



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** TUESDAY, 4 OCTOBER  
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, 26 September 2016

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*Putting our residents first*

Lloyd White  
Head of Democratic Services  
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# Useful information for residents and visitors

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

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



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

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

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# A useful guide for those attending Planning Committee meetings

## Security and Safety information

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## Petitions and Councillors

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

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

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

## How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

petition organiser or of the agent/applicant;

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

## About the Committee's decision

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

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

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

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

4. The Committee may ask questions of the

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings
- 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.

	Address	Ward	Description & Recommendation	Page
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## Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	36-40 Rickmansworth Road	Northwood	Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking.  <b>Recommendation: Approval + Sec 106</b>	1 - 44  212 - 241

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## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	IAG Cargo Campus	Heathrow Villages	<p>Erection of a new 11,520 sq.m (GIA) cargo handling facility (B8 use), ancillary buildings totalling 330 sq.m and associated works including changes to site access and reconfiguration of landside and airside parking.</p> <p><b>Recommendation: Approval</b></p>	<p>45 - 66</p> <p>232 - 241</p>
8	Imperial House & Units 1& 2, Victoria Road, South Ruislip	South Ruislip	<p>Construction of a 2,554sqm. GIA (1,687sqm sales area) Class A1 discount food store with associated access arrangements, car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding of Bensons for Beds unit.</p> <p><b>Recommendation: Approval + Sec 106</b></p>	<p>67 - 114</p> <p>242 - 260</p>
9	Southall Gasworks Site	Townfield	<p>Submission of Details for condition 3 (Bridge Construction) and 4 (Details of Materials) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</p> <p><b>Recommendation: Approval</b></p>	<p>115 - 118</p> <p>261 - 270</p>

10	Southall Gasworks Site	Townfield	<p>Details pursuant to condition 7 (Construction Management Plan) of planning permission 54814/APP/2009/430; Outline application: Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. Full application: New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p> <p><b>Recommendation: Approval</b></p>	<p>119 - 126</p> <p>271 - 272</p>
11	Southall Gasworks Site	Townfield	<p>Submission of Details for condition 12 (Detailed Design of Western Link to Pump Lane) and 15 (Details of construction and surfacing of Pump Lane) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</p> <p><b>Recommendation: Approval</b></p>	<p>127 - 132</p> <p>273 - 292</p>

12	Southall Gasworks Site	Townfield	<p>Discharge of Condition 19 (remediation) of planning permission ref 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p> <p><b>Recommendation: Approval</b></p>	<p>133 - 136</p> <p>293 - 294</p>
13	Southall Gasworks Site	Townfield	<p>Submission of Details for condition 24 (Invasive Species) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</p> <p><b>Recommendation: Approval</b></p>	<p>137 - 140</p> <p>295 - 296</p>

14	Southall Gasworks Site	Townfield	<p>Discharge of Condition 30 (Ecological Management Plan), Condition 31 (Ecological Clerk of Works - relating solely to the appointment of the Ecological Clerk of Works) and Condition 32 (Habitat Surveys) of planning permission ref. 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union Canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p> <p><b>Recommendation: Approval</b></p>	<p>141 - 146</p> <p>297 - 298</p>
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15	Southall Gasworks Site	Townfield	<p>Submission of Details for condition 34( Flood Relief Channel) and 35 (Flood Storage Area) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</p> <p><b>Recommendation: Approval</b></p>	<p>147 - 152</p> <p>299 - 317</p>
16	Waterloo Wharf, Uxbridge	Uxbridge South	<p>Demolition of existing buildings. Erection of 4 storey building containing 53 apartments and commercial unit together with associated car parking, access and landscaping.</p> <p><b>Recommendation: Approval</b></p>	<p>153 - 210</p> <p>318 - 331</p>

## **PART I - Plans for Major Applications Planning Committee**

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# Agenda Item 6

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

- Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD
- Development:** Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking.
- LBH Ref Nos:** 69978/APP/2016/2564
- Drawing Nos:**
- 170-PL-304-03: Proposed Street Scene (1:200)
  - 170-PL-400-02: Proposed Site Section (1:200)
  - 170-PL-010-00: Site Location Plan (1:1250)
  - 170-PL-011-00: Existing Site Plan (1:200)
  - 170-PL-040-01: Existing Site Sections (1:200)
  - 170-PL-050-00: Demolition Plan (1:200)
  - 170-PL-302-03: Proposed North East Elevation (1:200)
  - 170-PL-301-03: Proposed North West Elevation (1:200)
  - 170-PL-303-03: Proposed South East Elevation (1:200)
  - 170-PL-300-03: Proposed South West Elevation (1:200)
  - 170-PL-100-02: Proposed Site Plan (1:200)
  - 170-PL-200-02: Proposed Ground Floor Plan (1:200)
  - 170-PL-201-01: Proposed First Floor Plan (1:200)
  - 170-PL-202-02: Proposed Second Floor Plan (1:200)
  - 170-PL-203-02: Proposed Third Floor Plan (1:200)
  - 170-PL-204-02: Proposed Roof Plan (1:200)

**Date Plans Received:** 01/07/2016      **Date(s) of Amendment(s):** 01/07/2016

**Date Application Valid:** 06/07/2016

### 1. SUMMARY

Planning permission is sought for demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The principle of a flatted development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing Affordable Housing Contribution, Highway Works, and contributions towards Construction Training and a Project Management & Monitoring Fee.

## **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:**

**Non-monetary contributions:**

**i) Affordable Housing: To be confirmed (please see section 7.13 for further details).**

**ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).**

**iii) S278/S38 agreement to secure a right turn lane, entry treatment at the vehicular access, and associated modifications to Richmansworth Road and Greenheys Close.**

**Monetary contributions:**

**iv) 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.**

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

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the 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) If the Legal Agreements have not been finalised by 13th March 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to 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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- 170-PL-010-00: Site Location Plan (1:1250)
- 170-PL-011-00: Existing Site Plan (1:200)
- 170-PL-040-01: Existing Site Sections (1:200)
- 170-PL-050-00: Demolition Plan (1:200)
- 170-PL-100-02: Proposed Site Plan (1:200)

170-PL-200-02: Proposed Ground Floor Plan (1:200)  
170-PL-201-01: Proposed First Floor Plan (1:200)  
170-PL-202-02: Proposed Second Floor Plan (1:200)  
170-PL-203-02: Proposed Third Floor Plan (1:200)  
170-PL-204-02: Proposed Roof Plan (1:200)  
170-PL-300-03: Proposed South West Elevation (1:200)  
170-PL-301-03: Proposed North West Elevation (1:200)  
170-PL-302-03: Proposed North East Elevation (1:200)  
170-PL-303-03: Proposed South East Elevation (1:200)  
170-PL-304-03: Proposed Street Scene (1:200)  
170-PL-400-02: Proposed Site Section (1:200)

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

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

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

- Arboricultural & Planning Integration Report (GHA Trees)
- Tree Protection Plan (GHA Trees)
- Noise Impact Assessment (NSL)
- Transport Statement & Appendices (Dermot McCaffery)
- Supplemental Letter to Transport Statement [06.06.16] (Dermot McCaffery)
- Surface Water & SuDs Drainage Statement (EAS)
- Energy Statement (Bluesky Unlimited)
- Viability Report & Toolkit (Turner Morum LLP)

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

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

### **4 OM19 Demolition and Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

**5 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 2 - Saved UDP Policies (2012).

**6 RES8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures, particularly in reference to the protected pine (T9 (T1, TPO No. 648).

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.

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

**7 RES9 Landscaping (including treatment for defensible space)**

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 All ornamental and ecological planting (at not less than a scale of 1:100),
  - 1.b Replacement tree planting to compensate for the loss of existing trees,
  - 1.c Written specification of planting and cultivation works to be undertaken,
  - 1.d 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, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
  - 2.b Hard Surfacing Materials
  - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

**8 RES10 Tree to be retained**

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



should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **9 COM15 Sustainable Water Management**

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

#### Manages Water

The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by Ambiental dated 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. where it is intended to have above ground storage, 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. Where infiltration techniques (soakaway) 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).

##### 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. 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.

e) During Construction. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction. Thereafter the development

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

#### REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

#### **10 RES26 Contaminated Land**

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

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

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

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

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

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

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part: 2 Saved UDP Policies (November 2012); policy 7.21 of the London Plan (2016); and National Planning Policy Framework (2012).

#### **11 NONSC Cycle Storage**

The development shall not be occupied until 39 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

**12 RES16 Car Parking**

The development shall not be occupied until 29 car parking spaces, including 4 disabled bays, 1 motorcycle bay, 6 electric charging bays with a further 6 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

**13 RES18 Accessible Homes/Wheelchair Units**

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

**14 NONSC Outdoor Amenity Areas**

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

**15 NONSC Details of Finish**

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing and tinted glazing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise

agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

**16 NONSC Noise mitigation for future occupiers**

Prior to commencement of development, a scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation, ventilation and other measures to the satisfaction of the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road and air traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016)

**17 RES22 Parking Allocation**

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

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**18 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.

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
R1	Development proposals in or near areas deficient in recreational open space
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE5	New development within areas of special local character
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE16	New development on the northern frontage of the A4 (Bath Road)
BE17	Design and layout of new development at Heathrow Airport
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.



BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.15	(2015) Co-Ordination of Housing Development and Investment
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs



LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.1	(2015) Strategic Approach
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
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

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

**4            I1                    Building to Approved Drawing**

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

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

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

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

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

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

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

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

**6            I2                        Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**7            I21                    Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

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

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

**9**            I45                    **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**10**            I48                    **Refuse/Storage Areas**

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

**11**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**12**

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

**13**

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

**14**

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).

**15**

The Council's Environmental Protection Unit (EPU) must be consulted for their advice

when importing soil to the site. (Condition No. 10)

## **16**

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 in the conditions, 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).

## **17            I62            Potential Bird Hazards from Buildings**

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

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

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

## **18            IT05            Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

### **3.            CONSIDERATIONS**

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

The site is located on land comprising three detached, two-storey dwellings Nos. 36, 38 and 40 Rickmansworth Road and has a total area of 3,466sqm.

The site has a southern boundary of approximately 66m to Rickmansworth Road and a frontage of approximately 64m to Greenheys Close to the north. It has a depth of 38m and 75m along the eastern and western boundaries respectively.

The site generally falls from north to south and west to east, with a fall of approximately 5.5m from the north-west corner to the south-east corner of the site. Vehicular access to Nos.36, 38 and 40 is from a single crossover off Rickmansworth Road. No.38 has a

secondary access off Greenheys Close to the northern end of the site.

There are a number of trees on the site, with substantial planting along the Rickmansworth Road frontage. The trees include a Pine (T1) in the garden of No. 36, and a Beech (T3) in the garden of No. 38, both of which are protected by Tree Preservation Order No.648. The site is also situated within an Area of Special Local Character.

The setting of the site comprises a mixture of flats, maisonettes and detached houses. Immediately to the west (neighbouring land) is a 5 storey block of flats located on the north side of Rickmansworth Road off Murray Road. Detached dwellings adjoin the site to the east at No. 34 Rickmansworth Road. To the north of the site is a cul-de-sac known as Greenheys Close, which serves two storey detached and semi-detached dwellings. Flatted blocks stand west of the site on the corner of Murray Road and Rickmansworth Road, known as Southill.

Further east of the site, at No. 32 Rickmansworth Road there is a block of 7 flats known as Queens Silver Court. On the southern side of Rickmansworth Road, opposite the site, there are a group of four, terraced dwellings known as Ivy Walk, a block of 3 flats known as Sandpit Hill and otherwise largely detached dwellings.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (2012). It is one of the main routes through the northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There are bends in the road in the vicinity of the site which restrict visibility.

The site has a PTAL score of 1 and is situated within a developed area as identified in the policies of the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The proposal consists of demolition of 3 detached dwellings and redevelopment to provide 24 apartments, amenity space and associated car parking. The development comprises 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units.

The design envisages utilising the existing slope on the site to create underground parking to the rear that would be at the same height as ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear. The roof of the car park to the rear of the building will be used to create a podium level garden. A single access point is proposed with 29 parking spaces serving the 24 units.

Bin and cycle storage is proposed within the ground floor of the building. Pedestrian access is shown via the front and rear of the building with two internal stairwells and lift provision.

### **3.3 Relevant Planning History**

56595/APP/2007/3796 Land At 36-38 Rickmansworth Road Northwood

ERECTION OF 2 THREE STOREY BUILDINGS (INCLUDING ROOFSPACE ACCOMMODATION) LINKED BY GLAZED DOORS/PANELS COMPRISING 6 TWO-BEDROOM FLATS WITH PARKING AND AMENITY SPACE (INVOLVING DEMOLITION OF 2 EXISTING PROPERTIES) (OUTLINE APPLICATION).



**Decision:** 27-02-2008 Refused

**Appeal:** 28-10-2008 Dismissed

69978/APP/2016/1280 36-40 Rickmansworth Road Northwood

Erection of 3 storey detached building with accommodation at roof level to provide 29 residential flats (14 x 1 bed & 15 x 2 bed units) with associated amenity space, landscaping, and car parking, following demolition of 3 detached dwellings.

**Decision:** 02-06-2016 Withdrawn

69978/PRC/2014/20 36-40 Rickmansworth Road Northwood

Erection of 31 apartments

**Decision:** 02-04-2015 NO

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

The planning history of the site in relation to the construction of flats is limited to Nos. 36 and 38 Rickmansworth Road, with the current planning application being the first to include No.40 in a wider scheme.

In 2002, planning permission for schemes comprising 14 two-bedroom flats were refused by the Council (refs. 56595/APP/2002/732 and 56595/APP/2002/1363), and subsequent appeals dismissed by the Planning Inspectorate. The Inspector concluded that the proposed buildings would appear over-dominant, incongruous and visually intrusive when viewed from Greenheys Close and that the traffic generated by each development would result in an unacceptable loss of amenity to the occupiers of properties in Greenheys Close.

Another planning application was submitted in 2003 (ref. 56595/APP/2002/2863) for the erection of 5 x five-bedroom two storey dwellings with access to 4 of the dwellings off Greenheys Close (involving demolition of existing houses). This outline application was also refused.

Subsequently a revised planning application was lodged in 2003 (ref. 56595/APP/2003/2820) in an attempt to address the concerns previously raised by the inspector. It sought planning permission for 11 units, with access to the property from Greenheys Close. The Council held the view that whilst the applicant had made some amendments to the design and reduced the number of units by 3, the changes were not considered to have satisfactorily addressed the previous reasons for refusal. The application was refused by the Council as it was considered that the proposed use of Greenheys Close for vehicular access would result in unreasonable noise and disturbance to the occupiers of residential properties. It was also determined that the siting, scale and bulk of the proposed building, would be overly dominant, intrusive and failed to harmonise with the character of the existing street scene.

This application was appealed (Appeal Ref: APP/R5510/A/03/1121602) and the Inspector noted that the density, siting, height, bulk, scale and appearance of the proposal were acceptable. Additionally, the Inspector concluded that the impact of the scheme on the character and appearance of the locality and street scene would not be harmful. However,

the Inspector concluded that there would be harm caused to the living conditions of residents of Greenheys Close as a result of traffic arriving and leaving the site via Greeheys Close.

In 2007, a planning application (ref. 56595/APP/2007/2236) on the site of Nos. 36 and 38 Rickmansworth Road was received. The applicant appealed against non-determination, but later withdrew their appeal and the application.

Later in 2007, a planning application (ref. 56595/APP/2007/3796) for a scheme on the site of Nos. 36 and 38 Richmansworth Road was received that sought the erection of two, three storey buildings to create 6 two bedroom flats with parking and amenity, including demolition of existing buildings. This application was refused by the Council on highway safety grounds and failure to submit a S106 agreement to provide various mitigation measures required to make the development acceptable in planning terms. The applicant appealed against this decision and although the appeal was dismissed, the Inspector determined that the only reason for refusal was on highway safety grounds. The reason for refusal stated the following:

'The proposed development would intensify traffic movements on a section of Richmansworth Road with inadequate visibility for vehicles entering and exiting the application site. The development would, therefore, be prejudicial to the conditions of general highway safety contrary to the aims of policies Pt1.39, AM1, AM2, and AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

The current application relates to a larger site as it also incorporates No. 40 Rickmansworth Road. The proposal seeks to address this previous reason for refusal through changes to the access which has been discussed in further detail below within the main body of the report.

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

Please see relevant planning policies below.

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

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

PT1.HE1 (2012) Heritage

Part 2 Policies:

- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE9 Limitation of development in areas with a potential for sewerage flooding
- R1 Development proposals in or near areas deficient in recreational open space
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE5 New development within areas of special local character
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE16 New development on the northern frontage of the A4 (Bath Road)
- BE17 Design and layout of new development at Heathrow Airport
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
  
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.



BE39	Protection of trees and woodland - tree preservation orders
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
EM6	(2012) Flood Risk Management
H11	Provision of affordable housing
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 2.5	(2015) London's Sub-Regions
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.15	(2015) Co-Ordination of Housing Development and Investment
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 5.1	(2015) Climate Change Mitigation

LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 6.1	(2015) Strategic Approach
LPP 6.11	(2015) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2015) Road Network Capacity
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.2	(2015) An inclusive environment
LPP 7.21	(2015) Trees and woodland
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
LPP 8.4	(2015) Monitoring and review for London
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal

NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

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

**5.1** Advertisement Expiry Date:- **5th August 2016**

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

## **6. Consultations**

### **External Consultees**

43 neighbour consultee letters were sent 13th July 2016, site notices erected 15th July 2016, and an advert published 27th July 2016. The neighbour consultation period expired 17th August 2016. Thus far, 2 petitions (with 28 signatures and 39 signatures) and 24 individual responses have been received which raised the following summarised concerns:

- Overdevelopment and the density of units is too high
- Out of scale and proportion with the context of the street
- Excessive in height and overdominant
- Detrimental to the character and appearance of the area
- Overdominant, incongruous and visually intrusive in the Greenheys Close streetscene
- Material finish out of keeping with the character of the area
- Overlooking of properties on Greenheys Close
- Noise and disturbance from use of car parking area on Greenheys Close
- Light pollution to local residents
- Loss of light to neighbouring properties
- No access (temporary or otherwise) should be gained from Greenheys Close
- Dust and impact on air quality of the area
- Loss of green amenity
- Lack of outdoor amenity space
- Limited neighbour consultation
- Highway safety concerns with regards to the access to the site and proliferation of traffic issues as a result.
- Warning sign for concealed entrance should be provided
- Insufficient car parking will lead to parking stress
- Speed reduction measures and parking restrictions should be introduced on surrounding roads
- Sewer and wider infrastructure cannot accommodate the additional demands

Officer's response: Please see the main body of the report below for consideration of the concerns

raised.

#### NORTHWOOD RESIDENTS ASSOCIATION

Comments: The volume of vehicular ingress and egress to and from the development would cause dangerous movement into fast-flowing traffic on Rickmansworth Road. The lack of affordable housing on the development does not conform to local requirements.

#### DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to condition to require the development to achieve Secured by Design.

Officer's response: Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

No comment

#### NATIONAL AIR TRAFFIC SERVICES

No comment

#### TRANSPORT FOR LONDON

Comments: The car parking quantum is higher than we would have hoped for, but is nevertheless acceptable. TfL would request that a condition be secured which states that only the 3-bed units will have access to 2 or more car parking spaces; and the 1-bed and 2-bed units shall not have access to more than 2 car parking spaces.

TfL also request that a car park management plan be secured by condition.

#### THAMES WATER

Comments: No comment

#### **Internal Consultees**

#### ACCESS OFFICER

Comments (summary): No objection, subject to condition to secure 10% M4(3) and all remaining units M4(2), as set out in Approved Document M to the Building Regulations 2015.

#### CONSERVATION AND URBAN DESIGN OFFICER

Comments: The site is a well screened from the road and the three houses were set so well back that they made little impact on the street scene. This proposal would involve their replacement with

three blocks, designed as houses with separate entrances, each linked to the next with a glazed section.

Previous suggestions for an Arts and Crafts type design have been heeded. It is recommended that the roof tiles are red/brown to accord with local building materials, the Georgian porches are simplified so that they harmonise better with the vernacular style of the elevations and the glazed sections are tinted to reduce their impact, protect the site from overspill light and protect privacy.

## ENVIRONMENTAL PROTECTION UNIT

### - Contamination

Comments (summary): In the past, part of the site has been used as a plant nursery. Although this is a low risk, there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. This assumption is based on the historic maps available. No issues have been found with these pits and we did look at the site under our contaminated land strategy in 2006. Although, this is a low risk I would advise that a contaminated land investigation is necessary to confirm the quality of the ground. I would advise that the standard condition be imposed which also covers imports, which may not be necessary if the site soil is clean and uncontaminated.

### - NOISE

Comments (summary): No objection, subject to condition to obtain a noise protection scheme for protecting the proposed development from road/air traffic. Please also attach informative 20 in relation to control of environmental nuisance from construction work.

## HIGHWAYS

Comments: The application is for the redevelopment of 3 existing dwellings on Rickmansworth Road Northwood, a classified road (A404) on the Council's road network to provide a block of 25 flats. The site is located on a gradual bend and a previous residential development was refused by an Inspector at appeal on the basis of the poor access sight lines. Pre-app guidance was provided to the applicant for a development of 31 flats regarding future speed surveys to support a 70m sight distance, a right turn lane into the site along with parking ratios and servicing requirements as part of the advice.

The site is currently three detached dwellings with an access point on Rickmansworth Road and a PTAL value of 2 (poor) so it is likely that the site will have a strong reliance on private cars for trips.

There are no parking restrictions on this part of Rickmansworth Road at this time but with the current arrangements the existing detached dwellings have adequate off-street parking and there is no evidence of overspill parking.

The current proposal is for 24 (13 x 1 bed, 8 x 2 bed, & 3 x 3 bed) flats provided on the site. 29 car parking spaces, 39 cycle parking spaces, and 2 motorcycle bays will also form part of the proposal.

The application included a Transport Statement from Dermott McCaffery (DM) dated February 2016 and a later letter from him discussing the guidance given in pre-app advice. In the Transport Statement the issue of vehicular access, on-sight parking and refuse access was discussed.

In the case of the vehicular access, much discussion was provided over the 85 percentile travel

speed as this dictates the sight distances that are used in the new access design. In the pre-app submission it was agreed that a 70m sight distance would be acceptable if the travel speeds were corroborated and in the supporting letter it was demonstrated that the average journey speeds were taken over a 7 day survey period.

The previous 85th percentile speeds were in the 54 to 59kph range and from the supporting letter the figure was 63kph and as a result the 70m sight distance was still applicable.

The issue of providing a right turn lane into the site is questioned in the Transport Statement, but traffic speed surveys demonstrated that traffic speeds were quite high for a busy road so the Council wishes for a right turn lane to be provided and this will be part of a S106 agreement covering S278 works in the area associated with the development.

In the case of car parking the 24 flat development should provide at least 26.5 car spaces so 29 is sufficient to allow 2 spaces for visitor parking. 39 cycle parking spaces within the development is supported along with 2 motorcycle spaces. There is no comment about electric vehicle charging points but this provision can be conditioned at 20% active and 20% passive.

It was indicated that refuse collection would be carried out by collections from within the development so that a 10.5m refuse vehicle would drive in and out of the site in a forward direction. The Transport Statement suggests that this is the case and Autotracks have subsequently been provided.

The net additional traffic generated by the development was estimated as 20 trips per day and that figure was provided by DM in the supplementary material. The existing vehicle crossover will have to be closed and a new crossover constructed and this work will be part of the S106 agreement covering S278 works.

On the basis of the above comments, I have no significant concerns over this application.

## HOUSING SERVICES

Comments: As this development is over the threshold for affordable housing I would expect to see it delivering a policy compliant 35% affordable housing.

On this development of 25 units or 64 habitable rooms that would equate to 22 habitable rooms as affordable housing.

The tenure of the affordable housing should be a mix of rented and shared ownership accommodation split 70:30 in favour of rented units.

Affordable Rent levels should be at a maximum 80% of market rents or capped at Local Housing Allowance rates.

The design is predominantly smaller 1 and 2 bed flats but to meet the proven local demand for family homes evidenced in the SHMA the affordable housing should include at least one of the 3 bed flats.

## TREE AND LANDSCAPING OFFICER

Comments: The main landscape issue relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees which shows 18No. individual trees or groups have been assessed, of which eight are 'B'grade -which should normally be retained: G1, G2, T4, T5, G8,



T9, T15, and G17. T9, a Corsican pine, is protected by TPO 648, T1 on the schedule and a beech (within G1 on the survey) includes a protected beech tree T2 on the TPO schedule.

The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In the assessment of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan, by Wilcox and Meilwes, indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

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.

No objection, subject to the above observations and conditions RES6 (levels), RES7 (materials), RES8 (tree protection)(this condition should be amended to include continued on site monitoring and supervision of tree protection measures by an arboricultural consultant), RES9 (landscaping scheme) (parts 1,2,3,4,5, and 6) and RES10 (replacement trees).

#### WASTE MANAGEMENT OFFICER

No comment

#### FLOOD AND WATER MANAGEMENT OFFICER

No comment

Officer's response: The site is not located within a flood zone and is less than 1 hectare in size. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. At the time of writing this report, the Council's Flood and Water Management Officer had not commented. An update on these matters will be provided within the committee addendum sheet when these comments have been received.

## **7. MAIN PLANNING ISSUES**

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

HDAS Residential Layouts SPD states that redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.

HDAS 'Residential Layouts' and Policy DMH 4 'Residential Conversions and Redevelopment' of the emerging Development Management Plan states that residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties have been being redeveloped into flats.

- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Policy H3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the loss of residential accommodation (which could be occupied with or without adaptation) will only be permitted if it is replaced within the boundary of the site. An increase in the accommodation will be sought, subject to other policies in the plan.

Policy H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will regard the conversion of residential properties into more units as acceptable in principle provided this can be achieved without causing demonstrable harm to the residential amenities or character of the area or the amenity of adjoining occupiers and the following criteria are met:-

- (i) It can be demonstrated that adequate sound insulation is provided;
- (ii) Car parking to the standards adopted by the Local Planning Authority can be provided within the curtilage of the site and can be accommodated without significant detriment to the streetscene;
- (iii) All units are self contained with exclusive use of sanitary and kitchen facilities and with individual entrances, and internal staircases are provided to serve units above ground floor level; And
- (iv) Adequate amenity space is provided for the benefit of residents of the proposed development.

The NPPF and Policy 3.3 'Increasing Housing Supply' of the London Plan (2016) recognises the need for more homes in London in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

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

The development proposes the demolition of three existing large family dwellings and the erection of a two/three storey building with accommodation in the roof space for 24 flats.

HDAS Residential Layouts Supplementary Planning Document limits the conversion/redevelopment of properties within a street to a maximum of 10%. However, the existing purpose built blocks of flats in the locality have been present for approximately 40 years and are considered to be a contributing factor to the character of the area. Therefore, the proposed scheme is not considered to result in a material change to the established character of the road. In addition, the principle of a flatted development on this site was considered acceptable by the Inspector for the previous appeal for planning application (ref. 56595/APP/2007/3796) where it was determined that the only reason for refusal was on highway safety grounds.

The NPPF and London Plan support making better use of existing residential land to provide additional housing stock and there is no policy objection to the loss of the existing dwellings. The proposal would potentially make better use of this previously developed site, by increasing the number of residential units. Therefore, the principle of development would be acceptable, in accordance with policies H3 and H7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy DMH 4 of the emerging Development Management



Plan; policy 3.3 of the London Plan (2016); and the NPPF.

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

### DENSITY

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 150-250 habitable rooms per hectare (hr/ha) and 50-95 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would have a density of 69 units per hectare and 177 habitable rooms per hectare which would be within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

### MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 24 units with a housing mix of 13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and family sized (3 bedroom plus) homes.

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

The site is not located within an area of archaeology interest, a conservation area, or an area of special character. Nor are the subject buildings or neighbouring properties listed. Therefore, these matters are not relevant to the determination of this application.

## **7.04 Airport safeguarding**

There are no airport safeguarding considerations relevant to this application.

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

The site is not located within or adjacent to any green belt. Therefore, this is not a relevant consideration for the determination of the proposal.

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

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the

long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

The proposal is larger than the previously refused planning permission in 2007. However, this application only related to a site comprising Nos. 36 & 38. Therefore, it is not particularly useful for comparison. Nonetheless, no concerns regarding the design, scale and mass of this previous proposal were raised at planning or appeal stages.

The proposal is substantially smaller than earlier pre-application schemes that have been submitted. A comparison between the current proposal and earlier applications are shown within the submitted Design and Access Statement.

The current design envisages utilising the existing slope on the site to create underground parking to the rear that would be at ground level to the front of the building. This would create a building that is three storey in appearance to the front and two storey to the rear with accommodation within the roof. This approach would maintain substantial landscaping within the site, enabling the retention of the mature trees and open character towards the front of the site. Therefore, it is considered to contribute to a positive relationship between it and the natural underlying landform and topography of the site.

The roof of the car park to the rear of the building would be used to create a podium level garden and the new position of the building is more sympathetic in terms of its relationship with the properties backing onto the site in that it would be set further away from the boundary than the existing buildings at Nos. 36 & 38 and there is more opportunity for landscaping.

It is clear that there has been an attempt to make the building appear like 3 large dwelling houses by breaking it into 3 separate blocks, linked by glazed sections that would be set back significantly from the main front elevation and roof ridge. Careful detailing such as the provision of entrance doors at ground level have also been provided to reinforce this appearance, which is considered to be appropriate to the setting and character of the area.

The two/three storey height of the building with accommodation within the roof is appropriate in scale and fitting to the surrounding context of the site. Overall, the replacement building is considered to have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass. The proposed scheme is clearly informed by the surrounding historic environment and would be considered to sit comfortably within the site and streetscene.

The Council's Conservation and Urban Design Officer has raised no objection to the proposed design, bulk, mass, or proportions of the building stating that 'previous suggestions for an "Arts and Crafts" type design have been heeded'. The revised design is now considered to be in keeping with the character and appearance of Northwood.

However, the Council's Conservation and Urban Design Officer has recommended conditions to secure appropriate materials, require tinting of the glazed intersections, and to obtain more simple porch detailing to harmonise with the vernacular style of the elevations.

Subject to those conditions, no objection has been raised by the Council's Conservation and Urban Design Officer as the appearance of the proposed building would be considered to be in keeping with the character and appearance of the street and would not adversely impact the visual amenity of the wider area, in accordance with policy BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012); policy BE1 of the Local Plan: Part 1 Strategic Policies (2012); policies 7.4 and 7.6 of the London Plan (2016); and chapter 7 of the National Planning Policy Framework (2012).

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

Policies BE20, BE 21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the development are located on Greenheys Close to the North and at No. 34 Rickmansworth Road to the east. There are also the residential flats of Southill to the West. Regarding the impact on neighbours, it is worth pointing out that no concerns were raised regarding the amenity of neighbouring properties on the previous planning refusal (ref. 56595/APP/2007/3796) or appeal whereby the inspector determined that the the only reason for refusal was on highway safety grounds.

Nevertheless, the proposed building is situated further away from the neighbouring properties on Greenheys Close than the existing buildings on site. Therefore, the impact on the amenity of these neighbours should be less. It is recognised that the building would be higher, but it would not breach the 25 degree line from ground floor windows taken from any of the neighbouring properties on Greenheys Close. By virtue of the increased set back, the proposal is not considered to adversely impact the residential amenity of neighbours to the north.

No. 34 to the east, has habitable room windows to the front and rear. The development would be situated forward of this neighbour so it would not impact its rear windows. The replacement building has been positioned further away from No. 34 than the existing property No. 36 Rickmansworth Road, which again should reduce the impact on any front elevation windows to this neighbour. In addition, there is significant screening along the boundary provided by a row of evergreen trees which already enclose the closest ground floor level front window to this neighbour. The nearest part of the development to this neighbour is set down from the main building height at two storeys (with no accommodation within the roof following revisions to the height) It is also set back from the boundary by 4.6m and approximately 10m from No. 34, which would further assist in ensuring that there was less than significant impact to the front windows of this neighbour. Given these combination of factors, the development is not considered to harm the residential amenity of this neighbour in terms of loss of light, outlook, or a detrimental sense of enclosure. There are a number of openings proposed on the eastern flank wall

which overlook the front garden of No. 34, however, they would not overlook habitable room windows on the main house and the front garden is already significantly overlooked from the public highway and adjoining properties as is often the case for such spaces. Therefore, the proposal would not result in significant loss of privacy to this neighbour.

The proposed building would also be farther away from the neighbouring properties to the west with a gap of approximately 20m between them. Similarly, existing vegetation along the boundary already encloses these neighbours and would significantly screen the development from the perspective of the residents. On this basis, the proposal is not considered likely to negatively impact the residential amenity of occupiers to the west, in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

To conclude, the proposal would not harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

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

### **INTERNAL LIVING SPACE**

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

Generous and spacious residential floor space provision would be provided which exceed the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. Many of the units would be dual aspect and all would be considered to benefit from adequate outlook and natural daylight.

It appears from the plans that the entrances to the building would have level access to/from external areas. The core is appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

### **EXTERNAL AMENITY SPACE**

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is useable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 570sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a greater level of external green space than the policy standard. The external garden area to the rear of the building measures in excess of 900sqm. It is recognised that some of this external area is likely to be lost to provide appropriate defensible space to ground level windows, however, the proposal would still provide well in excess of the policy requirement.

It is clear from the plans that defensible space has been incorporated into the design of the development. Nevertheless, it is considered reasonable to obtain further details of defensible space / boundary treatment by condition to ensure that there would be no

privacy or security concerns to ground floor level flats.

Therefore, subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

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

##### TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Rickmansworth Road (A404) is classified and is shown as a London Distributor Road in the Hillingdon Local Plan (November 2012). It is one of the main routes through the



northern part of the Borough and is used by buses and heavy goods vehicles. In the vicinity of the site it is largely fronted by residential properties and is subject to a 30 mph speed limit. There is a bend in the road which restricts visibility.

A previous planning application (ref. 56595/APP/2007/3796) was refused on part of this site and dismissed at appeal. The Council and Inspector determined that the only reason for refusal was on highway safety grounds by virtue of the restricted visibility.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40.

The proposed development would be served by a single access bellmouth located at the eastern end of the site frontage. The design of the bellmouth has been led by the need for the development to accommodate refuse collection vehicles within the layout. The width of the access road beyond the bellmouth will be 4.1m with a 1.2m wide footway along the western edge.

As part of pre-application discussions, it was made clear that a visibility splay of 2.4m x 70m to the west would be required, in compliance with the advice set out within Manual for Streets 2 in respect of the recorded vehicle speeds. In order to assess the level of visibility that is required at the site access a vehicle speed survey was commissioned from a data collection specialist. This was carried out in accordance with TA 22/81 "Vehicle Speed Measurement on All Purpose Roads" and a representative sample of vehicle speeds was collected on 2 separate days. A copy of the survey report is included within the Appendix of the Transport Statement.

The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway.

The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements subject to the provision of a right turn lane into the site. The Highway Engineer has suggested that this could be secured by legal agreement, along with associated S278 works in the area.

The new access would enable refuse vehicles to enter the site, manoeuvre and leave in forward gear. This is a safer arrangement than existing which relies on all servicing to take place from the Rickmansworth Road carriageway.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides parking at basement level which would not require a ramp by virtue of the topography of the site. The proposal would provide 29 car parking spaces and two motorcycle parking spaces. Four disabled parking spaces would be provided which for ease of use are either situated near to the main core at basement level or at external ground level near to the main entrance.

Given the site has a PTAL of 2, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electrical charging points.

The proposal includes provision for 39 cycle parking spaces which would be located at basement level. They would be secure, sheltered, and reasonably accessible.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

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

### **SECURITY**

Policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, subject to condition to achieve Secured by Design. Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such



as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

For details of urban design please see section 7.07, and for details of access please see sections 7.8, 7.10, and 7.12, of this report.

#### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide four disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

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

With regards to special needs housing please see above.

##### **AFFORDABLE HOUSING**

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council has requested a third party independent review of the Financial Viability Assessment. It concludes that the development would generate a small surplus (but not

sufficient to enable on site provision). The final contribution will be clarified through the Council's Committee Addendum.

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

### TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

The main landscape issue to consider in this application relates to the safeguarding of trees on the site which contribute to the arboreal character and visual amenity of the site and surrounding area.

A tree survey has been prepared by GHA Trees that shows 18No. individual trees or groups have been assessed, of which eight are 'B' grade. The tree survey acknowledges that one 'B' grade sycamore, T15, and three 'C' grade trees (T14, G16 and some of G18) will be removed to facilitate the development.

In terms of retained trees / root protection areas, the survey has noted the need to protect the pine, T9 (T1, TPO No. 648) due to a major incursion by the proposed driveway into the root protection area of the tree. Protective measures are outlined in section 8 of the report.

On balance, the proposal is to retain many of the existing trees and the layout plan (by Wilcox and Meilwes) indicates that there will be amenity space and opportunity to provide an attractive landscape layout which includes additional tree planting.

The Council's Tree and Landscaping Officer has been consulted and not raised any objection to the proposal subject to conditions relating to tree protection/replacement, and the provision of a comprehensive landscaping scheme. Subject to these conditions as requested by the Council's Tree and Landscaping Officer, the proposal would be

considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

## ECOLOGY

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, existing trees that have potential to support various species are to be retained. Therefore, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

### **7.15 Sustainable waste management**

Integral waste storage would be provided at basement level but accessed externally at ground level due to the topography of the site. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Statement submitted shows that the development would comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. Subject to conditions to ensure compliance with the Energy Statement; to require the submission of further details regarding the proposed PV panels to the roof; and a statement to manage maintenance and report on the energy and CO<sub>2</sub> output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions, in accordance with policy 5.2 of the London Plan (2016).

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

The site is not located within a flood zone and is less than 1 hectare in extent. However, the management of surface water is a material planning consideration for all major development.

The proposal includes a basement which can have an impact on ground water. A Surface Water/SUDS Statement has been submitted with the application. At the time of writing this report, the Council's Flood and Water Management Officer had not commented. An update on Flooding/Drainage Issues will be provided within the committee addendum sheet when these comments have been received.

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

#### NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it

will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would not be more noise sensitive than the existing use. Besides road traffic noise, the site is not located near to any existing or potential excessive or major noise sources. In addition, the development would need to achieve compliance with Part E (Approved Document E) of schedule 1 of the Building Regulations which covers the requirement with respect to resistance to sound. Nevertheless, the Council's Environmental Health Officer has raised concern regarding potential noise from road traffic. A condition has been recommended to safeguard the amenity of future occupiers with regards to noise.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

#### AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is an existing residential location that does not appear to suffer from poor air

quality. Therefore, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

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

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

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: To be confirmed.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).
- S278/S38 highway works to secure a right turn lane, entry treatment at the vehicular access, and associated modifications to Richmansworth Road and Greenheys Close.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) 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.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the



resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 24 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

There are no enforcement issues related to this site.

#### **7.22 Other Issues**

##### **CONTAMINATION**

In the past, part of the site has been used as a plant nursery. Although this is a low risk there can be some residual soil contamination from these activities from on site materials including fertilisers and old heating pipes (sometimes asbestos). The other former use around the area that is not marked on this land is for mineral (gravel) extraction. There are old filled pits around Highfield Crescent and Highfield Road next to and 55 metres from the development. The Council's Environmental Health Officer has been consulted and considers the proposal to be low risk. However, it has been recommended that a condition be imposed to cover imports to ensure that it is clean and uncontaminated. Subject to condition, the proposal is considered acceptable with regards to contaminated land, in accordance with policy 5.21 of the London Plan (2016).

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

#### **General**

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

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

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

#### **Planning Conditions**

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

#### **Planning Obligations**

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The

obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

The principle of a flattened development on this site is acceptable and was determined to be appropriate by the previous Inspector for appeal (Ref: APP/R5510/A/03/1121602) where it was considered that the only reason for refusal was on highway safety grounds.

The current scheme differs from this proposal, in that it now includes number 40 Rickmansworth Road. As a consequence, it is now possible to gain enhanced visibility splays utilising the land at number 40. The proposed site access has been designed with visibility splays of 2.4m x 70m to the west and 2.4m x 90m to the east. The visibility splay to the east is unobstructed at any distance due to the alignment of Rickmansworth Road. The visibility splay to the west has been the point of contention in the past and restrained by property boundaries and the alignment of the main carriageway. The Council's Transport Engineer has been consulted and reviewed the proposal along with the Transport Statement submitted. No objection has been raised to the proposed access arrangements, subject to the provision of a right turn lane into the site, to be secured by legal agreement, along with associated S278 works in the area. The parking provision would comply with parking standards at local and regional levels.

The new building is well designed and will make a positive contribution to the location and surrounding area, particularly as the proposal includes retention of many of the mature trees within the site and it incorporates significant landscaping to the front and rear. The height and bulk of the building can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area and will not unacceptably detract from the



amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

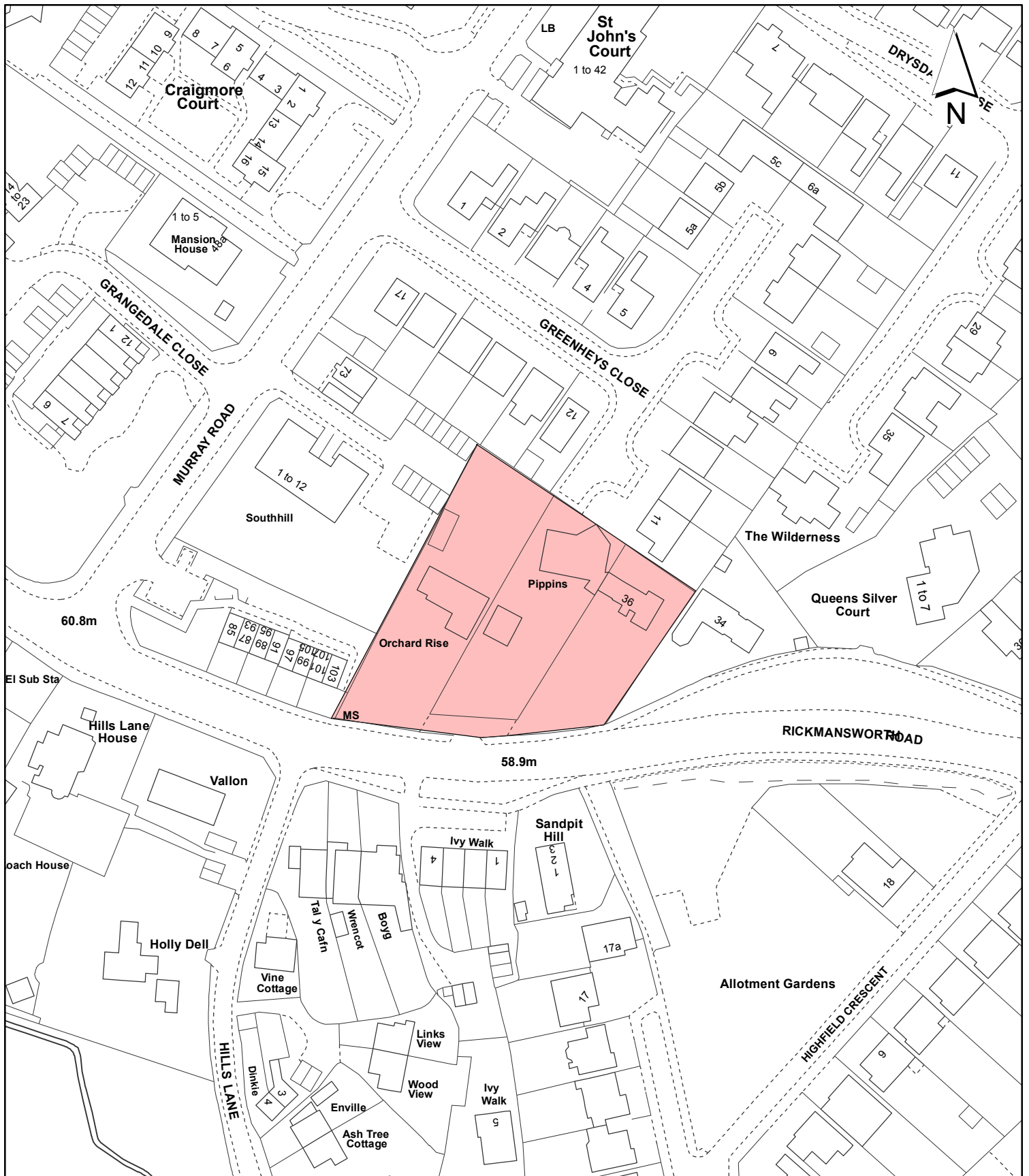
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

## **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Richard Conroy

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**36-40 Rickmansworth Road  
 Northwood**

**LONDON BOROUGH  
 OF HILLINGDON**

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

Planning Application Ref:

**69978/APP/2016/2564**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 44

Date:

**October 2016**



**HILLINGDON**  
 LONDON

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

**Address** IAG CARCO CAMPUS SEALAND ROAD HEATHROW AIRPORT

**Development:** Erection of a new 11,520 sq.m (GIA) cargo handling facility (B8 use), ancillary buildings totalling 330 sq.m and associated works including changes to site access and reconfiguration of landside and airside parking.

**LBH Ref Nos:** 50045/APP/2016/2081

**Drawing Nos:** Gebler Tooth Travel plan  
1000-10-PL-223-000024 REV 2.0  
1000-10-PL-223-000026 REV 3.0  
1000-10-PL-223-000001 REV 3.0  
1000-20-PL-223-000003 REV 3.0  
1000-10-PL-223-000015 REV 3.0  
London Planning Energy Assessment reference 30000299-IRY-0001 & P1  
Air Quality Assessment  
1000-10-PL-736-000028 REV 2.0  
1000-10-PL-736-000029 REV 2.0  
1000-10-PL-223-000011 REV 3.0  
1000-30-PL-223-000027 REV 3.0  
RSK Flooding Note reference 132594-L01-HC-JC  
Design and Access Statement  
Noise Screening Report May 2016  
Transport Assessment May 2016  
Flood Risk Assessment parts 1-9  
Planning Statement

**Date Plans Received:** 31/05/2016                      **Date(s) of Amendment(s):** 14/09/2016  
**Date Application Valid:** 31/05/2016                      31/05/2016

### 1. SUMMARY

This application seeks consent for the erection of a new 11,520 sq.m (GIA) cargo handling facility at the IAG Cargo Campus, Heathrow. National, Regional and Local planning policy encourages airport-related development within the boundary of Heathrow Airport. The proposed development seeks to respond to projected demand for priority and temperature-controlled freight services whilst also re-configuring the site to ensure that the layout makes the most efficient use of operational land within the Heathrow airport boundary. The principle of the development is therefore considered acceptable

In relation to the proposed design and scale of the development, the size, scale, form and layout is considered appropriate to its location and to integrate well and complement the surrounding development which is characterised by large scale airport warehouses, hangars, cargo transit sheds and other large, specialist buildings.

A Transport Assessment has been received in support of the application confirms that there would be no unacceptable impacts on the highway network. The proposed development would not increase the number of car parking spaces required on the site. The existing 679 spaces would be replaced by re-provision on site and relocation as part

of the approved Arora MSCP (reference 65688/APP/2016/94) on the adjoining site.

In terms of the impact of the proposal on air quality, flood risk and sustainability, reports have been submitted and reviewed by the relevant Council Specialists. With the exception of the flooding impacts, which will be reported through the committee addendum, the Councils Specialists on Air Quality and Sustainability are satisfied that the proposed development will not have a detrimental impact on the surrounding environment, subject to appropriate conditions on any consent.

It is therefore recommended that the application is approved, subject to the receipt of positive comments from the Council's Flood and Water Management Officer.

## **2. RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 COM3 Time Limit**

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

#### **REASON**

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

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

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [1000-10-PL-223-000026 REV 3.0; 1000-10-PL-223-000001 REV 3.0; 1000-20-PL-223-000003 REV 3.0; 1000-10-PL-223-000015 REV 3.0; 1000-30-PL-223-000027 REV 3.0; 1000-10-PL-223-000011 REV 3.0; 1000-10-PL-223-000015 REV 3.0; 1000-10-PL-736-000028 REV 2.0; 1000-10-PL-736-000029 REV 2.0] 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 (2016).

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

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

Reduction in energy use and renewable technology installation [Report London Planning Energy Assessment reference 30000299-IRY-0001 P1]

Air Quality Mitigation Measures [Report 'Air Quality Assessment September 2016']

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

#### **REASON**

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

#### **4 NONSC Link with application 65688/APP/2016/94**

Construction of the building hereby approved shall not commence until the 420 car parking spaces required by this development have been provided within the Multi Storey Car Park

approved as part of application 65688/APP/2016/94.

**REASON**

To ensure that an appropriate level of parking provision is provided for the cargo handling facility in accordance with Policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Policies and 6.13 of the London Plan (2016).

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

Notwithstanding the provisions of Part 3, Schedule 2 of the General Permitted Development (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building shall be used only for purposes within Use Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

**REASON**

To ensure that the support is maintained for operational uses within the airport boundary in accordance with Policy T4 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

**6 OM19 Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) An air quality and dust management plan in accordance with the 'Control of Dust Emissions during Construction and Demolition SPG' (GLA) outlining the measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

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 Policies 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.

**7 NONSC Radar Mitigation Scheme**

No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the London Borough of Hillingdon.

The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

**REASON:**

In the interests of the safe movement of aircraft or the operation of Heathrow Airport and of NATS En-route PLC through interference with communication, navigational aids and surveillance equipment in accordance with policies T4 and Strategic Objective 25 of the

Hillingdon Local Plan: Part One - Strategic policies.

**8 NONSC Crane operation plan**

No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan". Such a strategy shall include details of cranes and other tall construction equipment (including crane locations, operating height and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and other Construction issues' (available at [www.aoa.org.uk/operations & safety/safeguarding.asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).

Details of this plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved details and report.

