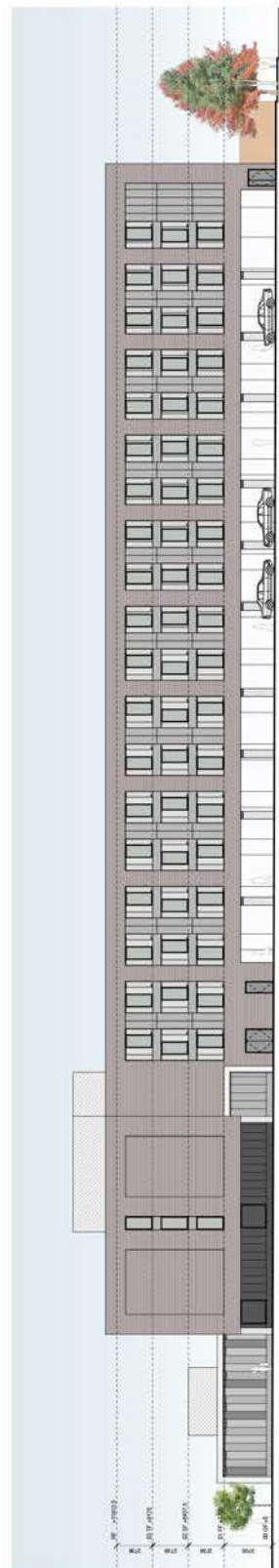


2 North Elevation

Planting screen to carpark

Pedestrian access to cycle store

Varied powder coated cladding to restaurant



3 South Elevation



Rev.	Date	Description	By
E	10/01/16	Cycle store access moved	RW
D	10/01/16	Restaurant window and door positions	RW
C	31/01/16	Additional door added to restaurant	RW
B	11/01/16	Rooflip plans relocated	RW
A	29/11/15	Elevation tone lightened	RW

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 Tel: 01753 234304
 www.axiomarchitects.co.uk

Client: **WHITBREAD GROUP PLC**
 Project: **PLOT 6, RACKSPACE CITY HAYES, PREMIER INN UB3 4AZ**

Drawing: **PROPOSED ELEVATIONS**

Scale	Revised	Drawn	Checked
1:500 @ A1	14/02/16 @ J3	PUNNING	10/01/16 (RW)

Drawing No.: **3961-P8** Revision: **E**

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Pin Oak tree
1 North Elevation 1

- Railings
- Undercroft carpark
- Light grey perforated cladding
- Silver birch trees
- Grey bricks with white mortar
- Dark grey aluminium windows
- Light grey powder coated cladding



2 North Elevation 2

- Railings
- Carpark entrance
- Cycle store
- Grey brick with white mortar
- Perforated cladding
- Hotel entrance
- Perforated cladding
- Restaurant entrance
- Powder coated cladding
- Fire escape
- Existing tree

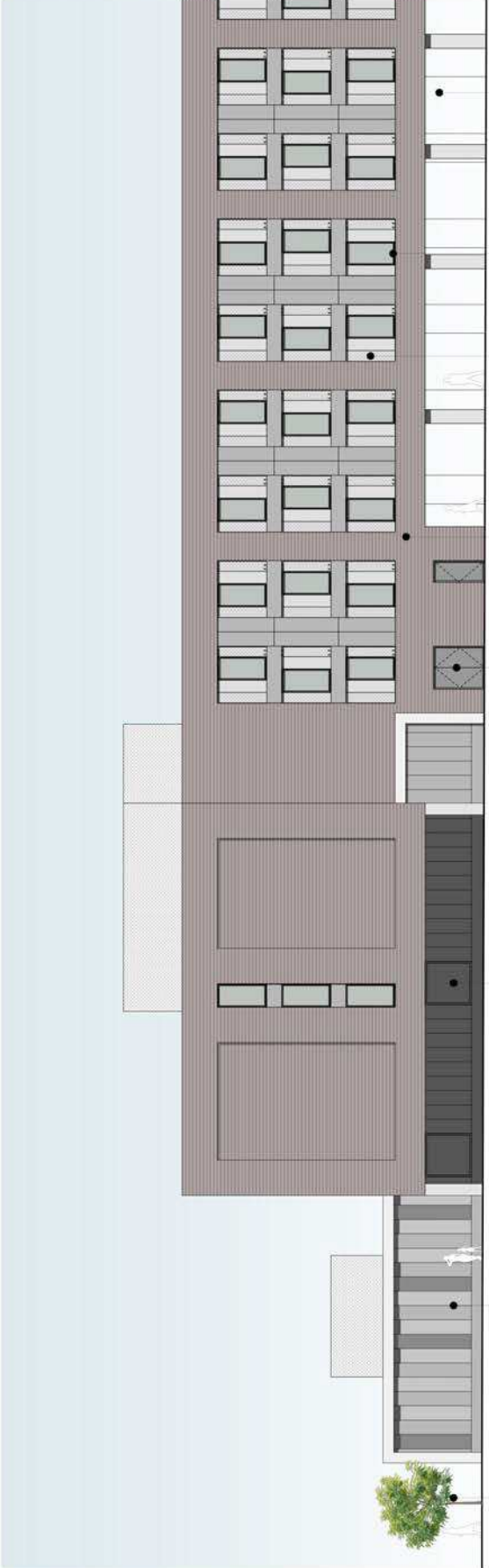
Rev.	Date	Description	By
B	18/05/16	Cycle store access revised	RW
A	18/05/16	Material - window and door positions adjusted	RW