**REASON:**

To ensure that the construction work and equipment on and adjoining the site does not breach the Obstacle Limitation Surface (OLS) at the airport, nor endanger the safe movement of aircraft through interference with communication, navigational aids and surveillance equipment in accordance with policies T4 and Strategic Objective 25 of the Hillingdon Local Plan: Part One - Strategic policies.

**9 COM7 Materials (Submission)**

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

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

**REASON**

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

**10 COM9 Landscaping**

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 External Lighting
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.



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

#### 4. Schedule for Implementation

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 and BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **11 COM10 Tree/hedges/shrubs 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **12 NONSC Non road mobile machinery**

All Non Road Mobile Machinery (NRMM) must meet meet Stage IIIA criteria of EU Directive 97/68/EC and registered online on the NRMM website at <http://nrmm.london/>.

#### 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.

#### **13 NONSC Low Emission Strategy**

Prior to the commencement of development, a Low Emission Strategy, with accompanying air quality action plan, demonstrating the the management, control and reduction of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> ('the emissions') shall be submitted to and approved

in writing by the Local Planning Authority. The action plan shall identify all sources for the emissions and the measures and technology to reduce and manage them. The measures shall include but not be limited to:

**Vehicular Traffic:**

Setting targets for and incentivising the use of Euro V and Euro VI HGVs  
Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs  
Installation of electric charging points  
Active promotion of cleaner vehicle technologies for all users of the development  
Active promotion of no idling

**Technology:**

Use of low emission boilers that comply with the GLA Sustainable Design and Construction SPD

**Emissions:**

The action plan must include forecasts for the emissions associated with the development and set annual reduction targets.

**Monitoring:**

The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets.

**Reporting:**

The action plan must include details for reporting the results of the monitoring to the Local Authority.

**REASON**

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

**14 NONSC Energy Measures**

Prior to the commencement of development full specification of lighting, energy efficiency measures and low or zero carbon technology shall be submitted in writing to the Local Planning Authority. The specifications shall be accompanied by an updated assessment which demonstrates the development will achieve a 35% reduction in CO<sub>2</sub> from a 2013 Building Regulation baseline. The assessment shall clearly show:

- 1 - The baseline consumption (KwHr) and emissions (KgCO<sub>2</sub>) to 2013 Building Regulations - this should be separated into the relevant sections of heating, lighting, cooling demands etc...
- 2 - The energy efficiency measures, their specifications and impact on the baseline (KgCO<sub>2</sub> and KwHr)
- 3 - The details and specifications of the low and zero carbon technology including the inputs and outputs.
- 4 - The impact of the low and zero carbon technology on the baseline (KgCo<sub>2</sub> and KwHr)
- 5 - The methods for monitoring and reporting the reduction targets to the Local Planning Authority

The development shall proceed in accordance with the approved details.

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.

**15 NONSC Construction Training**

Prior to the commencement of development, a construction training scheme to secure employment strategies to maximise employment opportunities for local residents shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme and timescale of providing the proposed strategy shall then be implemented in accordance with the agreed scheme.

**REASON**

To ensure the development contributes to community and social infrastructure to cater for the needs of the existing community and future populations in compliance with Policy C11 of the Hillingdon Local Plan Part 1 - Strategic Policies.

**16 NONSC Travel Plan**

Within 3 months of occupation of the building hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2016) Policies 6.1 and 6.3.

**17 COM29 No floodlighting**

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

**REASON**

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

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

A4	New development directly related to Heathrow Airport
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
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
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

## **3 I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

### **3. CONSIDERATIONS**

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

The IAGC campus is a 14.4ha site located within the Heathrow Airport Boundary. To the east of the application site is Terminal 4 and to the north, the Central terminal Area and Terminals 2 and 3. To the west of the application site is the Ascentis building, used for bulk non-premium cargo, which will remain unaffected by the proposed development.

The existing campus provides a range of cargo services accommodation in several large buildings. Ascentis is the largest on the campus, and is a six storey building used for general freight. Premia is a single storey warehouse building to the east of Ascentis and used for products that require special handling. Carrus is a three storey building to the south of Ascentis which provides administrative offices for the IAG Cargo Hub.

Surrounding the buildings are various land and airside traffic circulation routes, staff car parking and airside parking. The site is located on the existing car park for the IAG site

#### **3.2 Proposed Scheme**

This application seeks consent for the erection of an 11,520 sq.m building on the eastern side of the campus, that will be approximately 3 storeys in height. The building includes a mezzanine of 1020 sq.m which accommodates the welfare and administrative accommodation.

The building footprint is approximately 90m by 100m and is proposed to project 23 metres further to the south and 20 metres further to the north than the existing Premia building. The building is proposed to be a single volume warehouse with a roof apex of 11.7m, 1.5m higher than the existing Premia building.

The works form part of a phased development for the site. Phase 1 forms this application and is for a new development to meet demand for priority and temperature controlled freight services. The building is of the size proposed to enable decant of the current premium cargo operation from the existing Premia building and accommodate growth to 2020.

In respect of the existing 7300sq.m building, this will be come partly redundant as a result of the works. It is proposed in the future to demolish most of Premia and extend

#### **3.3 Relevant Planning History**

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

The most relevant planning history is listed.

Of note is the recent planning approval 65688/APP/2016/94 which granted consent for the erection of a multi-deck car park for use by Gate Gourmet and British Airways staff on land to the south of this application site on Sealand Road. This application is relevant to the consideration of this submission as the application proposes to utilise the some of the car parking spaces approved as part of this application

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

## UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- A4 New development directly related to Heathrow Airport
- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- 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
- LPP 4.5 (2015) London's Visitor Infrastructure
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.17 (2015) Waste capacity
- LPP 5.21 (2015) Contaminated land
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 6.6 (2015) Aviation
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 8.3 (2015) Community infrastructure levy
- NPPF National Planning Policy Framework

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **26th July 2016**



5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Historic England:

Do not consider it necessary for the application to be notified to Historic England.

NATS

NATS received a consultation from Hillingdon on the application referenced above. Having assessed the proposal, NATS anticipates that the new hangar will have a detrimental impact upon its infrastructure, namely the H10 radar located just over 1km to the East of the proposed site.

The impact on the radar is anticipated to manifest itself in the form of the generation of false radar targets. This is due to a significant amount of radar energy being reflected by the structure and interrogating aircraft outside the area targeted by the radar. Having analysed the performance of the radar and the effect of surrounding buildings, while the current application is considered to be unacceptable on cumulative grounds, NATS is satisfied that the potential for mitigation exists.

To avoid the new construction reflecting significant energy, NATS believes it could be possible to remove the effect by altering the east-facing side. This should be rendered less smooth and uniform and/or to be constructed using less conductive/reflective materials. NATS would be happy to engage with the applicant and discuss options in this respect.

Further to alterations to the design, should these not be practical or desirable, NATS is also satisfied that impact on its radar can be mitigated through a modification to the radar system. This mitigation solution, referred to as a 'radar mitigation scheme' or 'RMS' removes the impact of the development through a modification to the radar system to address the generation of false targets. To ensure the mitigation is implemented, NATS would the applicant to enter into an agreement in respect of the required works and its funding.

Should the London Borough of Hillingdon be minded to grant the application NATS's position is that it respectfully requests that the standard aviation conditions are imposed on any consent, as detailed overleaf. This will ensure that its infrastructure is not impaired in any way through either design changes to the hangar or a modification to the radar system.

### CONDITIONS

1. No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the London Borough of Hillingdon. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

REASON:

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

2. No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator". Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

## Internal Consultees

### Air Quality Officer:

The development site is within the declared Hillingdon Air Quality Management Area within an area where the air quality is already poor with concentrations of nitrogen dioxide exceeding the annual mean objective along a number of the roads around the development. This includes the Great Southwestern Road. The additional traffic generated by the proposed development (approx 262 additional freight movements) has been assessed as impacting detrimentally on the already poor levels of air quality at existing receptors along the nearby road network situated on the Great Southwestern Road. The transport report has assessed the impacts on the road network close to the development site, however, as the Transport Report states, the perimeter road allows direct access to the surrounding road networks including the A4 Bath Road and the M4. These roads are also currently exceeding the annual mean nitrogen dioxide objective.

The air quality assessment concludes that the concentrations associated with the increases in road traffic attributable to the proposed development are negligible, however it goes on to identify that as the development increases the intensity of exposure to existing residents already in exceedance that an appropriate selection of best practice mitigation measures are implemented. It should be noted that the Council consider any increases in pollution at sensitive receptors already above the air quality standards as significant and therefore requires mitigation. Should this development be recommended for approval the following conditions to secure a low emission strategy, air quality and dust management plan and ensure that all road machinery meets the EU directive.

### Sustainability officer:

An Energy Assessment was submitted by the applicants and reviewed by the Council's Sustainability Officer.

There are no objections in general to the report, however the officer is concerned that the use of the heat pumps has delivered such savings and the supporting information is not entirely clear. In particular it is not clear what the input and outputs of the heat pumps are, how they have been sized and how 'cooling' has been accounted for within the baseline assessment.

Notwithstanding such, the officer is confident that these issues can be ironed out by a more detailed assessment which will require specifications of the final pump designs and therefore raises no objections subject to a condition to ensure that details of the low or zero carbon technologies are submitted to the Council and are accompanied by updated assessments showing that a 35% reduction is achieved.

### Flood and Water Management Officer:

The applicant has submitted an FRA which does not take account of the Heathrow produced SFRA which identifies areas at key risks from surface water. It also does not mention the agreement that as a private network, Heathrow have agreed to ensure that individual development will reduce the run off to greenfield run off to reduce the pressure on the 3 catchment reservoirs which receive the drainage from the site.

RESPONSE: An updated Flood Report has been received and updated comments of the Officer will be reported at the planning committee meeting.

### Trees and Landscape Officer:

The Design & Access Statement makes reference to landscape enhancement in the De section.

The D&AS confirms that the campus is dominated by buildings and hard landscape associated with the operational requirements of the site. However, the existing 'soft' landscaped areas will

retained/re-instated (where affected) and new tree planting will be introduced to 'improve the visual field and humanise the environment'. Within the Sustainability Statement the report notes that the design provides for outdoor amenity areas for the benefit of staff. These areas will include hard and soft landscaped amenity areas providing sheltered/screened spaces for staff use.

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.

Environmental Protection Officer:

No objection.

Highways Officer:

The proposal involves the erection of a new large cargo handling facility off Sealand Road, Heathrow Airport which is the responsibility of HAL. The site is close to the junction of Sealand Road and South Perimeter Road.

The cargo site provides 5 areas of operation including the staff car park. The main staff car park has 621 spaces on site and there are 58 disabled parking spaces available adjacent to main buildings on the same overall cargo complex. The existing and proposed cargo handling facility are located immediately adjacent to the Southern Perimeter Road. There were pre-app discussions over the proposals earlier in 2016 and Highways/Transport issues were identified at that time and the need for a Transport Assessment was discussed.

The existing cargo facility has a total annual throughput of approximately 630,000 tonnes and the Premia facility deals with approximately 95,000 tonnes of that. There are staff and visitor car parking spaces on site for 679 cars. The existing cargo facility has the ability for 53 vehicles to wait to load/unload. A Transport Assessment by Gebler Tooth dated May 2016 provided the most relevant information on the proposal.

This application relates to the 1st phase of a development to create a new large cargo building for Premia that will result in an increased throughput of 136,000 tonnes (+46%) in Phase 1 by 2019 and later 2022 this figure will increase to 224,000 tonnes (+136%) with Phase 2 in place but only Phase 1 is dealt with in this application. The area of the proposed development will replace an area of existing car parking.

The displaced car parking will use the newly (May 2016) approved car parking in the adjacent site. Obviously this new parking facility is not constructed at present and there is no guarantee that this approved permission will be constructed to meet with the needs of the staff at the Cargo centre. One significant transport issue I have with this application is that the existing car park users will be asked to park at a facility which is away from the application site (outside the redline boundary) and what linkage there is with such an arrangement.

The demand for staff car parking was demonstrated in the TA as Figure 3.9 shows that there is a peak demand for 600 spaces during the middle of the day.

In terms of traffic the traffic surveys in the TS for cargo showed that there is a range of commercial vehicles arriving and departing throughout the day but 1000 to 1100 is the busiest hour with 42% of lorries being articulated.

The development itself will mean there will be a new cargo processing area and the existing building where these existing operations take place will house new airside storage facilities.

The 46% increase in cargo tonnage will increase traffic generation in the area and this will mean 20 additional trips in the peak hour (1000 to 1100). In the morning peak hour 12 trips per hour are

expected and 16 in the afternoon peak hour. These constitute a very small increase (approximately 0.35%) in peak hour movements which is not significant.

The proposed car parking arrangements at the site mean that 203 parking spaces will be retained at the site and the remainder (478) will be allocated at the Arora MSCP (yet to be built) so the overall provision remains the same.

In summary the cargo area under consideration will be increased to allow a 43% increase in throughput which will result in additional traffic but this is evenly spread through the day so peak hours are not significantly affected.

There will be a need to make minor modifications to the road access and an increase in the number of security barriers.

The TA suggests that there will be a new bespoke Travel Plan for the site which can be conditioned and is supported. On the basis of the TP changes in cycle and motorcycle parking will be made.

On the basis of the above comments the only serious concern associated with this proposal is the off-site car parking which does not seem to be within the control of the applicant. There is no information relating to the need for any additional staff to service the proposal which could have a significant effect on car parking demands.

OFFICER RESPONSE: Responses to the queries of the Highways Officer are dealt with in the relevant section of this report.

## **7. MAIN PLANNING ISSUES**

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

Policy T4 of the Hillingdon Local Plan: Part One - Strategic Policies recognises the importance of the airport to the borough. This policy supports the sustainable operation of Heathrow within its present boundaries.

Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport boundary, and development not directly related to Heathrow Airport to be located outside the airport boundary. For the purposes of this policy, directly related includes the storage and distribution facilities.

The proposed development seeks to respond to projected demand for priority and temperature controlled freight services, whilst also reconfiguring the site to ensure that the layout makes the most efficient use of the operational land within the airport boundary. IAG undertook a strategic review of its cargo operations in 2012 and this development will be the first phase in delivering a new masterplan for the IAG Cargo Campus. This phase comprises the provision of the building described within the earlier sections of the report and Phase 2, which does not form part of this development, will comprise the demolition of the existing Premia building and erection of an additional facility fully integrated with the cargo handling facility subject of this application.

Given that the development is directly related to the operations at Heathrow, seeks to expand the airport activities within the boundary of the operational area of the airport and within the no objection is raised to the principle of the development.

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

The London Plan density matrix, and HDAS density guidelines relate specifically to residential developments. As such, the density of commercial and industrial schemes

needs to be assessed on a case by case basis taking into account issues such as urban design, landscaping, parking, traffic impact, etc. These issues are all discussed later in the report.

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

The site does not fall within close proximity to any listed buildings, conservation areas, or areas of special local character.

The site is within the Heathrow Archaeological Priority Zone, a designated area of archaeological interest particularly, but not exclusively, for pre-roman remains. In this case GLAAS were consulted prior to the submission of the application and stated that they did not require the submission of a desk based assessment and consequent on site investigations.

#### **7.04 Airport safeguarding**

The scheme has been reviewed by NATS and BAA. Concerns have been raised by NATS in respect of aerodrome safeguarding and conditions have been recommended on any consent to ensure that sufficient mitigation is put in place to ensure the development will have no impact on the H10 Radar at the Airport and also a construction management strategy submitted to ensure that the heights of cranes and other tall construction equipment do not breach the Obstacle Limitation Surface at Heathrow. Subject to the inclusion of such conditions, no objection is raised in this regard.

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

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed building would be visible from Green Belt land, the nearest of which is located approximately 140m to the south in Spelthorne, the Southern Perimeter Road, Duke of Northumberland and Longford Rivers, and Bedfont Road to the south, provide a buffer between this land and the proposed building. Hoardings along Bedfont Road also limit these views to an extent and extensive tree planting within and on the boundary of the Green Belt land would also restrict any long distance views from here.

In addition, the proposed building would be seen in context with other large scale airport related developments. As such, it is not considered that the proposal would have such a detrimental impact on the visual amenity of the Green Belt sufficient to justify refusal.

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

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

The site is dominated by the 6 storey Ascentis building to the west of the site and the surrounding area generally is characterised by large scale airport warehouses, hangers, cargo transit sheds and other large specialist buildings.

The height of the proposed building is in part dictated by the 3 storey automated storage facility occupying the northern side and mezzanine level which needs to clear the loading door bays. Whilst this does result in a building that is much larger than the existing cargo building it is proposed to replace, given the presence of other large buildings within the vicinity of the area, and the height not too dissimilar to others within this part of the airport, no objection is raised to the overall size and scale of the building proposed.



In terms of the materials, the building is proposed to be a metal clad structure in the grey metal composite panels typical of other airport development. Overall, the proposed design and finish of the building is considered acceptable and to not appear out of character with the design and appearance of buildings within the surrounding area.

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

The site is bordered by commercial development within Heathrow Airport and, as such, it is not considered that that the proposal would have any significant detrimental impact on the neighbouring uses in terms of overlooking, overshadowing or noise.

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

Not applicable to the consideration of this application.

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

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing access demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads.

All roads within the airport are owned and operated by HAL and, as such, the implications of any development on the airport road system are for HAL to assess. Notwithstanding such, there are potential implications resulting from such a development on the wider highway network that the applicants have assessed through their transport assessment. As a result of the proposed development, it is predicted that annual cargo tonnage capacity will increase from 95,000 to 136,000 as a result of this application. The increase in cargo tonnage will result in an increase in traffic movements in the area, which equates to an additional 20 trips in the peak hour (1000 to 1100). In the morning peak hour, 12 trips per hour are expected and 16 in the afternoon peak hour. These constitute a very small increase (approximately 0.35%) in peak hour movements which is not significant increase overall within the area. Therefore whilst there will be a 43% increase in throughput which will result in additional traffic, as this is evenly spread throughout the day, the peak hours are not affected so significantly that the scheme would have a detrimental impact on the adjacent local highway or transport networks.

#### **CAR PARKING**

The existing site accommodated 679 car parking spaces and the area of the proposed development will replace an area of existing car parking. The details accompanying the application state that 420 spaces will be relocated from the existing campus to a site south of Sealand Road owned by Arora Management Services Limited. The relocation of these spaces will allow the land currently used for surface level parking to be used for operational, airport related development.

The accompanying Transport Assessment demonstrates that there is a demand for 600 spaces during the middle of the day and in terms of traffic, the surveys show that there are a range of commercial vehicles arriving and departing throughout the day, however the busiest hour is between 1000 to 1100.

The site to the south of Sealand Road was granted outline planning permission (only matter reserved was landscaping) within application 65688/APP/2016/94 for a multi storey car park specifically for the use of British Airways (a subsidiary of IAG) and Gate Gourmet.



As a result, this application permitted 1022 car parking spaces, 742 to be used by BA and 280 by Gate Gourmet. The intentions behind application 65688/APP/2016/94, were to provide car parking for the cargo site, to facilitate its comprehensive and efficient redevelopment. As a result, application 65688/APP/2016/94 was granted subject to a number of planning conditions to secure the use of the spaces on this site. Of relevance are the following conditions:

- Condition 10 - This condition requires a maximum of 742 spaces shall be used for British Airways staff working at the cargo site
- Condition 11 - This condition requires the submission of a development agreement between Arora Group and BA which commits BA to occupy the development. This development has to be in place before the car park can be constructed above first floor level, which are the floors to be occupied by BA.
- Condition 12 - This condition requires the implementation or review of any Green Travel Plan in respect of the BA cargo site, shall also apply to the BA cargo workers car parking
- Condition 14 0 This condition requires the submission of a car parking redistribution strategy to include details of the number and location of parking spaces to be relocated and a phasing programme and physical measures to ensure the control of parking spaces.

The conditions within application 65688/APP/2016/94 ensure a linkage and commitment that the spaces required as part of this development will be provided. Conditions are recommended on this consent to ensure that such linkages remain and that this scheme cannot proceed without the relevant commitments and agreements in place. It is important to note that parking and access matters in relation to the car park site were considered and approved as part of application 65688/APP/2016/94 and its conditions.

In terms of car parking, 203 spaces will be retained on the site and the remainder (478) will be allocated at the Arora MSCP, therefore the parking provision remains the same. No objection is therefore raised on parking grounds.

The Transport Assessment refers to a bespoke Travel Plan for the site in support of the application which will set out the potential travel initiatives

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

##### URBAN DESIGN

See section 7.07 of the report.

##### ACCESS

Access to the proposed building will be via the junction of Sealand Road/Southampton Road East and the alignment of the existing security barriers is proposed to be revised to provide greater separation between the barriers. Egress would be provided from two exit barriers leading back to the Sealand Road/Southampton Road roundabout to the east. No objection is raised.

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

Not applicable to the consideration of this application.

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

The Design & Access Statement makes reference to landscape enhancement in Design section.

The D&AS confirms that the campus is dominated by buildings and hard landscape associated with the operational requirements of the site. However, the existing 'soft' landscaped areas will be retained/re-instated (where affected) and new tree planting will be

introduced to 'improve the visual field and humanise the environ  
Within the Sustainability Statement the report notes that the design prov  
outdoor amenity areas for the benefit of staff. These areas will include har  
soft landscaped amenity areas providing sheltered/screened spaces for staff use.

If the application is recommended for approval, landscape conditions s  
imposed to ensure that the proposals preserve and enhance the character  
local distinctiveness of the surrounding natural and built environment.

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

Not applicable.

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

Policy 5.2 of the London Plan sets out the energy requirements for schemes. These are  
required to submit an energy assessment showing how the development will achieve a  
35% reduction in CO2 from a 2013 Building Regulations baseline.

An Energy Assessment has been received with this application and sets out the Part L  
compliance modelling for the welfare areas (offices, staff rooms, WCs and associated  
plant rooms). Warehouse areas have been deemed exempt as energy consumption is  
process driven. Even though they are exempt, the warehouse has been designed using a  
low to zero carbon strategy, including the following measures: Part L2A minimum or  
improved U-values; Passive heating and cooling using free cooling/heating (90%  
recirculated air); Use of ambient door curtains - not heated door curtains; and use of high  
efficiency heat pumps. In terms of the welfare areas, the proposed building complies with  
the GLA requirements and provides a 35% improvement on the "baseline" building. The  
use of heat pump technology for hot water generation and conditioning of the space is a  
large contribution along with the passive design provisions and high efficiency services  
proposed.

The report has been reviewed by the Council's Sustainability Officer who is concerned that  
the use of the heat pumps has delivered such savings. In particular it is not clear from the  
supporting information what the input and outputs of the heat pumps are, how they have  
been sized and how 'cooling' has been accounted for within the baseline assessment.

Notwithstanding such, the Officer considers that the these issues can be addressed by a  
more detailed assessment which will require specifications of the final pump designs and  
such is requested by condition.

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

The site is located within Flood Zone 1. A Flood Risk Assessment (FRA) has been  
submitted with the application and reviewed by the Council's Flood Water Management  
Officer. Further information has been requested by the Officer as the FRA which does not  
take account of the Heathrow produced Strategic Flood Risk Assessment, which identifies  
areas at key risks from surface water, nor the commitments made by Heathrow to reduce  
run off. A revised FRA has been received and is being reviewed by the Council. Final  
comments from the Officer will be provided at the meeting.

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

NOISE:

A noise screening report has been submitted with the application and reviewed by the  
Councils Environmental Protection Officer. No objection is raised to this document.

AIR QUALITY:

The site falls within an Air Quality Management Area. The Borough considers that any

exceedence of the air quality objective will be deemed as significant, given that it is a level set to protect human health.

The development site is within the declared Hillingdon Air Quality Management Area within an area where the air quality is already poor with concentrations of nitrogen dioxide exceeding the annual mean objective along a number of the roads around the development. This includes the Great Southwestern Road. The additional traffic generated by the proposed development (approx 262 additional freight movements) has been assessed as impacting detrimentally on the already poor levels of air quality at existing receptors along the nearby road network situated on the Great Southwestern Road. The transport report has assessed the impacts on the road network close to the development site, however, as the Transport Report states, the perimeter road allows direct access to the surrounding road networks including the A4 Bath Road and the M4. These roads are also currently exceeding the annual mean nitrogen dioxide objective.

The air quality assessment concludes that the concentrations associated with the increases in road traffic attributable to the proposed development are negligible, however it goes on to identify that as the development increases the intensity of exposure to existing residents already in exceedence that an appropriate selection of best practice mitigation measures are implemented. It should be noted that the Council consider any increases in pollution at sensitive receptors already above the air quality standards as significant and therefore requires mitigation.

Overall, no objection is raised to the report submitted and a number of conditions are recommended to secure a low emission strategy, air quality and dust management plan and ensure that all road machinery meets the EU directive.

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

No comments were received from the consultation.

In respect of the statutory and Councils consultation, these have been reported within the main body of the report.

#### **7.20 Planning obligations**

CIL

The development will be liable for the Mayoral and Hillingdon's own CIL.

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

Not applicable.

#### **7.22 Other Issues**

There are no other issues for consideration.

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

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None.

#### **10. CONCLUSION**

National, Regional and Local planning policy encourages airport-related development within the boundary of Heathrow Airport. The proposed development seeks to respond to projected demand for priority and temperature-controlled freight services whilst also re-configuring the site to ensure that the layout makes the most efficient use of operational land within the Heathrow airport boundary. The principle of the development is therefore

considered acceptable

In relation to the proposed design and scale of the development, the size, scale, form and layout is considered appropriate to its location and to integrate well and complement the surrounding development which is characterised by large scale airport warehouses, hangars, cargo transit sheds and other large, specialist buildings.

A Transport Assessment has been received in support of the application confirms that there would be no unacceptable impacts on the highway network. The proposed development would not increase the number of car parking spaces required on the site. The existing 679 spaces would be replaced by re-provision on site and relocation as part of the approved Arora MSCP (reference 65688/APP/2016/94) on the adjoining site.

In terms of the impact of the proposal on air quality, flood risk and sustainability, reports have been submitted and reviewed by the relevant Council Specialists. With the exception of the flooding impacts, which will be reported through the committee addendum, the Councils Specialists on Air Quality and Sustainability are satisfied that the proposed development will not have a detrimental impact on the surrounding environment, subject to appropriate conditions on any consent.

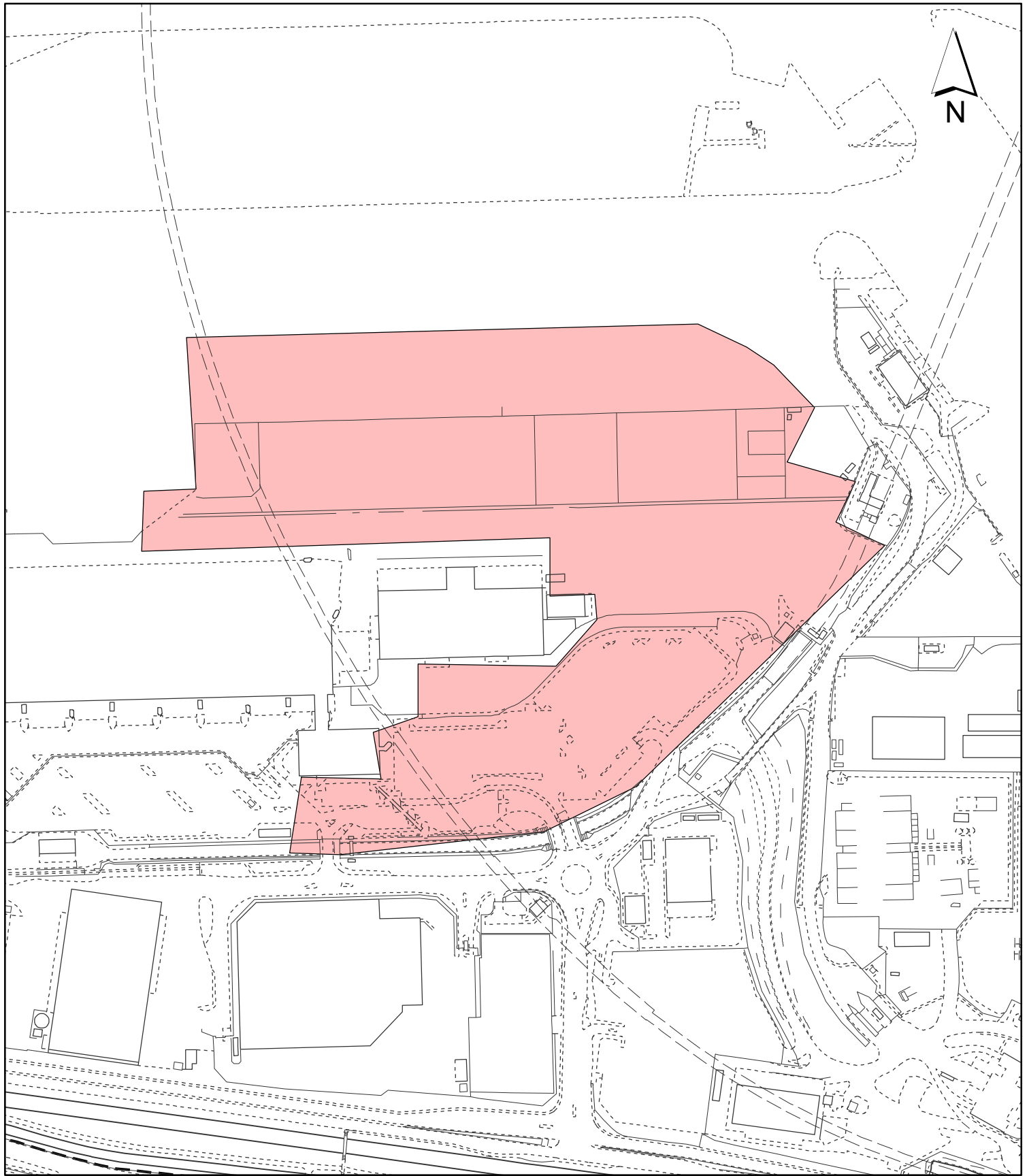
It is therefore recommended that the application is approved, subject to the receipt of positive comments from the Flood and Water Management Officer.

#### **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 (March 2012)  
London Borough of Hillingdon Air Quality Action Plan 2004

**Contact Officer:** Charlotte Goff

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**IAG Cargo Campus**

**LONDON BOROUGH OF HILLINGDON**

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

Planning Application Ref:  
**50045/APP/2016/2081**

Scale:  
**1:3,500**

Planning Committee:  
**Major** Page 66

Date:  
**October 2016**



**HILLINGDON**  
 LONDON



# Agenda Item 8

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

**Address** IMPERIAL HOUSE VICTORIA ROAD RUISLIP

**Development:** Construction of a 2,554sqm. GIA (1,687sqm sales area) Class A1 discount food store with associated access arrangements, car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding of Bensons for Beds unit.

**LBH Ref Nos:** 5039/APP/2015/4395

**Drawing Nos:** Energy Statement, dated 11/11/15, Rev. 4  
Flood Risk Assessment, November 2015  
Geo-Environmental Site Investigation Report  
Soft Landscape Specification, dated October 2015  
Planning and Retail Statement, November 2015  
Transport Assessment, November 2015  
Draft Travel Plan, November 2015  
Design and Access Statement  
3096/302B  
3096/405A  
3096/409  
3096/410A  
3096/415  
3096/416  
3096/420  
12998/T/03-03 Rev. A  
12998/T/02 - 02 (Arboricultural Impact Assessment)  
12998/T/02 - 02 (Tree Constraints Plan)  
3096/426G  
LIDL18941-11g  
Air Quality Assessment, dated 27/11/15, Rev. 3  
Tree Survey  
Carpark Lighting Proposal, dated 30/10/15  
Carpark Lighting Layout, Rev. A  
3096/301E  
Response to Highway Officer's Comments, February 2016  
Underground Services Search Report  
3096/426G (with delivery vehicle swept paths for Lidl)  
3096/426G (with delivery vehicle swept paths for Bensons for Beds)  
South Ruislip Industrial Market & SIL Study, August 2015  
Technical Note, July 2016  
Technical Note No. 5, dated 13/11/15  
Response to Bensons for Beds Highway Objection Comments, July 2016  
GVA letter dated 26/7/16

**Date Plans Received:** 30/11/2015

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

**Date Application Valid:** 14/12/2015

30/11/2015  
08/07/2016  
27/07/2016

**Major Applications Planning Committee - 4th October 2016  
PART 1 - MEMBERS, PUBLIC & PRESS**

**1. SUMMARY**

This application seeks permission to demolish the vacant single storey Imperial House, last used as a car showroom within the Stonefield Way IBA and erect a part single, part two storey 2,639 sq. m gross external area discount Class A1 retail foodstore for use by Lidl and involves the re-configuration of the car parking and access and delivery arrangements across the site, which involves the demolition of Unit 1 (the former Comet building) and part of the Value Windows Ltd. building at the rear of the site, the external refurbishment of Unit 1 (Bensons for Beds) and associated landscaping.

This application is a re-submission of a similar scheme (App. No.5039/APP/2014/3715 refers) which was presented to the Major Planning Applications Committee on 18 November 2015 where the officer recommendation for approval was agreed. The application has yet to be approved as the S106 Agreement has not been completed.

As established on the previous application, no objections are raised to the loss of Imperial House and similarly, Unit 1 and the Value Windows Ltd. building have little architectural or historical merit and are in a generally poor state of repair, so that their loss is acceptable or to the loss of employment land within the IBA given that the site was (i) not previously used to provide traditional industrial employment, with the car showroom being a sui generis use; (ii) has been marketed since 2006 but no interest has been forthcoming; and (iii) the discount retailer is expected to provide approximately 30 jobs. Although this site now includes a small part of the adjoining building at the rear, a South Ruislip Industrial Market & SIL Study has been submitted which details market conditions and is considered to justify the loss of part of the adjoining vacant site.

The site is in an out-of-centre location, but the proposal has been supported by a sequential assessment which adequately demonstrates that there are still no sequentially preferable sites, either within or on the edge of surrounding centres.

Furthermore, the revised proposal would not adversely impact upon surrounding residential occupiers, would be resilient to flood risk and would not increase the risk of flooding elsewhere. The proposal's impact upon trees and the proposed landscaping scheme are also acceptable.

The Council's Highway Engineer has been involved in protracted discussions with the developer in terms of resolving the servicing and delivery arrangements at the site. Revised plans have now been submitted which now utilize the existing access for the

Value Windows Ltd. building at the rear of the site for deliveries to both the Lidl and Bensons for Beds stores so that service deliveries will be contained towards the rear of the site and will not have to cross most of the length of the customer car park, and customer and vehicular conflict is kept to a minimum. The Highway Engineer raises no further objections to the scheme, subject to a S106/S278 Agreement to deal with the highway works, a Green Travel Plan and conditions.

The application has now had to be referred to the Mayor, due to the increased size of the store meeting the Mayor's threshold, and the comments received have been addressed by the applicant.

The S106 Agreement would also include a commensurate package of planning benefits to offset the adverse impacts of the scheme.

As such, it is considered that this revised scheme is acceptable and that following referral to the Mayor for his Stage 2 Report, has overcome the reasons for refusal of the previous scheme and is recommended for approval.

## **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 Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 for his Stage 2 response,**

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

**1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,**

**2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,**

**3. Delivery and Servicing Management Plan,**

**4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),**

**5. £12,600 carbon offset contribution**

**6. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.**

**7. Construction training**

**- Training Cost: £2500 per £1m build cost +**

**- Coordinator costs:  $3256/7500 \times £71,675 = £31,116.50$ ,**

**8. Project Management & Monitoring Fee: equal to 5% of total cash contributions**

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

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

**D) That if any of the heads of terms set out above have not been agreed and the**

**S106 legal agreement has not been finalised before the 4th December 2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:**

**'The applicant has failed to provide a commensurate package of planning benefits to maximise the transport, environmental and social benefits, namely highway improvements, tree planting, construction training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'**

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

**F) That should the application be approved, the applicant pay the required levy on the additional floorspace actually created.**

**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 3096/405A, 3096/409, 3096/410A, 3096/416, 3096/420, 3096/426G, LIDL18941-11g and Carpark Lighting Layout, 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**3 COM5 General compliance with supporting documentation**

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

Site Remediation and Building Design Mitigation Works [Geo-Environmental Site Investigation Report]

Site preparation and landscaping works and maintenance [Soft Landscape Specification]

External Lighting [Carpark Lighting Proposal Report]

Reduction in energy use and renewable technology installation [Energy Statement]

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

**REASON**

To ensure that the development complies with the objectives of Policies 5.2, 5.12, 5.13, 5.15 of the London Plan (March 2016, PT1.EM6, PT1.EM8 of the Hillingdon Local plan: Part One - Saved UDP Policies (November 2012 and Policies OE1, OE3 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **4 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).

#### **5 COM9 Landscaping (car parking & refuse/cycle storage)**

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

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 13 spaces would be served by electrical charging points, with a further 13 spaces being made easily capable of providing electric charging points in the future) and 8 motorcycle spaces
  - 2.c Hard Surfacing Materials
  - 2.d Final External Lighting Specification

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

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (March 2016).

## **6 NONSC Revised Cycle Parking Details**

Notwithstanding the details shown on Drw. No. 3096/426G, prior to the occupation of the building, details of 16 long stay and 24 short stay cycle spaces to serve the proposed store and 3 long stay and 6 short stay cycle spaces to serve the existing retail unit shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON

To ensure that appropriate facilities are provided for cyclists, in accordance with Policy 6.9 of the London Plan (March 2016).

## **7 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

**8 NONSC Sales Floor Area**

The net sales area of the proposed store shall not exceed 1,687sqm unless otherwise agreed in writing by the Local planning Authority.

**REASON**

In order to conform with the terms of the application, to ensure that the viability and vitality of local shopping centres is not prejudiced and to ensure there highway safety is not prejudiced, in accordance with the NPPF (March 2012), Policy 4.7 of the London Plan (March 2016), Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies AM7(i) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**9 COM12 Bulky Goods Restriction**

The existing retail unit on site shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, pet sales and associated goods, furniture, furnishings, flooring and carpets, vehicle maintenance products and related accessories and electrical goods and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

**REASON**

In order to conform with the terms of the application and to ensure that the viability and vitality of local shopping centres is not prejudiced, in accordance with the NPPF (March 2012), Policy 4.7 of the London Plan (March 2016), and Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

**10 COM14 No additional internal floorspace**

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 NONSC Flood Risk Mitigation**

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) PBA dated Nov 2015 and the following mitigation measures detailed within the FRA:

- i) Provision of a Flood Plan to all future users including plan and locations of appropriate refuge and evacuation routes
- ii) Implement the flood resistance and resilience measures recommended within the FRA. An as built report shall be submitted to the Local Authority with details of the measures implemented.
- iii) Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm to less than 10/l/s.

#### REASON

To minimise the impact of flooding on the proposed development and future occupants and to minimise the impact of the proposed development on the surrounding area in accordance with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (March 2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

### **12 NONSC Sustainable Water Management**

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

a) Manages Water The scheme shall follow the strategy and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 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.

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

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

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

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

e) During Construction

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.  
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015). To conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016). To ensure developments have suitable infrastructure in place to support them and improve water quality in accordance with Policy 5.14 Water quality and wastewater infrastructure, (March 2016).

**13 NONSC Piling Method Statement**

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

In order to safeguard the underground sewerage utility infrastructure which would be in close proximity to the proposed works from the potential impacts of piling in accordance with Policy 5.14 of the London Plan (March 2016).

**14 NONSC Noise level from plant/ machinery**

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 Two - Saved UDP policies (November 2012).

**15 COM22 Operating Hours**

The premises shall not be used except between:-

07:00 to 23:00 hours, Mondays to Saturdays and 10:00 to 18:00 hours on Sundays, Public and Bank Holidays.

**REASON**

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

**16 NONSC Delivery Hours**

There shall be no deliveries or collections at the site between the hours of 07:30 to 09:00 hours and 17:00 to 19:00 hours on Mondays to Fridays and 12:00 to 14:00 hours on Saturdays.

**REASON**

To minimise vehicular and pedestrian conflict and to safeguard the free flow of traffic on the adjoining highway during the evening peak period in the interests of highway safety, in accordance with Policy AM7(i) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 NONSC Car Park Management Plan**

Prior to the occupation of the proposed store, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The car park shall thereafter be managed in accordance with the approved details.

**REASON:**

To ensure that the car park is managed safely and effectively to serve the two units, in accordance with Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**18 NONSC Construction Management Plan**

Prior to the commencement of works on site, a Construction Management Plan, in accordance with The Mayor of London's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance shall be submitted and approved by the Local Planning Authority.

The development shall be constructed in accordance with the approved details.

**REASON**

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

**19 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 paragraph 124 of the National Planning Policy Framework, Policy 7.14 of the London Plan (March 2016) and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

**20 NONSC Low Emission Strategy**

Prior to the occupation of the site, a Low Emissions Strategy for the operation of the site shall be submitted to and approved in writing by the Local Planning Authority. This shall address the use of low NOx energy sources and the active promotion of cleaner vehicle technology in regards to the fleet associated with the operation of the site.

REASON

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

**21 COM29 No floodlighting**

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

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**22 COM30 Contaminated Land**

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

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

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

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

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part

of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

#### REASON

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

#### **23 NONSC Soil Testing**

Before any part of the development is occupied, site derived soils and 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 the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **24 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.

#### **25 OM7 Refuse and Open-Air Storage**

Details of on-site refuse storage (including any open-air storage facilities) for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

#### REASON

To ensure that visual amenities are not prejudiced, in accordance with policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **26 NONSC External Storage**

No display, placing or storage of goods, materials, plant or equipment shall take place other than within the buildings unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Local



Plan: Part Two Saved UDP Policies (November 2012).

**27 NONSC Trolley Trap Details**

Prior to the commencement of use of the new food store, a trolley trap(s) to prevent shopping trolleys leaving the site shall be implemented and thereafter retained for so long as the development remains in existence.

**REASON**

To prevent the abandonment of shopping trolleys in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**28 NONSC Making good Value Windows Ltd Building**

Prior to the commencement of works on site, details of the works and external materials to make good the Value Windows Ltd building at the rear of the site shall be submitted to and approved in writing by the LPA.

The works shall be carried out in accordance with the approved details and implemented prior to the occupation of the proposed store.

**REASON**

To ensure that the building is made suitable for use and the works safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan: Part Two - Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services

LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### **3            115            Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

### **4**

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Yeading Brook, designated a 'main river'.

## 5

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

## 6

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

## 7

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 0203 577 9483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

## 8

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

## 9

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

## 10

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.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site forms a 1.0ha, rectangular shaped site located within an industrial/commercial area on the southern side of Victoria Road. The site forms the western corner of Victoria Road's eastern junction with Stonefield Way, a road which forms a one-way route around three sides of a block within the industrial estate, with vehicles entering

Stonefield Way from its eastern junction before re-emerging onto Victoria Road at its western junction, some 120m to the west of the application site. The commercial units on this side of Victoria Road are mainly in use for retail purposes, with residential properties opposite.

The eastern part of the site comprises two retail units within a detached single storey building, one of the units is occupied by Bensons for Beds, with the other unit being vacant, although it was last occupied by Comets (referred to as Units 1 and 2). There is a large customer car park at the front of this building which serves both units and is accessed from Stonefield Way. Fronting this part of the site is a wide grass verge. The western part of the site comprised Imperial House, which prior to demolition works commencing, comprised a vacant and somewhat dilapidated building which was boarded up and last used as a car showroom. This part of the site is fronted by a service road from which the former car showroom's customer car park at the front of the building was accessed. At the rear of the site is the vacant former Value Windows building which is also in poor condition.

Traffic on Victoria Road is segregated by central island road markings and there is a zebra crossing immediately in front of the eastern part of the site.

The application site forms part of the Stonefield Way IBA and has a PTAL score of 1b. It is also located within Flood Zone 2.

### **3.2 Proposed Scheme**

The proposal is for the demolition of the existing Imperial Garage building and erection of a part single storey, part two storey Class A1 discount Lidl food store and involves the re-configuration of the car parking and access and delivery arrangements across the site, which involves the demolition of Unit 1 (former Comet store) and the Value Windows Ltd. building at the rear of the site, the external refurbishment of Unit 2 (Bensons for Beds) and associated landscaping.

The proposed new building would have a similar siting to the existing Imperial House on the western side of the site, with a gross internal floor area (GIA) of 2,755 sq.m (2,639 sq.m gross external area (GEA)) and sales area of 1,687 sq.m. The building would have a rectangular footprint, with the customer entrance facing Victoria Road on the eastern side of the building with the building incorporating a mono-pitch roof, which would have a maximum eaves height of 7.58m along its eastern flank, reducing to 5.28m on its western side elevation. Delivery/service access to the building would be to the rear and the store would include a bakery. The building would have a full height glazed shopfront with graphite grey framing with white painted render on the lower side and rear walls with metallic cladding above and an aluminium panelled roof. The existing retail unit (Bensons for Beds) would have new facing brickwork on the lower part of its walls and re-clad above to match the new Lidl store.

The main differences in this scheme from the previous scheme (App. No. 5039/APP/2014/3715 refers) are that: (i) the site with the incorporation of part of the Value Windows Ltd building at the rear is slightly larger; (ii) the existing vacant former Comet Unit would be demolished; (iii) there would be an uplift in terms of the floor area of the Lidl store of 593 sq. m GEA, from 2,046 sq. m to 2,639 sq. m (785sq. m increase in the GIA from 1,970 sq.m to 2,755 sq.m) and increase of 401 sq. m of the sales area; (iv) the proposed building would extend further forward on site and be marginally taller to incorporate a new part first floor along its eastern side; (v) the building would have more of a rectangular footprint, omitting the side bakery (which would now be provided internally within the main



building); (vi) service/deliveries would be at the rear of the building (instead of along the western side of the Lidl store); (vii) and the surrounding site would be completely re-configured, with the Bensons for Beds service yard area being revised and a total of 123 car parking spaces being provided within the surrounding single car park (as compared to 104 previously proposed), including 13 disabled spaces and 7 brown badge spaces (compared to 9 dual use spaces previously) and the scheme retains 4 parent and child spaces. The scheme also proposes 2 active and 2 passive charging spaces, 8 motorcycle spaces and 26 short stay and 18 long stay cycle spaces.

Following protracted discussions with officers on this scheme, further changes have been made to the service/delivery arrangements and now, the existing access on Stonefield Way which serves the

Value Windows Ltd building at the rear of the site would be used for service deliveries to the Lidl and Bensons for Beds stores which would involve more direct access routes across the site than the access to the existing car park on Stonefield Way originally proposed for deliveries and therefore less customer/vehicular conflict.

As previously, additional landscaping, including tree planting has been provided along the site's road frontages and within the car parking area. The service road in front of the western part of the site would be removed and the highway verge extended. The proposals incorporate the previously permitted alteration to Stonefield Way, converting a section of Stonefield Way back to a two-way operation between the site access and Victoria Road (as originally granted by planning ref 41266/APP/2012/2939) with various alterations to the kerb alignment. Details of a lighting scheme for the car park are also included.

The opening hours of the store would be from 07:00 to 23:00 hours Monday to Saturdays and 10:00 to 18:00 hours on Sundays and Bank Holidays.

The application is supported by the following documents:-

Design and Access Statement:

This provides an introduction to the statement, describes the site and its surroundings and the development proposals. The statement describes Lidl's operation and advises that the proposals will enhance the food retail offer in the South Ruislip area and the application will effectively transfer a proportion of open A1 consent from the two existing retail units to the new Lidl store in return for a new condition restricting the range of goods which can be sold to comparison goods only. The statement then goes on to describe the proposals in terms of the amount, layout, appearance/scale, soft and hard landscaping and access before concluding that the proposals will broaden the food retail offer in South Ruislip, represent a significant financial commitment to the area and provide valuable local employment. The building would also be of an appropriate scale and design and the proposed alterations to the access / egress will transform the economic viability of the application site, re-generate a site which has a decidedly run-down appearance. Also, the detailed design of the building will employ sustainable methods and the proposals involve an inclusive approach being taken to accessibility.

Planning and Retail Statement:

This provides an introduction to the proposals and describes the site, its planning history and the development proposals and includes a comparison between the existing and proposed floor space. The planning policy framework is then described and the report goes on to consider the appropriateness of the release of the site from employment use, including the prospect of industrial/warehousing use of Imperial Garage in the future (noting the lack of interest shown to marketing activity and various reports/studies that indicate a



surplus supply of industrial land in Hillingdon) as compared to the economic benefits of the proposed scheme. The report goes on to consider the retail impact of the scheme, following NPPF guidance and describes the assessment methodology. Results are described, with a health check assessment of surrounding local and town centres. The report then goes on to consider the sequential test and evaluates a number of in centre, edge of centre and then out of centre sites in and around the surrounding centres and the report concludes that there are no suitable, available and viable sites which are sequentially preferable. The report goes on to outline other planning considerations raised by this application and the various reports that have been submitted to assess them. The public consultation undertaken on the proposals are described and conclusions reached.

GVA letter dated 26/7/16:

This provides a rebuttal to the retail objection comments provided by Daniel Watney LLP, the retail consultants acting on behalf of Bensons for Beds.

Transport Assessment:

This provides the background to the report, including a brief planning history of the site. Relevant national, regional and local planning policy as it relates to transportation issues are then assessed and the site and the existing surrounding highway network conditions and site accessibility by non-car modes and committed development are described. Baseline transport data and accident data are assessed. The proposed development is then described, together with the proposed access arrangements. Car and cycle parking standards are discussed and delivery arrangements are considered. Development trip generation is then analysed, comparing the permitted use of the site with that of the proposed development during peak hours and distributed between the two proposed access points. The development impacts upon junction capacity are then assessed. The report concludes by stating that the development would not give rise to any adverse transport impacts and is consistent with relevant planning policy.

Response to Highway Officer Comments, February 2016:

This provides further traffic impact analysis requested by the Council's Highway Engineer.

Technical Note, July 2016:

This provides additional junction capacity modelling as requested by the Council's Highway Engineer.

Response to Bensons for Beds Highways Objection comments, July 2016

This provides a rebuttal to the objection comments made by the HaskoningDHV UK Ltd, the traffic consultants acting for Bensons for Beds and includes a Saturday Parking Accumulation Profile.

Draft Travel Plan:

This advises of the likely measures that would be put in place to reduce travel demand by the private car.

South Ruislip Industrial Market and SIL Study:

This provides an introduction to the study, describes the site and policy context. It then provides an industrial market review and assesses the demand and supply for industrial floorspace within Hillingdon and the wider A40 corridor. The report concludes that the existing industrial buildings on site are not attractive to the market in terms of their size, condition or nature of the stock. Whilst weaker than the M40/Heathrow market, the A40 corridor remains a relatively attractive and well performing industrial location. However, within the A40 corridor, performance of the industrial market varies, with the Stonefield

Way/Victoria Road estate being one of the weaker locations, where demand and supply are weaker, rents are generally lower, growth levels are low and there is a higher proportion of vacant premises and space tends to be vacant for longer. The estate also experiences a lack of new development, stock and proposals for redevelopment, suggesting it does not meet the needs of occupiers or present an attractive location when compared to other sites within the corridor. Importantly, the report finds that within the corridor, there is a significant supply of available floorspace and based on current stock alone, there is sufficient supply to meet the annual average annual take up level for the next 5 years, even before new supply and is taken into account. Importantly, the majority of this floorspace is in areas that are performing more strongly than the Stonefield Way/ Victoria Road Estate. By contrast, Lidl could have benefits for the area, enhancing levels of employment significantly over existing users and help raise the quality of the frontage in general. The report finishes its conclusion by asserting that there would be no material impact to either the functionality of the current PIL designation or the capacity of the Hillingdon industrial market if the site were to be redeveloped for a non-industrial type use such as Lidl.

#### Air Quality Assessment:

This provides an executive summary and introduction to the study. Relevant policy and legislative context is described and an assessment methodology is presented, for both the construction and operational phases. Baseline air quality conditions are modelled and construction and operational impacts on air quality are assessed. Mitigation measures are then discussed and the report concludes that impacts during the construction phase, such as dust generation and plant vehicle emissions would be of short duration and only relevant during the construction phase and before mitigation, using the Mayor of London's guidance, risks would be low. Regarding the operational impacts, the atmospheric dispersion modelling predicts that changes in pollutant concentrations associated with the proposed development would not be significant and overall, the effects would be 'negligible' to existing receptors in the local area. The report concludes that the scheme does not conflict with relevant policy and there are no constraints to the development as regards air quality.

#### Flood Risk Assessment:

This provides an executive summary and an introduction to the study, describes the site and its topography, hydrology, geology and drainage features and characteristics. It notes that the nearest Main River is Yeading Brook, whose East arm enters a culvert approximately 360m to the north east of the site, which runs to the south west, past the northern site boundary before emerging some 405m to the west of the site. The report goes on to assess the risk posed by various sources of flooding, noting that the site lies within Flood Zone 2. A flood mitigation strategy is presented, and the sequential approach is described, with the report noting that being within Flood Zone 2, a retail use is a 'less vulnerable' use, suitable within Flood Zone 2. It also notes that a NPPF sequential test was undertaken by PBA in November 2014 but no sequentially preferable sites were identified. The report goes on to make recommendations for finished floor level height, access routes and flood warning and evacuation and then describes a surface water management strategy. It advises that SuDs infiltration techniques would not be suitable as the site is underlain by impermeable London Clay and that attenuation storage would be provided to reduce the run-off rate from the Imperial House site to no more than green field run-off rate. A template Flood Action Plan is then described and conclusions are drawn, noting that the proposals would not increase the risk of flooding to the site or elsewhere and the proposals offer betterment in the form of reduced run-off from the site and are therefore acceptable in terms of flood risk.

#### Geo-Environmental Site Investigation Report:

This provides an introduction to the report, describes the site and the proposed

development. It goes on to describe a desk study of the site describing the sources of information used, the historical history of the site, its geology, hydrogeology and hydrology. It goes on to provide environmental considerations and assesses the risk from unexploded ordinance. It formulates a preliminary conceptual site model to identify possible sources of pollution and potential impacts upon receptors and assess possible pollutant migration pathways. The report then goes on to describe the investigation methodology and describes the results of the site investigation, including laboratory results. Environmental assessment results are presented and a remedial strategy is recommended. The report then goes on to make recommendations for the design of the building, slab design and pavements and demolition and construction.

#### Energy Statement:

This provides an introduction to the report, describes the site context and relevant policy, It goes on to advise of Lidl's Energy and Sustainability Philosophy. The assessment uses modelling to establish estimates of annual building energy profiles. Various energy efficiency measures and technologies are considered against the London Plan criteria of be lean, be clean and be green and assessment findings are presented and conclusions reached, including the need for a £12,600 carbon tax to offset the shortfall in carbon emissions permissible under Policy 5.2E of the London Plan.

#### Soft Landscape Specification:

This describes site preparation, earthworks, topsoiling and cultivation works and the specifications for shrub, tree and grass planting and maintenance on site.

#### Car Park Lighting Proposal Report:

This lists the lighting equipment to be used and provides illuminance plots of the site for the various lighting components.

### **3.3 Relevant Planning History**

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

Following the refusal of planning permission on 11/4/14 under delegated powers involving a similar Lidl store on much of the current site (excluding the Value Windows Ltd building at the rear) (App. No. 5039/APP/2014/143 refers), further to pre-application discussions with officers, a new scheme was submitted for the re-development of the site for a new Lidl store and refurbishment of the two existing retail units, together with associated parking, access and landscaping works (App. No. 5039/APP/2015/3715 refers). Following discussions with officers, the scheme was amended and the application was considered to have overcome all the numerous reasons for refusal of the first Lidl application and was recommended for approval at the Major Applications Planning Committee on 18/11/15 where Members resolved to grant permission, subject to the completion of a S106 Agreement. As this S016 Agreement has not been finalised, the permission has not been released.

Also of relevance to the planning application are the following:-

Planning permission was granted at Imperial House for the change of use of part of the building for the sale and servicing of motor cars on 23/9/87 (App. No. 5039D/87/1026 refers).

On the western part of the site now occupied by Bensons for Beds and the vacant unit last used by Comets, outline planning permission was originally granted for the erection of a 1,579 sq.m (GIA)(1,635sqm GEA) non-food retail warehouse with associated parking, servicing and access facilities on 30/9/93 (App. No. 41266C/93/476 refers). The

permission was subject to various conditions, including condition 10 which restricted the sale of goods to non-food goods and condition 14 prevented the subdivision of the unit without the prior approval of the LPA. Reserved matters (landscaping, design and external appearance) were approved on 25/2/94 (App. No. 41266F/93/1622 refers).

An application to vary condition 14 of 41266C/93/476 to allow sub-division of the building into two separate units was subsequently approved on 17/8/94 (App. No. 41266M/94/1012 refers). No restrictive conditions were attached to this permission (just an informative advising that all other conditions attached to 41266C/93/476, if not already complied with, remain in force).

A Certificate of Lawfulness was granted on 16/2/12 for the use of the floorspace for any use within Use Class A1 at the former Comet and Bensons for Beds (App. No. 64229/APP/2011/2759 refers).

Planning permission was granted to install a 280 sq. m mezzanine, together with a new fire door within the smaller Bensons for Beds unit on 18/2/14 (64229/APP/2013/2501).

An application (App. No. 5039/APP/2013/2832 refers) seeking prior approval for the demolition of Imperial House, together with the removal of trees was granted on 22/10/13.

An application submitted by Lidl for traffic management alterations to make provision for two way vehicular traffic along a limited section of Stonefield Way towards the junction with Victoria Road, including the creation of a pedestrian traffic island and alterations to the carriageway and footpath width and provision of guardrails was approved on 18/4/13 (App. No. 41266/APP/2012/2939 refers).

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

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

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E5 (2012) Town and Local Centres
- 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.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

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

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

## 6. Consultations

### External Consultees

266 neighbouring residential and commercial properties have been consulted on the application, which has also been advertised in the local press on 6/1/16 and 2 notices have been displayed on site on 18/12/15, with a closing date of 8/1/16.



A total of 79 responses have been received, 74 in support and 5 objecting to the proposals.

The supporting comments are summarized:-

- (i) Scheme will result in the much needed re-development of this derelict and run-down area which will add to the attraction of Victoria Road Retail Park.
- (ii) Lidl would be good for the area, providing competition for the larger expensive supermarkets, which will benefit the surrounding community due to lower cost of living and reducing need to travel to other discount stores and other shops along Victoria Road, particularly Bensons for Beds will benefit with increased footfall,
- (iii) Larger store will create more jobs,
- (iv) Site currently attracts vermin,
- (v) Support proposal if it will cause no undue disruption to parking,
- (vi) Whole process has already taken too long

Objection comments can be summarised as:-

- (i) Already sufficient supermarkets in the area and we do not need another,
- (ii) Proposal with increased competition will put small local independent traders out of business, resulting in the closure of community and business assets,
- (iii) Larger Lidl store will attract more customers and increase traffic through Stonefield Way and Victoria Road and conversion of part of Stonefield Way to two-way traffic will result in chaos. As residents, we notice many more large long vehicles using Stonefield Way than stated in the report. Proposal will result in increase of HGV delivery traffic in an already heavily congested area, with more congestion on Victoria Road and increase of noise and pollution on surrounding residential roads,
- (iv) Larger Lidl store will require more parking spaces,
- (v) Research shows discounters arriving in an area encourage increased car usage as people make multiple car journeys to 'shop around' to save marginal sums of money, with increased congestion, noise and pollution. Ironically, cost of fuel likely to outweigh any savings on groceries,
- (vi) Increased road damage with increase strain on Council budgets and inconvenience when roads need repair,
- (vii) Application does not make clear what an A1 use is, nor does it provide hours of building work and store opening,
- (viii) There is a river within 20m of the proposed Lidl store so application form is incorrect. This is a flood plain and last summer saw heavy rain causing Victoria Road to flood,
- (ix) Proposal will exacerbate light pollution, contributing to that of surrounding properties,
- (x) Planting plans show 4 trees in front of the Bensons for Beds/ Comet unit which will be replaced by 2 trees with only a metal cage for protection. It would not be unreasonable for a third tree to be planted in the area. The majority of the trees on site have already been removed (but not the 4 trees referred to above),
- (xi) Hedge in front of units has already been removed,
- (xii) At last planning meeting, a councillor acknowledged concerns regarding inadequate parking and traffic congestion and stated that he would be prepared to take the blame but this does not help local residents.

Detailed responses have also been received from consultants acting on behalf of Bensons for Beds, who are objecting to the proposals on two main grounds:-

- (xiii) The proposed development would be contrary to national, regional and local planning policy, which adopts a town centre first policy, by directing trade away from recognized centres, harming their vitality and viability and disrupting the retail hierarchy;
- (xiv) The proposed development presents significant highway issues, including traffic generation, vehicular access and highway safety.

As regards the retail objection, relevant policy is cited, namely paragraphs 23, 24 and 26 of the NPPF, Policies 4.8 and 7.4 of the London Plan (2015), Policy E5 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and emerging Policy DMTC1 from Hillingdon's Local Plan: Part 2: Development Management Policies.

The objection notes that as an out of centre development, both the sequential test and retail impact test need to be satisfied and it is noted that a sequential test has been undertaken which has not identified any alternative sites which the consultants, having undertaken their own research, concur. However, concerns are raised regarding the cumulative impact of recent retail development outside of retail centres which they consider undermines the objectives of national policy by threatening the vitality and viability of centres which would be exacerbated by this proposal.

The consultants argue that if there is a strong need for the proposal, arguably planning benefits arise which may offset any perceived harm to local centres such as walkable neighbourhoods, meeting local needs and supporting the economy. Conversely, if need or demand does not exist, securing any planning benefits holds less weight when trying to offset the harm to town centres.

The consultants argue that there is clear evidence to demonstrate that there is insufficient forecast growth in retail expenditure to justify the creation of a new convenience floorspace. They cite the supporting text to adopted Policy E5 which sets out the findings of the Convenience Goods Retail Study Update (CGRSU) 2012. This concludes that there is no capacity for additional goods retailing in the years up to 2016, and that from 2016 - 2021, capacity grows to 2,709 sq. m and this is a borough wide assessment.

The consultants argue that in the past 5 years, planning permission has been granted for an additional 14,631sq. m of Class A1 floorspace within or on the edge of South Ruislip local centre alone and most of this would mainly comprise convenience floorspace, given the occupiers (Sainsbury's, Asda and Aldi). The proposal would bring this to 16,318 sq. m, well in excess of forecast capacity according to Hillingdon's evidence base. A case for additional convenience floorspace could be made if there was evidence of increases in convenience expenditure, but contraction or no growth is forecast by the CGSRU between 2011 and 2028. The consultants also cite the submitted Planning and Retail Statement submitted with the application which forecasts a cumulative contraction of 5.8% from 2011 - 2016, offset by just a 0.5% growth from 2017 onwards. Other research is cited which confirms either a contraction or no growth in the convenience expenditure. Therefore, with contracting expenditure, further convenience floorspace can not be claimed to encompass planning benefits that would offset the harm to local centres.

The objection then goes on to claim that the proposal would compete with existing and committed stores within and on the edge of South Ruislip town centre, including another LAD (limited assortment discounter), identical to Lidl's operation and with 3 existing Lidl's within 3 miles and a total of 8 within 5 miles or a 23 minute drive time, the proposal will not promote a diverse retail sector but saturate the market and divert trade away from local centres.

The anticipated dis-benefits of the proposal are cited, namely being out of centre, the proposal would draw residents away from local centres, it would not encourage footfall and urban 'buzz' that could maintain and enhance town centres as required by policy, but would require car usage, exacerbating highway congestion and any benefits would only likely to be experienced at the individual level.

The objection goes on to assess trade diversion and estimates that the store would divert 4.7% of trade away from South Ruislip centre and with other committed development, this would total 23%, with the Sainsbury's store being affected by a 49.7% total trade diversion. The objection also considers that 'overtrading' can not be used as an argument for the need for additional floorspace, unless the overtrading is evidenced by corroborating evidence such as overcrowding and congestion. As such, there is no capacity to accommodate such a diversion of trade without putting

the viability of the Sainsbury town centre store at risk. Diverting trade away from identified centres would be contrary to policy and, whilst wider planning and regeneration benefits could arise from the strategic Arla development, the same cannot be said of this scheme. In terms of the retail hierarchy, Annex 2 of the London Plan notes that local centres may include a small supermarket typically around 500sqm whereas the additional floor space on this scheme as compared to the consented scheme is similar to the 500sq. m figure and the overall floorspace is over three times what the London Plan considers may be appropriate in a local town centre location.

The applicant has provided a response to these detailed objections and respond that the proposal seeks to 'transfer' the existing open A1 planning consent from the entirety of the vacant Comet unit on Victoria Road and part of the Bensons for Beds unit to the proposed Lidl store and a condition on the balance of the Bensons for Beds unit to restrict the sale of goods to 'bulky goods' will still allow Bensons for Beds to operate. The applicant considers that the consultants are seeking to safeguard the longer term attractiveness of the unit to the market in the event of disposing of the property, which the applicant advises is not a planning matter.

The applicants advise that Bensons for Beds operate approximately 240 stores across the UK and virtually all of them trade from retail park/ out of town locations and therefore the concern for the town centre first policy is not borne of any genuine concern and at complete odds with the business model of the company.

The applicant's response goes on to stress that town centre uses such as retail, not within a town centre, need to demonstrate compliance with the sequential and impact tests of the NPPF and these are the only policy tests. The applicant notes that the objection agrees that there are no sequentially preferable sites that could accommodate their proposal.

The applicant notes that the objection then discusses 'need'. Firstly, the applicant argues that whether or not there is sufficient 'need' for the proposed development is not a policy consideration. There is no requirement for applications for new development to demonstrate 'need', nor can a lack of 'need' be a reason for refusal. Secondly, the objection infers that a lack of 'need' means there is more likely to be 'perceived harm' to existing centres. It is incorrect to assume that this is automatically likely to be the case. Our assessment has demonstrated that no harm will arise to existing centres and that the proposal will deliver a number of positive impacts such as reducing overtrading at existing foodstores, improving consumer choice and providing a more competitive local market. These benefits will arise, irrespective of 'need' and it is incorrect to say that a lack of 'need', means these benefits will not arise. 'Perceived harm' is also not a relevant test of the NPPF as the only consideration is whether there is a 'significant adverse' impact and our assessment has demonstrated this is not the case. Indeed, the objection acknowledges that 14,631 sqm of Class A1 floorspace has been granted in South Ruislip in the last five years, despite the retail capacity evidence base study identifying no 'need', for new convenience goods floorspace in the Borough to 2016 confirming 'need' is not a relevant consideration.

The insufficient forecast growth in retail expenditure to justify the creation of new floorspace is also not a relevant planning consideration as it also relates to 'need'.

The objection is correct in confirming that the NPPF promotes competition and in this respect, the proposed development will simply enhance this further, relative to the presence of 'mainline' retailers as the presence of LAD retailers remains relatively limited.

The NPPF also makes clear that development of town centre uses such as retail is appropriate outside defined centres where it can be demonstrated that there are no sequentially preferable sites and where it can be demonstrated that that there are no 'significant adverse' impacts based on the criteria of paragraph 26 of the NPPF, therefore the NPPF allows for an element of trade diversion from centres to take place. As the NPPF does not differentiate between comparison and

convenience stores and if the objection was a correct interpretation of the NPPF, all Bensons for Beds stores would be contrary to policy.

Attention also needs to be drawn to the fact that planning permission has been granted for a major mixed-use redevelopment of the Arla Dairy site on the edge of South Ruislip local centre which is well linked to, and will ultimately form part of the local centre. With its supermarket, cinema, restaurants and residential development which are under construction, this scheme will increase 'footfall' and 'urban buzz'. These benefits will not be compromised by the proposal. It is also not clear how the trade draws have been derived and the consultants assessment shows the Asda superstore having a negative impact on the South Ruislip local centre, drawing trade, when in reality it will be constructed on its edge and form part of the local centre, increasing its attractiveness. Furthermore, the objector's assessment only shows the proposal to have a material impact upon trade in South Ruislip, the lesser trade diversion estimates on other centres can not be considered to be 'significant adverse'.

In terms of overtrading, the figures used are derived from the Council's own evidence base study and therefore represent an accurate assessment of the current trading performance of the network.

As regards the retail hierarchy, South Ruislip already contains a 3,484 sq. m Sainsbury's supermarket and in excess of a further 12,000 sq. m of commercial floorspace is under construction which will, for all intents and purposes, form an extension to the existing local centre. The amount of floorspace proposed by Lidl is modest by comparison and will not disrupt the retail hierarchy.

Further commentary on the original objection and the response by the applicant will be provided on the Addendum Sheet.

As regards the transport objection, this queries the appropriateness of using 2 year old data which contradicts more recent 2015 data and figures used in the Transport Assessment. It also argues that further traffic assessments should have been undertaken, particularly in the opening year of the store and for a period of not less than 5 years after the date of registration of the planning application. More specifically, it points out that the proposed delivery and servicing arrangements would result in vehicular conflict with other users of the site (including customers) raising potential safety concerns, it has not been demonstrated how the servicing requirements of Bensons for Beds by articulated and rigid vehicles would be accommodated. It goes on to query the appropriateness of using sites with greater public transport accessibility in the trip generation analysis, queries some of the modelling assessment and junction capacity analysis and queries whether 137 car parking spaces would be sufficient and a site specific parking accumulation study should have been undertaken.

The applicant's response provides detailed argument as to why the data and modeling was utilised and its use valid. In terms of servicing, the consultants argue that similar servicing arrangements are undertaken within their stores throughout the UK and have been approved within its stores within the borough. However, a revised access through discussions with officers has been identified. The revised servicing access has also allowed improved servicing arrangements and gated servicing area to be provided for Bensons for Beds and swept paths demonstrate access can be provided for a 12m rigid vehicle, 14.5m articulated vehicle and 16.5m articulated vehicle servicing Bensons for Beds. AS regards the need for a parking accumulation assessment, this is provided based on a 1,687 sq. m. Lidl foodstore and a 702 sq m non-food unit during Saturday which shows a maximum parking accumulation of 119 vehicles from 11:00 to 12:00.

A further round of public consultation has taken place on the revised site layout plans and access arrangement submitted on 27/7/16, with 301 neighbouring properties being consulted. To date, 27 responses have been received, 26 re-iterating their support for the store, although more express their frustration at the amount of time it is taking. Only one response makes a general comment of

whether Section 6 of the D & A Statement should be amended due to reduced number of parking spaces.

GLA:

The Stage 1 Report from the GLA is currently awaited and will be reported on the Addendum Sheet.

LONDON BOROUGH OF EALING:

No response

LONDON BOROUGH OF HARROW:

No response

SOUTH RUISLIP RESIDENTS ASSOCIATION:

No response

ENVIRONMENT AGENCY:

Thank you for consulting us on the above application. We have no objection to this application.

Advice to applicant

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Yeading Brook, designated a 'main river'.

THAMES WATER:

Waste Comments

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be



undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

#### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

#### NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with safeguarding criteria and accordingly, there are no safeguarding objection to the proposal.

#### HEATHROW AIRPORT LTD:

I have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

#### **Internal Consultees**

##### HIGHWAY ENGINEER:

This application for a new foodstore on the site on Victoria Road, South Ruislip has been subject to a long period of discussion over changes in layouts which are summarised below:

a. The proposed development comprises a new Lidl foodstore (1687sqm RFA) as well as the retention of the Bensons for Bed store (702sqm RFA). There is already a consented development of 1285 sq.m in place. In the latest proposals there will be 123 car parking spaces on site. The existing Comet store (1213 sqm RFA) has been removed. The site will have two accesses off Victoria Road, one via the existing junction with Stonefield Way (East}, incorporating changes to allow two way traffic flow for a short distance) and the second via a new junction onto Victoria Road. Cycle parking provision for 44 cycles and for 8 motorcycles will be provided. 2 active and 2 passive EV charging points are also proposed. The latest car parking layout would seem to satisfy TfL's request for reducing on-site car parking.



b. The site has poor public transport accessibility (PTAL=1b/2 - poor) so this is an area where car borne shopping is likely to predominate.

c. The changes in traffic flows between the proposed and recently consented development are indicated as 21 veh/hr, 22 veh/hr and -22 veh/hr for the weekday am peak, pm peak and Saturday peak respectively. The traffic impact of such changes on operation of the highway network is not considered to be significantly different to those previously accepted for the consented development. The junctions along Victoria Road were shown to operate within capacity during the weekday am and pm peak periods as well as during the Saturday peak.

However, it should however be noted that the Transport assessments for both the consented and proposed Lidl developments have assumed a significant traffic reduction along Victoria Road, based on information from the consented ARLA development

d. The initial scheme proposed servicing arrangements whereby HGV's would navigate through the customer car park was proposed. This arrangement was deemed to be unacceptable as part of the current application and was a comment on the previous application for a smaller Lidl store which was subsequently refused planning consent. The current proposals have changed that and now provided a safer route for service vehicles using an access off Stonefield Way that would not involve service / delivery vehicles to both the Lidl and the Benson for Bed Stores (which presently has a segregated service yard) traversing through the customer car park, and thereby avoiding hazardous conditions / safety concerns. The previous proposals were obviously not seen as appropriate for Bensons for Beds as they appointed consultants to object to the proposals on their behalf. It is assumed that the applicant has satisfied Bensons for Beds as to the benefits of this revised layout.

e. Lidl's transport consultant were asked to provide evidence on the need for a second access on Victoria Road which they did and they demonstrated that without a second access on Victoria Road there would be long delays within the site. The proposed new vehicular access onto Victoria Road was historically considered as a means to allow service / delivery vehicles to be segregated from the customer car park but with a new servicing arrangement off Stonefield Way. However, while this objective was not fully achieved as part of the recently consented Lidl Store, the extent of the conflicts between HGV's and use of customer car park was very significantly reduced and considered acceptable.

f. There are minor changes to be made to the alignment and waiting restrictions on Stonefield Way to allow the access to the car park to be made.

g. On the basis of the above comments I have no significant highway concerns given the previous consented development and the series of iterations that have taken place in order to minimise the impacts at the site. There will be conditions related to the latest site layout, the provision of parking, a car park management plan, construction management plan and Delivery and Servicing Plan along with a Travel Plan. There will also be a S278 agreement relating to the new access and changes to the short section of Stonefield Way East.

#### TREES/ LANDSCAPING OFFICER:

The site is occupied by various retail units including Imperial House, a former car sales showroom, which form a part of the linear retail park running along the south side of Victoria Road, at the junction with Stonefield Way.

The area to the north of Victoria Road is residential in character, with extensive areas of 1930's and post-war housing.

There is a large car park extending along the front of the site. This is separated from the road by a

wide grass verge, part of which covers a culverted river.

The car park is currently divided with access to the eastern units via the one-way Stonefield Way, while Imperial House has a separate access off Victoria Road.

The site and surrounding area is generally level.

The site currently benefits from a dense low level hedge along the Victoria Road frontage which helps to part-screen views of the car park.

Aside from this, there are occasional trees planted within the car park and its edges, as indicated on Poole & Pattle's Site Layout drawing.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

- A Tree Survey, by Arbtech, dated 28/10/2015, has assessed the quality and value of 9No individual trees and 2No. groups.

- All of these trees are graded 'C', or 'U', according to categories recommended in BS5837:2015. As such, they are of poor quality, with a short useful life expectancy.

- This category of tree does not normally constitute a constraint on development. For this site, the previous applications and pre-application discussion has already established the principle of sacrificing some of the existing trees and establishing replacement planting to secure longer term benefits regarding visual amenity and environmental improvement.

- Poole & Pattle's drawing No. 406 Rev L indicates an amended layout since, which has been enabled by the acquisition of additional space.

- Drawing No. 411 Rev A provides details of the hard landscape (surfacing) proposals.

- On drawing No. 411 Rev A, the key to the LIDL ownership boundary appears to be identical to that of the Council-owned land. The two should be clearly differentiated.

- ACD's drawing No. 18941-11g, Landscape Proposals, indicate that the existing trees to the south of the site entrance on Stonefield Way are to be retained. At least 11No. trees, together with groups 1 and 2 are to be removed to facilitate the development. This contrasts poorly with the provision of 9No. replacement trees - 7 of which will be planted (under licence) on Council-owned verge.

- It would be normal to expect the replacement of trees lost due to development on a 2 for 1 basis (at least) where possible.

- Previous discussions have taken place about the need to replace /-re-instate the hedge (similar height) along the site frontage. This is a non-negotiable requirement.

- The planting plan includes tree planting details (using cellular tree pit construction) and provides plant schedules.

- The planting plan is supported by ACD's Planting Specification. The tree planting specification makes no reference to the detailed construction of the cellular system specified, on plan, for the car park.

- If the application is recommended for approval, landscape conditions should be imposed to ensure

that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussion (relating to previous applications and a post-application meeting with Lidl on 16 December 2015).

A licence to plant (and thereafter establish and maintain) the soft landscaped verges should be confirmed and secured through a legal agreement.

No objection, subject to the above observations and COM8, COM9 (parts 1, 2, 4, 5 and 6) and COM10.

WATER AND FLOOD MANAGEMENT OFFICER:

The site is in Flood Zone 2 and therefore subject to the sequential test.

A sequential test has been submitted which provides justification as to why this development should be sited in an area with a high probability of flooding - Flood Zone 2.

This area is designated an industrial and employment area within the Local Plan Part 2, and is already in retail use.

The Planning Practice Guidance defines this use in Table 2 as Less vulnerable and an appropriate use within Flood Zone 2.

To then comply with the Exception test a Site Specific Flood Risk Assessment undertaken by Peter Brett Associates Project Ref: 36217/4001 | Rev: - | Date: November 2015 has been provided to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Fluvial Flood Flood Risk

Sequential Test

The site is shown to be within Flood Zone 2 and the National Planning Policy Framework on page 23 states:

'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'

The Council has to be able to accept that the benefits of the development outweigh this risk by determining there is no reasonable available commercial land at a lower risk of flooding. The applicant has satisfied the Council, in the document written by PBA in November 2014 for the previous submission that it passes the Sequential Test.

Exception Test

The applicant must then demonstrate that flood risk can be suitably mitigated in accordance with the NPPF and Policy EM6 of the Local Plan. The National Planning Policy Framework states:

'For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.'

A site specific Flood Risk Assessment (FRA) has been submitted.

The National Planning Policy Framework also states that it should be demonstrated: development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

The Flood Risk Assessment has then provided further information on the risk to and from the site.

The FRA states that the safety of the occupants will be managed through an evacuation system and provides a template flood evacuation plan. As the site is in Flood Zone 2 (1% to 0.1% probability) and the level of risk identified as this would be acceptable to the NPPF.

#### Surface Water

The site also lies in a Critical Drainage Area, where the management of the drainage in this area is very important in managing the flood risk.

The FRA proposes to reduce the surface water run off from part of the site by controlling it through a tanked system before discharging off site. The applicant demonstrates this scheme is feasible considering the size of the proposed car park.

#### Recommendations:

Approval subject to conditions requiring construction in accordance with details provided in the FRA and provision of a sustainable water management scheme.

#### SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the development being carried out in accordance with the approved energy assessment and subject to a carbon offset contribution of £12,600 being secured in the S106 as a consequence of the development falling short of the 35% reduction required by the London Plan.

#### ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

I have reviewed the Air Quality Report dated 1st December 2015. The development site is just to the north of the declared Air Quality Management Area, local monitoring data indicates that pollution levels close to sensitive receptors are within the limits set by the air quality legislation.

The report has not included an air quality assessment of any associated energy source nor has it included an air quality neutral assessment. The transport assessment indicates there are no HDVs associated with the operation of the site but that there will around 300 to 50 extra LDVs dependent upon direction of travel from the site.

As the LB Hillingdon Local Plan part 1 policy EM8 states that all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors, should permission be granted it is recommended that conditions requiring i. the submission of a Construction Management Plan, in accordance with The Mayor of London's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, ii. Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon meet Stage IIIA of EU Directive 97/68/EC and iii. a low emissions strategy for the operation of the site is submitted are attached.

#### ACCESS OFFICER:

The proposal is to demolish the derelict building known as Imperial House, the former Comet store, and a portion of the Value Windows Ltd building, and to redevelop the site to form a new Lidl foodstore on the site of Imperial House.

It is understood that the car park currently serving the Benson for Beds unit would be extended to serve the proposed new Lidl store. 14 Blue/Brown Badge accessible parking spaces are referred to within the Design & Access Statement and are shown on plan. The design of building and its internal layout adheres to a typical Lidl stores format.

No accessibility concerns are raised, however, the following informatives should be attached to any grant of planning permission.

#### Recommended Informatives

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

#### S106 OFFICER:

1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,
2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,
3. Delivery and Servicing Management Plan
4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),
5. £12,600 carbon offset contribution
6. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.
7. Construction training
  - Training Cost: £2500 per £1m build cost +
  - Coordinator costs:  $3256/7500 \times £71,675 = £31,116.50$ ,

8. Project Management & Monitoring Fee: equal to 5% of total cash contributions

## **7. MAIN PLANNING ISSUES**

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

- Loss of Employment Land

The application site is identified as a Strategic Industrial Location: Preferred Industrial Location (PIL) within the London Plan (March 2016), as a Locally Significant Industrial Site (LSIS) by the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and an Industrial and Business Area (IBA) within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that IBAs are designated for business, industrial and warehouse purposes (Use Classes B1 - B8) and for sui generis uses appropriate to an industrial area. The policy goes on to advise that alternative uses will not be permitted unless (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the alternative use does not conflict with other policies and objectives of the plan and the proposal better meets the plan's objectives, particularly in relation to affordable housing and economic regeneration. It is also noted that as part of the emerging Hillingdon Local Plan, in order to rebalance the amount of employment land in the borough, it is proposed to remove part of this site (Units 1 and 2) and adjoining retail units that front Victoria Road from the IBA (albeit not that part of the site occupied by Imperial House).

The acceptability of the loss of employment land on the majority of this site has already been established by the previously consented scheme (5039/APP/2015/3715 refers) when it was noted that the proposed Class A1 food store would replace the former car showroom that has been vacant since 2006, thereby replacing a former sui generis use that is more akin to a retail use than an industrial use. Evidence was also provided of a lack of interest in the property since the Rover dealership ceased trading in 2006.

This scheme also includes part of the Value Windows Ltd building at the rear of the site. This is currently vacant and in a dilapidated state. The application includes an assessment of the industrial market along the A40 corridor which points to the Victoria Road Estate as being particularly unattractive for future industrial occupiers as compared to other industrial areas within the corridor and sites take longer to sell/rent. The proposals would not result in the complete loss of the industrial use on the adjoining site, just a reduction in the size of the building and a smaller building could stimulate interest (a condition has been added to ensure that the retained building is made good). Given the dilapidated state of the building and the enhancement of the application site, it is considered that a reason for refusal on the grounds of a marginal greater uptake of industrial land could not be justified.

Therefore no objections are raised to the principle of the 'loss' of the employment land, particularly as the applicant estimates that the new store would generate up to 30 jobs, in compliance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- Retail Impact

Sequential Test:

Paragraph 24 of the National Planning Policy Framework (NPPF) establishes the requirement for a sequential assessment by advising that applications for main town centre



uses such as retail development should be located within town centres, then in edge of centre locations and finally on out of centre sites. Annex 2 of the NPPF specifically includes local centres in the definition of town centres.

This approach is carried forward in the current London Plan and the Council's Local Plan Part 1: Strategic Policies, adopted in November 2012.

- London Plan Policy 4.7 (Retail and Town Centre Development) requires retail and town centre development to relate to the size, role and function of a town centre and that development should be focused on sites within the town centres themselves.

- London Plan Policy 4.8 encourages a proactive approach to retail planning and bringing forward capacity for additional comparison goods retailing, particularly in the large international, metropolitan and major town centres with convenience retail supported in the district, neighbourhood and more local centres to secure a sustainable pattern of neighbourhood provision.

- Policy E5 of the Hillingdon Local Plan Part 1 (November 2012) states that the Council will accommodate additional retail growth within established centres in accordance with the conclusions of the latest evidence base. Growth for comparison goods will be primarily accommodated in District Centres as set out in Table 5.5 and if appropriate, specific locations for growth in convenience goods will be determined through the production of the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document. Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests.

On the previous consented application (App. No. 5039/APP/2015/3715 refers) for a Lidl store with a 2,046 sq. m GEA, it was established that the site was sequentially preferable as no in centre, edge of centre or closer/more accessible out of centre sites were available in South Ruislip and surrounding centres. The sequential test has been re-run on this application. Adjoining London Boroughs of Ealing and Harrow have been consulted on this application and no objections or suggestions to consider other sites within their areas have been received, unlike on the previous application. Furthermore, retail consultants acting on behalf of Bensons for Beds and looking to object to the scheme state that they undertook their own assessment and arrived at the same conclusion. It is therefore considered that the sequential test is sufficiently robust and comprehensive, in line with the NPPF requirements and demonstrates that the site is sequentially preferable.

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

The question of retail impact is a key concern in the consideration of this out of centre application. The NPPF is clear in stating that applications should be refused where there

would be a 'significant adverse' impact upon existing centres. With any supermarket proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

On the previous consented application, officers reviewed the submitted retail impact assessment and concluded that the impact of the scheme on surrounding centres was acceptable. This scheme proposes a slightly larger Lidl store with a GEA of 2,639 sq.m and sales area of 1,687 sq.m uplifts as compared to the consented store of 593 sq. m in GEA and 401 sq.m in terms of the sales area. It is considered that this uplift in the floor area of the consented Lidl store would not be significant in terms of the impacts upon surrounding centres when having regard to the fact that this scheme also now involves the demolition of the former 870 sq. m (net) former Comet store (Unit 1) with a consequent overall reduction in the amount of floor space on site. As such, it is therefore considered that no objections could reasonably be raised on retail impact grounds.

There have been detailed objections submitted, querying the retail impact assessment of the scheme and the applicant's retail agent has provided a rebuttal. Greater commentary on this will be provided on the Addendum Sheet.

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

Not applicable to this commercial development.

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

The proposal would not affect the setting of any statutory or locally listed building and the site is not located within or sited on the fringes of a conservation area or is located within an area of special local character. Furthermore, GLAAS previously advised that this is a previously developed site in an area with no significant recorded archaeological interest and therefore the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and there is no requirement for an archaeological condition for further investigation.

#### **7.04 Airport safeguarding**

There are no safeguarding issues raised by this application and MoD Safeguarding and Heathrow Airport Ltd have confirmed that they have no safeguarding objections to the proposal.

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

The application site does not form part of nor is it located adjacent to the Green Belt and as such, no Green Belt issues are raised by the proposal.

#### **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 development harmonises with the layout and appearance of the street scene or other features of the area which are desirable to retain or enhance. Policy BE15 requires alterations to existing buildings to harmonise with their scale, form, architectural composition and proportion. Policy BE25 encourages the modernisation and improvement of IBAs through amongst other criteria, the careful design and landscaping of buildings and

environmental improvements.

The proposal involves the demolition of Imperial House, to be replaced by the new Lidl store, Unit 2 and part of the Value Windows Ltd. building and the re-cladding of Unit 1, the retained 'Benson for Beds' retail unit.

There is no objection to the loss of Imperial House, which has no historical or architectural interest and having been vacant for a number of years, now has a neglected and dilapidated appearance which does distract from the visual amenity of the area. Also Unit 2 and the Value Windows Ltd. building have no intrinsic architectural merit and in the case of the latter, this building is somewhat dilapidated so that no objections are raised to their loss. The proposals would replace Imperial House with a modern building which together with the re-cladding of the adjacent retail unit and wider improvements to the landscaping, will upgrade and enhance the site.

The proposed new building would occupy a similar siting to that of Imperial House, although now it would be sited some 5m to 6m further forward on site than the Benson for Beds unit and the adjoining unit to the west. However, it would not project beyond the unit on the eastern side of Stonefield Way (east) and would still be set back 19.2m from the road frontage which has a wide verge in front and the building itself would be of a very similar scale to adjoining buildings so that it would not appear unduly prominent within the street scene.

The proposal would present an extensive glazed shopfront which would add visual interest along this part of Victoria Road. On this basis, combined with the enhanced landscaping now proposed (see Section 7.14 below), the scheme would make a valuable contribution to the enhancement of this part of the IBA and the street scene of Victoria Road generally, in compliance with Policies BE13, BE15 and BE25 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to safeguard the amenities of adjoining residential properties from new development in terms of overshadowing, dominance and loss of privacy respectively.

The application site is located within an IBA and the busy Victoria Road separates the site from the nearest residential properties on the opposite side of the road. As the proposal would replace the existing Imperial House with a similarly sized and sited building which would be some 54m from the front elevations of the nearest properties opposite, there would be no significant adverse impacts upon the amenities of surrounding residential occupiers in terms of dominance, loss of sunlight and/or privacy associated with the proposed building. Air quality and noise issues are dealt with in Section 7.18 below.

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

Not applicable to this commercial scheme.

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

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

and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

- Proposed Parking/Access Arrangements

The proposed development has a PTAL score of 1b and comprises a new Lidl foodstore (1,687sqm RFA) as well as the retention of the Bensons for Bed store (702sqm RFA) to be served by 123 car parking spaces on site. The existing Comet store (1,213 sqm RFA) would be removed. The site would have two customer accesses from Victoria Road, one via the existing junction with Stonefield Way (East), incorporating changes to allow two way traffic flow for a short distance) and the second via a new junction onto Victoria Road. Cycle parking provision for 44 cycles and for 8 motorcycles would be provided. 2 active and 2 passive EV charging points are also proposed. This application has been subject to a long period of discussion over changes to the layout and revisions have been made and include the use of an existing commercial access at the rear of the site for deliveries to both the Lidl store and the Bensons for Beds unit.

- Traffic generation

The Council's Highway Engineer advises that the changes in traffic flows between the proposed and recently consented development are indicated as 21 veh/hr, 22 veh/hr and - 22 veh/hr for the weekday am peak, pm peak and Saturday peak respectively whereas the consented scheme would generate 257 two way vehicular trips in the weekday pm peak hour and 349 two way vehicle trips during the Saturday peak hour. The Engineer advises that the traffic impact of such changes on the operation of the highway network is not considered to be significantly different to those previously accepted for the consented development. On the previous application, the junctions along Victoria Road were shown to operate within capacity during the weekday am and pm peak periods as well as during the Saturday peak.

However, it should however be noted that the Transport assessments for both the consented and proposed Lidl developments have assumed a significant traffic reduction along Victoria Road, based on information from the consented ARLA development.

Lidl's transport consultants were asked to provide evidence on the need for the second access on Victoria Road which was historically proposed as a means to allow service / delivery vehicles to be segregated to some extent from the customer car park. However, with a new servicing arrangement off Stonefield Way, the extent of the conflicts between HGV's and use of the customer car park would be very significantly reduced. However, the consultants were able to demonstrate that without this second access on Victoria Road, there would be long delays within the site. As such, it is considered that the access arrangements represent a significant improvement upon the consented scheme and are acceptable.

- Parking

The enlarged car parking area at the front of the units would be shared by the two units, and would provide a total of 123 spaces, including 4 parent & child, 13 disabled person and 7 brown badge holders spaces. The Mayor's maximum car parking standards would limit the food stores parking to a maximum of 184 spaces and the non-food unit to 24 spaces, giving a maximum total of 208 spaces. A Saturday Parking Accumulation Profile has now been provided for the two stores which shows that there would be a maximum accumulation of 119 vehicles between 11:00 and 12:00, demonstrating that the 123 space car park would satisfy predicted demand during the site's busiest period. On this basis, the Council's Highway Engineer does not raise any objection to proposed car parking. The Council's Access Officer also does not raise objection to the proposals on accessibility grounds.

In order to conform with London Plan standards, 10% of all spaces should be served with electric charging points (active provision) and a further 10% of spaces should have passive provision, ie. The scheme only makes provision for 2 active and 2 passive spaces whereas a total of 26 spaces would need to have provision. Although the applicant argues that shoppers would not spend long enough in the store for charging facilities to be effective, the operator of the site may change in the future. The landscape condition therefore requires provision to be provided in accordance with the London Plan standards.

The London Plan (March 2016) requires 16 long stay and 26 short stay cycle spaces to be provided for the Lidl store and 3 long stay and 6 short stay spaces to be provided for the Bensons for Beds store. With a total of 44 cycle spaces being proposed, the proposal is slightly deficient in terms of meeting the London Plan's total of 51 spaces and currently, all the provision is proposed adjacent to the Bensons for Beds store. A condition has been added to ensure that relevant standards are met and provision is split between the stores.

#### - Servicing

The initial scheme proposed servicing arrangements whereby HGV's would navigate through the customer car park. This arrangement was deemed to be unacceptable as part of the current application and also comprised one of the reasons for refusal of the first application for a Lidl on this site (App. No. 5039/APP/2014/143 refers). The current proposals have been revised and now provide a safer route for service vehicles using an existing access for commercial premises off Stonefield Way that would not involve service / delivery vehicles to both the Lidl and the Benson for Bed Stores (which presently has a segregated service yard) having to traverse through the customer car park, and thereby avoids hazardous conditions / safety concerns. Bensons for Beds also raised concern on the initial proposals that the access arrangements were unsafe and the new service yard layout failed to demonstrate that it could be easily accessed by their service vehicles. The new layout does demonstrate that service vehicles can access the yard area which has been made larger. As with other surrounding properties, Bensons for Beds has been re-consulted on the revised layout and comments are awaited.

It is recommended, as on the previously consented scheme that delivery hours are restricted to avoid deliveries taking place during the peak week day hours and from 12:00 - 14:00 hours on Saturdays to minimize disruption to road users and conflict with customers.

#### - Draft Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the



introduction and promotion of a Travel Plan. A draft Travel Plan has been submitted. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. A final Travel Plan would be secured as part of the S106 Agreement.

- Conclusion

In conclusion, the Highway Engineer considers that the network can accommodate the traffic flows produced by the development without any severe impact. In the light of paragraph 32 of the NPPF, the impacts are not considered to be demonstrably severe. As such no objections are raised on traffic generation grounds, subject to the conditions related to the latest site layout, the provision of parking, a car park management plan, construction management plan and Delivery and Servicing Plan along with a Travel Plan. There will also be a S278 agreement relating to the new access and changes to the short section of Stonefield Way East. Accordingly, it is considered the proposed development accords with the guidance of the NPPF and policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

As regards security, a condition has been attached to ensure that the scheme satisfies 'Secure by Design' standards.

The other relevant planning considerations have been dealt with in other sections of this report.

#### **7.12 Disabled access**

The proposal would have a store entrance which incorporates automatic opening doors and 13 of the 123 proposed car parking spaces would be disabled spaces, with a further 7 brown badge spaces. On this basis, the Council's Access Officer advises that the proposal is acceptable from an accessibility perspective as the scheme makes appropriate provision for disabled access, subject to various informatives. These have been included in the officer recommendation.

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

Not applicable to this application.

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

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan 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. Policy BE25 also stresses the contribution that landscaping can make to the improvement of the Borough's IBAs.

The site boundaries are defined with shrub planting and trees, including trees along the Stonefield Way frontage and within the car park itself. There is a wide verge running along the southern edge of Victoria Road, which in other places has been enhanced by more extensive planting buffers than at the front of this site.

The Council's Tree/ Landscape Officer advises that the landscape plan indicates that the existing trees to the south of the site entrance on Stonefield Way are to be retained. At least 11No. trees, together with groups 1 and 2 are to be removed to facilitate the development. This contrasts poorly with the provision of 9No. replacement trees - 7 of which will be planted (under licence) on Council-owned verge at the front of the site as it is normal to expect the replacement of trees lost due to development on a 2 for 1 basis (at



least) where possible.

The Tree Officer advises that previous discussions have taken place about the need to replace /-re-instate the hedge, to a similar height along the site frontage. This is a non-negotiable requirement. The planting plan also includes tree planting details (using cellular tree pit construction) and provides plant schedules and the planting plan is supported by ACD's Planting Specification. However, the tree planting specification makes no reference to the detailed construction of the cellular system specified, on plan, for the car park.

The Council's Tree/ Landscape Officer concludes that the acceptability of the scheme relies heavily on the off-site planting of a hedge and trees within the highway verge. However, subject to this planting forming the subject of a S106 Agreement and a licence agreement (to plant and maintain the landscape on highway land) and various landscape conditions, the scheme, including the revised planting scheme is acceptable in terms of policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- Ecology

As regards ecology, on a previous application, Natural England advised that the proposals are unlikely to affect any designated nature conservation site or landscape and that their standing advice should be used to assess the likelihood of protected species being present. Having regard to their standing advice, there is little probability of the site containing any protected species. Furthermore, the Council's Sustainability Officer does not raise any objections to the proposal on ecological grounds.

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

The submitted plans do not show any specific provision being made for waste and recycling, although there is a separate internal room with a separate external door which could be used for waste and recycling and provision could also be made within the warehouse.

Commercial site operators do have a duty of care to contain waste safely until it is collected by a licensed waste carrier. A condition has included in the officer's recommendation, requiring details of waste and recycling storage to be submitted.

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

An Energy Statement has been submitted in support of the application. The Council's Sustainability Officer advises that there are no objections to the proposed development subject to the contribution set out in the energy report of £12,600 to make up for the shortfall and the development proceeding in accordance with the approved statement. This has been included in the terms of the S106 agreement.

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

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014) deal with flood risk which should be handled as close to its source as possible in compliance with Policy 5.13 (Sustainable Drainage) of the London Plan (March 2015) and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

The application is supported by a Flood Risk Assessment (FRA) and includes Sequential and Exception Tests. The sequential test demonstrates that there are no sequential preferable sites with a lower risk of flooding for this type of use available and the proposal makes adequate provision to mitigate against flood risk. On this basis, the Council's Water

and Flood Management Officer advises that the scheme is acceptable in terms of flood risk, providing it is carried out in accordance with the Flood Risk Assessment which is controlled by condition and a sustainable water management scheme is conditioned. These form part of the officer's recommendation.

On this basis it is considered that the scheme accords with Policy EM6 (Flood Risk Management) in Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the National Planning Practice Guidance (March 2014).

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

##### **NOISE ISSUES**

The Council's EPU Officer previously advised that although noise has not been considered as part of the submission, the scheme would be acceptable, providing a condition to control noise from mechanical plant was attached to any permission. This scheme represents a significant improvement with deliveries taking place at the rear of the site, well away from surrounding residential properties. The condition forms part of the officer recommendation.

##### **AIR QUALITY ISSUES**

As regards air quality, the EPU Officer advises that the site is just north of the declared Air Quality Management Area and local monitoring data indicates that pollution levels close to sensitive receptors are within the limits set by the air quality legislation, but did raise issues in terms of omissions from the submitted Air Quality Assessment. However, given Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors, conditions are recommended to ensure i. the submission of a Construction Management Plan, in accordance with The Mayor of London's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, ii. Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon meet Stage IIIA of EU Directive 97/68/EC and iii. a low emissions strategy for the operation of the site. These form part of the officer recommendation.

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

The comments in support of the application are noted. As regards the objection comments, points (i), (iii), (iv), (vii), (v), (viii), (ix), (x), (xi), (xiii) and (xiv) are dealt with in the main report. In terms of point (ii), the NPPF encourages retail competition and the impact of development on individual retailers is not a material planning consideration, points (vi), (vii) and (xii) do not raise material planning considerations/objections.