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Client: **WHITBREAD GROUP PLC**
 Project: **PLOT 6, RACKSPACE CITY HAYES, PREMIER INN UB3 4AZ**
 Drawing: **PROPOSED NORTH ELEVATION**

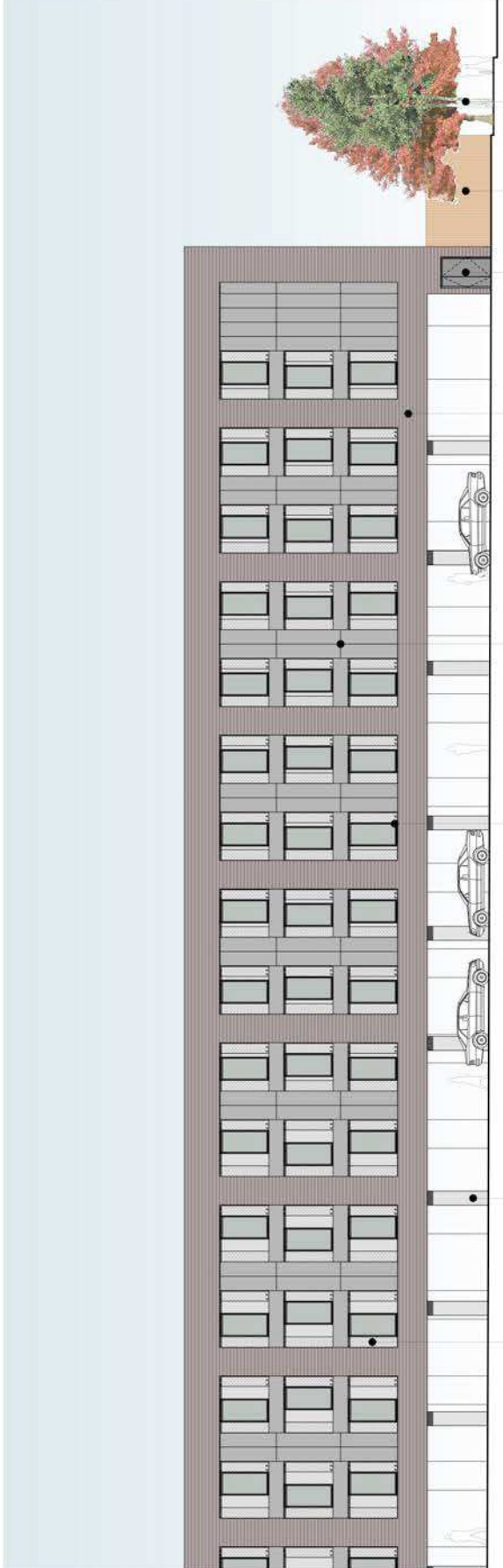
Scale:	Author:	Rev:	Drawn:	Checked:
1:100 @ A1	L. JONES @ A3	P. JENNINGS	01/06/16 (RW)	
Drawing No.:	Revision			
3961-P9	B			

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- Existing tree
- Varied, light powder coated cladding
- Dark grey aluminum window
- Grey doors to men room
- Grey bricks with white mortar
- Perforated panel
- Dark grey aluminum windows
- Undercroft carpark