#### **7.20 Planning obligations**

Policy LE7 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of commercial development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Highways: S278/S38 to secure highways works as indicated on the approved drawings with final details to be agreed by the Local Planning Authority,
2. Green Travel Plan in accordance with TfL guidance to include a £20,000 bond,

3. Delivery and Servicing Management Plan
4. Tree planting on public highway, to include a licence agreement (to plant and maintain the landscape on highway land),
5. £12,600 carbon offset contribution
6. Employment Training Strategy. For the commercial operations an employment training initiative will be required to address employment training matters as a result of the proposal if approved. It is our preference to deliver in-kind employment training schemes over a financial contribution.
7. Construction training
  - Training Cost: £2500 per £1m build cost +
  - Coordinator costs:  $3256/7500 \times £71,675 = £31,116.50$ ,
8. Project Management & Monitoring Fee: equal to 5% of total cash contributions

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

Land Contamination:

A Geo-Environmental Site Investigation Report has been submitted with the application. The Council's EPU Officer has reviewed the document and advises that conditions are required to secure further site investigation for contamination and imported soil needs to be tested for possible contamination. These conditions have been included in the officer's recommendation.

Lighting Scheme

An indicative lighting scheme has been submitted with the application, with lighting on 6m and 8m columns and includes a report, including light spillage layout plans. These demonstrate that there would not be any significant light spillage outside the site. A final external lighting scheme has been conditioned as part of the landscaping scheme.

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

General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also

the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable.

#### **10. CONCLUSION**

This application is considered to provide improved delivery arrangements as compared to the scheme which Members previously resolved to grant permission at the Major Applications Committee on 14/11/15. Although the store is larger, and utilizes a larger site, no objections are raised to these changes on grounds of retail impact and loss of employment land, particularly as the proposal would now involve a reduction of retail floor space on site as compared to the previous scheme.

The application is recommended for approval, subject to referral back to the Mayor and a

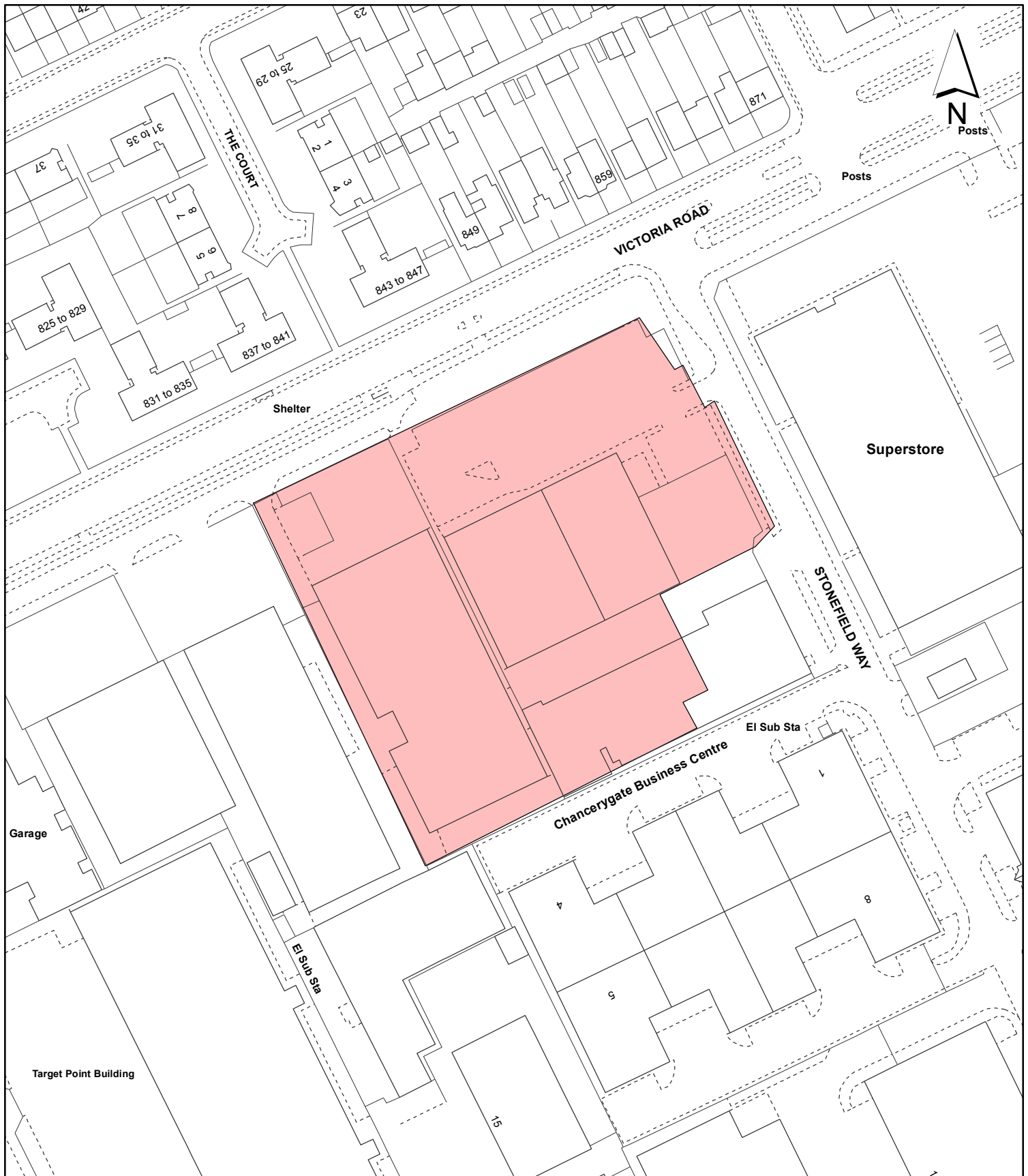
S106 Agreement and recommended conditions.

**11. Reference Documents**

National Planning Policy Framework (March 2012)  
London Plan (March 2016)  
Hillingdon Local Plan (November 2012)  
LDF - Accessible Hillingdon  
Planning Obligations Supplementary Planning Document, July 2008

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Imperial House & Units 1 & 2  
 Victoria Road  
 South Ruislip**

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

Planning Application Ref:  
**5039/APP/2015/4395**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 114**

Date:  
**October 2016**



**HILLINGDON**  
 LONDON



## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Submission of Details for condition 3 (Bridge Construction) and 4 (Details of Materials) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** 54814/APP/2015/3928

**Drawing Nos:** VD15290-ID-DR-20-C1101\_H  
VD15290-ID-DR-20-C1111\_E  
A720-E05-IW-BR-ARU-C-DR-0035 P1 Yeading Bridge G. A  
A720-E05-IW-BR-ARU-C-DR-0040 P7 GU Canal G.A  
Discharge of LB Hillingdon Conditions 3 and 4 - Si  
VD15290-ID-DR-00-0002  
VD15290-ID-DR-20-C0701\_E  
VD15290-ID-DR-20-C0711\_E  
Western Access - Summary of Materials

**Date of receipt:** 27/10/2015 **Date(s) of Amendment(s):**

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

#### The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

### Proposal

The applicant seeks to discharge conditions 3 (Bridge Construction) and 4 (Details of Materials) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

#### Condition 3 requires:

Prior to the commencement of any bridge construction, the detailed design elements of the relevant bridge, which were not part of the applications and therefore not approved pursuant to this permission, shall be submitted to and approved in writing by the Local planning authority and where appropriate Transport for London. The bridges shall be constructed in accordance with the approved details.

Reason: To ensure that each bridge would be of a high quality design standard

#### Condition 4 requires:

Full details of facing materials including samples where appropriate to be used on a" finishing materials including paving, roads, parking areas, means of enclosure, shall be submitted and approved by the Local planning authority, before the relevant part of the development is commenced.

Reason: To ensure that a" built development would be of a high quality design standard.

The following details were submitted in support of the discharge of condition application:

#### Condition 3:

- Grand Union Canal Bridge General Arrangement (ARUP: DR-0040 P7); and
- Yeading Bridge General Arrangement (ARUP: DR-0035 P1).

#### Condition 4:

- Western Access Consented Scheme Planning Condition Areas (Vectos DR-00-

0002);

- Western Access Kerb and Footway Plan (Vectos: DR-20-C1101 Rev H);
- Western Access Kerb and Footway Details (Vectos: DR-20-C1111 Rev E);
- Western Access Road Pavement Plan (Vectos: DR-20-C0701 Rev E);
- Western Access Road Pavement Details (Vectos: DR-20-C0711 Rev E); and
- Western Access - Summary of Materials (21.10.2015).

The submitted details have been reviewed by Transport for London (TFL) who will build, maintain and adopt the bridge. They have raised no objections to the proposed details of the bridge construction or the materials that are proposed. It should be noted that the Council's Urban Design & Conservation Officer had expressed a preference for the bridge to be constructed in brick, however TFL explained that brick is not an anti graffiti surface and so a concrete structure with an anti graffiti treatment is acceptable as it will be far easier and cost effective to maintain.

It is therefore recommended that the condition be discharged.

## 2. **RECOMMENDATION**

### **APPROVAL**

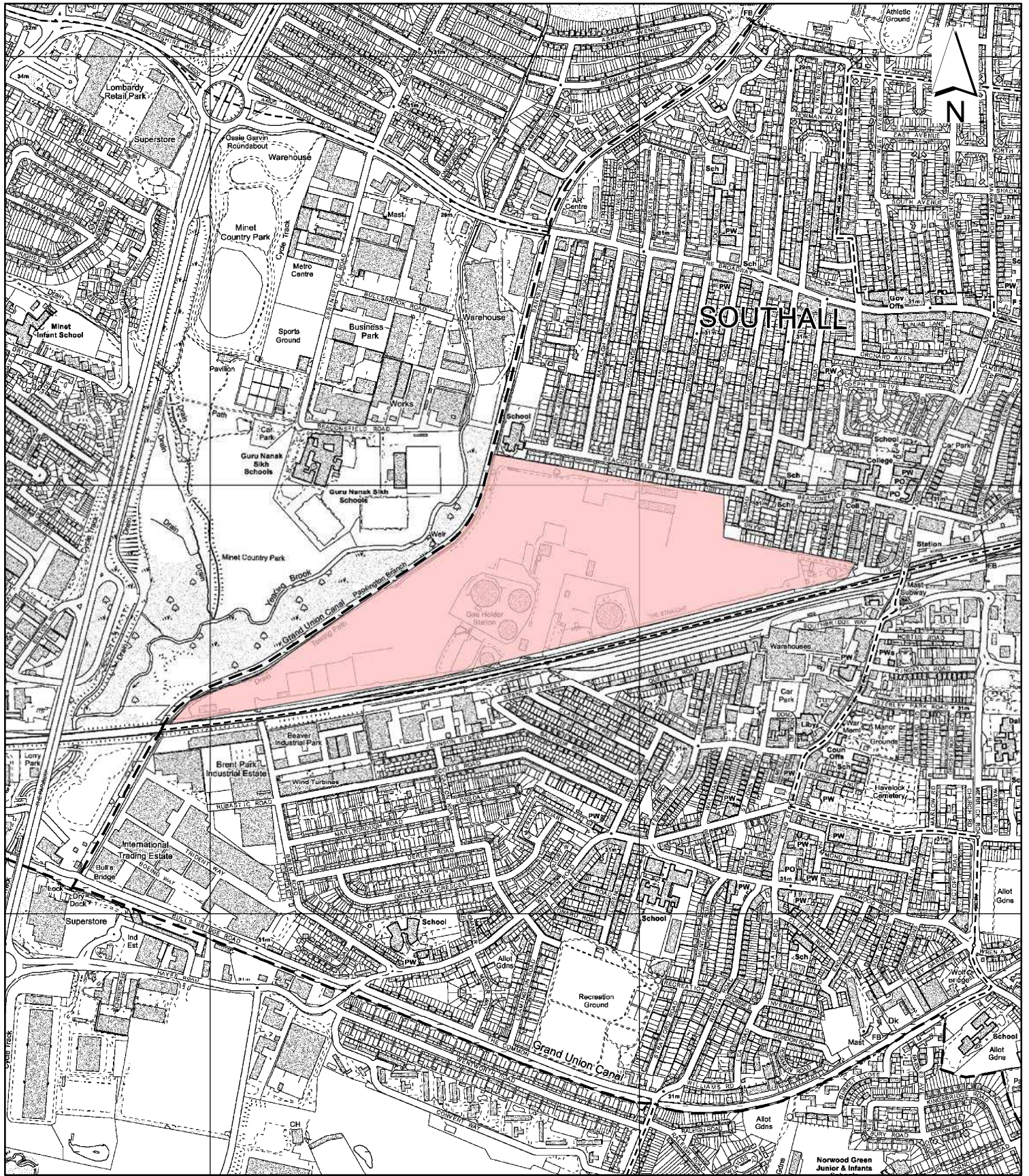
### **INFORMATIVES**

- |          |     |   |
|----------|-----|---|
| <b>1</b> | I52 | 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).   |
| <b>2</b> | I53 | 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.   |
| <b>3</b> | I59 | 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. |

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2015/3928**

Planning Committee:

**Major Page 118**

Scale:

**1:12,000**

Date:

**October 2016**

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



**HILLINGDON**  
 LONDON



## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Details pursuant to condition 7 (Construction Management Plan) of planning permission 54814/APP/2009/430; Outline application  
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
Full application  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and  
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

**LBH Ref Nos:** 54814/APP/2016/119

**Drawing Nos:** Construction Management Scheme Rev 1.2 A720-E03-SW-MACE-PL-PR-0001-P1

**Date of receipt:** 12/01/2016

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

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses:  
Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging

over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

## The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

## Proposal

The applicant seeks to discharge condition 7 (Construction Management Plan) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 7 reads:

Site remediation, preparatory works and the development hereby permitted shall not commence until a proposed Construction Management Scheme for the development within the London Borough of Hillingdon has been submitted to and approved in writing by the London Borough of Hillingdon as the Local Planning Authority in consultation with Transport for London (where relevant as strategic highway authority). Details to include:

- a) A detailed specification of construction works at each part of development
- b) The best practical means available in accordance with British Standard Code of Practice BS5228: 1997 to be employed at all times to minimise the emission of noise and dust from the site;
- c) A suitable and efficient means of monitoring and suppressing dust, vapours and odours must be provided and maintained, including where necessary the use of deodorising agents and adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance.



- d) Engineering measures, acoustic screening and the provision of sound insulation required to mitigate specific environmental impacts identified;
- e) Identification of the most sensitive receptors, both residential and commercial where assessment and monitoring of impacts will be undertaken as work progresses;
- f) Means of enclosure and security of the site and individual phases
- g) A framework travel plan for construction workers
- h) Defined access routes to the site for all vehicles relating to the remediation and construction of the development.
- i) Details of the arrangements for the delivery of materials to the site for the construction of the development - including hours and restrictions on construction traffic having regard to the need to control construction traffic during peak hours.
- j) Construction waste management strategy
- k) Unless otherwise agreed as part of the Construction Management Strategy and Code of Practice, the operation of site equipment and / or plant and machinery generating noise that is audible at the facade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays unless otherwise agreed by London Borough of Hillingdon as the local planning authority;
- l) Details of the proposed timing sequence and location of the development within the London Borough of Hillingdon:
- m) Adoption and implementation of the Considerate Contractor Scheme (or similar to be agreed with the LPA) registration and operation:
- n) Details of how vehicles transporting contaminated waste that leave the site (including wheel washing and covering of loads) will be managed to prevent any contaminants from entering the environment:
- o) Details of and restriction on the heights of cranes, having regard to Air Safeguarding Zones:
- p) Measures to mitigate disturbance to nesting birds on site:
- q) Arrangements for publicity and promotion of the scheme during construction:
- r) Details of an advertised 'hotline' to be operated and funded by the developer to enable any complaints to be recorded;
- s) Liaison with the Local Authority's Environmental Health Unit to register complaints received and response/action taken;
- t) The availability of a site manager(s) or other persons with appropriate seniority

within the organisation capable of authorising proper remedial action where appropriate: and

u) Details of how access is to be provided for vehicles, plant and machinery to the two bridges and to the Pump Lane Link Road, while protecting the amenities of the Minet Country Park Green Belt land.

Thereafter the development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the London Borough of Hillingdon as the Local Planning Authority.

Reason: In the interests of minimising the impact of noise, vibration and airborne pollution on the amenities of occupiers of properties within the vicinity of the site, to limit the works to reasonable hours and to minimise the impact of construction traffic on the highway network.

The following details have been submitted in support of the conditions discharge application:

- Construction Management Scheme Rev 1.2 10.05.2016 A720-E03-SW-MACE-PL-PR-0001-P1

Details within the Construction Management Scheme include:

i) Construction traffic management

St James will minimise the impact of road based construction traffic by identifying clear controls on routes for large goods vehicles which will govern vehicle types, vehicle quality and hours of site operation. The primary traffic management measures that will be adopted are as follows:

- Traffic management plans will be implemented to minimise the potential impact of the reduced highway capacity during the construction of the off-site highway and access works;
- Where practicable and consistent with carrying out the proposed development, existing public access routes and rights of way will be maintained during construction;
- Access routes to the site to be used by HGVs and other construction traffic will avoid sensitive receptors;
- Only those routes approved by the relevant bodies will be used by vehicles accessing the site;
- Access routes to the site will be clearly identified with signage;
- Movement of construction traffic will be minimised through the use of dedicated construction routes around the site and 'just in time' deliveries;
- No long-stay, day-time or overnight parking of HGVs in the vicinity of the site will be permitted;
- Vehicles waiting to deliver or remove materials from the site will be directed to specified holding areas located within the construction site;
- Emergency access protocols and rendezvous points will be agreed with the relevant highway authorities and the emergency services;
- Traffic marshals will be used and will be trained to bank vehicles and ensure the site rules are followed, provide ad hoc traffic management support where required, as well as providing escorts for heavy plant, cranes and abnormal loads; and
- The timing of vehicle movements to and from the site will align to the working

hours except in the case of an emergency.

#### ii) Working Hours

The site 'core hours' will be Monday-Friday 08.00-18.00 and Saturday 08.00-13.00. In order to maximise the use of these hours, half an hour start-up and close-down periods will be requested on Monday- Friday from 07:30 - 08:00 in the morning and from 18:00 - 18:30 in the evening. On Saturdays the start-up and close-down periods requested will be between 07:30 - 08:00 and 13:00 - 13:30 respectively.

#### iii) Deliveries 6:00 - 7:30 and 9:30 - 15:00

A delivery management system will be operated to support the development needs for the duration of the programme. The primary objectives of the system will be to:

- Regulate the number, flow, frequency and timing of vehicles;
- Regulate the number of vehicles within the site specifically during the build stages of the individual phases;
- Avoid congestion on the approach roads;
- Minimise the impact on the local and regional road networks;
- Minimise the impact on local communities; and
- Provide material delivery and security assurance.

The proposed system will require suppliers to book a delivery window prior to arrival on-site. Suppliers will be required to provide basic details of the materials being delivered (e.g. description, quantity, weight and size), the delivery vehicle and offloading equipment for approval by St James. The maximum number of deliveries allowed in any given time slot will be managed by St James thus allowing control of the flow of deliveries to site and deliveries to avoid peak hours if required. Any deliveries required that have not been booked in advance will be managed through an 'unplanned booking' process whereby justification for allowing such deliveries will need to be submitted for approval by St James.

Risk assessments will consider safety in the transportation of deliveries and will include:

- Personnel falling from vehicles;
- Vehicles being struck by loading equipment (e.g. fork lift trucks) or by other vehicles;
- Loads or parts of loads falling off during loading, transit, unloading and striking people;
- Straps under tension potentially springing back and hitting people; and
- Slips and trips on the vehicle bed.

#### iv) Transportation of Contaminated Waste

In addition to the infrastructure management measures previously described, the following practices will be adopted for the transportation of contaminated waste to comply with hazardous waste regulations:

- Full duty of care details for persons removing waste will be provided;
- Hazardous waste consignment notes will be fully and correctly completed before waste leaves site;
- Evidence that the waste has been received by the final waste facility for disposal or recovery will be obtained;

- All hazardous waste will be kept separate to other wastes and labelled as such;
- Contaminated and uncontaminated soils will be segregated to prevent cross contamination;
- Environment Agency Technical Guidance WM2 on the assessment and classification of hazardous wastes will be followed;
- Completed consignment notes will be obtained, demonstrating that the waste has been correctly disposed/recycled; and
- Full copies of waste permits / exemptions/ licences for waste management contracts handling the waste will be obtained.

Consults

TFL: No objection

Highways: No objection

It is therefore recommended that the condition be discharged.

## 2. **RECOMMENDATION**

### **APPROVAL**

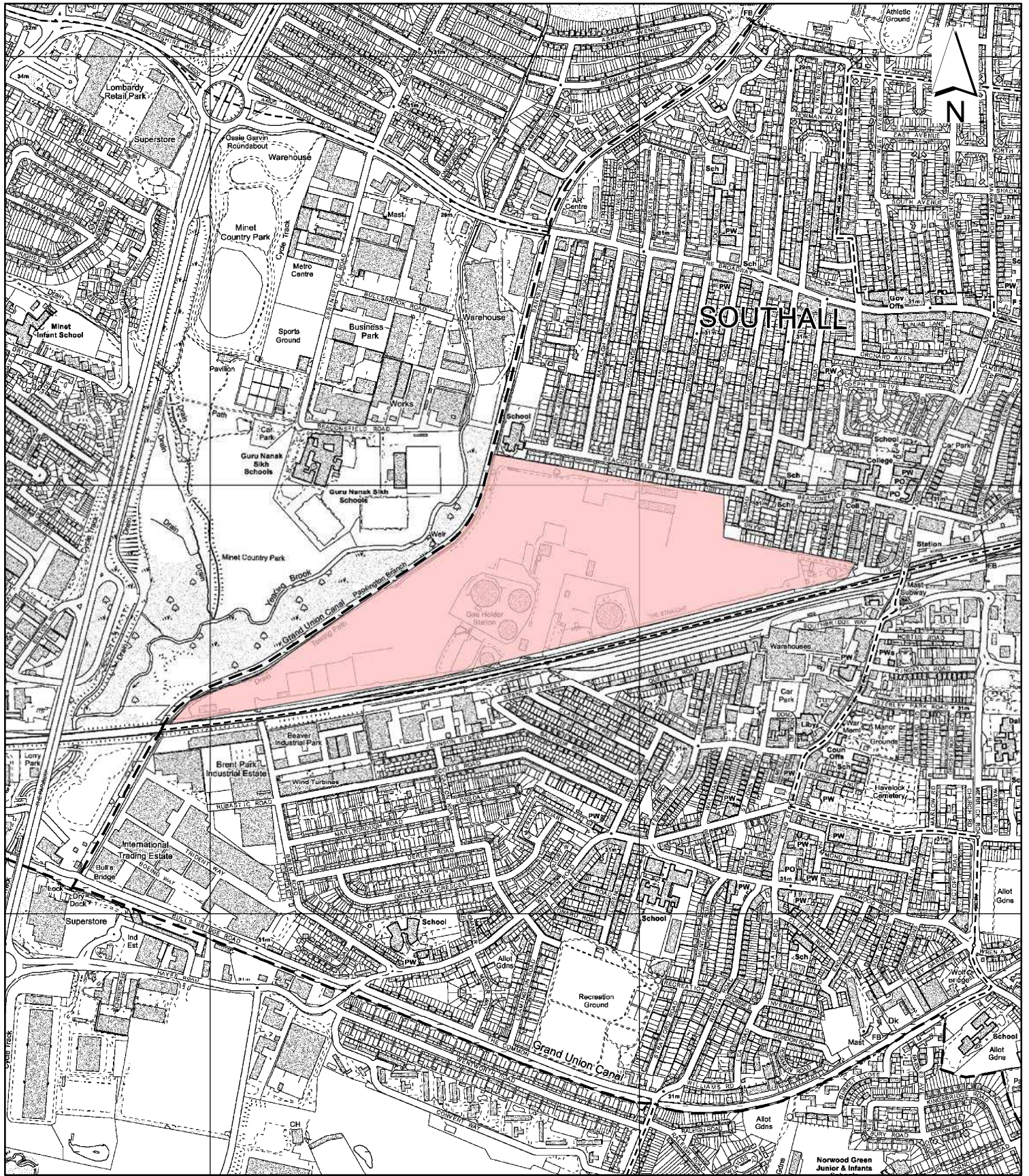
#### **INFORMATIVES**

- |          |     |   |
|----------|-----|---|
| <b>1</b> | I52 | 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).   |
| <b>2</b> | I53 | 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.   |
| <b>3</b> | I59 | 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. |

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2016/119**

Planning Committee:

**Major** Page 125

Scale:

**1:12,000**

Date:

**October 2016**

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



**HILLINGDON**  
 LONDON



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## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Submission of Details for condition 12 (Detailed Design of Western Link to Pump Lane) and 15 (Details of construction and surfacing of Pump Lane) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** **54814/APP/2015/3929**

**Drawing Nos:** VD15290-ID-DR-00-0002  
VD15290-ID-DR-20-C0100\_D  
VD15290-ID-DR-20-C0101\_D  
VD15290-ID-DR-20-C0111D  
VD15290-ID-DR-20-C0121\_C  
VD15290-ID-DR-20-C0151\_C  
VD15290-ID-DR-20-C0152\_C.  
VD15290-ID-DR-20-C0201\_D  
VD15290-ID-DR-20-C0401\_D  
VD15290-ID-DR-20-C0511\_A  
VD15290-ID-DR-20-C0521\_A  
VD15290-ID-DR-20-C0531\_A  
VD15290-ID-DR-20-C0551\_C  
VD15290-ID-DR-20-C0601\_D  
VD15290-ID-DR-20-C0611\_B  
VD15290-ID-DR-20-C0711\_E  
VD15290-ID-DR-20-C1111\_E  
VD15290-ID-DR-20-C1201\_C  
Western Access Drainage Plan (Vectos: DR-20-C0501 Rev D)  
Western Access Road Pavement Plan (Vectos: DR-20-C0701 Rev E)  
Western Access Kerb and Footway Plan (Vectos: DR-20-C1101 Rev H);  
Western Access Site Plan (Vectos: DR-20-C0100 Rev E)

**Date of receipt:** 27/10/2015

**Date(s) of Amendment(s):** 21/10/2015

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details

submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet Country Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

## The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

## Proposal

The applicant seeks to discharge condition 12 (Detailed Design of Western Link to Pump Lane) and 15 (Details of construction and surfacing of Pump Lane) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 12 (Detailed Design of Western Link to Pump Lane) requires:

Prior to development commencing, the detailed design for the new western link to Pump Lane and the new signalised junction shall be submitted to and approved in writing by the Local Planning Authority. The new western link to Pump Lane shall not be open to general traffic until the off-site highway works at Pump Lane/Western Access have been fully completed and opened to traffic.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network and accord with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition 15 (Details of construction and surfacing of Pump Lane) reads:

Plans and details of construction and surfacing of the Pump Lane link road, including cycle and footpaths shall be submitted to and approved in writing by the Local Planning Authority before development commences.

Reason: To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

The following details have been submitted in support of the conditions discharge application:

Condition 12:

- Western Access Planning Condition Areas (Vectos: DR-00-0002);
- Western Access General Arrangement (Vectos: DR-20-C0101 Rev D);
- Western Access Typical Sections (Vectos: DR-20-C0111 Rev D);
- Western Access Longitudinal Section (Vectos: DR-20-C0121 Rev C);
- Western Access Cross Sections - Sheet 1 (Vectos: DR-20-C0151 Rev C);
- Western Access Cross Sections - Sheet 2 (Vectos: DR-20-C0152 Rev C);
- Western Access Road Restraint System Plan (Vectos: DR-20-C0401 Rev D);
- Western Access Drainage Plan (Vectos: DR-20-C0501 Rev D);
- Western Access Drainage Longitudinal Sections (Vectos: DR-20-C0511 Rev A);
- Western Access Drainage Manhole Schedule (Vectos: DR-20-C0521 Rev A);
- Western Access Drainage Details (Vectos: DR-20-C0531 Rev A);
- Western Access Statutory Undertakings Existing and Proposed (Vectos: DR-20-C0551 Rev C);
- Western Access Earthworks Plan (Vectos: DR-20-C0601 Rev D);
- Western Access Earthworks Sections (Vectos: DR-20-C0611 Rev B);
- Western Access Road Pavement Plan (Vectos: DR-20-C0701 Rev E);
- Western Access Road Pavement Details (Vectos: DR-20-C0711 Rev E);
- Western Access Kerb and Footway Plan (Vectos: DR-20-C1101 Rev H);
- Western Access Kerb and Footway Details (Vectos: DR-20-C1111 Rev E); and
- Western Access Signs and Line Marking Plan (Vectos: DR-20-C1201 Rev C).

Condition 15:

- Western Access Site Plan (Vectos: DR-20-C0100 Rev E);
- Western Access General Arrangement (Vectos: DR-20-C0101 Rev D);
- Western Access Typical Sections (Vectos: DR-20-C0111 Rev D);
- Western Access Longitudinal Section (Vectos: DR-20-C0121 Rev C);
- Western Access Cross Sections - Sheet 1 (Vectos: DR-20-C0151 Rev C);
- Western Access Cross Sections - Sheet 2 (Vectos: DR-20-C0152 Rev C);
- Western Access Road Restraint System Plan (Vectos: DR-20-C0401 Rev D);
- Western Access Drainage Plan (Vectos: DR-20-C0501 Rev C);
- Western Access Drainage Longitudinal Sections (Vectos: DR-20-C0511 Rev B);
- Western Access Drainage Manhole Schedule (Vectos: DR-20-C0521 Rev A);
- Western Access Drainage Details (Vectos: DR-20-C0531 Rev A);
- Western Access Statutory Undertakings Existing and Proposed (Vectos: DR-20-C0551 Rev C);
- Western Access Earthworks Plan (Vectos: DR-20-C0601 Rev E);
- Western Access Earthworks Sections (Vectos: DR-20-C0611 Rev B);
- Western Access Road Pavement Plan (Vectos: DR-20-C0701 Rev E);
- Western Access Road Pavement Details (Vectos: DR-20-C0711 Rev E);
- Western Access Kerb and Footway Plan (Vectos: DR-20-C1101 Rev H);
- Western Access Kerb and Footway Details (Vectos: DR-20-C1111 Rev E);
- Western Access Signs and Line Marking Plan (Vectos: DR-20-C1201 Rev C); and

- Western Access Site Clearance (Vectos: DR-20-C0201 Rev D).

## Consults

The submitted details have been reviewed by Transport for London (TFL) who will build, maintain and adopt the link road and Pump Lane. They have raised no objections to the proposed details of the link road design or the construction details that are proposed.

It is therefore recommended that the conditions be discharged.

## 2. RECOMMENDATION

### APPROVAL

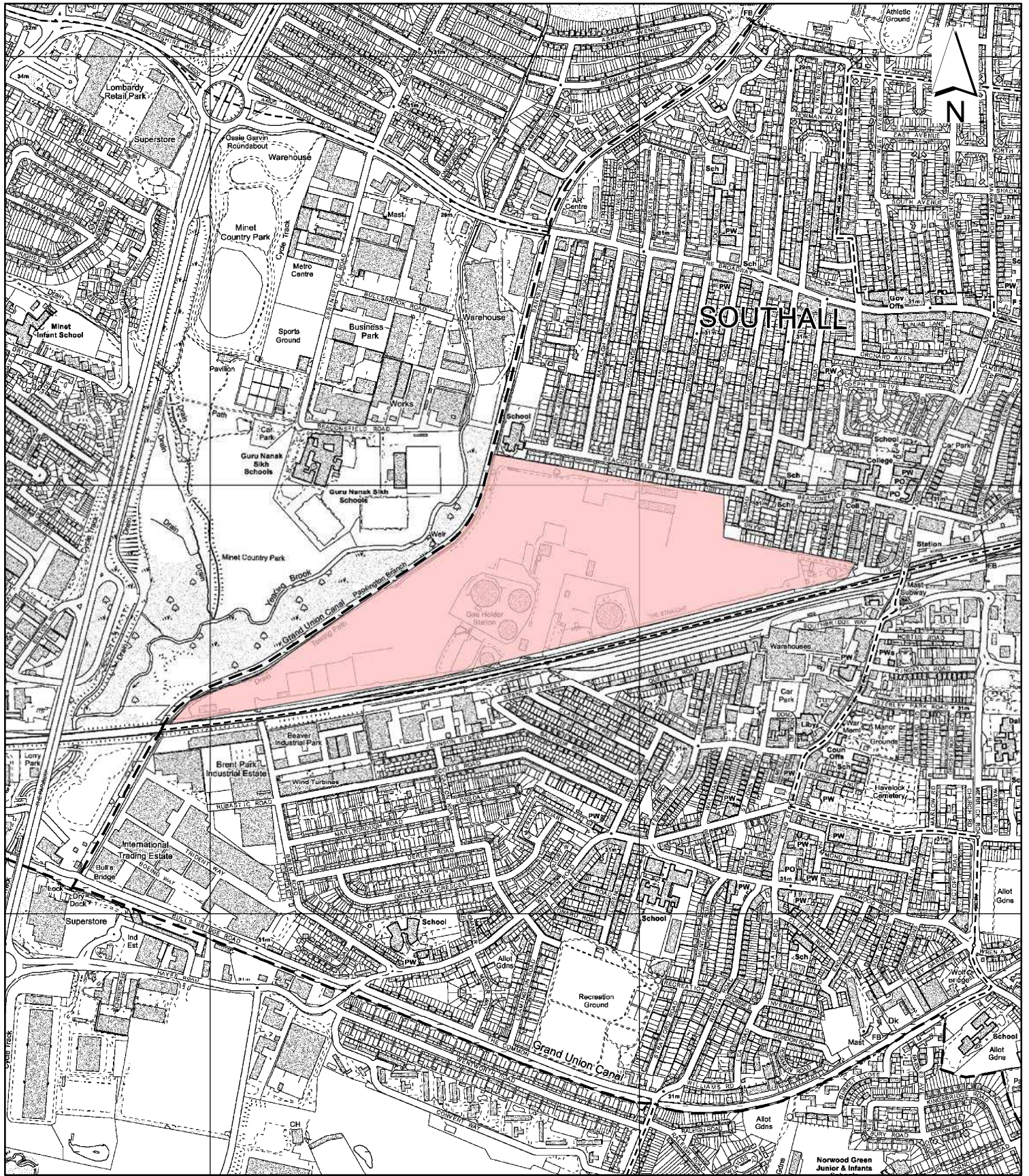
### INFORMATIVES

- |          |     |   |
|----------|-----|---|
| <b>1</b> | I52 | 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).   |
| <b>2</b> | I53 | 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.   |
| <b>3</b> | I59 | 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. |

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2015/3929**

Planning Committee:

**Major** Page 131

Scale:

**1:12,000**

Date:

**October 2016**

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

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



**HILLINGDON**  
LONDON



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## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Discharge of Condition 19 (remediation) of planning permission ref 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.

New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

**LBH Ref Nos:** 54814/APP/2015/4215

**Drawing Nos:** Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment. Remediation Strategy. Issue 6.

Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment. Ground Contamination: Detailed Quantitative Risk Assessment. Issue 2

Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment. Ground Contamination: Preliminary Risk Assessment. Issue 3;

**Date of receipt:** 16/11/2015

**Date(s) of Amendment(s):** 17/11/2015

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging

over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet Country Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

#### The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

#### Proposal

The applicant seeks to discharge condition 19 (Remediation) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 19 requires:

Prior to commencement of remediation, preparatory works or construction, a survey, for only that Part of the land where it is proposed to site the footings of the two bridges and Pump Lane Road access, to assess the soil contamination levels and a remediation scheme for the soil contamination for the footings for the two pedestrian/cyclist access bridges, and the land across which it is proposed to construct the extension to Pump Lane, shall be submitted to, approved in writing by the London Borough of Hillingdon as the local planning authority and carried out to the satisfaction of the London Borough of Hillingdon. All works which form part of this remediation scheme shall be completed before the commencement of the relevant bridge works unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority.

Reason: To ensure that the occupants of the development are not subjected to any risks from land contamination.

The following information has been submitted in support of the discharge of condition application:

- Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment.

Remediation Strategy. Issue 6;  
- Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment.  
Ground Contamination: Detailed Quantitative Risk Assessment. Issue 2  
- Arup (2015) Proposed Bridge Works for Southall Gas Works Redevelopment.  
Ground Contamination: Preliminary Risk Assessment. Issue 3;

Consults

Environmental Protection Officer (Contaminated Land): No objection

Environment Agency: No objection.

It is therefore recommended that the condition be discharged.

## 2. **RECOMMENDATION**

### **APPROVAL**

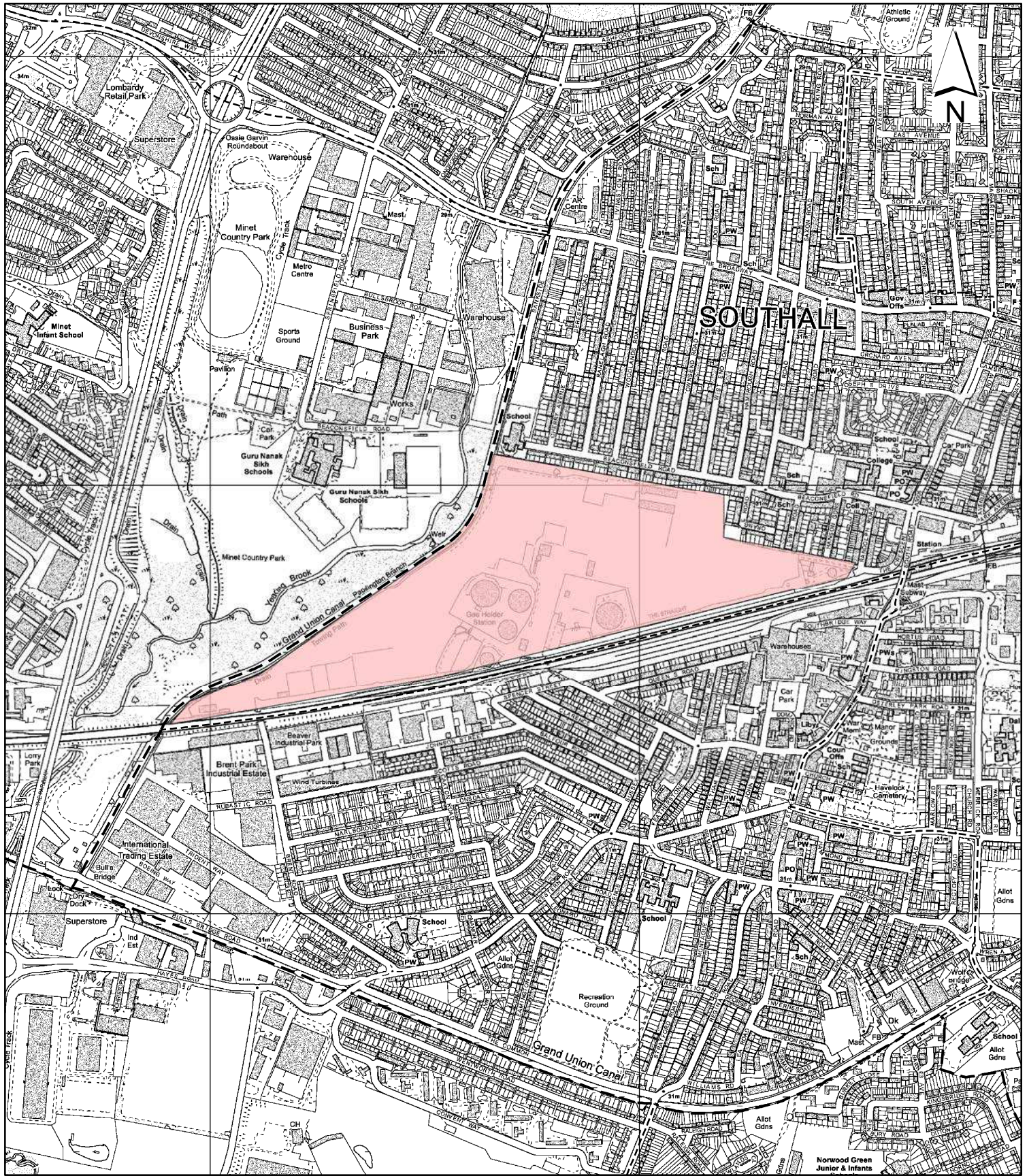
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| <b>3</b> | I59 | On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 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. |

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2015/4215**

Planning Committee:

**Major Page 136**

Scale:

**1:12,000**

Date:

**October 2016**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON



## Report of the Head of Planning, Building Control, Sport & Green Spaces

<b>Address</b>	SOUTHALL GAS WORKS HAYES BY PASS HAYES	
<b>Development:</b>	Submission of Details for condition 24 (Invasive Species) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.	
<b>LBH Ref Nos:</b>	<b>54814/APP/2015/3927</b>	
<b>Drawing Nos:</b>	Discharge of LB Hillingdon Condition 24 - Signed C Ramboll Environ - Method Statement for the Control of Invasive Plant Species (07.10.15) Ramboll Environ - Method Statement for the Control of Invasive Plant Species (25.04.16).	
<b>Date of receipt:</b>	27/10/2015	<b>Date(s) of Amendment(s):</b>

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

#### The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield

Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

### Proposal

The applicant seeks to discharge conditions 24 (Invasive Species) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 24 requires:

Prior to the commencement of development, a detailed method statement for the removal of Japanese Knotweed, Giant Hogweed and Himalayan Balsam on the site of the bridge shall be submitted to an approved in writing by the London Borough of Hillingdon as the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed, Giant Hogweed and Himalayan Balsam during any operations such a mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of invasive species and to protect native flora.

The following details have been submitted in support of the discharge of condition application:

- Ramboll Environ - Method Statement for the Control of Invasive Plant Species (25.04.16).

### Consults

Environment Agency: Initial concerns were raised. Following the submission of additional information the EA raised no objections.

Sustainability Officer: No objection raised. It should be noted that the Sustainability Officer has agreed that the results of the mapping (section 2.1 of the report) being shared with the Local Planning Authority within 4 weeks of the reports being collated.

## 2. **RECOMMENDATION**

### **APPROVAL**

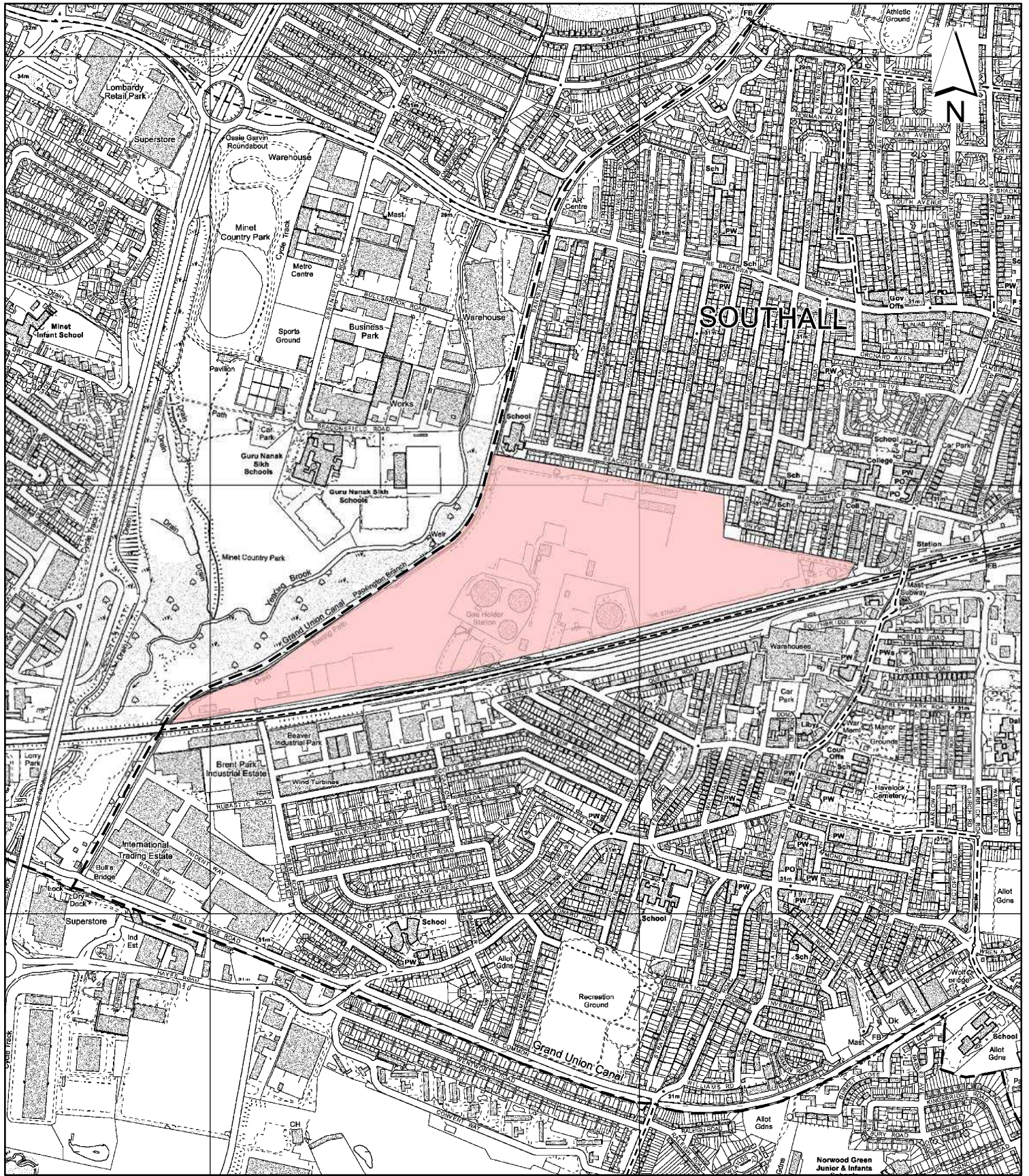
## INFORMATIVES

- 1**            I52            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            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.
- 3**            I59            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.

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2015/3927**

Planning Committee:

**Major Page 140**

Scale:

**1:12,000**

Date:

**October 2016**

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



**HILLINGDON**  
 LONDON



## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Discharge of Condition 30 (Ecological Management Plan), Condition 31 (Ecological Clerk of Works - relating solely to the appointment of the Ecological Clerk of Works) and Condition 32 (Habitat Surveys) of planning permission ref. 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union Canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

**LBH Ref Nos:** 54814/APP/2016/729

**Drawing Nos:**

**Date of receipt:** 22/03/2016

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

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the



creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

## The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

## Proposal

The applicant seeks to discharge conditions 30 (Ecological Management Plan), Condition 31 (Ecological Clerk of Works - relating solely to the appointment of the Ecological Clerk of Works) and Condition 32 (Habitat Surveys) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 30 requires:

Prior to commencement of remediation, preparatory works or construction on site, a detailed Ecological Management Plan to include full details of ecological enhancement measures, protection and enhancement of wildlife habitation, and appropriate planting shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority in consultation with Natural England prior to the commencement of the relevant Part of the development. The specific ecological measures to be provided in areas of new habitat creation, including the proposed 4 metre buffer strips shall be designed to encourage bat foraging activity.

These measures should include:

- a) A high proportion of locally native, nectar-rich and berry-bearing species of planting
- b) Retained dead and decaying timber, such as log piles
- c) Scope of works for the Ecological Clerk of Works which shall include shall include regular checks for grass snake and water vole in areas prior to their being disturbed by construction workers or activities so as to ensure that incidental killing of grass snakes does not occur

during the course of works.

Reason: To ensure that ecological enhancement measures are provided and managed.

Condition 31 requires:

Prior to the commencement of any remediation and construction works for the development within London Borough of Hillingdon, an Ecological Clerk of Works shall be appointed by the applicant and retained as part of the construction team to brief construction workers on ecological issues, including a briefing of site personnel concerning identification of grass snake, legal obligations in respect of this endangered species, and actions to be taken in the event of it being present and to ensure that best practice is implemented during all site clearance, tree felling, earthworks and construction activities. The Ecological Clerk of Works shall carry out the scope of works agreed.

Reason: To protect existing ecology interests on the site.

Condition 32 requires:

Prior to remediation, preparatory works and construction commencing in the relevant Part of the development in the London Borough of Hillingdon the applicant shall undertake surveys to assess the presence of:

- a) Bats
- b) Water vole
- c) Grass snakes
- d) Invertebrates
- e) Birds and ground-nesting birds

in compliance with relevant UK and EU legislation. The Ecological Clerk of Works shall monitor all surveys and all survey information, and any relevant mitigation measures, shall be submitted to and approved by the London Borough of Hillingdon as the local planning authority prior to any works commencing in that Part of the development area.

Reason: To protect existing ecology interests on the site.

The following details were submitted in support of the discharge of conditions application:

- Conditions 30 (Ecological Management Plan), 31 (Clerk of Works), 32 (Surveys)

Condition 30:

- Ecological Management Plan (2015).

Condition 31:

- Covering letter 23/02/2016

Condition 32:

- Bat Activity Survey - July 2014.
- Bat Survey Addendum - December 2015.
- Breeding Bird Survey - July 2014.

- Water Vole and Otter Survey - August 2014.
- Invertebrate Assessment - August 2014.
- Reptile Survey - July 2014.

Consults

Environment Agency: No objection

Canal & River Trust: No objection

Natural England: No objection

Sustainability Officer: No objection

The submitted details have been reviewed by the necessary parties. They have raised no objections to the proposed details.

It is therefore recommended that the condition be discharged.

**2. RECOMMENDATION**

**APPROVAL**

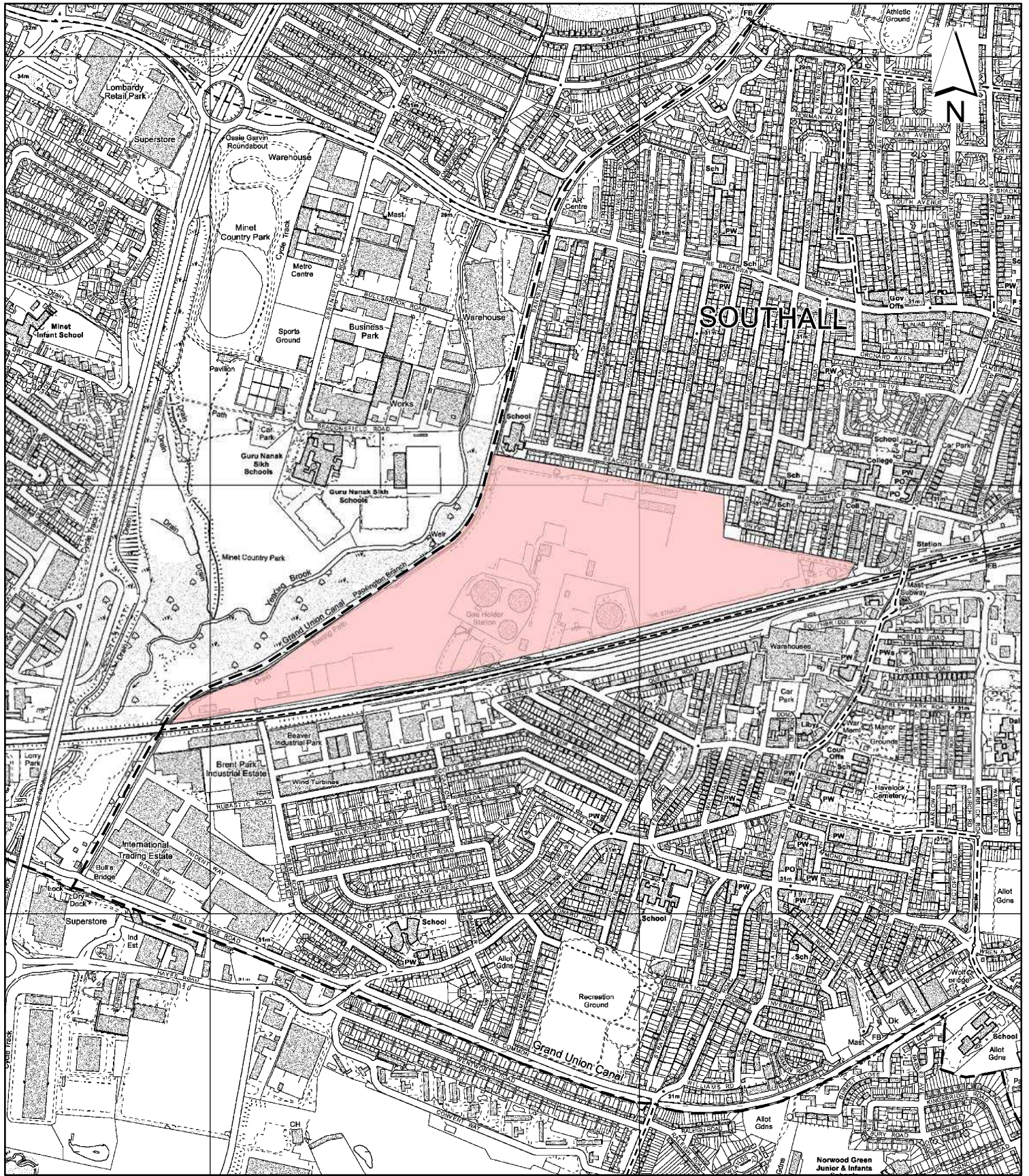
**INFORMATIVES**

- |          |     |   |
|----------|-----|---|
| <b>1</b> | I52 | 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).   |
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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2015/729**

Planning Committee:

**Major Page 146**

Scale:

**1:12,000**

Date:

**October 2016**

**LONDON BOROUGH  
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**HILLINGDON**  
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## Report of the Head of Planning, Building Control, Sport & Green Spaces

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Submission of Details for condition 34( Flood Relief Channel) and 35 (Flood Storage Area) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** **54814/APP/2015/3931**

**Drawing Nos:** A720-E05-PL-BR-ARU-EW-DR-0004-P2  
VD15290-ID-DR-00-0002  
VD15290-ID-DR-20-C0100\_D  
VD15290-ID-DR-20-C0501\_C  
VD15290-ID-DR-20-C0511\_A  
VD15290-ID-DR-20-C0521\_A  
VD15290-ID-DR-20-C0531\_A  
VD15290-ID-DR-20-C0601\_D  
VD15290-ID-DR-25-0001\_A  
VD15290-ID-DR-25-0002\_A  
VD15290-ID-DR-25-0003\_A  
VD15290-ID-DR-25-0004\_A  
VD15290-ID-DR-25-0005\_A  
VD15290-ID-DR-25-0006\_A  
VD15290-ID-DR-25-0007\_A  
VD15290-ID-DR-25-0008\_A  
VD15290-ID-DR-25-0009\_A

**Date of receipt:** 27/10/2015

**Date(s) of Amendment(s):** 21/10/2015

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park

Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet Country Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

## The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

## Proposal

The applicant seeks to discharge conditions 34( Flood Relief Channel) and 35 (Flood Storage Area) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

### Condition 34 requires:

The realignment of the flood relief channel hereby permitted shall not be commenced until such time as the detailed design of the river realignment has been submitted to, and approved in writing by, the London Borough of Hillingdon as the local planning authority. The approved details shall be fully implemented and subsequently maintained, in accordance with phasing arrangements.

Reason: To ensure there is no increased risk of flooding as a result of the realignment of the river.

### Condition 35 requires:

Development of the Pump Lane Link Road bridge shall not begin until the detailed design of the surface water drainage pond for the relevant Part, including the flood storage area, based on the principles set out in the FRA West Southall Yeading Brook A012564 V4 dated August 2008 by White Young Green, have been submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. The detailed design and management proposal for the flood storage area shall incorporate appropriate management measures in respect of flooding and

control of pollutants from road runoff, and provisions to ensure this occurs in the longer term. The scheme shall subsequently be implemented in accordance with the approved details and the agreed timing / phasing arrangements embodied within the scheme.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

The following information was submitted in support of the discharge of conditions application:

Condition 34:

- Western Access Planning Condition Areas (Vectos: DR-00-0002);
- Western Access Site Plan (Vectos: DR-20-C0100 Rev E);
- Western Access Earthworks Plan (Vectos: DR-20-C0601 Rev E);
- Pump Lane Access Works - Earthworks Standard Details (ARUP: DR-0004 P2);
- River Crane Diversion - General Arrangement (Vectos: DR-25-0001 Rev A);
- River Crane Diversion - Chainage Plan (Vectos: DR-25-0002 Rev A);
- River Crane Diversion - Long Section (Vectos: DR-25-0003 Rev A);
- River Crane Diversion - Sections 1/4 (Vectos: DR-25-0004 Rev A);
- River Crane Diversion - Sections 2/4 (Vectos: DR-25-0005 Rev A);
- River Crane Diversion - Sections 3/4 (Vectos: DR-25-0006 Rev A);
- River Crane Diversion - Sections 4/4 (Vectos: DR-25-0007 Rev A);
- Flood Compensation Scheme - Additional Flood Plain Volume (Vectos: DR-25-0008 Rev A); and
- Flood Compensation Scheme - Cross Sections (Vectos: DR-25-0009 Rev A).

Condition 35:

- Western Access Drainage Longitudinal Sections (Vectos: DR-20-C0511 Rev B);
- Western Access Drainage Details (Vectos: DR-20-C0531 Rev D);
- Western Access Drainage Manhole Schedule (Vectos: DR-20-C0521 Rev A);
- Western Access Drainage Plan (Vectos: DR-20-C0501 Rev C);
- Flood Compensation Scheme - Additional Flood Plain Volume (Vectos: DR-25-0008 Rev A); and
- Flood Compensation Scheme - Cross Sections (Vectos: DR-25-0009 Rev A).

Key matters include:

i) Paragraph 3.1.2 of YB FRA confirms the details of the diversion to the drainage channel (also known as the River Crane) as approved under the 2010 planning permission. The approved proposal is to replace 225m of highly engineered U-shaped concrete channel with an enhanced diversion, in a more natural channel, provide a larger full span bridge for the crossing and avoid culverting. The hydraulic calculations which were included as Appendix 6 to the FRA demonstrated the impact of the diversion to be negligible.

ii) The YB FRA confirms at paragraph 3.1.4 that the embankment's footprint will reduce the potential volume of flood storage by approximately 3,400m<sup>3</sup>. Whilst WYG's report considered that the volume lost would be too small to impact on flood flows as assessed by the river model with due regard to the fact that the effects of loss of storage are cumulative it was proposed to excavate an equivalent volume upstream of the crossing outside of the existing flood plain.

In consultation with the Environment Agency, an area adjacent to the flood relief

channel was identified as being a suitable location for a compensatory storage site. The YB FRA outlines that the storage is to be formed by excavating a layer from the channel bank which is already an artificially formed surface. It is in accordance with these principles that the detailed plans which have been submitted for the purpose of the discharge of Condition 35 have been developed.

iii) The drainage for the Western Access Road has been designed in accordance with the WYG Flood Risk Assessment. The outfall of the drainage system is to the Yeading is via a redundant section of the River Crane. In order to attenuate the water and provide a green run off rate, the scheme has been designed with oversized pipes, which will then limit the flow into the redundant River Crane to the south of the access road and then into the Yeading Brook.

iv) Under Condition 3 (Western Access Bridge Design) Planning Application Ref: 54814/APP/2015/3928 a footpath is provided under the bridge over the Grand Union Canal as part of the canal towpath. The design of the footpath has been developed in consultation with the Canal and River Trust and meets with the technical requirements of their Code of Practice. Through on going dialogue with the Canal and River Trust SJWL are alive to other works planned along this stretch of the Grand Union Canal.

As shown on Grand Union Canal Bridge General Arrangement (ARUP: DR-0040 P7), as the Western Access bridge passes over the Yeading Brook there is a 4m wildlife corridor provided on either side of the channel. No footpath or cycleways are required in this area.

Where the Western Access oversails the Grand Union Canal, as previously stated a footpath / cycleway has been provided which is in accordance with the Canal and River Trust Code of Practice. A wildlife corridor has also been provided along the western bank. Details of bank protection for the Flood Alleviation Channel are set out in Earthworks Standard Details (Drawing Ref: A720-E05-PL-BR-ARU-EW-DR-0004 P2). These measures have been agreed in dialogue with the Environment Agency.

It should be noted that SJWL have been in dialogue with the Environment Agency since acquiring the Gasworks site in 2014 and the designs for flood alleviation have been developed accordingly. SJWL consultant's Waterman has submitted a Water Framework Directive Compliance Assessment to the Environment Agency for Flood Defence Consent to enable the provision of the western access road to the new development including works to be undertaken on the River Crane Flood Relief Channel and Yeading Brook. The Environment Agency have confirmed that they have approved the Water Framework Directive Compliance Assessment which has been submitted.

#### Consults

Environment Agency: No objection.

Flood & Water Management Officer: No objection.

Officer Comment: It should be noted that extensive correspondence occurred between the applicant and the Council's Flood and Water Management Officer and various revisions to the approved information was obtained.

It is therefore recommended that the condition be discharged.

## 2. RECOMMENDATION

### APPROVAL

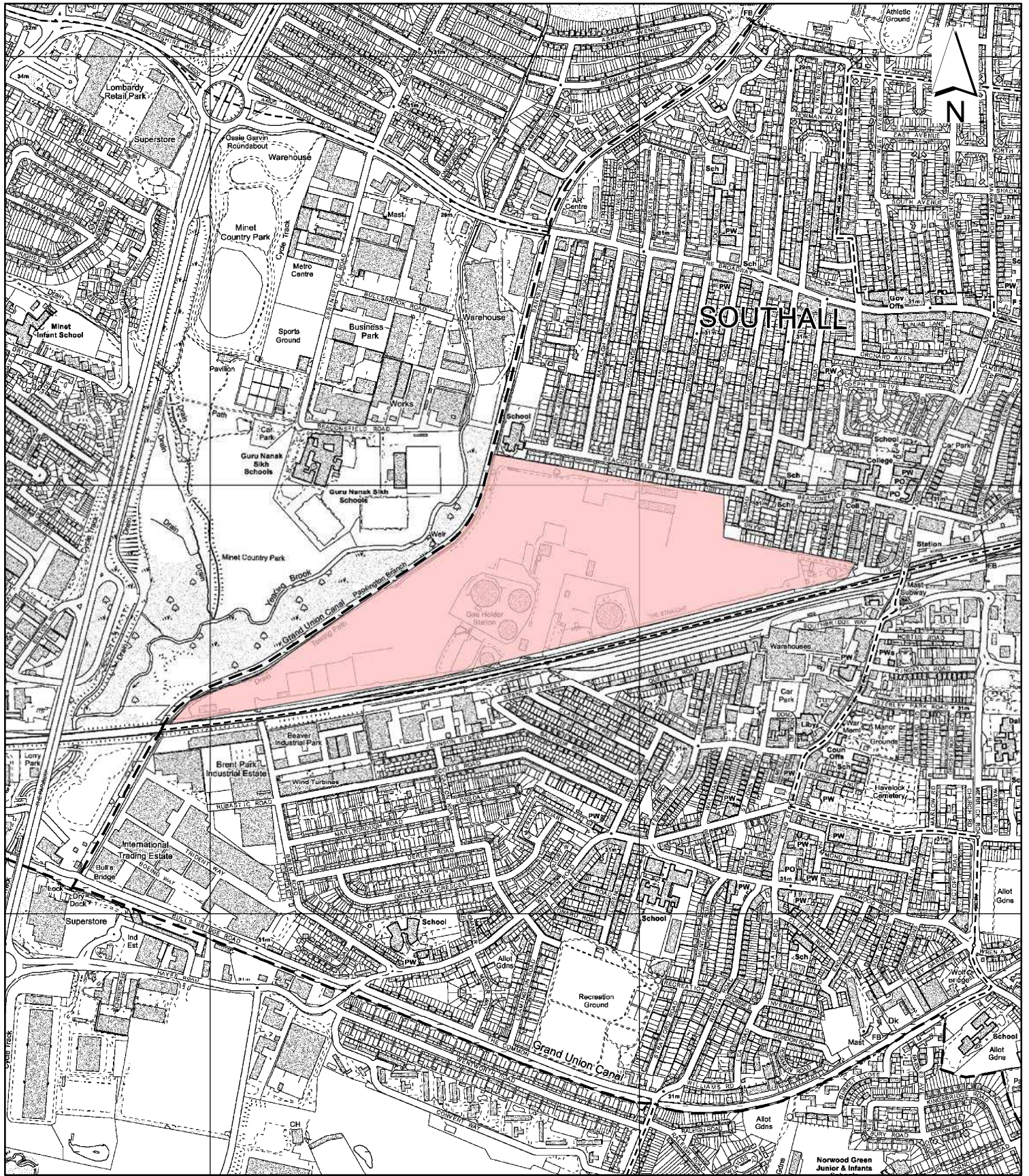
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- 1 I52 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for 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 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.
- 3 I59 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.

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230





**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2015/3931**

Planning Committee:

**Major Page 152**

Scale:

**1:12,000**

Date:

**October 2016**

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



**HILLINGDON**  
 LONDON



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

**Address** WATERLOO WHARF WATERLOO ROAD UXBRIDGE

**Development:** Demolition of existing buildings. Erection of 4 storey building containing 53 apartments and commercial unit together with associated car parking, access and landscaping.

**LBH Ref Nos:** 43016/APP/2016/2840

**Drawing Nos:**

- 209-PL-301-02: Proposed East Elevation (1:200)
- 209-PL-302-02: Proposed South & West Elevations (Flat) (1:200)
- 209-PL-303-02: Proposed North & East Elevations (Flat) (1:200)
- 209-PL-310-02: Proposed Grand Union Canal Elevation (1:250)
- 209-PL-400-02: Proposed Site Section (1:200)
- 209-PL-011-03: Existing Site Plan (1:500)
- 209-PL-030-00: Existing Elevations - Building A Sheet 1 (1:200)
- 209-PL-031-00: Existing elevations - Building A Sheet 2 (1:200)
- 209-PL-050-00: Demolition Plan and Elevations (1:200)
- 209-PL-100-05: Proposed Site Plan (1:500)
- 209-PL-200-05: Proposed Ground Floor Plan (1:200)
- 209-PL-201-04: Proposed First Floor Plan (1:200)
- 209-PL-202-04: Proposed Second Floor Plan (1:200)
- 209-PL-203-04: Proposed Third Floor Plan (1:200)
- 209-PL-204-04: Proposed Roof Plan (1:200)
- 209-PL-300-02: Proposed West Elevation (1:200)
- 209-PL-010-01: Site Location Plan (1:1250)

**Date Plans Received:** 22/07/2016

**Date(s) of Amendment(s):** 22/07/2016

**Date Application Valid:** 25/07/2016

### 1. SUMMARY

Planning permission is sought for demolition of existing buildings and redevelopment to provide a 4 storey building containing 53 flats (4 x studios, 27 x 1 bedroom, 19 x 2 bedroom, and 3 x 3 bedroom units) and a commercial unit with associated car parking, access and landscaping.

In terms of principle of development, there is local and London Plan support for the release of surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. The proposal includes 53 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. In addition, the proposal would retain an employment offer in the form of an office block on the southern end of the site. In terms of employment, office uses generally provide a higher level than timber yards or warehousing. Therefore, the development is considered to also safeguard employment opportunities within the site.

The proposal is considered to have addressed the previous reasons for refusal. Specifically, in relation to its design, built form, and scale. The new building is well designed and will make a positive contribution to the location and surrounding area, in particular, it would be sympathetic to the character and appearance of the Uxbridge Moor

Conservation Area and settings of the Statutory Listed Public House opposite and the Locally Listed boat yard adjacent to the site.

The proposal would be considered to sit comfortably within the site and it includes significant improvements to the canal setting, such as a well landscaped garden with trees, hedges, and plants that would also improve ecology. Opposite the site, a financial contribution has been offered to secure tow path/access improvements to the canal. To the rear of the site, adjoining residential properties along Waterloo Road, appropriate green buffer landscaping has been provided.

The building has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The proposal has also addressed the previous shortfall in parking provision by increasing the level from 0.7 to 1 parking space per unit. The Council's Highway Engineer is satisfied with the parking arrangements, along with the improvements to the access, which should further alleviate traffic at the junction between Waterloo Road and Rockingham Road.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing on/off site Affordable Housing, Canalside Improvements, Carbon Fund Contribution, Highway Works, and contributions towards Construction Training and a Project Management & Monitoring Fee.

## **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:**

**Non-monetary contributions:**

**i) Affordable Housing: To be confirmed (please see section 7.13 for further details).**

**ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).**

**iii) S278/S38 agreement to secure access and pavement modifications.**

**iv) Noise Attenuation Scheme for the Uxbridge Boat Centre: This scheme shall be agreed by the Local Planning Authority and the land owner of the boat yard (Canal**

**& River Trust). Once completed, another Environmental Noise Assessment shall be carried out to confirm that the upgrades to the Boat yard and dry dock area as detailed in Environmental Noise Assessment Ref: M3130HH (e.g. new acoustic shutters, upgraded external walls and suitable enhanced roof) and Noise Attenuation Scheme have protected the proposed development. This assessment must be submitted and approved in writing by the Local Planning Authority prior to residential occupation of the proposed development.**

**Monetary contributions:**

**v) 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.**

**vi) Canalside Improvement: The Canals and Rivers Trust seeks a contribution of £30,000 towards towpath and access improvements for opposite the proposed development site.**

**vii) Carbon Fund Contribution: Financial contribution of £29,621 towards provision of off site carbon reduction measures shall be secured.**

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

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the 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) If the Legal Agreements have not been finalised by 13th March 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'**

**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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- 209-PL-010-01: Site Location Plan (1:1250)
- 209-PL-011-03: Existing Site Plan (1:500)
- 209-PL-030-00: Existing Elevations - Building A Sheet 1 (1:200)
- 209-PL-031-00: Existing elevations - Building A Sheet 2 (1:200)
- 209-PL-050-00: Demolition Plan and Elevations (1:200)
- 209-PL-100-05: Proposed Site Plan (1:500)
- 209-PL-200-05: Proposed Ground Floor Plan (1:200)
- 209-PL-201-04: Proposed First Floor Plan (1:200)
- 209-PL-202-04: Proposed Second Floor Plan (1:200)
- 209-PL-203-04: Proposed Third Floor Plan (1:200)
- 209-PL-204-04: Proposed Roof Plan (1:200)
- 209-PL-300-02: Proposed West Elevation (1:200)
- 209-PL-301-02: Proposed East Elevation (1:200)
- 209-PL-302-02: Proposed South & West Elevations (Flat) (1:200)
- 209-PL-303-02: Proposed North & East Elevations (Flat) (1:200)
- 209-PL-310-02: Proposed Grand Union Canal Elevation (1:250)
- 209-PL-400-02: Proposed Site Section (1:200)

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

**3 COM5 General compliance with supporting documentation**

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

- Schedule of Accommodation - Rev 4 (WaM)
- Arboricultural Statement and Tree Condition Survey (Ruskins)
- Environmental Noise Assessment v2 (Ian Sharland)
- Supplementary Assessment of Canalside Noise - Interim Report (Ian Sharland)
- Transport Statement & Appendices (Entran)
- Drainage Strategy (Curtins)
- SuDs Drainage Operations and Maintenance Manual (Curtins)
- Flood Risk Assessment & Appendices (Curtins)
- FRA Review (Lanmor Consulting)



- Flood Evacuation Plan (Lanmor Consulting)
- Geo-Environmental Site Appraisal, Phase 1 - Detailed Desk Top Study (Curtins)
- Geoarchaeological Monitoring of Evaluation Trenches (ARCA - Dept of Archaeology, University of Winchester)
- Energy & Sustainability Statement (Bluesky Unlimited)

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

#### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

#### **4 OM19 Demolition and Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### **5 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 2 - Saved UDP Policies (2012).

#### **6 RES8 Tree Protection**

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

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

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

3. Details of continued on site monitoring and supervision of tree protection measures by an arboricultural consultant.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### **7 RES9 Landscaping (including treatment for defensible space)**

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 All ornamental and ecological planting (at not less than a scale of 1:100),

1.b Replacement tree planting to compensate for the loss of existing trees,

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

1.d 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, including details of the screening required for the defensible space at the front, side and rear of flats to ensure the privacy of these residents.

2.b Hard Surfacing Materials

2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

3. Details of Landscape Maintenance

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

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

seriously damaged or diseased.

#### 4. Schedule for Implementation

#### 5. Other

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

5.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

#### **8 NONSC Items of Heritage/Visual Amenity Interest to be retained**

The 'Pill Box', the railings along the canal bridge, and the Waterloo Wharf stone plaque shall be retained and repaired/made good.

#### REASON:

To safeguard the heritage value/amenity of the area, in accordance with policies BE4, BE13, BE15, and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policies BE1 and HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

#### **9 NONSC HE Recording Level 2**

Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 2 shall be completed, submitted, and approved in writing by the Local Planning Authority (LPA). The scope of recording is to be agreed with the LPA prior to the commencement of demolition. Copies of the final documents are to be made available to the LPA, Local History Library and Historic England.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy 7.8 of the London Plan (2016); and National Planning Policy Framework (2012).

#### **10 COM15 Sustainable Water Management**

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

##### Manages Water

The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by Ambiental dated 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. where it is intended to have above ground storage, 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. Where infiltration techniques (soakaway) 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).

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. 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.

e) During Construction. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

**11 NONSC Waterway Wall Survey**

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of any repairs identified to be required to support the development shall be submitted to and approved in writing by the Local Planning Authority. Any heritage features and materials identified by the survey shall be made available for inspection and where appropriate, preserved in-situ or reclaimed and re-used elsewhere. Any repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

REASON

In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity, in accordance with policies 7.4, 7.6, 7.24, 7.25, 7.26, 7.27, and 7.28 of the London Plan (2016).

**12 NONSC Risk Assessment and Method Statement**

Prior to the commencement of the development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal, in accordance with policies 7.24, 7.25, 7.26, 7.27, and 7.28 of the London Plan (2016).

**13 NONSC Surface Water**

No development shall take place until details of surface water drainage into the Grand Union Canal are submitted and agreed in writing by the Local Planning Authority, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

REASON

To protect the waterway from contamination during construction and operational phases of the proposed development, in accordance with policies 7.21, 7.24, 7.25, 7.26, 7.27, and 7.28 of the London Plan (2016).

**14 RES26 Contaminated Land**

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

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

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

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

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

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



the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All 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 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

#### **15 NONSC Flood Mitigation**

Prior to first occupation of the development, details of flood mitigation measures (as partially set out in the submitted 'Flood Evacuation Plan (Lanmor Consulting)') shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To safeguard future residents of the development from the risk of flooding, in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policy 5.12 'Flood Risk Management' of the London Plan (2016) and to the National Planning Policy Framework.

#### **16 NONSC Cycle Storage**

The development shall not be occupied until 56 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

#### **17 RES16 Car Parking**

The development shall not be occupied until 53 car parking spaces, including 6 disabled bays, 12 electric charging bays with a further 12 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

#### REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

**18 RES22 Parking Allocation**

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

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**19 RES18 Accessible Homes/Wheelchair Units**

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

**REASON**

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

**20 NONSC Outdoor Amenity Areas**

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

**21 NONSC Details of Finish**

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for the following:

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

**22 NONSC Noise mitigation for future occupiers**

Prior to first occupation of the development, the construction of the west elevation should be increased to at least the following noise attenuation specifications, in order to ensure acceptable conditions internally when windows are closed:

- 1) External walls - A brick or masonry external leaf, with either masonry or timber frame inner leaf (as before)
- 2) Glazing to Living Rooms - 32 dB Rw + Ctr, e.g. 8/12/6 configuration
- 3) Glazing to Bedrooms - 38 dB Rw + Ctr, e.g. 6/16/8.8A configuration Min.
- 4) Ventilation Provision - Ventilation to these flats should be provided in the form of a MVHR system, capable of achieving 2 air changes per hour in habitable rooms, and thereby minimising the call for residents to open windows. The air should be drawn from the east elevation, which should be the quietest side of the building.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected, in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016)

**23 NONSC Noise 2**

Post completion of the development, another Environmental Noise Assessment shall be carried out to confirm that the sound insulation scheme and ventilation scheme as detailed in interim report Ref: M3130HH-S1 and the Environmental Noise Assessment Ref: M3130HH shall protect the proposed development from road traffic, noise from the General Elliot, noise from the boatyard and (other) noise. This assessment must be submitted and approved in writing by the Local Planning Authority prior to residential occupation of the proposed development.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, noise from the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016).

**24 NONSC Noise 3**

The undersides of the balconies on the west elevation should have a sound-absorbing finish. Noise levels immediately behind these screens should be at least 5 dB above the WHO requirements. This level could be partially attenuated by the addition of an acoustically absorbent soffit to the balcony area (e.g. perforated board with a mineral fibre slab in the void above. Details of which should be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, noise from the General Elliot and noise from the boatyard, and (other) noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016).

**25 NONSC Archaeological WSI**

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

**REASON**

To safeguard any archaeological interest on the site, in accordance with policy HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policy 7.8 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

**INFORMATIVE:** Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure)(England) Order 2015.

**26 NONSC Archaeological Foundation design**

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

**REASON**

To safeguard any archaeological interest on the site, in accordance with policy HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policy 7.8 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

**27 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.

#### INFORMATIVES

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

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

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal



BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 5.1	(2015) Climate Change Mitigation
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LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling

LPP 6.13	(2015) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2015) Restoration of the Blue Ribbon Network
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.1	(2016) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF12	NPPF - Conserving & enhancing the historic environment

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

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

### **4 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.

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

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

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

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

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

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

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

**6**            I2            **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**7**            I21            **Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

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

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

**9**            I45            **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged

prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**10**            148            **Refuse/Storage Areas**

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

**11**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**12**

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

**13**

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).

**14**

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

**15**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property>

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the

decision notice and the requirements of any planning obligation.

## **16**

You are advised that the Environment Agency recommends that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

### **3. CONSIDERATIONS**

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

The application relates to land owned by British Waterways, known as Waterloo Wharf, currently occupied by Y. Goldberg & Sons Ltd who operate a timber yard from the site. The 0.32 hectare site is accessed from Waterloo Road and comprises a large warehouse building, a two-storey office building and a detached property at 80 Rockingham Road. None of these buildings are subject to any listings, or considered to be of significant heritage or architectural value.

The site is within the Uxbridge Moor Conservation Area. It is also opposite the Grade II Listed General Elliot Public House as well as the dry dock and boat yard which are on Hillingdon's Local List of Buildings of Architectural or Historic Importance.

Waterloo Wharf was one of earliest wharves in Uxbridge and had been continuously available for over two centuries. The adjacent Uxbridge Wharf was and still is principally devoted to boat building and repair.

The immediate area is characterised by the waterside industrial/commercial nature of the canal and wharf buildings, together with the suburban nature of inter-War housing.

The scale of the buildings to the east of the site are residential in nature, consisting of predominantly large two storey residential dwellings with a short run of three storey flats. To the north, there are a mixture of two to three storey residential, commercial and leisure buildings, including 'The Dolphin Public House'. To the west, there is the two storey Grade II Listed General Elliot Public House, whilst to the south the boatyard premises consist of single storey commercial buildings with a barrel roof.

Uxbridge Train Station is approximately 12 minutes walk from the application site, being served by both the Metropolitan and Piccadilly Lines. The application site is also served by a number of bus routes within approximately five minutes walk.

The site has a PTAL rating of 2, is located within an Air Quality Management Area (AQMA), and part of the site next to the canal is within Flood Zone 2/3.

#### **3.2 Proposed Scheme**



The proposal consists of the demolition of existing buildings and redevelopment to provide a 4 storey building containing 53 flats (4 x studios, 27 x 1 bedroom, 19 x 2 bedroom, and 3 x 3 bedroom units) and a commercial unit with associated car parking, access and landscaping.

The proposed building would be aligned roughly with the canal, but would bend around to align with the building line of Rockingham Road. Next to the boat yard to the south, the building has a three storey commercial unit. The main entrances to the residential and commercial elements of the building are from the car park on the eastern side of the site and would be step free.

The building would comprise three main parts joined by two interlinking sections and the commercial element on the southern side. The central part of the building would have 3 pitched roofs with gables facing westwards (towards the canal) and eastwards. The parts on either side would have a flat roof with ornate parapet wall, giving the development a warehouse/industrial appearance.

The main site access would remain from Waterloo Road to the North of the site for vehicles, cyclists and pedestrians. This would serve both the residential and commercial elements.

The scheme provides 53 car parking spaces for the residential units, including 6 for disabled users. The commercial element would have the use of 1 car parking space which would meet the standard for disabled parking. There would also be 56 secure cycle spaces conveniently located adjacent to the main entrance lobby. The refuse storage area is located at ground floor level near to the entrance of the site.

The landscape proposals enable the replacement of vast swathes of hard standing with a well considered and extensive, high quality landscape, particularly along the canal frontage, which would enhance the setting of the Uxbridge Moor Conservation Area. The proposals includes provision of 38 new trees with associated planting, hedges, soft and hard landscaping.

The landscape proposal for the rear of the site is a mix of new trees, hedges and lawn, to form a green landscaped buffer between the car parking area and the neighbouring properties. The existing brick wall along the rear of the site is to be retained and matching new part height and full height brick walls are to be added with hedges planted alongside these new walls. The car parking and access are to be constructed with the use of permeable paving.

### **3.3 Relevant Planning History**

43016/APP/2014/4486 Waterloo Wharf Waterloo Road Uxbridge

Erection of 2 blocks containing 53 one, two and three bedroom apartments, together with associated parking, access and landscaping, involving demolition of existing buildings.

**Decision:** 05-01-2016 Refused

43016/APP/2016/1975 Waterloo Wharf Waterloo Road Uxbridge

Erection of 48 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road.

**Decision:**

43016/PRC/2014/40      3-5 Waterloo Road Uxbridge

Demolition of existing warehouse and office buildings and redevelopment for residential development.

**Decision:** 30-09-2014    OBJ

43016/PRC/2016/56      Waterloo Wharf Waterloo Road Uxbridge

Residential led mixed use development.

**Decision:**

**Comment on Relevant Planning History**

In 2003, two planning applications (13350/APP/2003/2427 and 13350/APP/2003/2428) relating to the site were refused at the same Planning Committee on 22nd December 2003. They both sought the erection of a part 3, part 4 storey block of 38, two-bedroom flats with associated car parking. These applications were refused for the following:

- Too dense and large resulting in an unduly intrusive, visually prominent development which failed to respect the character of the Conservation Area and Grand Union Canal;
- The siting and scale of the proposal would be detrimental to the setting of the Listed Building General Elliot Public House;
- Insufficient car parking;
- The existing site access could not accommodate the increased traffic;
- Noise and vibrations from the adjoining boatyard and dry dock could be unacceptable to future residents and cause operational problems for the boatyard operator;
- No contributions were offered for school places; and
- None of the units were offered as affordable housing.

On 5th February 2016, a subsequent application (ref: 43016/APP/2014/4486) seeking permission for the erection of 2 blocks containing 53 (one, two and three bedroom) apartments, together with associated parking, access and landscaping, involving demolition of existing buildings was refused for the following reasons:

1. The proposed development, by reason of its layout, scale, proportions and massing would result in an unduly intrusive, visually prominent and incongruous form of development, which fails to respect the established character of the Uxbridge Moor Conservation Area, the locally listed buildings contained within it and the grade II Listed General Elliott public house and fails to compliment the visual qualities of the Grand Union Canal and the visual amenities of the street. The proposal is therefore contrary to Policies BE4, BE13, BE19 and BE32 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2. The applicant has failed to demonstrate that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future. In addition, the proposed development, by reason of its close proximity to the adjoining boat yard and dry dock facility is likely to be subject to unacceptable levels of noise, detrimental to the residential amenities of future occupiers, giving rise to noise complaints. The proposal is therefore

likely to cause operational problems for the boat yard operator, thereby prejudicing the conservation of buildings and features associated with the working life of The Grand Union Canal. The proposal is therefore contrary to Policies LE4 (iii), OE5, BE 31 and BE32 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

3. The applicant has failed to provide, through an appropriate legal agreement, an appropriate provision of on site affordable housing. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), policy H2 of the Hillingdon Local Plan Part 1- Strategic Policies November 2012, the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and Policies 3.10 - 3.13 of the London Plan (2015).

4. The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, off site highway works, the canal environment and towpath improvements and a project management and monitoring fee). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

5. The proposal does not make adequate provision for on-site car parking in accordance with the Council's adopted standards and is likely to result in increased overspill parking on the surrounding local roads. The proposal is therefore contrary to the Council's adopted policies in particular policies AM7 and AM14 of the Hillingdon Local Plan, Part Two, Saved Policies (November 2012), policy BE1 of the adopted Local Plan Part 1 (2012).

More recently, a revised proposal under planning application (ref: 43016/APP/2016/1975) was received on 24th May 2016. This application seeks permission for the erection of 48 flats in two blocks with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road. This application was submitted by Premier Forest Estates.

This proposal under planning application (ref: 43016/APP/2016/2840) is significantly different from the earlier schemes and follows lengthy discussions at pre-application stage that have informed its design. Please see the main body of this report for consideration of how this development addresses the various refusal reasons in relation to previous planning applications.

Since this current application was received, an appeal has been lodged for planning application ref: 43016/APP/2014/4486. This has yet to be determined.

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

Please see list of relevant policies below.

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1	(2012) Community Infrastructure Provision
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
H9	Provision for people with disabilities in new residential developments
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE31	Facilities for the recreational use of the canal

BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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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
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LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage



LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.18	(2016) Construction, excavation and demolition waste
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LPP 6.9	(2016) Cycling
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LPP 7.3	(2015) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2015) Restoration of the Blue Ribbon Network
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.1	(2016) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF12	NPPF - Conserving & enhancing the historic environment

**5. Advertisement and Site Notice**

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

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

25th August 2016

## 6. Consultations

### External Consultees

106 neighbouring households, amenity grounds, and local businesses were notified of the proposal on 2nd August 2016, site notices were erected 4th August 2016 and 17th August 2016, and an advert published 24th August 2016. The statutory consultation period expires on the 14th September 2016. At the time of writing this report, 11 responses were received which raised the following summarised concerns:

- (i) Exacerbation of parking stress
- (ii) Highway safety, particularly with regards to the access
- (iii) Impact from noise
- (iv) Wider infrastructure of the area cannot cope with the additional demands
- (v) Noise impact on future residents from adjacent uses
- (vi) The design, bulk and mass, is out of keeping with the character and appearance of the area
- (vii) Impact from air pollution
- (viii) Disruption during building works

Officer's response: Please see the main body of the report for consideration of the concerns raised.

### THE MALL PAVILLIONS RESIDENTS ASSOCIATION

No comment

### CANALS AND RIVERS TRUST

Comments:

On the basis of the information available our advice is that suitably worded conditions and a legal agreement are necessary to address matters relevant to the Trust. Our advice and comments are detailed below:

#### Impact on the Neighbouring Boatyard

The application site is adjacent to a working boatyard (the Uxbridge Boat Centre), with its associated intermittent loud noises and the potential for occasional paint fumes etc. The Trust is concerned about the potential for any redevelopment of this site to threaten the continued operation of the boatyard and considers that the development must provide for appropriate measures to protect existing boating operations and avoid any amenity issues or complaints. We note that policy protection is given to noise generating uses in Hillingdon Local Plan: Part 1 policy EM8, London Plan policy 7.15 and NPPF paras 109 and 123.

A noise assessment has been provided by the applicant. We consider that the Council must satisfy itself that the modelled noise levels within the proposed residential development are technically sound and would not result in a threat to the future of the boat yard.

In arriving at the modelled noise levels, the applicant has, in part, relied on the delivery of noise attenuation measures at the Uxbridge Boat Centre. The Planning Statement suggests that these will be agreed with the freehold owner (the Canal & River Trust), through a legal agreement. They will also be agreed with the existing tenant. The Trust is willing to discuss these measures with the

applicant (and the operator of the Uxbridge Boat Centre) but the Council should note that no agreement between the applicant and the Trust has currently been reached. The Council should also consider whether the noise attenuation measures, in particular the roller shutter, would require planning permission and, if so, whether these can be secured through a s106 agreement before permission is granted. At present, the Trust would suggest that the Council regards the delivery of these measures as uncertain and should consider the applicant's noise assessment in this context.

Should such an agreement between the applicant, the Trust and the tenant be reached, the Trust would expect that the Council would only permit the scheme subject to a suitably worded s106 agreement, with the Trust as a signatory. The Trust would want a further opportunity to comment on the details of this.

#### Design and Heritage

The Trust has no objection to the proposed design and the relationship between the new dwellings and the canal setting. We would, however, suggest that the appearance of the proposed building from the canal could be improved by extending the gabled roof design out from the centre of the site to the north and south.

#### Moorings

The Trust considers that there is the opportunity to provide visitor mooring rings to allow boats to safely moor on the canal adjacent to the site. However, we would only support this if public access through the site to the canal is provided. The depth of the canal at this point would also need to be considered. Moorings would help to sustain the active use of the waterspace at this location, providing, amongst other things, a degree of natural surveillance to the proposed open space between the dwellings and the water.

#### Ecology

In order to ensure that the development complies with Local Plan: Part 1 policies EM3 and EM7, minimal lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations. This should be secured through an appropriately worded condition.

The Trust only supports the planting of locally native plant species in proximity to the canal. Prior to planting, CRT would appreciate seeing a planting list that includes the plants common names, and then can comment and approve the list for planting. Any trees/shrubs that are proposed to be planted near the canal wall should not negatively impact on the structural integrity of the canal wall. Any negative impact on the structural integrity of the canal wall caused by the development's trees will need to be rectified by the development (i.e. cost, resources, operation).

#### Waterway Wall

A survey of the waterway wall should be carried out to ensure it is fit for its new design life in order to protect the physical integrity of the canal. A condition to address this issue is suggested below.

The Trust considers this request to be consistent with paragraphs 120-121 of the NPPF. The Trust's approval should be sought for any demolition works that will be required, in order to protect the canal and its users. This should be covered by a Risk Assessment and Method Statement, secured by condition, as proposed below.

#### Surface Water Drainage and Land Contamination

The Trust notes that the applicant proposes that surface water will drain into the canal using the existing 150mm outfall, although the rate of discharge will be reduced. The applicant should be advised that the Trust's consent will be required for any discharges to the canal.

We note that the application form states that land contamination is not suspected. However, this contradicts the findings of the Phase 1 Geo-environmental Desk Top Study (Oct 2014) submitted as part of 43016/APP/2016/1975, which states that as a result of historical development on site, there may be contamination from ash and fill, hydrocarbons (e.g. fuel oils), heavy metals, herbicides /pesticides and asbestos. This study recommends that there be an intrusive site investigation to establish the quality of the shallow soils. There is no evidence that this has been carried out. As a result, the Trust would not accept any discharge of surface water or extracted groundwater during the construction phase of this project as the quality of such waters would be unknown.

The Trust would want to review plans for surface water discharge during the construction phase and during the operational phase of the proposed development. In reviewing plans for the operational phase, we would want to see details of the storage tanks that will be used to reduce surface water flows and the "downstream defender or similar device" that will reduce pollutants and ensure the quality of runoff discharging into the watercourse is acceptable.

A condition to address these issues is suggested, below. The Trust considers that it is required to ensure that the proposal is consistent with policy EM8 of the Hillingdon Local Plan: Part 1.

#### Planning obligations

Policy EM3 of the Hillingdon Local Plan: Part 1 states that the Council will promote and contribute to the enhancement of canal corridors through developer contributions, where appropriate. The Council's CIL Regulation 123 List states that transport and open space improvements will be secured through planning obligations where they are required to make the development acceptable in planning terms.

It is for the Council to determine whether this contribution should be secured through a planning obligation or through the Council's Community Infrastructure Levy. However, the Trust considers that new residential development in this location will undoubtedly lead to increased use of the towpath as new residents come to see it as a valuable piece of open space and a sustainable transport facility. In accordance with Local Plan policy EM3, the Trust considers that towpath upgrade works are required to make this development acceptable.

In responding to 43016/APP/2016/1975, the Trust suggested that a contribution of £30,000 for towpath and access improvements broadly opposite the proposed development site is proportionate. This figure has been estimated on the basis of towpath upgrade works to provide a tar spray and chip finish for a 130m stretch south of the Rockingham Road bridge, costed at £230/m (including the Trust's project management costs). These costs are based on recent experience of towpath upgrade works, including within the Hillingdon Council area. We continue to consider that this is an appropriate figure, i.e. a larger contribution is not requested as a result of the additional 7 dwellings proposed in this development. Unless covered by the Council's Community Infrastructure Levy, this contribution should be included within the s106 negotiations for the site and the Canal & River Trust should be named within the agreement. We would welcome further consultation on the details of this.

The Trust would want to be consulted on details submitted to discharge the following conditions

#### Waterway Wall Survey

Prior to the commencement of the development hereby approved a survey of the condition of the



waterway wall, and a method statement and schedule of any repairs identified to be required to support the development shall be submitted to and approved in writing by the Local Planning Authority. Any heritage features and materials identified by the survey shall be made available for inspection and where appropriate, preserved in -situ or reclaimed and re-used elsewhere. Any repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity, the survey is required prior to any construction work being undertaken.

#### Risk Assessment and Method Statement

Prior to the commencement of the development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal.

#### Surface Water

No development shall take place until details of surface water drainage into the Grand Union Canal are submitted and agreed in writing by the Local Planning Authority, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To protect the waterway from contamination during construction and operational phases of the proposed development.

In addition, the Trust will expect that if the applicant is able to reach agreement with the Trust and the tenant over the noise attenuation measures to the Uxbridge Boat Centre these should be secured through a planning obligation to which we are a signatory.

#### Informatives

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property>

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

#### DESIGNING OUT CRIME OFFICER (DOCO)

Comments (summary): No objection, subject to condition to achieve Secure by Design.

Officer's response: Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secure By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

#### ENVIRONMENT AGENCY

Comments (summary): No objection, subject to informative regarding contamination.

Although the site contains an area of Flood Zone 3b, as defined by the Hillingdon Strategic Flood Risk Assessment (SFRA), having reviewed the Proposed Site Plan (referenced: 209-PL-100-03) and the submitted Flood and Drainage Assessment it is clear that the proposed works fall within Flood Zone 1.

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

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

Despite being located within the Colne Valley Archaeological Priority Zone, this application does not appear to be accompanied by an archaeological assessment. Archaeology has however been considered in relation to previous development proposals leading to the submission to the Greater London Historic Environment Record of a selection of reports (listed below). This advice reiterates previous advice based on these reports.

The Colne Valley Archaeological Priority Zone is identified mainly for its potential for rare early prehistoric hunter-gatherer sites. The application site lies in an area which has numerous records of hunter gatherer (Upper Palaeolithic and Mesolithic) occupation including undisturbed in-situ camp sites consisting of scatters of worked flint tools and waste, animal bone, hazel nut shells, fire sites and in one case possibly a preserved wooden structure. Such sites will either be of major regional or national importance. Only c 800m north and in a similar topographic location is the site of Three Ways Wharf (Uxbridge). Three Ways Wharf and the New Denham site (nearby but in Buckinghamshire) are considered to be nationally important undesignated heritage assets which under the provisions of NPPF 139 would be subject to the policies applying to designated heritage assets. Similarly, remains could exist on this site. Also of interest is the site's proximity to the Grand Union Canal, as early docks and wharves associated with the canal or its construction may extend into the site.

So far the following archaeological investigations have been carried out:

1. Archaeological Desk Based Assessment of Palaeolithic/Mesolithic Potential (Cotswold Archaeology April 2015) this included a geo-archaeological model of the site and its environs to understand the potential for Mesolithic and Upper Palaeolithic occupation or associated environmental remains. Importantly it also compared this site to other local sites.
2. Fieldwork and report of the Geoarchaeological monitoring of boreholes (Cotswold Archaeology/ARC, August 2015)
3. This work was followed by fieldwork and a report entitled 'Phase II: Geoarchaeological monitoring of evaluation trenches' (Cotswold Archaeology/ARCA October 2015)

These reports showed a conscientious effort had been made to determine the value and

significance of the potential buried archaeology of this site but unfortunately there were on-site logistical constraints to carrying out further predetermination evaluation works at that time due to the continuing operation of the saw mill. Although useful these works do not decisively confirm whether archaeology similar to Three Ways Wharf and New Denham is or is not present on this site. They indicate that from the very small sample area available there is currently no evidence for prehistoric human activity at the site but over much of the site the geological conditions appear conducive to the survival of such remains.

The evaluation trial trenching work revealed a deposit of black organic mud of similar depth and nature to that seen at the Three Ways Wharf site covering undisturbed remains. This deposit has been described as containing macro biological remains (plant matter and mollusc shells). It would need to be excavated more fully to see if artefactual or ecofactual evidence of human activity was present. The advice of the Historic England Science Adviser, Dr Sylvia Warman, is that the retained samples of this deposit should be analysed to see if any macro botanical remains are present that could be submitted for radiocarbon 14 dating. A date now would clarify where this deposit sits within the known Three Ways Wharf and Phase 500 Riverside Way (Uxbridge) chronologies and be helpful for determining the archaeological strategy here.

If the Borough is minded to grant consent, I recommend that the following two planning conditions are applied. The first Condition is for archaeological investigation and then - dependent upon a review of the results of the investigations - the Borough could recommend either full excavation of any discovered archaeological remains or preservation in situ (or a combination of the two).

The preservation in situ requirement could be achieved via the second condition, which is for flexibility in the foundation design to safeguard buried archaeological deposits.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure)(England) Order 2015.

- Evaluation

The applicant will need to submit a suitable methodology for demolishing the buildings without harming the below ground archaeological interest. The evaluation required by Part A should then take the form of a grid of archaeological test pits which are sieved for worked flint and other anthropogenic material and recorded/sampled for evidence of formation processes and palaeo-environmental data.

If significant remains are found then Part B of the condition would secure arrangements for investigation of new discoveries, notably relating to the Palaeolithic/Mesolithic interest. If remains of major regional or national importance are found then options to preserve remains in-situ should be prioritised including use of sympathetic foundation design secured by the second condition recommended below.

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

- Refer to Science Advisor

In preparing a written scheme for this site, the applicant's archaeologist should consult Historic England's Regional Science Advisor.

- Condition foundation design

I also recommend that the following condition is applied... Reason: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

Condition: No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

## HISTORIC ENGLAND

### Comments:

The development site is located within the Uxbridge Moor Conservation Area which encompasses a strip of the historic Grand Union Canal and a number of associated structures. The site is located at the north-east end of the conservation area, which has a distinctively industrial character, and contains a number of buildings of varying quality. These include a large 1950s warehouse, a 1960s office block, a WWII pillbox and a 19th century house which is believed to have been canal offices.

Both the house and the warehouse are representative of the historic canal-side activity in this part of the conservation area, and possess modest architectural value. We therefore consider that these structures collectively make some contribution to the character of the conservation area.

Their loss would therefore cause some harm to the character of the conservation area, and, in accordance with Paragraph 134 of the National Planning Policy Framework (NPPF), your Council must weigh this harm against the public benefits of the proposals in determining the application.

We note that the pillbox and a 19th century wall will be retained as part of the scheme and this is welcomed. We would encourage the conservation of both structures as part of the scheme which we consider could support the application as heritage-related public benefits.

Your Council should also take into account the desirability of new developments making a positive contribution to local character and distinctiveness as per Para 131 of the NPPF. Similarly, opportunities should be sought for new development within Conservation Areas to enhance or better reveal their significance in accordance with Para 137 of the NPPF. We recognise that efforts have been made to respond to the wharf character of this part of the conservation area in the tall gable fronted bays in the centre of the development. Your Council must be satisfied that the remainder of the canal-facing elevation takes the same opportunities to draw on this local industrial character in the interest of preserving the character of the conservation area.

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

#### THAMES WATER

No comment

#### **Internal Consultees**

##### ACCESSIBILITY OFFICER

Comments (summary): No objection, subject to condition to secure wheelchair accessible and adaptable units.