1 South Elevation 1



- Perforated panel
- Concrete columns in parking area
- Dark grey aluminum window
- Light grey powder coated cladding
- Grey bricks with white mortar
- Fire escape
- Close boarded timber cladding
- Proposed trees

2 South Elevation 2



A: 10/15/16 Notes added
 Rev. Date Description
 RW
 By

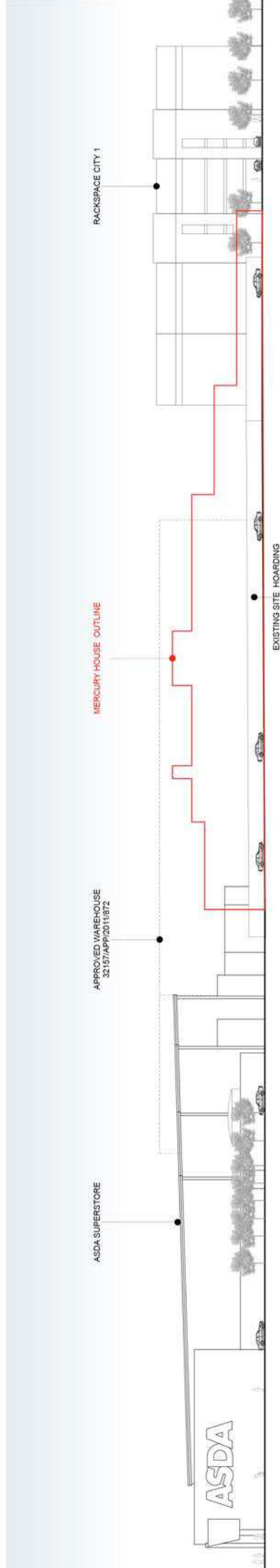
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Client: **WHITBREAD GROUP PLC**
 Project: **PLOT 6, RACKSPACE CITY HAYES, PREMIER INN UB3 4AZ**

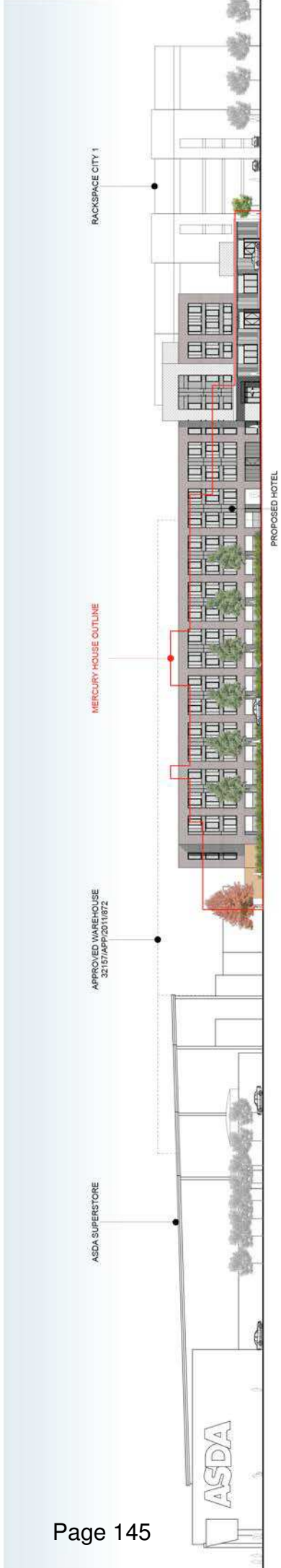
Drawing: **PROPOSED SOUTH ELEVATION**

Scale: 1:100 (A1) 1:200 (A3) PANNING
 Date: 01/06/16 (RW)
 Drawn: [Name]
 Checked: [Name]
 Drawing No.: **3961-P10**
 Revision: **A**

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1 Existing North Hyde Road Elevation



2 Proposed North Hyde Road Elevation

B	16/5/16	Windows in restaurant adjusted	RW	
A	3/6/16	Elevations updated to latest scheme	RW	
	Rev	Date	Description	By