##### CONSERVATION AND URBAN DESIGN

Comments (summary): No objection, the revised elevations are as discussed with the architect and are generally acceptable in design terms. The building would be set back generously from the canal, the fact that it turns the corner in a considered manner and has a varied footprint will reduce the impact of the bulk of the buildings on the wider setting of the CA and in particular on the setting of the listed building opposite. The detailed design of the building is considered appropriate to the location.

Please ensure that conditions covering the following are included:

- The Pill Box is retained and repaired
- The railings along the canal bridge are retained and repaired as required
- The Waterloo Wharf stone plaque is retained for reuse on the new building with its location to be agreed
- The buildings to be demolished are recorded to a minimum of HE level 2
- That the archaeological conditions required by GLAAS are included
- Samples of all the external materials are agreed for the new buildings and design details are requested of the windows and doors, balconies, dormers, parapets, stone and brickwork detailing
- A scheme of hard and soft landscaping should be provided for the site

##### ECOLOGY OFFICER

Comments (summary): No objection, subject to condition to secure a scheme of ecological enhancements for the development.



EPU

Contaminated Land

Comments (summary): No objection, subject to imposition of a contaminated land condition.

Noise

Comments (summary): No objection, subject to conditions and legal agreement to secure appropriate noise attenuation measures to safeguard the amenity of future occupants and to protect the long term viability of adjacent commercial uses.

Air Quality

No comment

Officer's comments: No objection has been raised regarding air quality on previous residential development for this site. Please see section 7.18 for further consideration of air quality matters.

HIGHWAYS

Comments (summary):

I have reviewed the relevant material supplied with the above application and have the following comments:

Existing

This application is for the demolition of the existing buildings on the site and the construction of 53 flats and a commercial unit on the site at the corner of Waterloo Road and Rockingham Road Uxbridge.

There have been previous applications on this site for residential development on this site and in 2014 a flat development of 53 flats, mixed 1,2 and 3 bed flats with 37 car parking spaces was refused on the basis of insufficient on site car parking.

This latest application is for the erection of 53 apartments on the site and on-site 53 car parking spaces, 56 cycle parking spaces and 3 motorcycle parking spaces. There is an existing vehicular access onto the site close to the corner of Waterloo Road and Rockingham Road which currently causes delay at the junction as large vehicles enter and leave the site. There are waiting restrictions in place at this junction and nearby side roads. There is a residents parking scheme operating in the area but there is still parking stress due to limited off-street parking.

The footpath at the junction of Waterloo Road and Rockingham Road is narrow adjacent to the site. The site has a PTAL of 3 (moderate which is due to local bus services. The applicant supplied a Transport Statement in support of the the application and that document showed that the existing site generated as many as 50 highway trips per day.

Proposed development

The proposed development is for 53 flats (4 studios, 27 x 1bed, 19 x 2bed, and 3 x 3bed)as well as a commercial unit.

There are 53 car parking spaces, 56 cycle parking spaces, and 3 motorcycle bays.

The 53 on-site car parking spaces (average 1 space per unit) are accessed from a new access point on Waterloo Road further away from the the Rockingham Road junction than the existing arrangement. The design of the new access will mean a short stretch of existing parking bay will be lost to maintain adequate sight distance. The applicant does not show a small area of land dedicated to Council to increase the width of the adjoining footpath.

The refuse store is close to the Waterloo Road boundary so there is no need for refuse vehicles to enter the site. The TS suggests that that 5% active and 5% passive EV charging will take place but this is below TfL standards.

#### Development Impact

The proposed development will develop slightly more traffic than the existing use. The proposed parking provision will be generally in line with Council's policies. The change of the access arrangement will improve safety and the performance of the Waterloo Road/Rockingham Road junction. The existing pedestrian facilities at the same junction will remain as is.

#### Conclusions

The level of on-site car parking has been significantly increased since the previous application. There will be a small (12m) loss of on-street car parking to provide sight distances to the new access. The traffic levels will increase slightly. The access point has been designed to improve safety and performance of the nearby junction.

On the basis of the above comments there are no significant highway concerns over this application.

#### Conditions

- New access to be constructed and existing access to be re-instated
- EV charging - 20% active and 20% passive

#### PLANNING POLICY

Comments: No objection

The main issue from a policy perspective is the loss of industrial floorspace. Given that the site is not designated as a Strategic Industrial Location or an IBA, the relevant policy relating to this issue is LE4 in the UDP Saved Policies document. The key issues relating to this point are:

- The proposals will result in the loss of existing industrial floorspace, however this will be mitigated to some extent by the provision of B1 office uses.
- The applicant states that the site is unsuitable for industrial use on the basis that it is in close proximity to residential uses. Whilst it is unclear to what extent the existing operation creates disturbance, it is agreed that the proposed use has the potential to have less of an impact on surrounding residential areas.
- Subject to comments from urban design colleagues, it is also considered that the proposals have the potential to improve local amenity in the proximity of the site.
- I understand from our discussion that the applicant has been marketing the site for 2 years and has received no interest from industrial occupiers. On this basis, they have concluded that there is no realistic prospect of the land being used for industrial use in the future.
- The Local Plan Part 1 identifies a surplus of industrial land in the borough, which could be released for other uses.

On balance, it is not considered that the proposals present in-principle planning policy objections.

## SUSTAINABILITY OFFICER

Comments (summary): No objection, subject to legal agreement to secure a carbon off site payment of £29,621 towards the Council's Carbon Fund.

## TREE AND LANDSCAPING OFFICER

Comments (summary): No objection, subject to conditions relating to levels, tree protection, and securing a landscaping scheme.

## WATER MANAGEMENT OFFICER

Comments (summary): Further flood protection details are requested.

Officer's comments: Subsequent to the Water Management Officer's request, further flood protection measures/details have been provided. Final comments from the specialist officer will be reported within the committee addendum. See section 7.17 of this report for further consideration of flood and water management.

## WASTE MANAGEMENT OFFICER

No comment

## **7. MAIN PLANNING ISSUES**

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

The application site falls outside of the proposed Strategic Industrial Locations in the emerging Local Plan: Part 2 and it is not identified as a Locally Significant Industrial Site.

Paragraph 5.10 of policy HE1 of the Local Plan: Part 1 Strategic Policies (2012) sets out that there is more employment land in the Borough than is currently needed. Policy E1: Managing the Supply of Employment Land, identifies areas of managed release of employment land for development.

Policy 4.4 of the London Plan states that the Borough should plan, monitor and manage the release of surplus industrial land so that it can contribute to strategic and local planning objectives, specifically those to provide more housing. However, it should be noted that the application site is not identified through the Local Plan as a site for managed release.

Policy LE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) sets out that proposals involving the loss of existing industrial floorspace or land outside of designated industrial and business areas will normally only be permitted subject to certain criteria. Addressing each of the 'saved' policy LE4 criteria in turn, the applicant contends that there is a strong case to support the loss of employment use at the application site.

(i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area;

The current use of the site is unrestricted in planning terms, with no conditions controlling hours of operation, noise levels or vehicle movements to and from the site. As the commercial use of the site is unregulated, the use of the site for industrial purposes has the potential to now and in the future, have a detrimental impact on the prevailing residential character, amenity and outlook of residents in the area. However, it should be noted that current use of the site as a timber yard is long established, and the Council's

Environmental Protection Unit has no record of noise complaints associated with the use of the site as a timber yard.

(ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access;

The Transport Statement that accompanies this application demonstrates that the current use and operation of the site has a detrimental impact on the local highway network, particularly through the level and frequency of HGV traffic which causes local congestion and road safety issues adjacent to the St Mary's Catholic Primary School.

Any proposals for redevelopment of the site for employment generating uses in the future would be assessed against impact on amenity.

It is considered that residential use of the site would be compatible with the residential character of the area. However, concerns remain regarding the relationship of a residential use on the site with the adjoining boat yard.

(iii) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;

The applicants contend that the location of the site is unattractive to potential business / commercial users of the site. To reinforce this conclusion, an independent market report has been submitted for previous planning applications. The report highlights the poor prospect of successful sale / lease of the site for its future utilisation for industrial, storage or commercial purposes, due to its relatively inferior location compared to purpose built employment centres / business parks in the Borough, access restrictions, the current state of repair of existing site buildings, high potential for conflict with adjacent residential uses (noise, disturbance, hours of operation, highways safety etc) and financial and market conditions.

The applicant has stated that the site has been marketed since May 2014. The marketing report explained that despite several enquiries, the marketing campaign has failed to attract an occupier. However, it is noted that the disposal options were quite restrictive. The property was marketed on a leasehold basis only, with a view to agreeing a new lease for a period of five to 10 years. The freehold of the property was not available. Furthermore, the site was occupied during the marketing period by Goldberg who was to remain in situ. The explanation to the market was that should a transaction be agreed, the current occupiers (Goldberg) would be given sufficient time in which to relocate, which was considered to be in the region of three months from after exchange of contracts.

The report concludes that the fact that the property is 45 years old means that there are two inescapable consequences that have put off occupiers. The first is that when the property was built it may well have been adequate in terms of access and circulation but occupiers are now seeking detached properties with secure yards with adequate circulation which leads to a more efficient site. The second fact is the condition of the building, leading to worries over high maintenance costs and even having to replace the roof at some stage. Even though the site could be redeveloped to be replaced with a modern building with a better site configuration, it would not mitigate the access issue which would always be prevalent, as the property is located on a predominantly residential street.

In addition, there has been a number of speculative schemes being built which has led to occupiers being given more choice. All these new developments are providing occupiers with better options which have led to the subject site struggling to attract interest.

(iv) They are in accordance with the Council's regeneration policies for the area.

The Local Plan lists individual strategic policies including Policy E1 relating to Managing the Supply of Employment Land and states the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL), including the designation of 13.63 hectares of new employment land. The site which is the subject of this application does not fall within a LSIS or LSEL.

The NPPF, The London Plan (2016), the adopted Hillingdon Local Plan: Part 1- Strategic policies and the saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan: Strategic Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 53 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. However, it is noted that the site is not identified in the forthcoming Site Allocations and Designations document as being required to meet the Council's housing targets.

In terms of Blue Ribbon policies, although the loss of potential wharfage facilities is a material consideration, it is not considered on its own to justify a reason for refusal, given that these facilities have not been used as such since the present incumbents occupied the site in 1954.

#### Conclusion

There is local and London Plan support to release surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. However, the site is not identified in the forthcoming Site Allocations and Designations document as being required for the managed release of employment land, to meet the Council's housing targets.

Nevertheless, the proposal includes 53 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. In addition, the proposal would retain an employment offer in the form of an office block on the southern end of the site. In terms of employment, office uses generally provide a higher level than timber yards or warehousing. Therefore, the development is considered to also safeguard employment opportunities within the site, despite the loss of industrial use.

The Council's Planning Policy Team has reviewed the proposal and has not raised an in principle objection to the development. Therefore, the principle of development is considered acceptable.

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

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.



Site densities are of only limited value when considering the suitability of housing schemes of this scale. The London Plan (2016) advises that an appropriate residential density for the site would range from 200-450 habitable rooms per hectare (hr/ha) and 70-170 units per hectare (u/ha) for units with a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The development would have a density of 165 units per hectare and 396 habitable rooms per hectare which would be within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

#### MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 53 units with a housing mix of 4 x studios, 27 x 1 bedroom units; 19 x 2 bedroom units; and 3 x 3 bedroom units. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one and two bedroom homes.

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

#### ARCHAEOLOGY

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

This application involves a substantial development within the Council's Colne Valley Archaeological Priority Zone identified for its potential for rare early prehistoric hunter-gatherer sites. Also of interest is the site's proximity to the Grand Union Canal, as early docks and wharves associated with the canal or its construction may extend into the site. The proposed development may, therefore, affect remains of archaeological importance.

GLAAS advise that the development would not cause sufficient harm to justify refusal of planning permission, provided that robust arrangements are made to safeguard the archaeological interest and/or require an investigation to be undertaken to advance understanding. These safeguards would be secured by a conditions attached to a planning consent.

#### LISTED BUILDINGS

The site is located at a key location in the Uxbridge Moor Conservation Area and close to the Grade 2 Listed General Elliot Public House. The relationship with the locally listed Uxbridge Boat Yard immediately to the south of the site is considered to be particularly important. Accordingly, Policies BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are relevant. Any development would therefore be expected to address these matters.

In terms of the impact of the development on heritage assets, the relationship with the Locally Listed Boat Yard as proposed, is considered to be acceptable. The building steps down to three storeys adjacent to the historic sheds of the former Fellows Morton and Clayton dock. This is considered to be a significant improvement on the an earlier scheme for the site which was four storeys adjacent to this boundary with this Locally Listed Building.

The current scheme has also been set further back from the canal and Grade II listed General Elliot PH opposite. Although, much of the building would be four storeys, it would sit comfortably back from the Grade II Listed Building. The improvements to the canal side setting hereby sought and the architectural styling of the proposal are considered to compliment and appear sympathetic to the setting of this existing heritage asset and the canal. Therefore, the proposal is not considered to harm the building's significance.

#### CONSERVATION AREA

There is no objection in principle to the demolition of the Waterloo Wharf building and the post-War housing block (3-5 Waterloo Road). These are not considered to have any particular architectural or historic merit and do not contribute to the conservation area.

Please see 'impact on the character & appearance of the area' section below for further consideration of impact on the Conservation Area from the proposed development.

#### **7.04 Airport safeguarding**

There are no airport safeguarding considerations relevant to this application.

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

The site is not located within or adjacent to any green belt. Therefore, this is not a relevant consideration for the determination of the proposal.

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

Policy BE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning Policy Framework (2012) stipulate that development should have regard to the form,

function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Policies 7.8 and 7.9 of the London Plan (2016) and chapter 12 of the National Planning Policy Framework are concerned with conserving and enhancing the historic environment.

The proposal is smaller than the previously refused planning application and is considered to have addressed the previous reasons for refusal. Specifically, in relation to its design, built form, and scale. The new building has been thoughtfully designed and will make a positive contribution to the location and surrounding area, in particular, it would be sympathetic to the character and appearance of the Uxbridge Moor Conservation Area and settings of the Statutory Listed Public House opposite and the Locally Listed boat yard adjacent to the site.

In comparison with the previous refusal, it has been set generously further back from the canal. Therefore, its relationship with the canal and site environs has been much improved. In addition, the proposal includes significant improvements to the canal setting itself, such as a well landscaped garden with trees, hedges, and plants that would also improve ecology. It was noted by Historic England that the pillbox and a 19th century wall will be retained as part of the scheme and this was supported. They have stated that they 'would encourage the conservation of both structures as part of the scheme which we consider could support the application as heritage-related public benefits.'

Opposite the site, a financial contribution has also been offered to secure tow path/access improvements to the canal. To the rear of the site (adjoining residential properties along Waterloo Road), an enhanced soft landscaped buffer has been provided.

The proposed building would be aligned roughly with the canal, but would bend around to align with the building line of Rockingham Road. Next to the boat yard to the south, the building has a three storey commercial unit. The layout of the building is rational as it lends itself to adequately addressing the canal, Rockingham Road, and Waterloo Road frontages.

The building would comprise three main parts joined by two interlinking sections and the commercial element on the southern side. The central part of the building would have 3 pitched roofs with gables facing westwards (towards the canal) and eastwards. The parts on either side would have a flat roof with ornate parapet walls, giving the development a warehouse/industrial appearance, which has been supported by the Council's Conservation and Urban Design Officer.

It is clear that there has been an attempt to break the building up into separate parts through the use of the glazed inter sections and to a significant degree this has been accomplished. The use of a mansard roof at fourth floor level to the part of the building next to canal would further reduce the bulk and mass of the building from this perspective.

Similarly, on the opposite side (along Waterloo Road), the other end of the building has been set back from the rear elevation at fourth floor level to reduce the bulk and mass at

this corner.

The three to four storey building is considered appropriate in scale and fitting to the surrounding context of the site given its positioning, layout and design approach. The Council's Conservation and Urban Design Officer has raised no objection to the proposed design, bulk, mass, or proportions of the building stating that 'the detailed design of the building is considered appropriate to the location'. However, the Council's Conservation and Urban Design Officer has recommended a set of conditions to secure appropriate materials and to safeguard the historic and visual amenity of the area.

Subject to those conditions, no objection has been raised by the Council's Conservation and Urban Design Officer as the design, scale and materiality of the development would be considered to be sympathetic to the heritage value of adjoining locally and statutory listed buildings, and would preserve the character and appearance of the Uxbridge Moor Conservation Area more widely, in accordance with policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policies BE1 and HE1 of the Local Plan: Part 1: Strategic Policies (Nov 2012); policies 7.4, 7.6, 7.8, and 7.9 of the London Plan (2016); and chapter 12 of the National Planning Policy Framework (2012).

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

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the site are located on Waterloo Road to the rear (Nos. 11 & 12 Waterloo Road being the closest). These residential dwellings are situated 6m back from the shared boundary of the site. The proposed building has been laid out to ensure that it is situated away from these neighbouring properties. At its closest point, the replacement building would be more than 22m from the rear of these neighbours, which is considered to be a comfortable distance to prevent loss of privacy.

The building would measure a maximum height of 14.6m to the top of the ridge, which is greater than the existing building on site. However, the position of the replacement building would be at least 7m further back than the current commercial building which would compensate for the additional height. Therefore, in terms of access to outlook, daylight and overshadowing, the proposal is not considered to have any greater impact than that of the current building on these neighbours.

No. 79 Rockingham Road is located approximately 14m from the development. However, it is separated by Waterloo Road and its orientation with its flank wall facing the development, would ensure there would be no harm to the residential amenity of its occupiers.

No other residential properties are likely to be impacted by the proposal given they are situated farther from the site.

Therefore, the proposal would not be considered to harm the residential amenity of

neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

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

### **INTERNAL LIVING SPACE**

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision would be provided which exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. In addition, it is clear from the plans that all of the habitable room windows would benefit from adequate access to outlook and natural daylight.

The plans demonstrate that the entrances to the building would have level access to/from external areas. The cores are appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

### **EXTERNAL AMENITY SPACE**

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 1190sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a deficiency in the level of communal external green space. However, the proposal would provide good quality, highly usable, and attractive communal green space immediately adjacent to the canal which would measure in excess of 400sqm. In addition, a significant proportion of the units would have access to private outdoor amenity areas. Furthermore, the development is located within 400m of Uxbridge Town Centre and the various amenities nearby, including Rockingham Park/Playing Fields which is located 140m from the site. Also, the 'Housing Mix' with an emphasis on 1 and 2 bedroom sized units, which is appropriate for this edge of town location, would require less outdoor amenity space than 3 bedroom plus sized units which are more likely to attract families. On this basis, the proposal is considered to be acceptable in terms of outdoor amenity space provision.

At ground floor level, the plans indicate that all of the units would be provided with their own private terrace and defensible space buffer between their openings and the communal areas. Nevertheless, it is considered reasonable to seek further details of these arrangements, including landscaping and boundary treatments.

Subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).



## CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

It is anticipated that there would be less than five children within the development (based on the housing mix). The London Plan and the SPG do not require children's play space for a child population of less than ten. Therefore, provision of children's play space would not be necessary on this site.

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

#### TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

The site has an existing vehicular access point on Waterloo Road, near to its junction with Rockingham Road. The access point for the proposed development would be marginally wider and would be relocated farther from the junction with Rockingham Road. This would enable the pavement to be extended around the corner further which is likely to improve pedestrian safety.

The Transport Statement submitted with the application shows that the existing site generates as many as 50 highway tips per day. The proposal would result in slightly more traffic than the existing use. However, currently, delays were caused at the junction of

Waterloo Road and Rockingham Road due to large vehicles entering and leaving the site and due to the proximity of the existing crossover to the junction. The replacement crossover would be situated more appropriately in relation to the junction and the nature of the new use is likely to significantly reduce trips made to the site by larger vehicles (apart from potentially temporarily during construction). The Council's Highway Engineer has stated that 'the change to the access arrangements will improve safety and the performance of the Waterloo Road/Rockingham Road junction. In addition, Auto Tracks have been provided to demonstrate that refuse vehicles could access the site safely without impacting on the free flow of traffic'.

The development would increase the number of likely users/trips to the site, however, this level of intensification is not considered likely to cause significant traffic implications given the capacity of surrounding roads and improvements to the access.

The proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

#### CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The development provides parking at ground level to the rear of the building. The proposal would provide 53 car parking spaces (inclusive of 6 disabled spaces) and 3 motorcycle parking spaces for the residential element. The commercial element would be provided with 1 car parking space.

The disabled parking spaces would be situated near to the main entrance for ease of use and an acceptable level of provision has been provided. However, a deficient level of Electric Vehicle(EV) parking spaces has been provided. The applicant has agreed that should the application be approved, a condition should be imposed to require a policy compliant level.

The proposal includes provision for 56 cycle parking spaces which would be located at ground level. They would be secure, sheltered, and reasonably accessible.

Given the site has a PTAL of 3, the overall level of parking provision would be considered acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

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

##### **SECURITY**

Policy 7.3 'Designing Out Crime' of the London Plan (2016) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In addition, Building Regulations: Approved Document Q deals with security and requires that a reasonable provision must be made to resist unauthorised access to any dwelling: and any part of a building from which access can be gained to a flat within the building.

The scheme has been reviewed by the Metropolitan Police's Designing Out Crime Officer (DOCO), who raises no objection, subject to condition to achieve Secured by Design. Approved Document Q 'security, dwellings' of the Building Regulations 2015 applies to all new dwellings, including those resulting from a change in use of an existing building, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas. It requires that reasonable provision be made to resist unauthorised access to any dwelling; and any part of a building from which access can be gained to a flat within the building. This is a mandatory requirement for new residential development and compliance with it would achieve a Silver Award or higher in terms of Secured By Design. Therefore, it is unnecessary to further condition the development given there is existing separate legislation that would achieve the same objective.

For details of urban design please see section 7.07, and for details of access please see sections 7.8, 7.10, and 7.12, of this report.

#### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide 6 disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and

local planning requirements.

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

With regards to special needs housing please see above.

#### **AFFORDABLE HOUSING**

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council's third party FVA consultant considers that a profit can be achieved (potentially enabling the delivery of on site affordable housing provision). The final requirement will be clarified through the Council's Committee Addendum.

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

#### **TREE AND LANDSCAPING**

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

There are no existing trees within the site. However, there are some off-site trees which influence, or may be affected by any development. The site is located within the Uxbridge

Moor Conservation Area, a designation which protects trees. Therefore, the main landscape issue to consider in this application relates to the safeguarding of off site trees that contribute to the arboreal character and visual amenity of the site and Conservation Area.

A Tree Survey accompanies this planning application which considers the arboricultural impact of the development on nearby trees. The report concludes that the proposed development does not impact directly on any vegetation and can be constructed without detriment to trees owned by third parties. The Council's Tree and Landscaping Officer is satisfied with the conclusions of the report.

The Design & Access Statement provides an attractive illustrated landscape masterplan for the site which considers the visual amenity of the residents and neighbours. The scheme is also sensitive to the canal side setting and the Uxbridge Moor Conservation Area. The proposal includes the provision of 38 new trees together with hedges, shrubs, ornamental grasses and lawn. The Council's Tree and Landscaping Officer is also satisfied with the proposed landscaping arrangements, subject to condition to secure further details.

Subject to conditions relating to tree protection and the provision of a comprehensive landscaping scheme, the proposal would be considered acceptable in terms of tree protection and landscaping, in accordance with local, regional and national planning policy.

## ECOLOGY

The site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, there are no trees within the site that have potential to support various species. The proposal would introduce 38 trees and a range of mid to smaller scale vegetation that would enhance the ecological value of the area. Therefore, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

### **7.15 Sustainable waste management**

Integral waste storage for the residential element would be provided at ground level near to the entrance to the site. Separate commercial waste storage next to the main refuse area would be provided. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the site. Therefore, the refuse and recycling storage proposed would be acceptable, in compliance with policy 5.17 of the London Plan (2016).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The Energy Statement submitted with the application sets out carbon reduction measures including the provision of on site solar panels. However, due to concerns regarding the positioning and impact of the solar panels on the appearance of the Conservation Area, the Council's Sustainability Officer has agreed to accept an in lieu financial contribution of £29,621 towards the Council's Carbon Fund for provision of off site carbon reduction



measures. Subject to a legal agreement to secure this financial contribution, the proposal would be considered acceptable, in accordance with policy 5.2 of the London Plan (2016).

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

A strip of the site next to the canal is within Flood Zone 2/3. The proposed building would be situated outside of these Flood Zones. Hence, the Environment Agency has raised no objection. Nevertheless, the Council's Flood and Water Management Officer has requested that flood defences be provided for the development to mitigate from a 1 in 100 year flood event.

A Flood & Drainage Assessment was submitted with the application. Subsequently, to address the concerns raised by the Council's Flood and Water Management Officer a Flood Evacuation Plan has been provided which includes flood mitigation measures such as a 300mm high flood defence wall and ramp at the entrance to the site to prevent ingress of water into the site during a flood.

The Council's Flood and Water Management Officer has not confirmed the acceptability of these measures at the time of writing this report. Further comments from the specialist officer will be reported within the Council's Committee Addendum.

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

##### **NOISE**

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The proposed use would be more noise sensitive than the existing use.

An Environmental Noise Assessment and Supplementary Assessment of canal side noise

in an interim report have been submitted to support this application to assess the likelihood of complaints from future occupiers of the development on noise, from surrounding established commercial premises occurring in the future.

The site is in an area subject to road traffic noise, noise from the various surrounding commercial premises, including the two public houses, The Dolphin PH and the General Elliot PH. The other commercial business that poses a potential problem is the Boat Yard, south of the development site, which specialises in the repair of steel boats and is in use 7 days a week.

In 2009, the Town and Country Planning Association working with the Canal & River Trust (as British Waterways) published 'A Policy Advice Note: Inland Waterways -Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System'. This document includes a 'development management and control checklist for waterside developments'. The checklist can help to identify those matters which require careful analysis, informed by the views of the relevant navigation authority. The advice note includes inter alia, a requirement to ensure that development located adjacent to or in close proximity to a waterway does not involve the loss of a boatyard (either boat building or boat repair), servicing or maintenance yard, slipway, dry dock, crane or other services needed for day-to-day cruising, used in connection with water-based transport, tourism, leisure and recreation.

There have been several examples of dry docks and boat yards closing due to the development of adjacent residential development. New residential development in close proximity to existing boat yards can cause operational problems for the boat yard operator and could theoretically contribute to the closure of the boat yard. The proposed residential development at this location therefore has the potential to cause operational problems for the boat yard, whose regional importance in providing essential maintenance of boats using the canal was emphasised by numerous letters from individuals and organisations, on the previously refused scheme for residential development on this site.

The application has been reviewed by the Council's Environmental Protection Unit who note the differences to the scheme in comparison with previous schemes for the site. Notably, the provision of a commercial buffer between the boat yard and the residential element of the scheme. In addition, a range of noise attenuation measures are set out in the submitted Environmental Noise Assessment, including works to the boat yard to prevent the escape of noise (a suspended ceiling and provision of a new roller shutter), and measures to the fabric of the proposed building to mitigate from excessive noise (mechanical ventilation and high performance acoustic windows/doors).

In combination, the provision of further noise results, along with the commercial buffer, and the attenuation measures to the boat yard and proposed building are considered to give sufficient comfort to the Council's Environmental Protection Team that the proposal could be adequately attenuated to prevent the amenity of future occupiers being adversely impacted upon by virtue of external noise from either the boat yard or adjacent uses including the public houses. This in turn, would also safeguard the operational viability of the adjacent boat yard.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

Overall, subject to legal agreement and conditions to secure attenuation measures to

safeguard the amenity of future occupiers, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.15 of the London Plan (2016).

## AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is located within an Air Quality Management Area. An interim Air Quality Assessment has been submitted with the application and an Air Quality Assessment was provided for the previous proposal for the site which concluded that the location is considered suitable for residential use and that air quality impacts would be negligible. The Council's Air Quality Officer has not raised an objection to the proposal. Previously, a low emission strategy was requested to reduce poor air quality. However, such a strategy is considered unnecessary given that conditions requested by the Council's Highways Engineer in relation to the provision of Electric Vehicles and the Council's Tree/Landscaping Officer in relation to landscaping are considered to achieve the required objectives.

Subject to these conditions, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

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

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

### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: To be confirmed.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at set times, in order to ensure that the maximum amount of affordable housing is being sought (seeking an uplift if viable).
- S278/S38 highway works to secure access and pavement modifications.
- Noise Attenuation Scheme for the Uxbridge Boat Centre: This scheme shall be agreed by the Local Planning Authority and the land owner of the boat yard (Canal & River Trust). Once completed, another Environmental Noise Assessment shall be carried out to confirm that the upgrades to the Boat yard and dry dock area as detailed in Environmental Noise Assessment Ref: M3130HH (e.g. new acoustic shutters, upgraded external walls and suitable enhanced roof) and Noise Attenuation Scheme have protected the proposed development. This assessment must be submitted and approved in writing by the Local Planning Authority prior to residential occupation of the proposed development.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) 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.
- Canalside Improvement: The Canals and Rivers Trust seeks a contribution of £30,000 towards towpath and access improvements for opposite the proposed development site.
- Carbon Fund Contribution: Financial contribution of £29,621 towards provision of off site carbon reduction measures shall be secured.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 53 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

There are no enforcement issues related to this site.

#### **7.22 Other Issues**

##### **CONTAMINATION & ENVIRONMENTAL IMPACT**

A Phase 1 Detailed Study was submitted in support of the previous planning application for residential at this site. It concluded that there is an overall negligible to moderate level of

risk from potential contaminants.

The Council's Environmental Protection Unit raises no objections to specific contamination issues at this site. A condition could be imposed to minimise risk of contamination from garden and landscaped areas.

In addition, the Canals and Rivers Trust have recommended conditions requiring the submission of a waterway wall survey and a risk assessment, in order to ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal.

Subject to these conditions, it is considered that the scheme would satisfactorily address the issues relating to land contamination and the integrity of the adjoining canal, in compliance with policy OE11 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (Nov 2012).

## **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**

In terms of principle of development, there is local and London Plan support for the release of surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. The proposal includes 53 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. In addition, the proposal would retain a employment offer in the form of an office block on the southern end of the site. In terms of employment, office uses generally provide a higher level than timber yards or warehousing. Therefore, the development is considered to also safeguard employment opportunities within the site.

The proposal is considered to have addressed the previous reasons for refusal. Specifically, in relation to its design, built form, and scale. The new building is well designed and will make a positive contribution to the location and surrounding area, in particular, it would be sympathetic to, and preserve the character and appearance of the Uxbridge Moor Conservation Area and the settings of the Statutory Listed Public House opposite and the Locally Listed boat yard adjacent to the site.

The proposal would be considered to sit comfortably within the site and it includes significant improvements to the canal setting, such as a well landscaped garden with trees, hedges, and plants that would also improve ecology. Opposite the site, a financial contribution has been offered to secure tow path/access improvements to the canal. To the rear of the site, adjoining residential properties along Waterloo Road, appropriate green buffer landscaping has been provided.

The building has been positioned away from neighbouring properties and its height and bulk can be satisfactorily accommodated in this location without appearing overbearing on the surrounding area or unacceptably detracting from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. The Council's Conservation and Urban Design Officer has reviewed the proposal and considers that it would be acceptable in design terms, subject to a condition to secure appropriate materials.

The proposal has also addressed the previous shortfall in parking provision by increasing the level from 0.7 to 1 parking space per unit. The Council's Highway Engineer is satisfied with the parking arrangements, along with the improvements to the access, which should further alleviate traffic at the junction between Waterloo Road and Rockingham Road.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

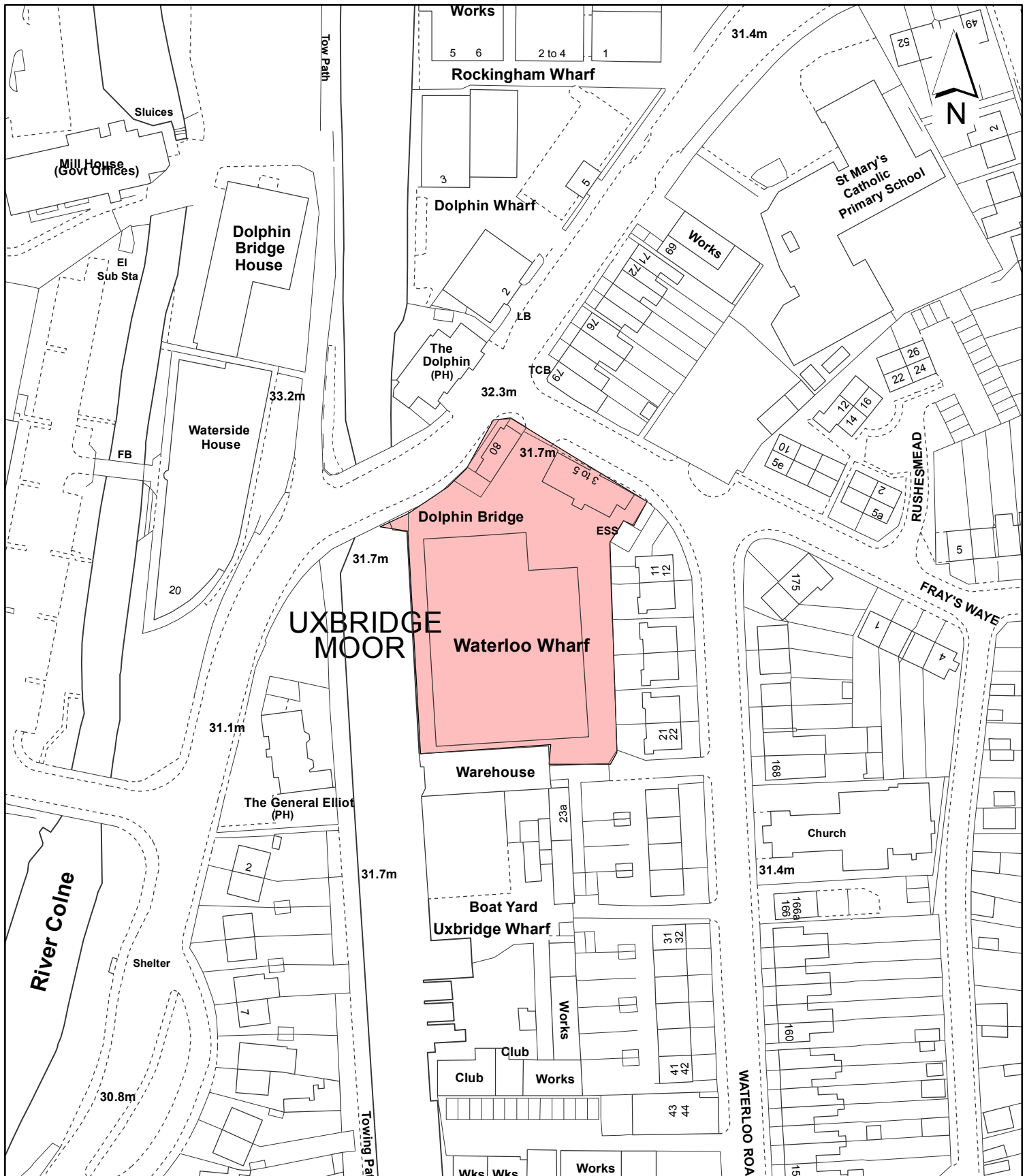
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

## **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Richard Conroy

**Telephone No:** 01895 250230



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**Waterloo Wharf  
 Uxbridge**

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

Planning Application Ref:

**43016/APP/2016/2840**

Scale:

**1:1,250**

Planning Committee:

**Major Page 209**

Date:

**October 2016**



**HILLINGDON**  
 LONDON

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# Plans for Major Applications Planning Committee

Tuesday 4th October  
2016



HILLINGDON  
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Page 211



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

**Address** 36-40 RICKMANSWORTH ROAD NORTHWOOD

**Development:** Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 8 x 2 bedroom units; and 3 x 3 bedroom units), amenity space and associated car parking.

**LBH Ref Nos:** 69978/APP/2016/2564

**Date Plans Received:** 01/07/2016  
**Date Application Valid:** 06/07/2016

**Date(s) of Amendment(s):** 01/07/2016



DRAWING TITLE		CLIENT		REV		DATE		SCALE	
Location Plan		Howarth Homes		00	16	10	20	1:1250 @ A3	
PROJECT No.	DWG TYPE	PROJECT							
170	PL	Rickmansworth Road							
DATE	DRAWN	Northwood							
11/01/2016	KR								
	CHECKED								
	BW								
	STATUS								
	For Approval								

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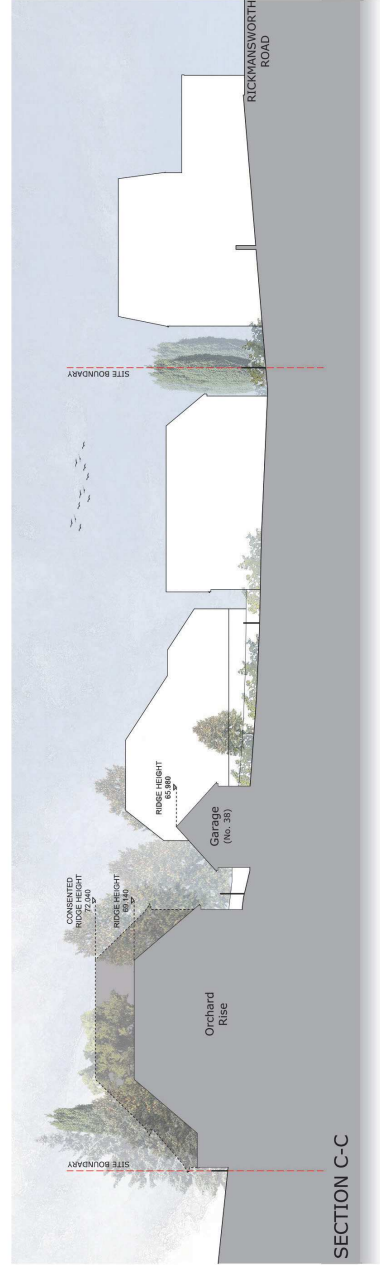
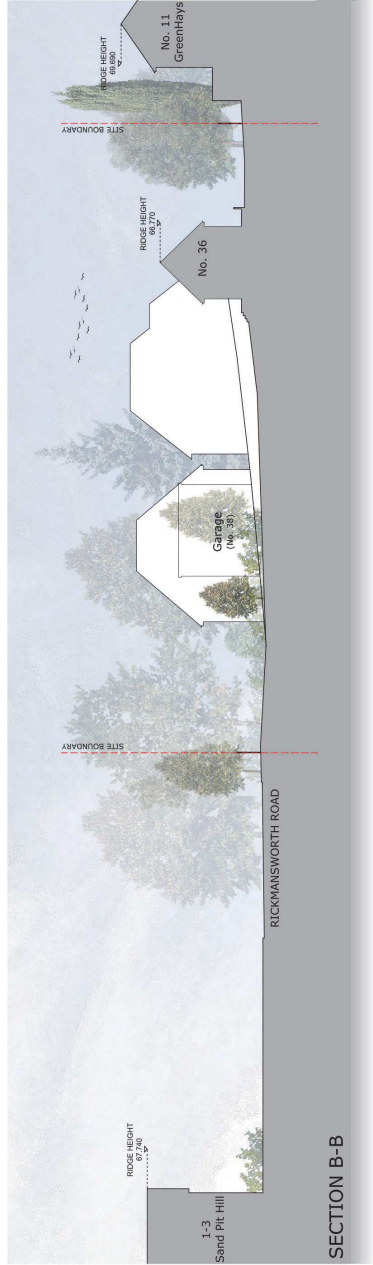
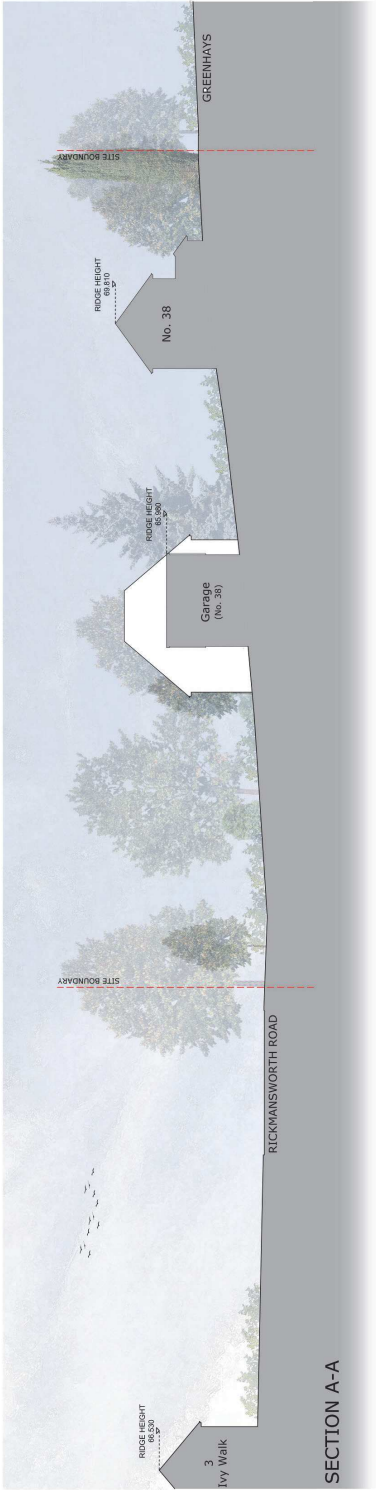




<b>willcoxandmeilwies</b>	
PROJECT: Rickmansworth Road ADDRESS: Rickmansworth Road DATE: 2/21/2011	DRAWN BY: [Name] CHECKED BY: [Name] SCALE: 1:500 @ A1 PROJECT NO: [Number]
SHEET: [Number] OF: [Total]	RIBA # [Number]















REV	DATE	DESCRIPTION	DRAWN	CO.
01	21/03/2016	As per 10/03/2016 amended		

DRAWING TITLE	PROJECT	DATE	SCALE
Proposed Ground Floor Plan	Howarth Homes	21/03/2016	1:200 @ A2

PROJECT	DATE	PL	CHKD	REV	SCALE
Rickmansworth Road Northwood	21/03/2016	KR	BW	02	1:200 @ A2

For Approval

**RIBA #**

















<p><b>DRAWING TITLE</b> Proposed North East Elevation</p> <p><b>PROJECT No.</b> 170</p> <p><b>DATE</b> 25/08/2015</p> <p><b>REV</b> 03</p> <p><b>SCALE</b> 1:200 @ A3</p> <p><b>STATUS</b> For Approval</p> <p><b>DWG TYPE</b> PL</p> <p><b>DRAWN</b> Jp</p> <p><b>CHECKED</b> BW</p> <p><b>DWG No</b> 302</p>	<p><b>CLIENT</b> Howarth Homes</p> <p><b>PROJECT</b> Rickmansworth Road Northwood</p> <p><small>Sticks Hill Works, 14 Capwell Hill, Wotton, Boreham, SA 4 1PD T: +44 (0) 1753 835660 F: +44 (0) 1753 831113 www.willcoxandmeilwies.co.uk</small></p>	<p><b>REV</b> 03</p> <p><b>DATE</b> 25/08/2015</p> <p><b>DESCRIPTION</b> Issued for Planning</p> <p><b>DRAWN</b> CD</p>
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REV	DATE	DESCRIPTION	DRAWN
01	08/16/16	Issued for planning	CD

DRAWING TITLE	CLIENT
Proposed North West Elevation	Howarth Homes

PROJECT	DATE	REV	SCALE
Rickmansworth Road Northwood	25/08/2015	03	1:200 @ A3

DWG No	DWG TYPE	DRAWN	CHECKED	STATUS
301	PL	JP	BW	For Approval

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REV	AMENDMENTS	DRAWN	CHKD	DATE

Job Title 36 - 40 RICKMANSWORTH ROAD, NORTHWOOD

Client HOWARTH HOMES

Drawing Title PROPOSED RIGHT TURN LANE ARRANGEMENT

Scale	Date	Designed	Drawn	Drawing No.	Rev
1:500 @ A3	21 SEPT 16	DFM	DFM	16.21 - 002	

Highway Planning  
 59 Barnards Hill  
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<p><b>REV DATE DESCRIPTION</b></p> <p>03 Sep-16 Issued for planning</p>	<p><b>DRAWN</b></p> <p>CD</p>	<p><b>CLIENT</b></p> <p>Howarth Homes</p> <p><b>PROJECT</b></p> <p>Rickmansworth Road Northwood</p> <p><small>Scale: 1/4" = 1'-0" (1:30.48) Winston, Berkeley, S.A. LTD E: +44 (0) 1753 831113 www.willcoxandmeilwes.com</small></p>	<p><b>DRAWING TITLE</b></p> <p>Proposed South East Elevation</p> <p><b>PROJECT No</b> 170</p> <p><b>DWG TYPE</b> PL</p> <p><b>DATE</b> 25/08/2015</p>	<p><b>REV</b> 03</p> <p><b>SCALE</b> 1:200 @ A3</p> <p><b>STATUS</b> For Approval</p>	<p><b>DWG No</b> 303</p> <p><b>DRAWN</b> Jp</p> <p><b>CHECKED</b> BW</p>	<p><small>Check each dimension. Use only the dimensions given. The Designer to check all dimensions and report any variations of dimensions to Willcox and Meilwes. This drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without express permission.</small></p>	<p><b>RIBA #</b></p> <p>44</p>
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REV	DATE	DESCRIPTION	DRAWN	DATE	DESCRIPTION	CLIENT	DRAWING TITLE
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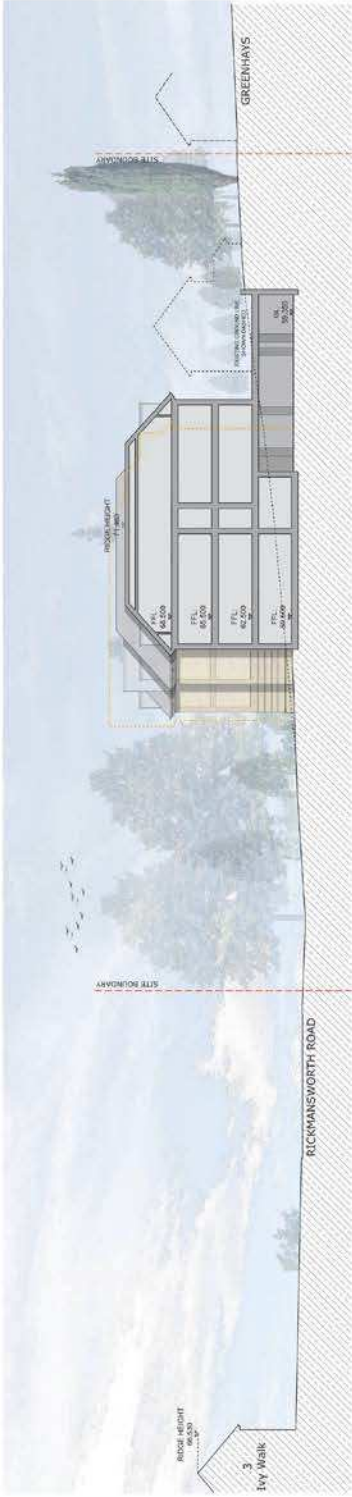
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				PROJECT Rickmansworth Road Northwood	DWG TYPE PL	CHECKED JP	STATUS For Approval	

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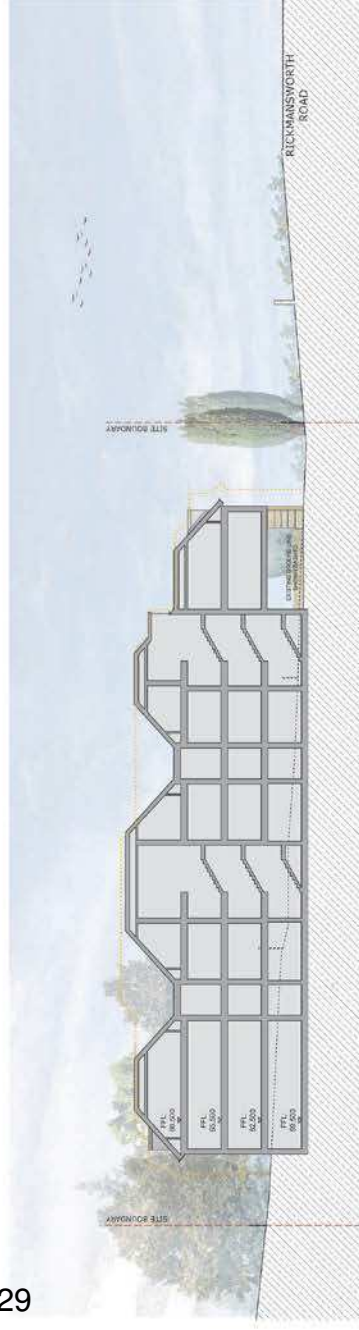
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SECTION A-A

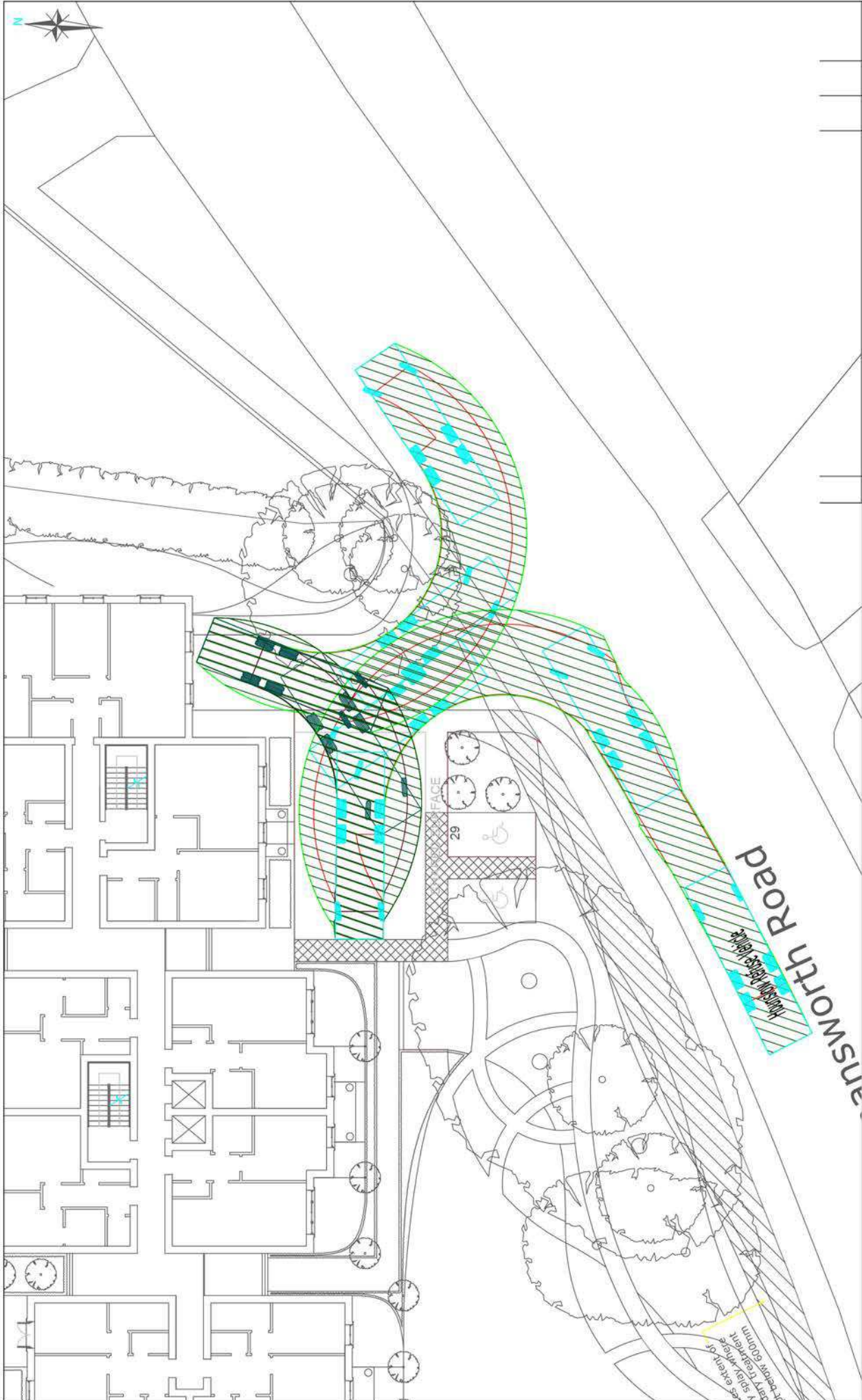


SECTION B-B



LOCATION PLAN





REV	AMENDMENTS	DRAWN	CHKD	DATE

Job Title: 36 - 40 RICKMANSWORTH ROAD, NORTHWOOD

Client: HOWARTH HOMES

Drawing Title: REFUSE VEHICLE SWEEP PATH PLOT

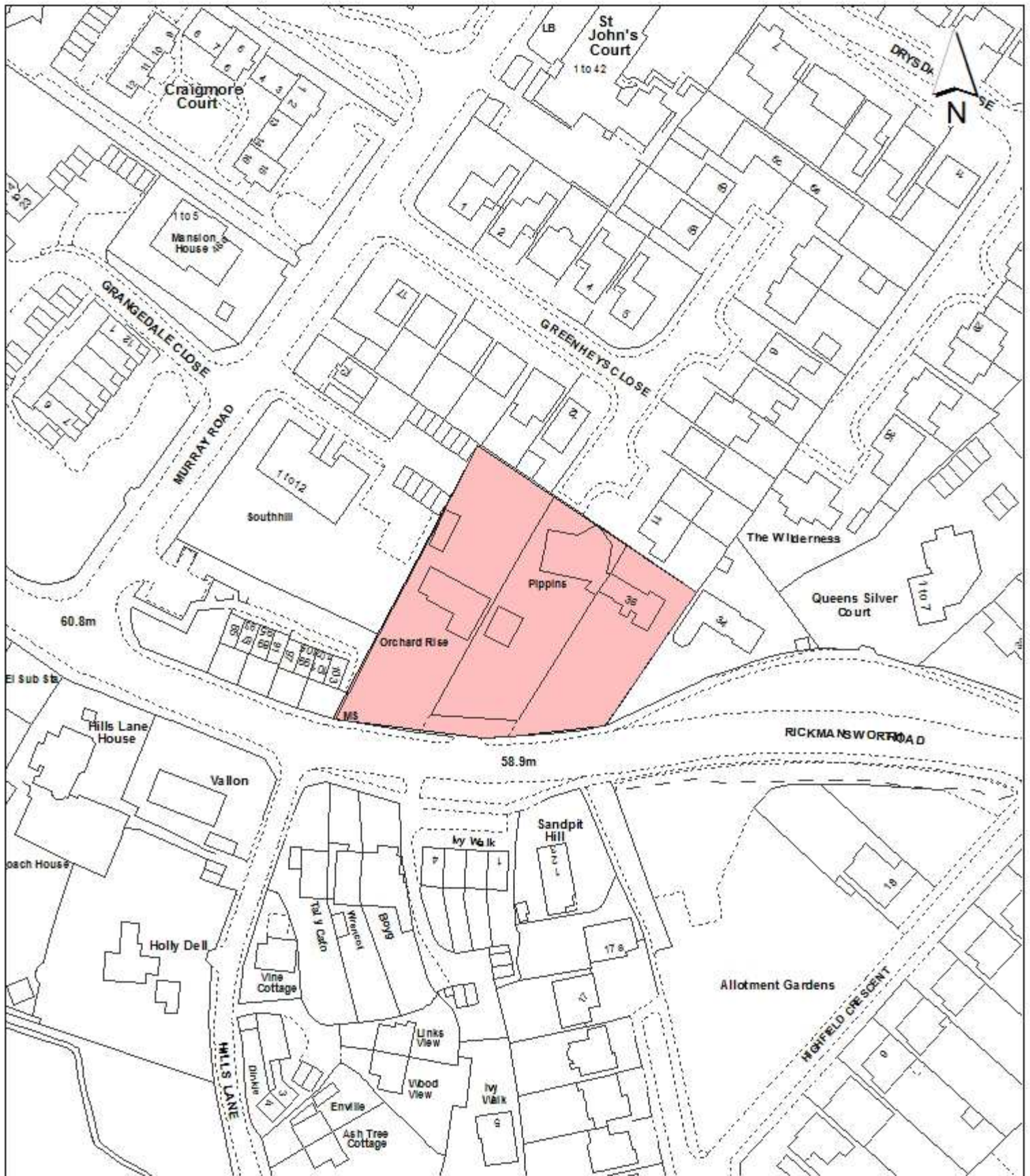
Scale	Date	Designed	Drawn	Drawing No.	Rev
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Site Address:

**36-40 Rickmansworth Road  
Northwood**

Planning Application Ref:

**69978/APP/2016/2564**

Planning Committee:

**Major** Page 231

Scale:

**1:1,250**

Date:

**October 2016**

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

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



**HILLINGDON**  
LONDON



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

**Address** IAG CARCO CAMPUS SEALAND ROAD HEATHROW AIRPORT

**Development:** Erection of a new 11,520 sq.m (GIA) cargo handling facility (B8 use), ancillary buildings totalling 330 sq.m and associated works including changes to site access and reconfiguration of landside and airside parking.

**LBH Ref Nos:** 50045/APP/2016/2081

**Date Plans Received:** 31/05/2016

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

**Date Application Valid:** 31/05/2016

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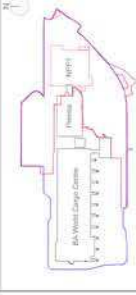
THE GENERAL CONTRACTOR IS RESPONSIBLE  
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 THE ARCHITECT IS TO BE INFORMED OF ANY  
 DISCREPANCY

### P3 - PLANNING

- Key to Shading
- Application site (6.9 hectares)
  - Other land owned/ leased by applicant
  - Critical Security Restricted Area (CSRA) boundary



#### KEY PLAN



Rev	Description	Drawn	DATE	Auth
2.0	P3 - Issued for Planning	SP	20.03.14	SP
1.0	P3 - Issued for Planning	SP	11.03.14	SP

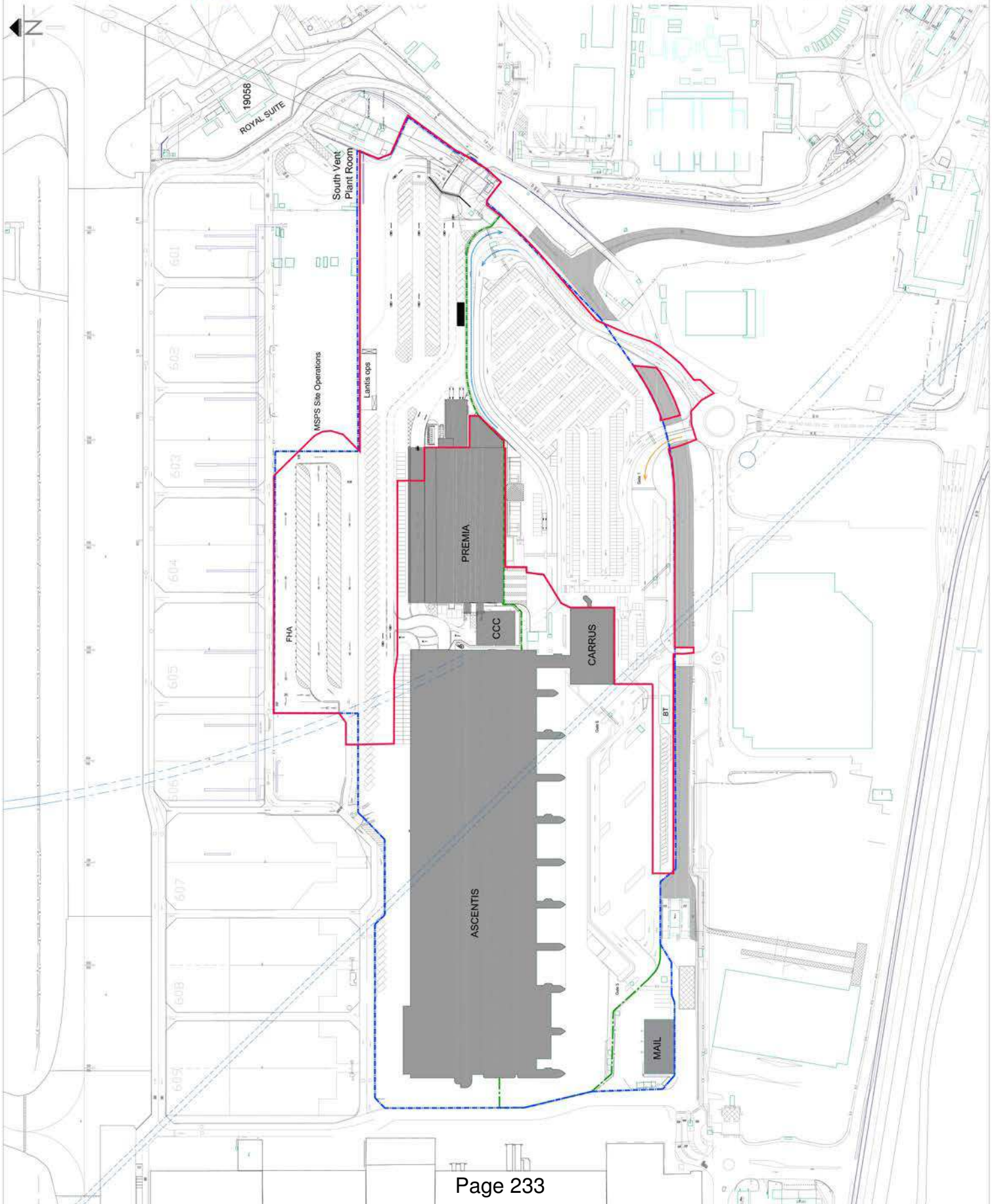
**GEBLERLOOTH**  
 62 Clarendon Road  
 London SW14 3JL  
 T 0208 600 2000  
 F 0208 600 2500  
 # 1525@geblerlooth.co.uk

**IAGCargo**

Project  
 New Premia Phase 1

Title  
 Site Plan as Existing

Original Issue	Project No.	Date	Created By	Auth	Rev
12/09/14	SP	10/07/14	SP	BT	2.0





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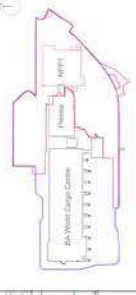
THE GENERAL CONTRACTOR IS RESPONSIBLE  
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 THE ARCHITECT IS TO BE INFORMED OF ANY  
 DISCREPANCY

### P3 - PLANNING

Key to Stippling  
 Application site (6.9 hectares)  
 Other land owned/ leased by applicant  
 Critical Security Restricted Area (CSRA) Boundary



#### KEY PLAN



Rev	Description	Drawn	DATE	Auth
3.0	P3 - Issued for Planning	SP	20.05.14	SP
2.0	P3 - Issued for Planning	SP	10.04.14	SP
1.0	P3 - Issued for Planning	SP	11.01.14	SP

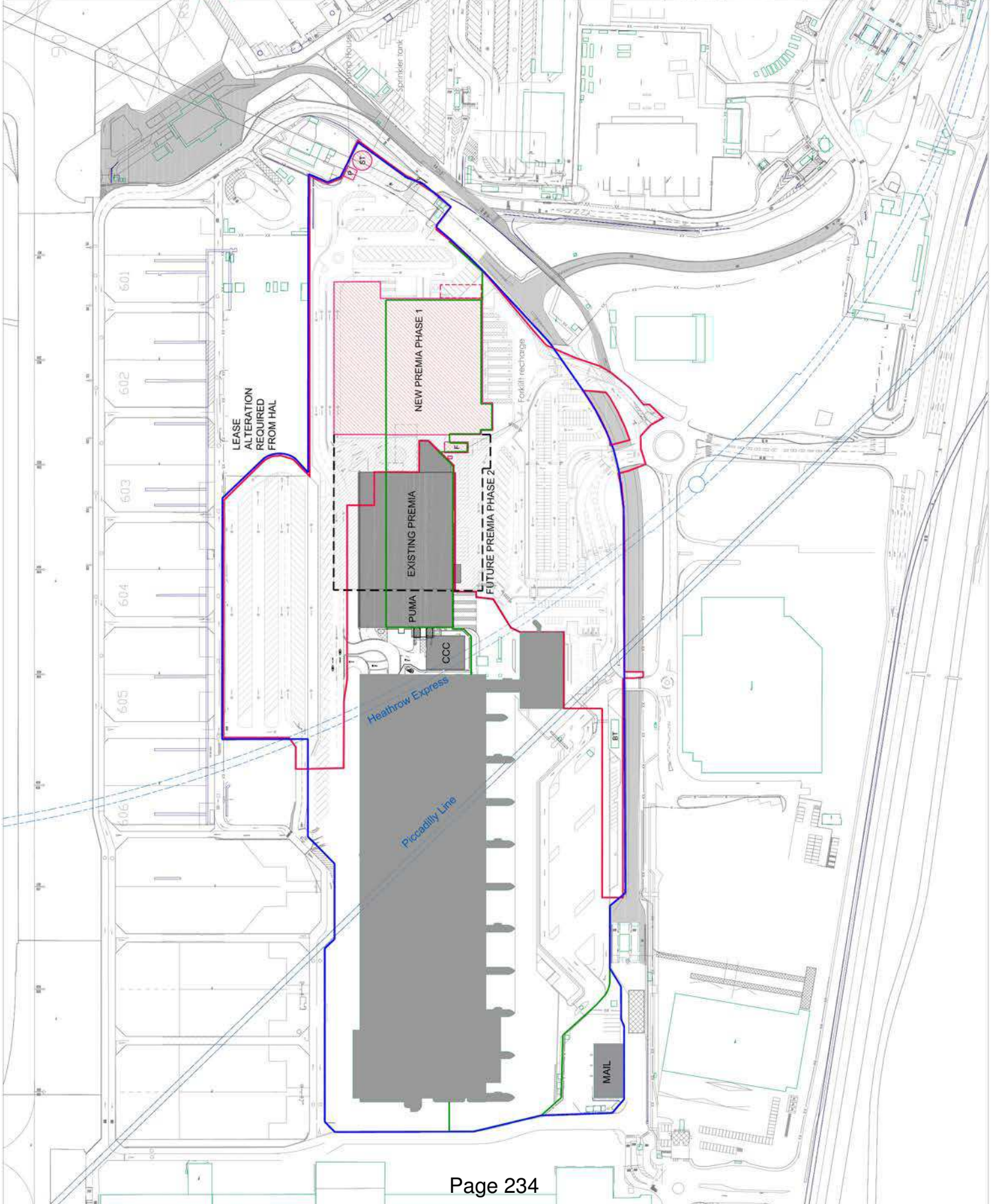
**GEBLER TOOTH**  
 62 Dartmouth Road  
 London SW10 3JL  
 T 020 800 2000  
 F 020 800 2588  
 # 1525@gebler.tooth.co.uk

**IAG Cargo**

Project  
 New Premia Phase 1  
 Title  
 Site Plan as Proposed

Original Issue	Project No.	Date	Created By	Auth
1/2009/10	SP	10/01/14	SP	SP

Drawing Number  
 1000-10-PL-223-000026  
 Rev  
 3.0







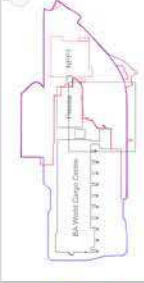
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KEY

	NEW SOFT LANDSCAPING
	NEW CAR PARK (ASPHALT)
	NEW FOOTWAY (BLOCK PAVING)
	NEW NEW CONCRETE/EMBITTIOUS ASPHALT
	EXISTING SOFT LANDSCAPING TO REMAIN
	EXISTING CAR PARK TO REMAIN
	EXISTING FOOTWAY / HARD LANDSCAPING TO REMAIN
	EXISTING NEW SURFACE
	NEW NEW BLOCK PAVING TO MATCH EXISTING
	NEW CAR PARK BLOCK PAVING TO MATCH EXISTING
	NEW FOOTWAY ASPHALT TO MATCH EXISTING
	NEW CONCRETE NPWL

KEY PLAN



Rev	Description	Drawn	DATE	Auth
2.0	IP1 - Issued for Planning	SP	23.05.16	PF
1.0	IP1 - Issued for Planning	SP	12.05.16	PF

**GEBLER TOOTH**  
 62 Dartmouth Road  
 London SW11 3JL  
 T 0203 603 2000  
 F 0203 603 2500  
 # 02036030000

**IAG Cargo**

Project  
 New Premia Phase 1  
 Title  
 Landscaping Plan as Proposed  
 (Sheet 1 of 2)

Original Scale	Project No.	Drawn	Checked By	Auth
1:1000	1000-10-PL-736-000028	SP	SP	PF
As shown	Date	12.05.16	SP	PF
Drawing Number	1000-10-PL-736-000028	Rev	BT	2.0

CONTINUED ON  
 1000-10-PL-736-000029





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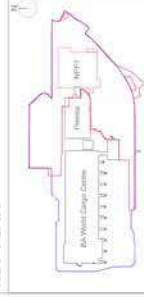
USE FIGURED DIMENSIONS ONLY. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL DIMENSIONS ON SITE. THE ARCHITECT IS TO BE INFORMED OF ANY DISCREPANCY.

### P3 - PLANNING

- Area Boundary
- Self Administration
- Site / R / Circulation
- Plant
- Mezzanine access
- Garage loading (Dism panel)
- Interior partition
- Main fire height lines (FHL)
- Area Boundary Type



#### KEY PLAN



Rev	Description	Drawn	DATE	Auth
23/193	Issued For Planning	SP	23/05/19	SP
23/193	Issued For Planning	SP	16/05/19	SP
23/193	Issued For Planning	SP	01/11/18	SP

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 London SW14 3JZ  
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 F 0208 600 2500  
 e info@geblertooth.co.uk

**IAG Cargo**

Client: **New Premia Phase 1**

Project: **Mezzanine Floor Plan as Proposed**

Original Issue	Drawn By	Date	Checked By	Auth	Rev
13/08/18	SP	16/05/18	SP	SP	01

Drawing Number: **1000-20-PL-223-000003**

Scale: **3.0**





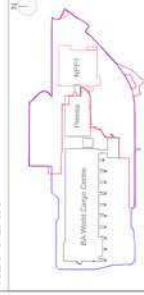
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 THE ARCHITECT IS TO BE INFORMED OF ANY  
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### P3 - PLANNING



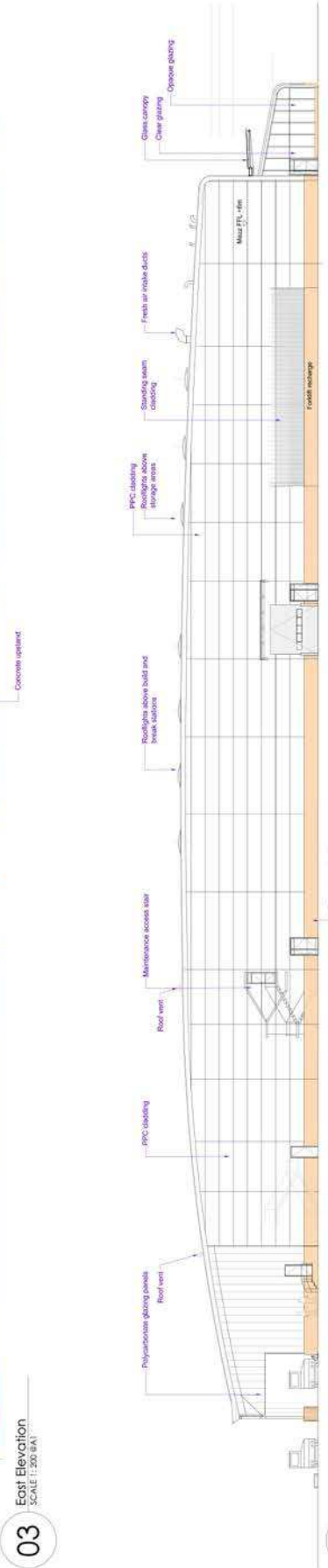
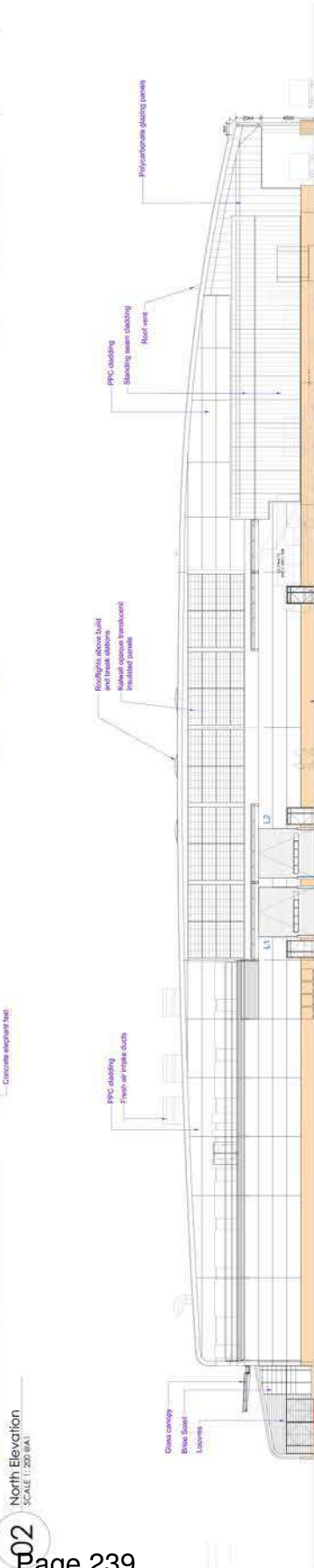
### KEY PLAN



Rev	Description	Drawn	DATE	Auth
3.0	P3 - Issued for Planning	SP	20.05.14	PF
2.0	P3 - Issued for Planning	SP	14.03.14	PF
1.0	P3 - Issued for Planning	SP	11.01.14	PF

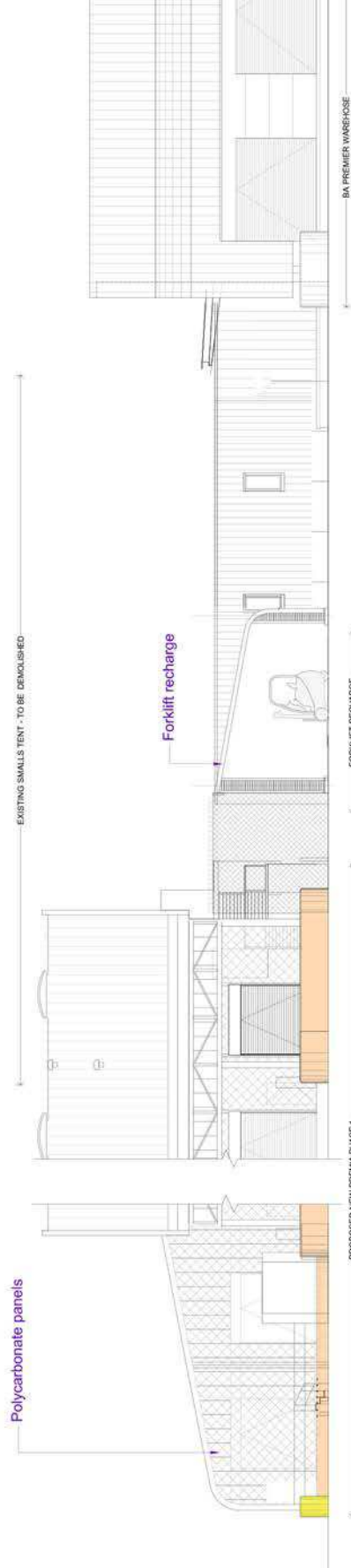
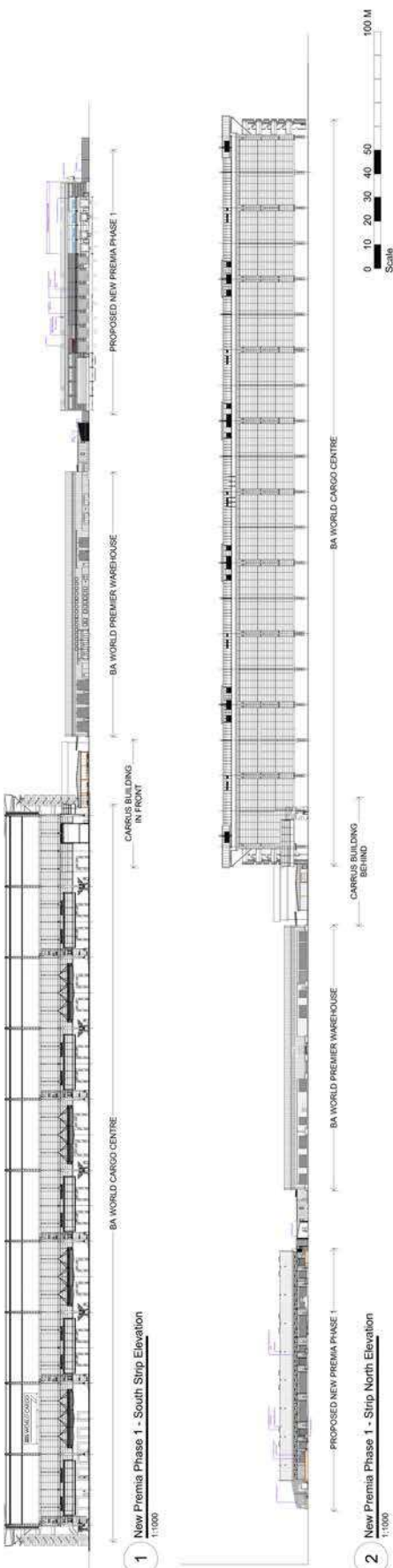
**GEBLER TOOTH**  
 42 Dartmouth Road,  
 London SW14 3JL  
 T 0208 600 2800  
 F 0208 600 2588  
 # 152@gebler.tooth.co.uk

<b>IAGCargo</b>	
Client	
Project	New Premia Phase 1
Title	Proposed Elevations
Original Issue	Project No.
1/0000/0001	SP
Drawn By	Checked By
10/02/14	PF
Scale	Arch
	DT
Drawing Number	Rev
1000-10-PL-223-000011	3.0

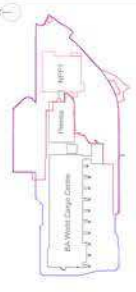


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# P3 - PLANNING



## KEY PLAN



Rev	Description	Drawn	DATE	Auth
3.0	P3 - Issued for Planning	SP	2023.11	PF
2.0	P3 - Forklift facility added	SP	2023.11	SP
1.0	P3 - Issued for Planning	SP	11.02.24	SP

**GEBLERLOOTH**  
 62 Dartmouth Road,  
 London SW14 3JL  
 T 0208 600 2800  
 F 0208 600 7588  
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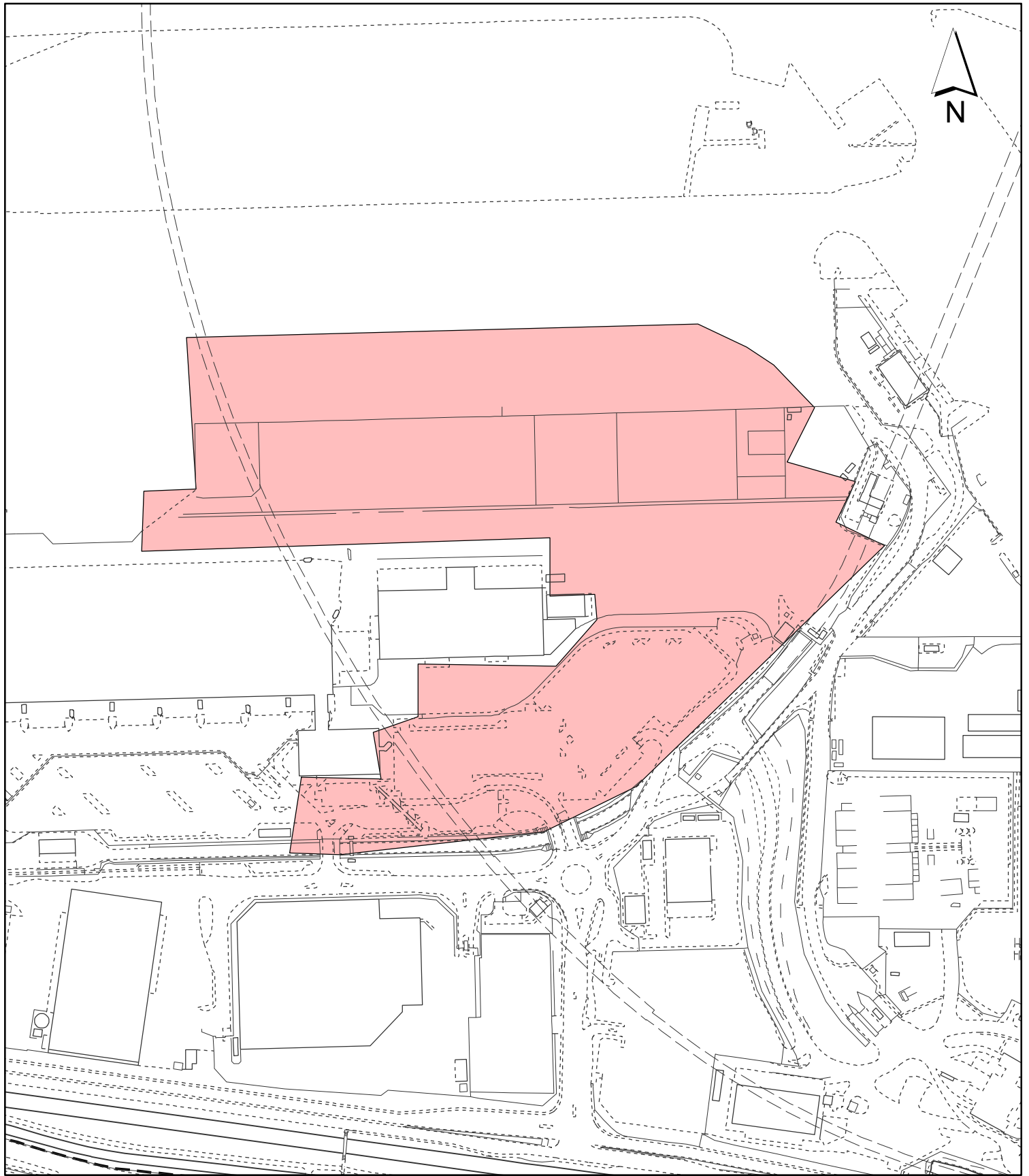
**IAGCargo**

Client:  
 Project:  
 Title:  
 Strip Elevations as Proposed

Project No	Project Name	Drawn	Checked By	Auth
2024.01.04	1000-10-PL-223-000015	SP	10/2/24	SP

Drawing Number: 1000-10-PL-223-000015  
 Scale: 3.0





**Notes:**

 Site boundary

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Site Address:

**IAG Cargo Campus**

**LONDON BOROUGH OF HILLINGDON**

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

Planning Application Ref:  
**50045/APP/2016/2081**

Scale:  
**1:3,500**

Planning Committee:  
**Major Page 241**

Date:  
**October 2016**



**HILLINGDON**  
 LONDON

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

**Address** IMPERIAL HOUSE VICTORIA ROAD RUISLIP

**Development:** Construction of a 2,554sqm. GIA (1,687sqm sales area) Class A1 discount food store with associated access arrangements, car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding of Bensons for Beds unit.

**LBH Ref Nos:** 5039/APP/2015/4395

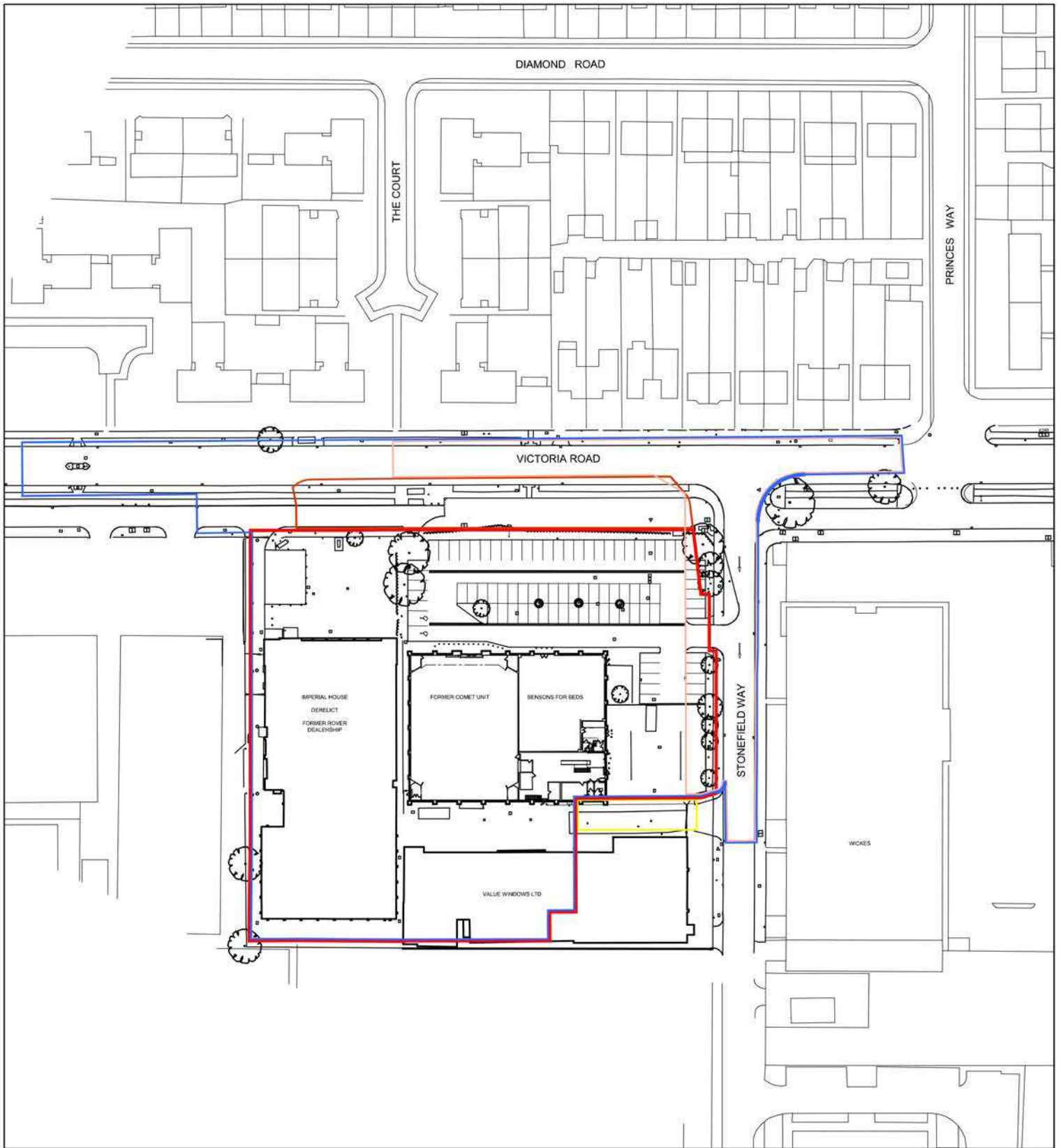
**Date Plans Received:** 30/11/2015

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

30/11/2015

**Date Application Valid:** 14/12/2015

27/07/2016



- LIDL OWNERSHIP
- APPLICATION SITE
- RIGHT OF WAY

- LAND RELATING TO EXTANT PLANNING PERMISSION REF 41266/APP/2012/2939 DATED 18 APRIL 2013
- COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)



Crown copyright



Unit 1, Victoria Road, South Ruislip  
 SITE LOCATION PLAN 1:1250 @ A4  
 3096/301E









VICTORIA ROAD

STONEFIELD WAY

WICKES

SCHEDULE OF ACCOMMODATION

- LIDL OWNERSHIP
- APPLICATION SITE
- LAND RELATING TO EXTANT PLANNING PERMISSION REF 41266/APR/2012/2339 DATED 18 APRIL 2013
- COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)
- RIGHT OF WAY

FORMER COMET UNIT

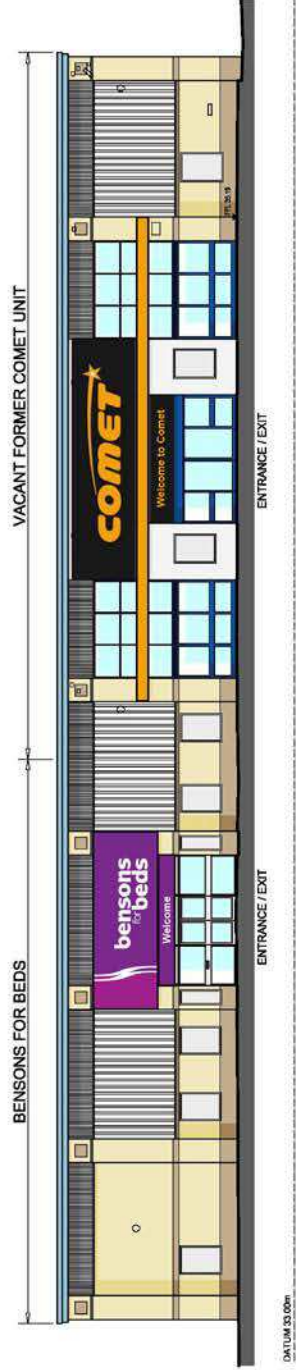
BENSONS FOR BEDS

VALUE WINDOWS LTD

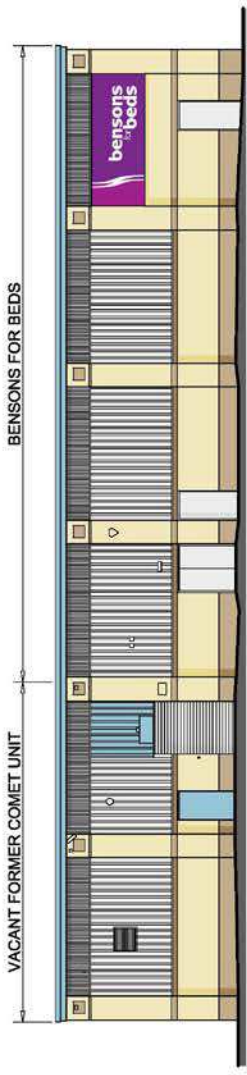
IMPERIAL HOUSE  
DERELICT  
FORMER ROVER  
DEALERSHIP



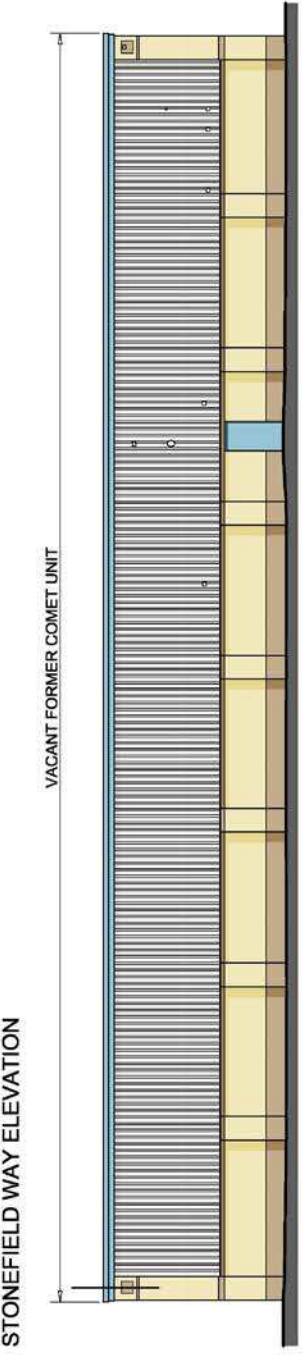




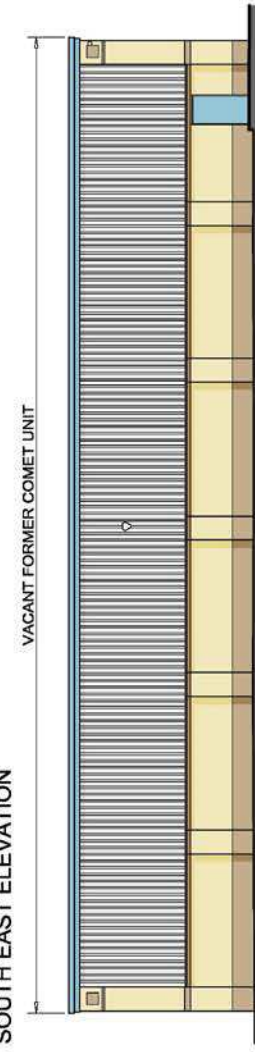
VICTORIA ROAD ELEVATION



STONEFIELD WAY ELEVATION

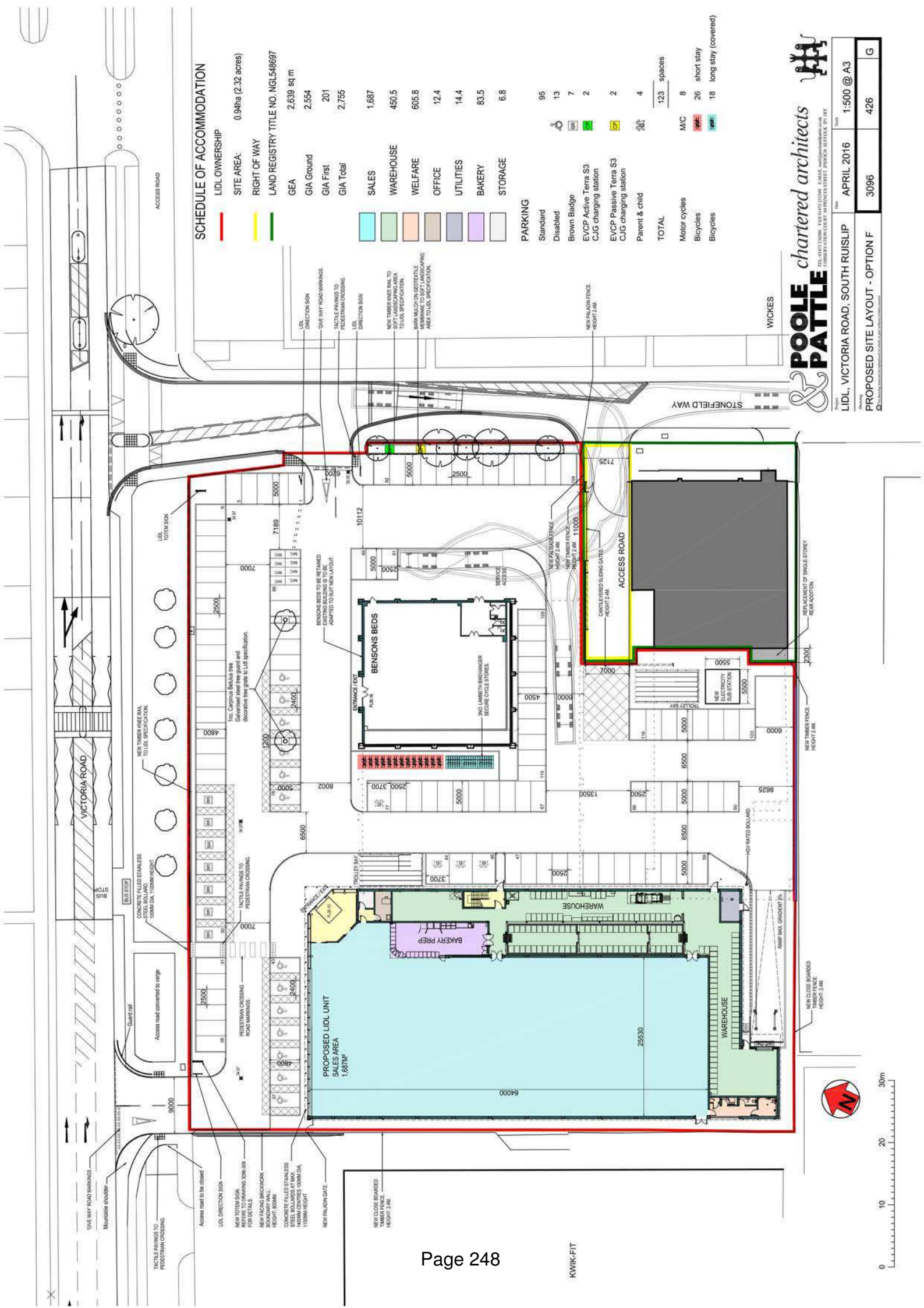


SOUTH EAST ELEVATION



SOUTH WEST ELEVATION





**SCHEDULE OF ACCOMMODATION**

<span style="color: red;">—</span>	LIDL OWNERSHIP		
<span style="color: yellow;">—</span>	SITE AREA: 0.94ha (2.32 acres)		
<span style="color: green;">—</span>	RIGHT OF WAY		
<span style="color: red;">—</span>	LAND REGISTRY TITLE NO. NGL548697		
	GEA 2,639 sq m		
	GIA Ground 2,554		
	GIA First 201		
	GIA Total 2,755		
<span style="color: cyan;">■</span>	SALES 1,887		
<span style="color: lightgreen;">■</span>	WAREHOUSE 450.5		
<span style="color: lightblue;">■</span>	WELFARE 605.8		
<span style="color: lightgrey;">■</span>	OFFICE 12.4		
<span style="color: purple;">■</span>	UTILITIES 14.4		
<span style="color: pink;">■</span>	BAKERY 83.5		
<span style="color: white;">■</span>	STORAGE 6.8		
	<b>PARKING</b>		
	Standard 95		
	Disabled 13		
	Brown Badge 7		
	EVC Active Terra S3 C-JG charging station 2		
	EVC Passive Terra S3 C-JG charging station 2		
	Parent & child 4		
	<b>TOTAL</b> 123 spaces		
	Motor cycles 8		
	Bicycles 26		short stay
	Bicycles 18		long stay (covered)