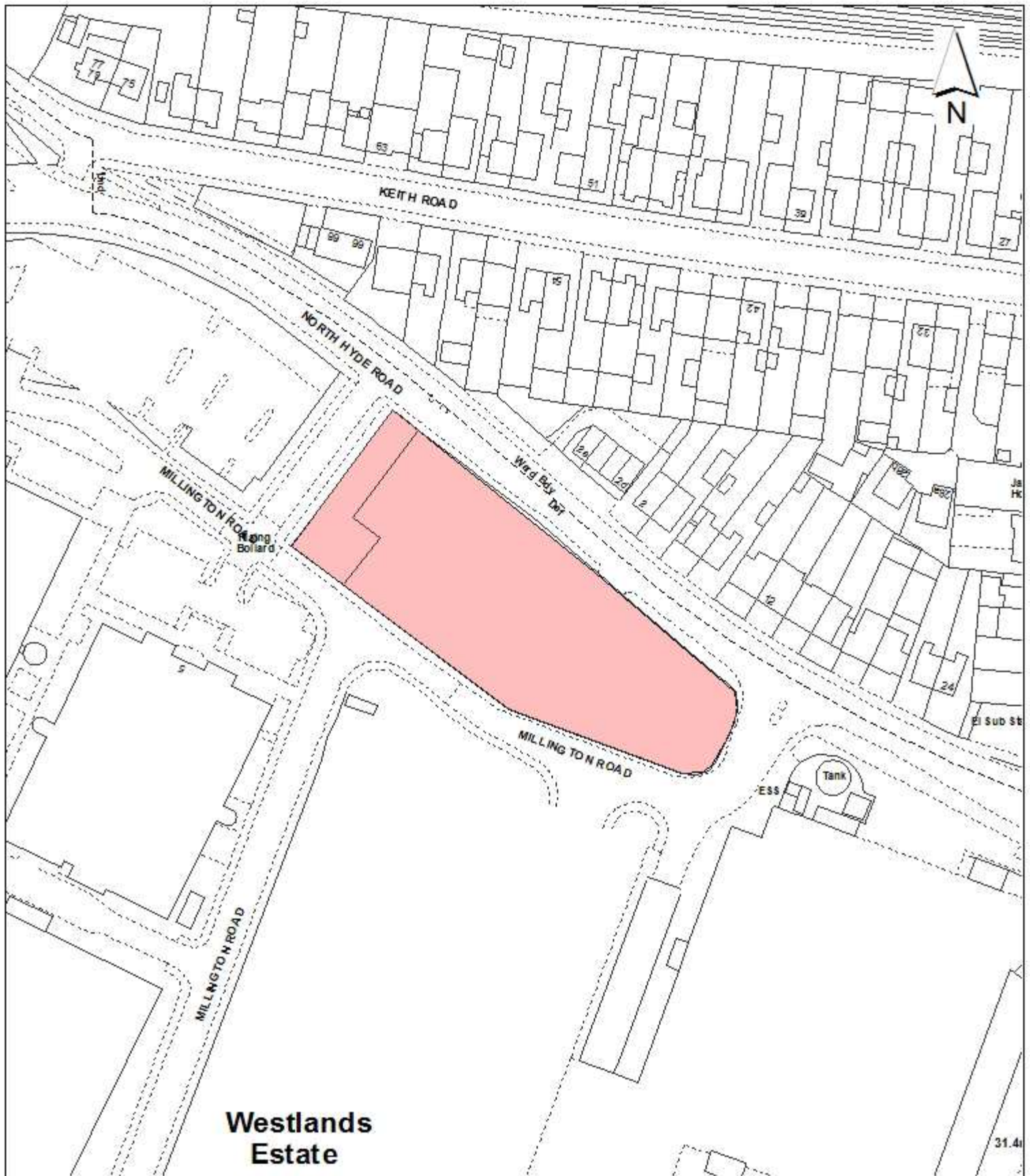
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 www.axiomarchitects.co.uk

Client: **WHITBREAD GROUP PLC**
 Project: **PLOT 6, RACKSPACE CITY HAYES, PREMIER INN UB3 4AZ**

Drawing: **PROPOSED NORTH HYDE ROAD ELEVATION**

Scale:	1:500 (A1)	1:1000 (A3)	Planning	Date:	16/5/16 (RW)	Checked:	
Drawing No.:	3961-P20			Revision:	A		





Westlands Estate

Notes:

 Site boundary

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**LONDON BOROUGH
OF HILLINGDON**
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Planning Section

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

Planning Application Ref:

22632/APP/2016/2369

Scale:

1:1,250

Planning Committee:

Major Page 147

Date:

September 2016



HILLINGDON
LONDON

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