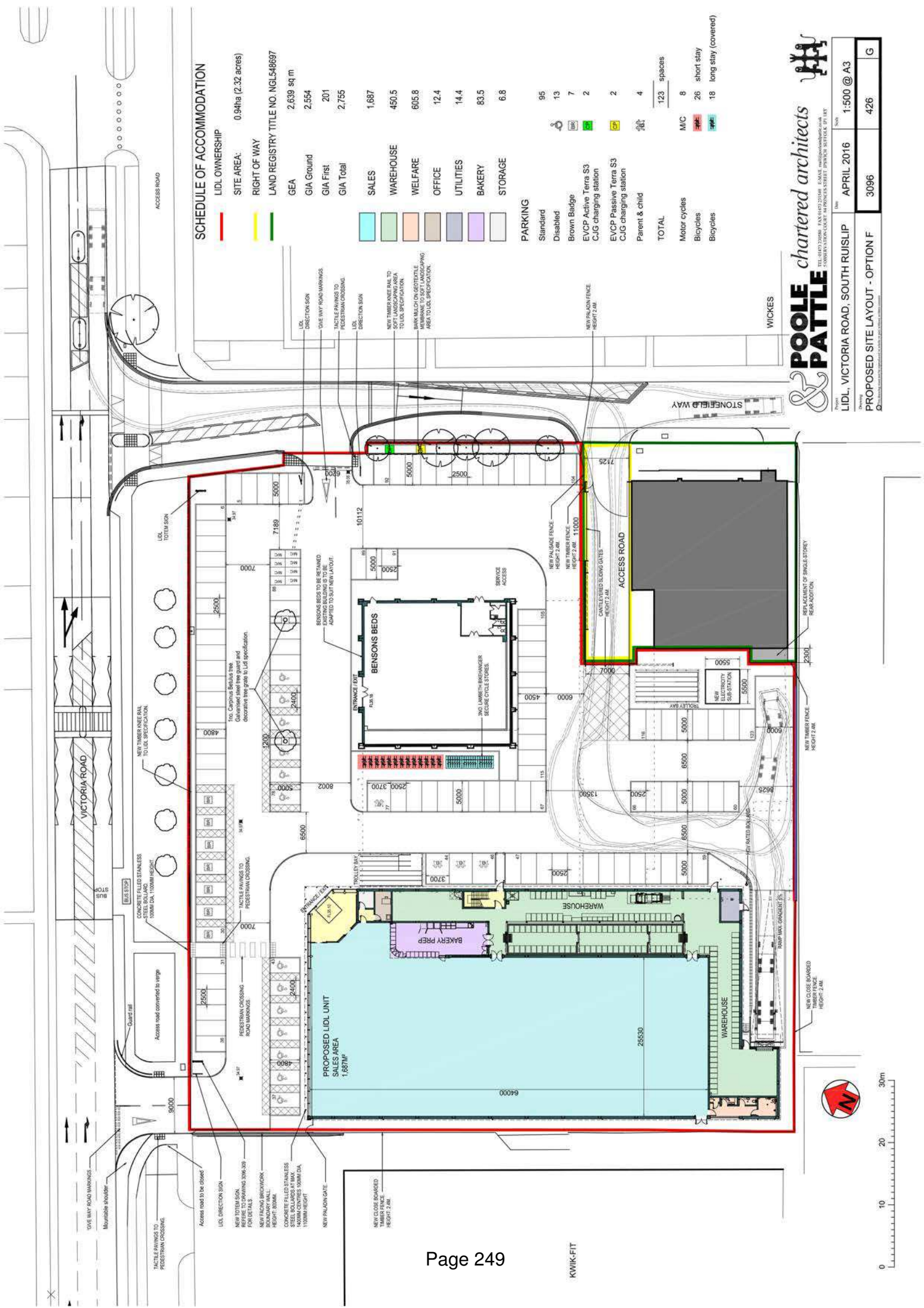
**POOLE & PATTLE** chartered architects

TEL: 0873 22000 FAX: 0873 22148 EMAIL: info@pooleandpattle.co.uk  
 5 CONNORS VILLAGE COURT, 14 FORTRESS STREET, SOUTH LEE, LONDON, SE18 3PL

Project: LIDL, VICTORIA ROAD, SOUTH RUISLIP  
 Date: APRIL 2016  
 Scale: 1:500 @ A3

Sheet: PROPOSED SITE LAYOUT - OPTION F  
 No: 3096  
 Date: 4/26  
 G



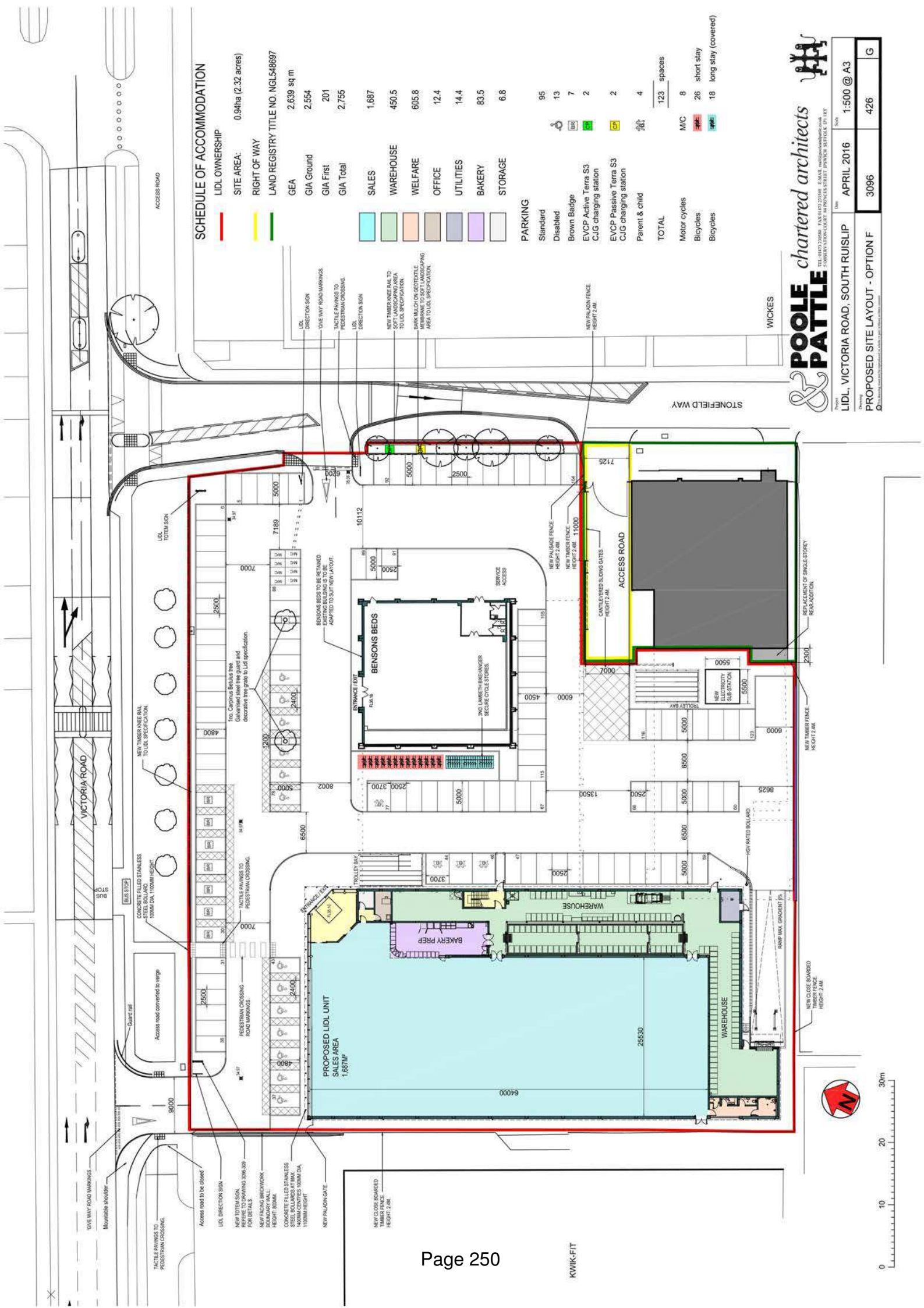


**SCHEDULE OF ACCOMMODATION**

<span style="color: red;">—</span>	LIDL OWNERSHIP		
<span style="color: yellow;">—</span>	SITE AREA: 0.94ha (2.32 acres)		
<span style="color: green;">—</span>	RIGHT OF WAY		
<span style="color: red;">—</span>	LAND REGISTRY TITLE NO. NGL548697		
	GEA 2,639 sq m		
	GIA Ground 2,554		
	GIA First 201		
	GIA Total 2,755		
<span style="color: cyan;">■</span>	SALES 1,887		
<span style="color: lightgreen;">■</span>	WAREHOUSE 450.5		
<span style="color: lightblue;">■</span>	WELFARE 605.8		
<span style="color: lightgrey;">■</span>	OFFICE 12.4		
<span style="color: purple;">■</span>	UTILITIES 14.4		
<span style="color: pink;">■</span>	BAKERY 83.5		
<span style="color: white;">■</span>	STORAGE 6.8		
	<b>PARKING</b>		
	Standard 95		
	Disabled 13		
	Brown Badge 7		
	EVC Active Terra S3 2		
	C-JG charging station 2		
	EVC Passive Terra S3 2		
	C-JG charging station 4		
	Parent & child 123 spaces		
<b>TOTAL</b>	<b>123 spaces</b>		
	Motor cycles 8		
	Bicycles 26 short stay		
	Bicycles 18 long stay (covered)		



Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	APRIL 2016	Scale	1:500 @ A3
Drawn	PROPOSED SITE LAYOUT - OPTION F	Number	3096	Sheet	426
G					



**SCHEDULE OF ACCOMMODATION**

<span style="color: red;">—</span>	LIDL OWNERSHIP
<span style="color: yellow;">—</span>	SITE AREA: 0.94ha (2.32 acres)
<span style="color: green;">—</span>	RIGHT OF WAY
<span style="color: blue;">—</span>	LAND REGISTRY TITLE NO. NGL548697
	GEA 2,639 sq m
	GIA Ground 2,554
	GIA First 201
	GIA Total 2,755
<span style="color: cyan;">■</span>	SALES 1,887
<span style="color: lightgreen;">■</span>	WAREHOUSE 450.5
<span style="color: lightblue;">■</span>	WELFARE 605.8
<span style="color: lightgrey;">■</span>	OFFICE 12.4
<span style="color: purple;">■</span>	UTILITIES 14.4
<span style="color: pink;">■</span>	BAKERY 83.5
<span style="color: white;">■</span>	STORAGE 6.8

**PARKING**

Standard	95
Disabled	13
Brown Badge	7
EVCP Active Terra S3 C-JG charging station	2
EVCP Passive Terra S3 C-JG charging station	2
Parent & child	4
<b>TOTAL</b>	<b>123 spaces</b>
Motor cycles	8
Bicycles	26
Bicycles	18

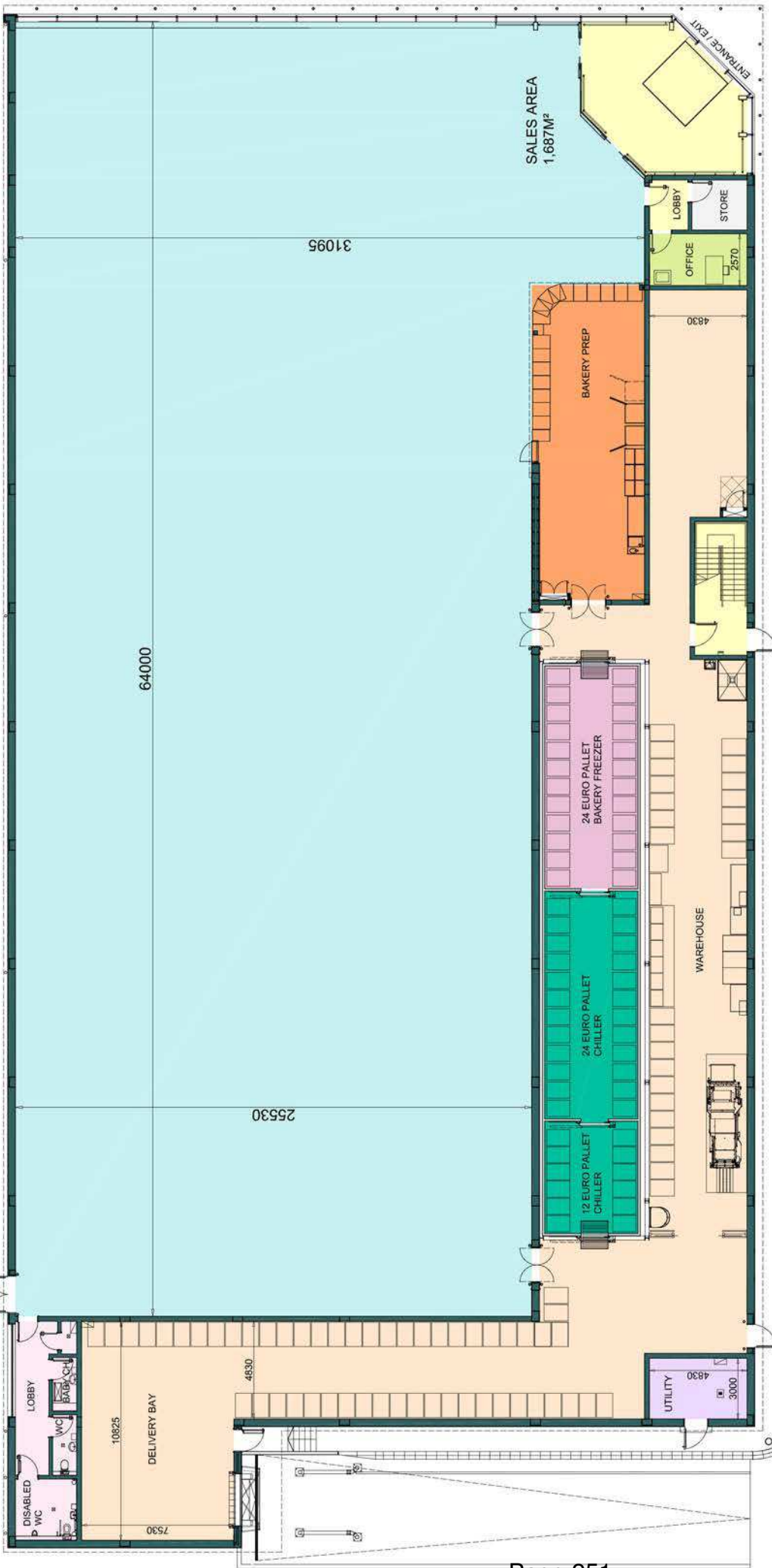
**POOLE & PATTLE** chartered architects

TEL: 0873 22000 FAX: 0873 22148 EMAIL: info@pooleandpattle.co.uk  
 5 CONNORS VILLAGE COURT, 14 FORTRESS STREET, SOUTH RUISLIP, U.K.

Project: LIDL, VICTORIA ROAD, SOUTH RUISLIP  
 Date: APRIL 2016  
 Scale: 1:500 @ A3

Sheet: PROPOSED SITE LAYOUT - OPTION F  
 No: 3096  
 Date: 4/26





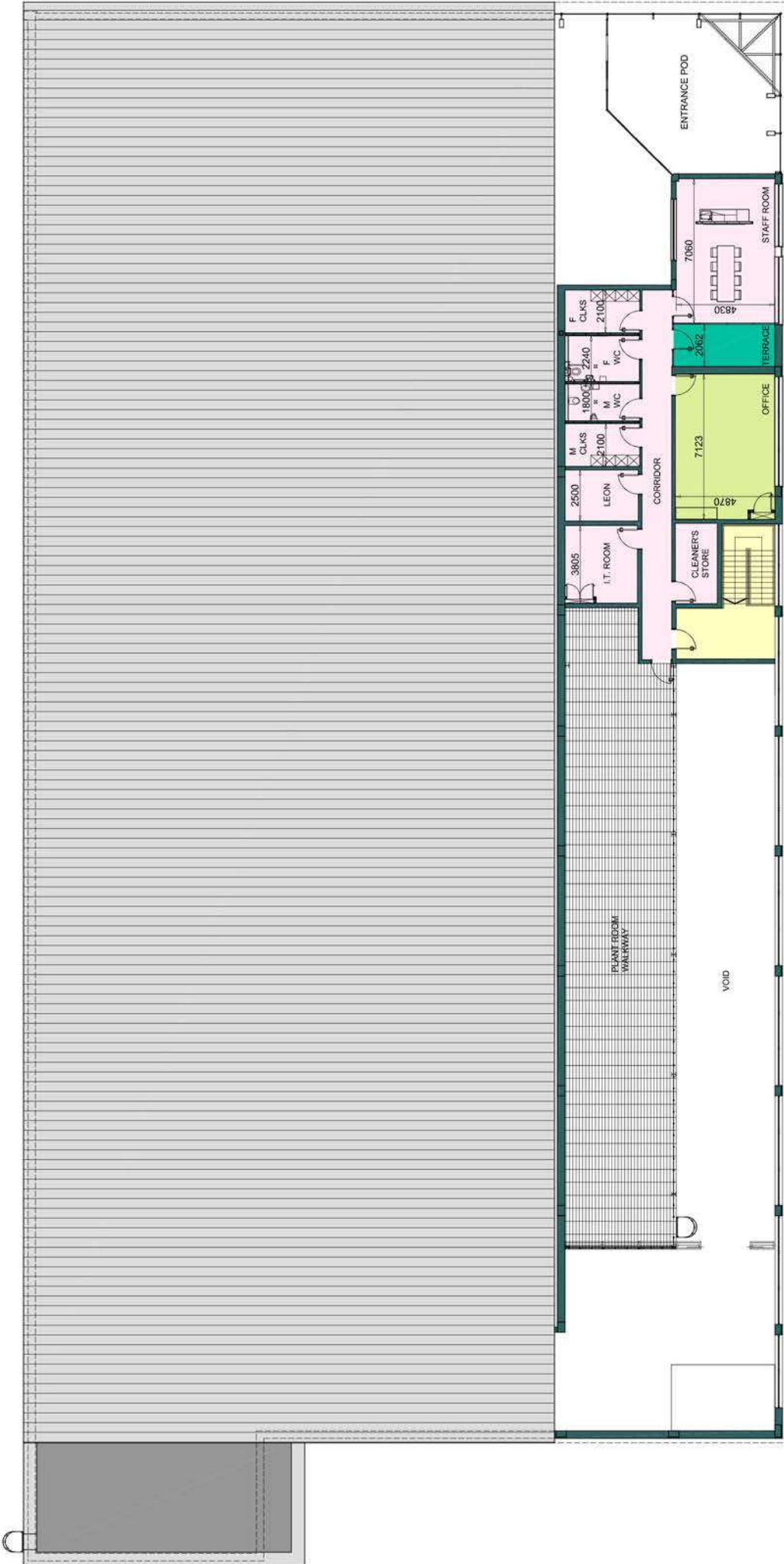
**POOLE & PATTLE** chartered architects

TEL: 01432 25086 FAX: 01432 23159 E-MAIL: mail@pooleandpattle.co.uk  
 10 NEWTON COURT, BRANFORD STREET, IPSWICH, SUFFOLK, IP1 1JY

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	JAN 2015	Scale	1:200 @ A3
Reference	GROUND FLOOR PLAN AS PROPOSED	Sheet No.	3096	Page No.	409

**SCHEDULE OF ACCOMMODATION - KEY**

GIA ground	2,554	sq m
GEA ground	2,639	sq m
Sales area	1,687	sq m
Warehouse	450.5	sq m
Bakery Prep	83.5	sq m
Bakery Warehouse	50.6	sq m
Additional Chillers	77.8	sq m
Office	12.4	sq m
Public wc, etc	32.8	sq m
Utility	14.4	sq m
Circulation	114.7	sq m
Store	6.8	sq m
Internal partitions	23.5	sq m



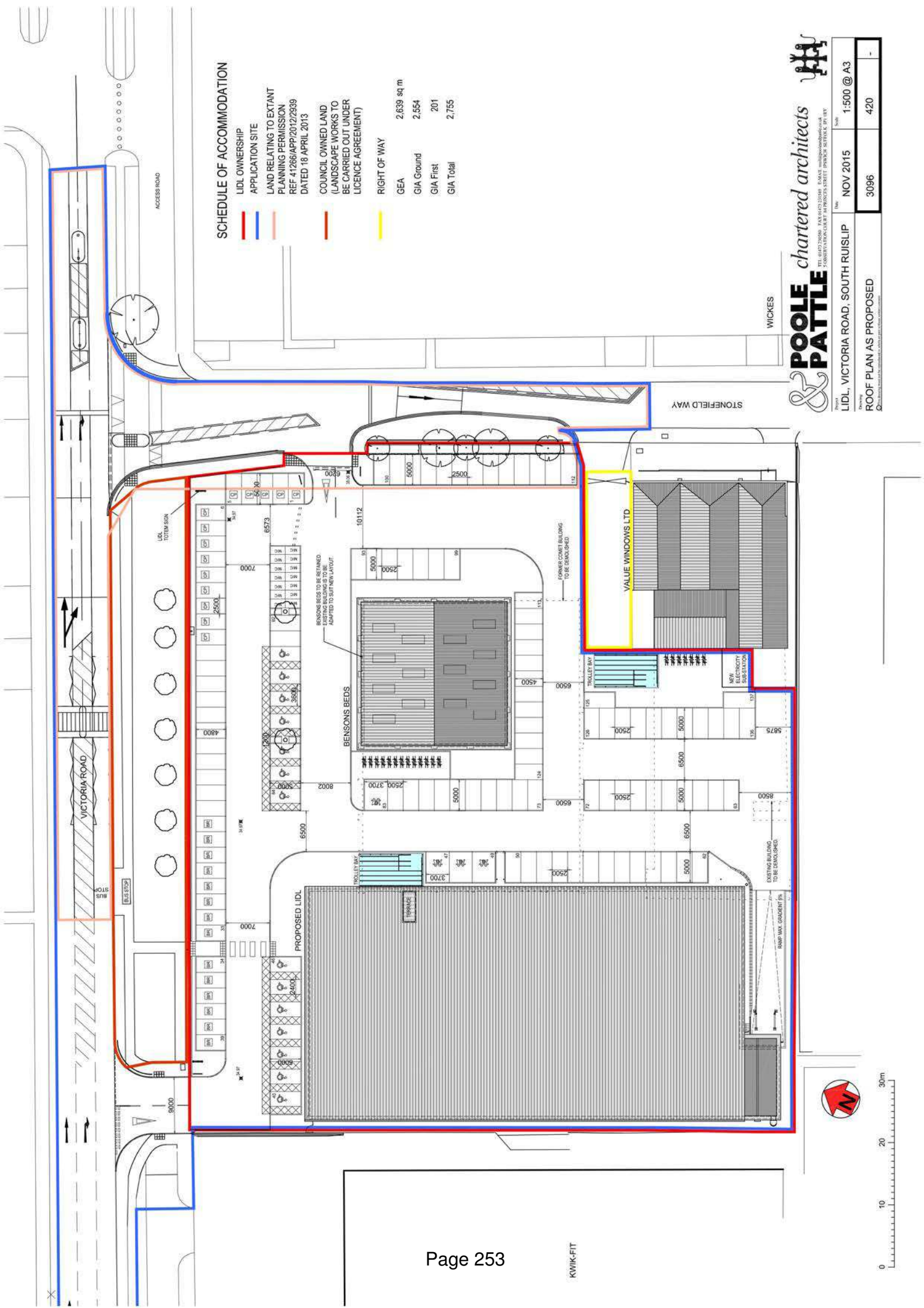
**SCHEDULE OF ACCOMMODATION - KEY**

GIA first	201	sq m
Office	34.6	sq m
Welfare area, wc, etc	127.3	sq m
Terrace	10.2	sq m
Circulation	22.7	sq m
Internal partitions	6.2	sq m



Project:	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date:	JAN 2015	Scale:	1:200 @ A3
Drawing:	FIRST FLOOR PLAN AS PROPOSED	Sheet:	3096		405
					A





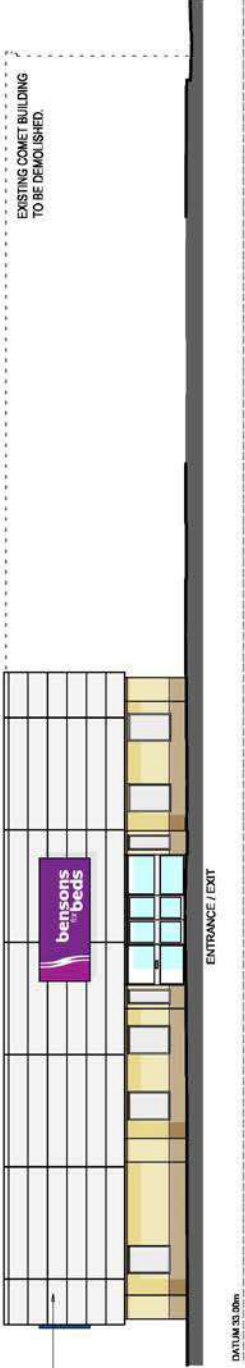
**SCHEDULE OF ACCOMMODATION**

■	LIDL OWNERSHIP		
■	APPLICATION SITE		
■	LAND RELATING TO EXTANT PLANNING PERMISSION REF 41286/APP/2012/2939 DATED 18 APRIL 2013		
■	COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)		
■	RIGHT OF WAY		
	GEA	2,639	sq m
	GIA Ground	2,554	
	GIA First	201	
	GIA Total	2,755	

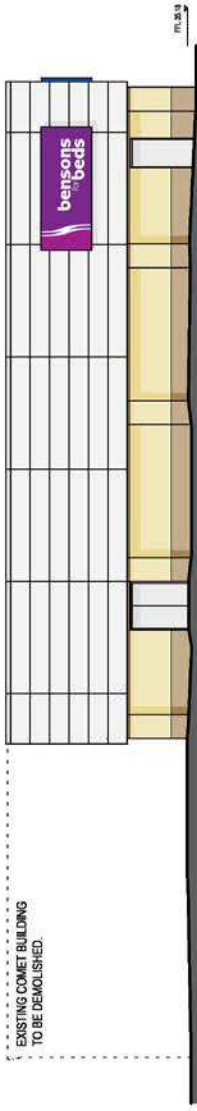
Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	NOV 2015	Scale	1:500 @ A3
Drawing No.	ROOF PLAN AS PROPOSED	Area	3096	Volume	420



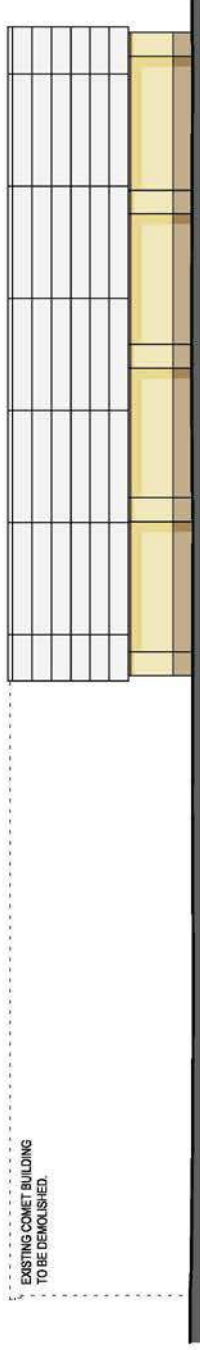
NEW ASH & LACY BUILDING SYSTEMS FREEDOM 1  
RAINSOON CLADDING WITH 4MM ALUOOROND  
IN SILVER METALLIC FINISH, RAL 9006.



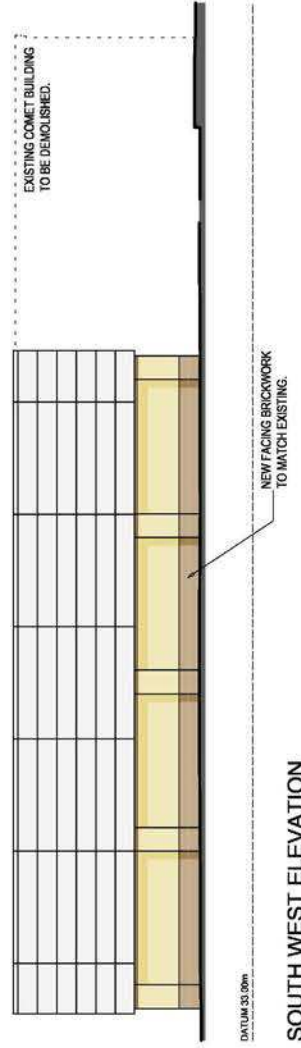
VICTORIA ROAD ELEVATION



STONEFIELD WAY ELEVATION



SOUTH EAST ELEVATION

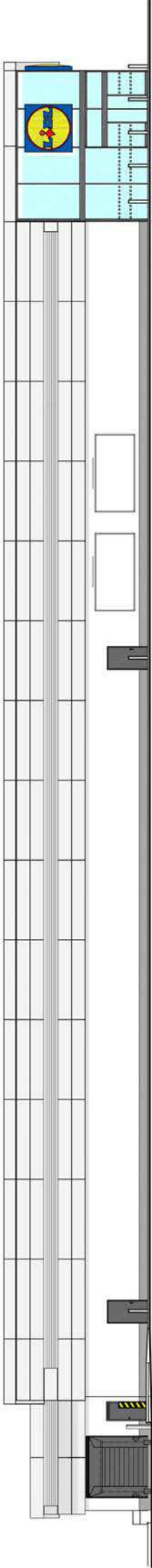


SOUTH WEST ELEVATION

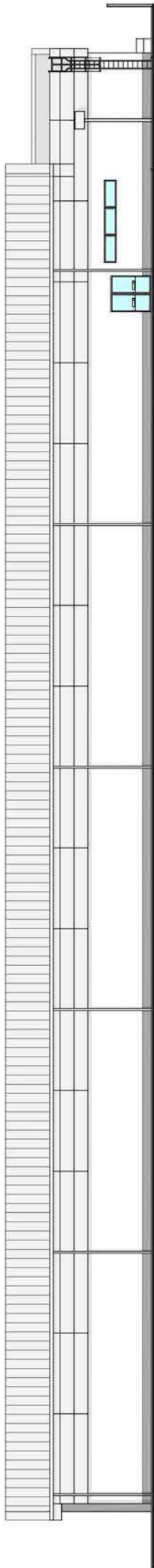


**& POOLE chartered architects**  
TELEPHONE: 01453 810000 FAX: 01453 810001  
 EMAIL: INFO@POOLE-ARCHITECTS.CO.UK WWW.POOLE-ARCHITECTS.CO.UK

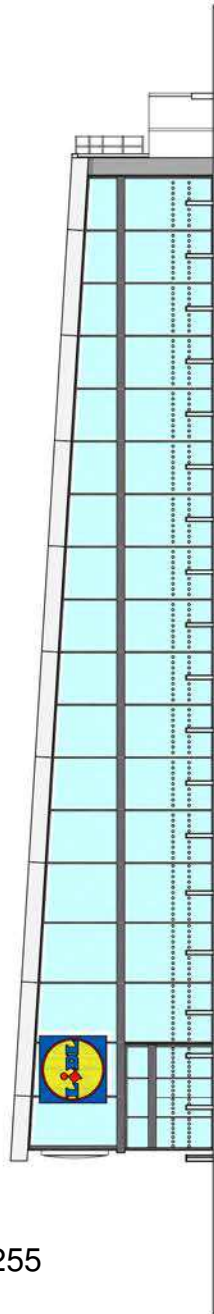
Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	NOV 2015	Scale	1:200 @ A3
Drawing	BENSONS FOR BEDS - PROPOSED ELEVATIONS	Number	3096	Sheet	416
<small>© POOLE &amp; PATTILE ARCHITECTS LTD 2015</small>					



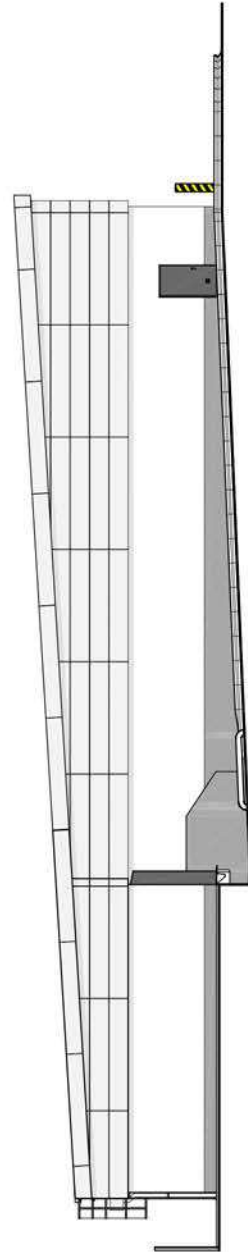
EAST ELEVATION



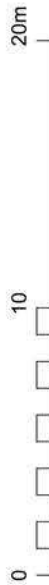
WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



**PROPOSED MATERIALS**

**WALLS**  
 20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.  
 Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.

**ROOF**  
 Standing seam aluminium sheet roofing in silver RAL 9006 finish.

**SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS**  
 Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.

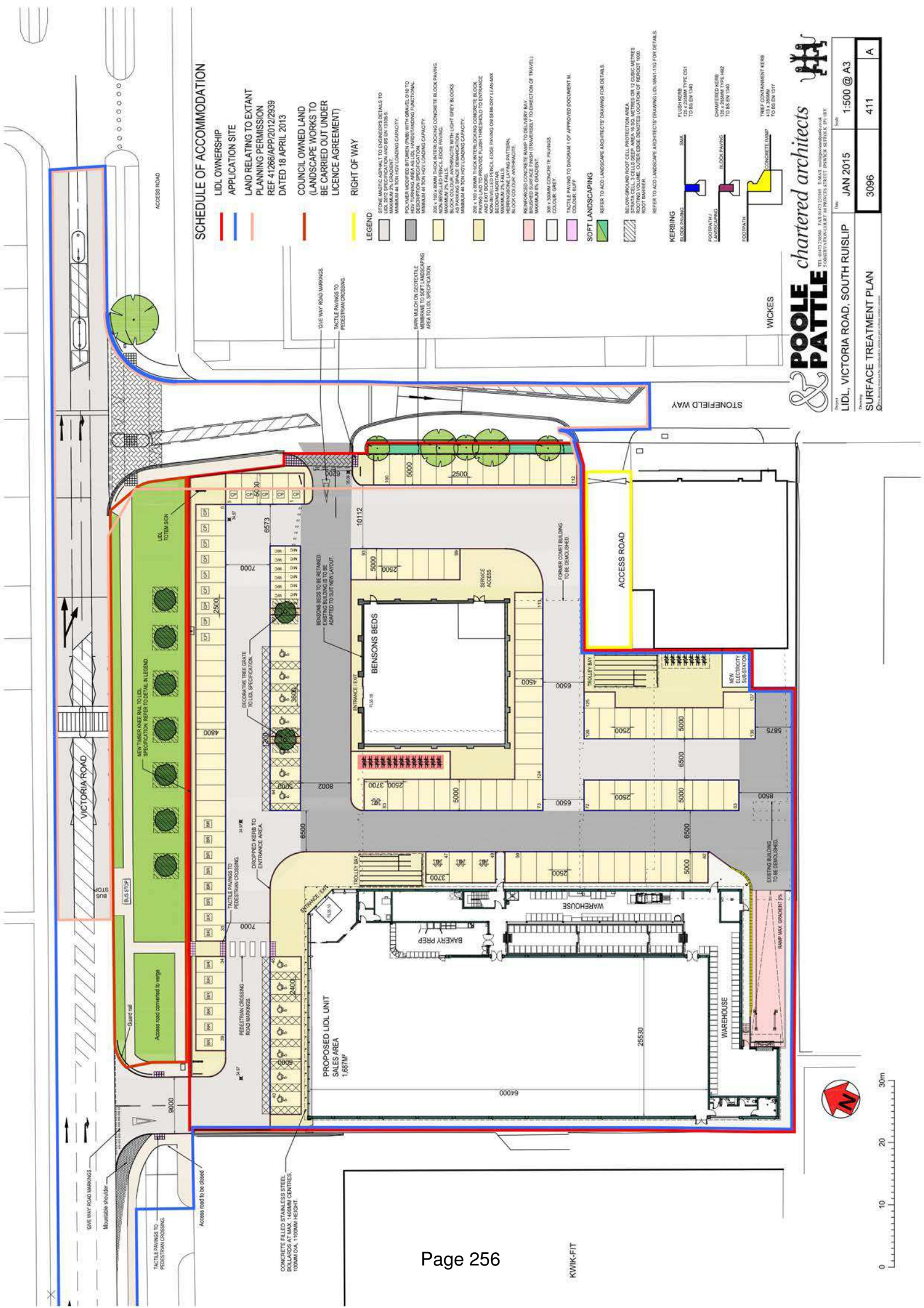
**EXTERNAL DOORS**  
 Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.

**& POOLE chartered architects**  
 TEL: 01473 2000 FAX: 01473 2100 EMAIL: info@poolearchitects.co.uk  
 CORPORATION COURT WINDMILL STREET PRINCETON PARK, PRINCETON, N.Y.

Project: LIDL, VICTORIA ROAD, SOUTH RUISLIP  
 Date: OCT 2015  
 Scale: 1:500 @ A3

Drawings: ELEVATIONS AS PROPOSED  
 No: 3096  
 Sheet: 410  
 A





**SCHEDULE OF ACCOMMODATION**

- LIDL OWNERSHIP
- APPLICATION SITE
- LAND RELATING TO EXTANT PLANNING PERMISSION REF 41266/AP/2012/2939 DATED 18 APRIL 2013
- COUNCIL OWNED LAND (LANDSCAPE WORKS TO BE CARRIED OUT UNDER LICENCE AGREEMENT)

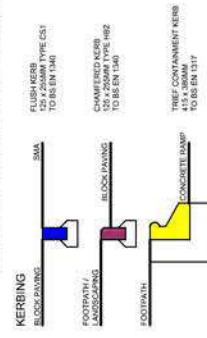
**RIGHT OF WAY**

- LEGEND

- 100% FINE GRADE GRANITE 150mm DEPTH DETAILS TO LIDL 2012 SPECIFICATION AND BS EN 13196
- MAXIMUM 2% GRADIENT
- MAXIMUM 2% GRADIENT
- POI AREA INDICATED BY NUMBER (RMS) WITH GRADE, A14 TO A17 TURNING AREA AS LIDL HARDSTANDING FUNCTIONAL SURFACE 44 TON FOOT LANDING CAPACITY
- 100% 100mm 20mm FINE GRADE CONCRETE FLOOR PAVING
- MAXIMUM 2% FALLS
- NON-REVELED PERIMETER EDGE PAVING
- AS PARKING SPACE DEMARKATION
- MAXIMUM 4% TON FOOT LANDING CAPACITY
- 200 x 100 x 80mm THICK INTERLOCKING CONCRETE BLOCK
- BRUSHED SURFACE FINISH (TRANSVERSELY TO DIRECTION OF TRAVEL)
- MAXIMUM 2% GRADIENT
- 200 x 300mm CONCRETE PAVING
- COLOR: GREY
- REINFORCED CONCRETE RAMP TO DELIVERY BAY
- BRUSHED SURFACE FINISH (TRANSVERSELY TO DIRECTION OF TRAVEL)
- MAXIMUM 2% GRADIENT
- 300 x 300mm CONCRETE PAVING
- COLOR: GREY
- TACTILE PAVING TO DIAGRAM 1 OF APPROVED DOCUMENT M.
- COLOR: BUFF

**SOFT LANDSCAPING**

- REFER TO ADD LANDSCAPE ARCHITECT DRAWING FOR DETAILS
- REFER TO ADD LANDSCAPE ARCHITECT DRAWING LIDL 1644-119 FOR DETAILS
- BELOW GROUND ROOT CELL PROTECTION AREA
- STAINLESS STEEL BOLLARDS AT MAX. 100mm CENTRES
- CONCRETE FILLING AT MAX. 100mm CENTRES
- ROOT BARRIER



WICKES

**POOLE & PATTLE** chartered architects

TEL: 0872 25000 FAX: 0872 33348 EMAIL: info@pooleandpattle.co.uk  
 5, CONVENT ROAD, CHARTER HOUSE, SOUTH RUISLIP, MIDDLESEX, UK

Project	LIDL, VICTORIA ROAD, SOUTH RUISLIP	Date	JAN 2015	Scale	1:500 @ A3
Drawing No.	3096	Sheet	411		A
SURFACE TREATMENT PLAN					



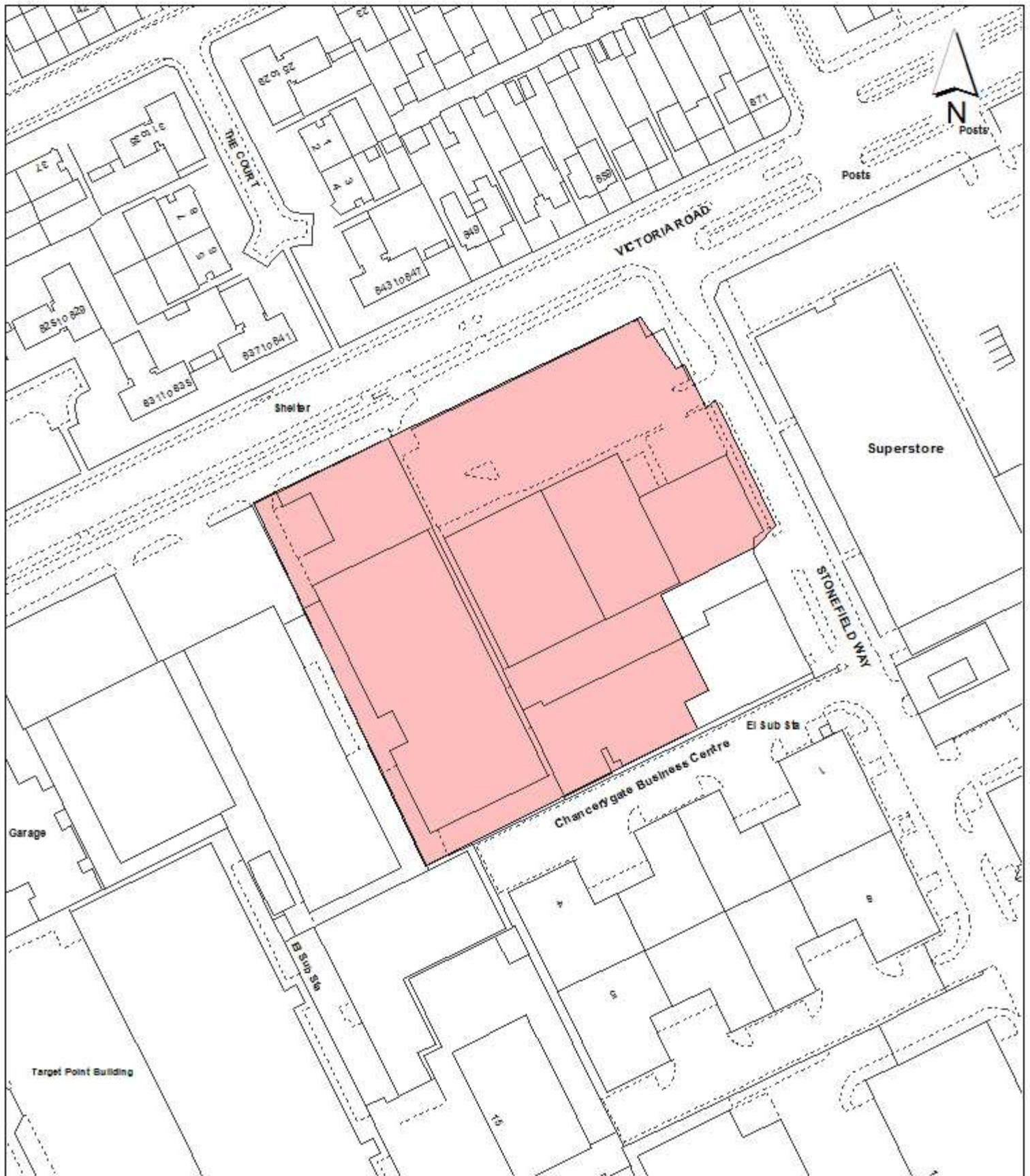












**Notes:**

 Site boundary

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Site Address:

**Imperial House & Units 1 & 2  
Victoria Road  
South Ruislip**

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

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

Planning Application Ref:

**5039/APP/2015/4395**

Scale:

**1:1,250**

Planning Committee:

**Major Page 260**

Date:

**October 2016**



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

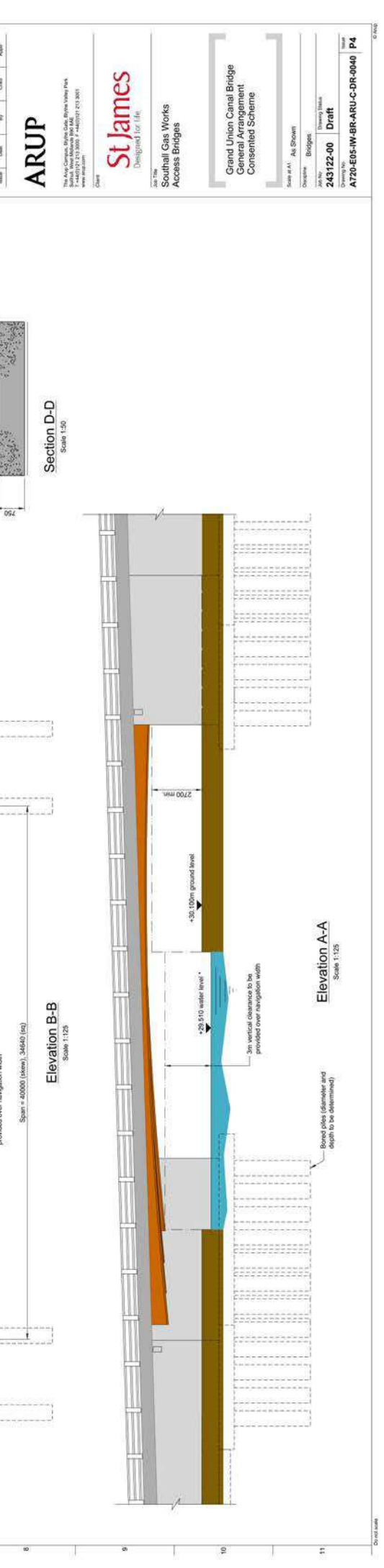
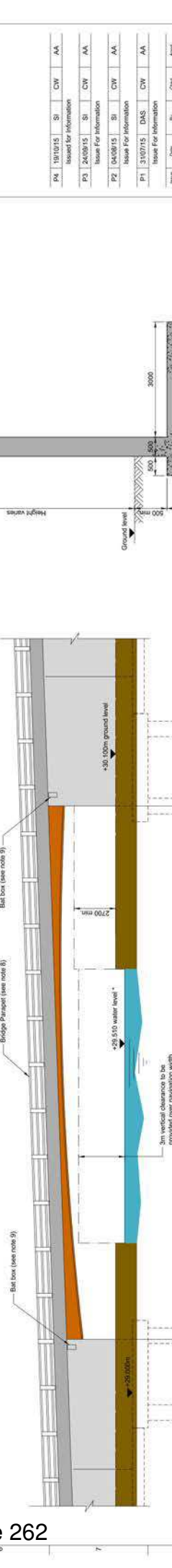
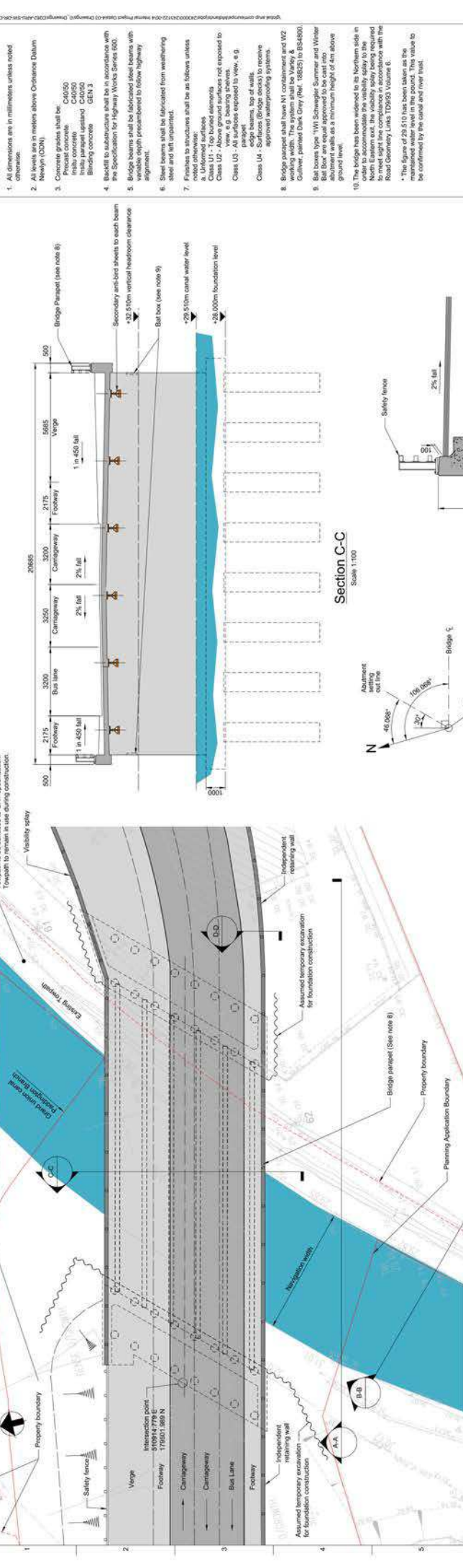
**Development:** Submission of Details for condition 3 (Bridge Construction) and 4 (Details of Materials) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** 54814/APP/2015/3928

**Date Plans Received:** 21/10/2015  
**Date Application Valid:** 27/10/2015

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

Notes:  
 1. All dimensions are in millimeters unless noted otherwise.  
 2. All levels are in meters above Ordnance Datum Newlyn (ODN).  
 3. Concrete grades shall be:  
 - Precast concrete: C40/50  
 - In-situ concrete: C40/50  
 - Initial parapet upgrade: C40/50  
 - Binding concrete: GEN 3  
 4. Backfill to substructure shall be in accordance with the Specification for Highway Works Series 800.  
 5. Bridge beams shall be fabricated steel beams with variable depth precast to follow highway alignment.  
 6. Steel beams shall be fabricated from weathering steel and left unpainted.  
 7. Finishes to structures shall be as follows unless noted otherwise:  
 - External surfaces: Class U2 - Above ground surfaces not exposed to view, e.g. bearing shelves.  
 - Class U3 - Surfaces exposed to view, e.g. parapet edge beams, top of walls.  
 - Class U4 - Surfaces (bridge decks) to receive approved waterproofing systems.  
 8. Bridge parapets shall have N1 contamination and W2 finish. Parapets shall be finished with a minimum of 100mm of Galfen, painted Dark Grey (Ref: 18855) to BS4900.  
 9. Ball box: 100 Schedule 5 Summer and Winter alignment walls as a minimum height of 4m above ground level.  
 10. The bridge has been widened to its Northern side in order to accommodate the visibility splay to the existing bridge. The widening shall be in accordance with the Road Geometry Links TD993 Volume 6.  
 \* The figure of 29.510 has been taken as the maintained water level in the pond. The value to be confirmed by the canal and river trust.



PK	181015	SI	CW	AA
Issue For Information				
P3	24/09/15	SI	CW	AA
Issue For Information				
P7	04/08/15	SI	CW	AA
Issue For Information				
P1	31/07/15	DAS	CW	AA
Issue For Information				
Issue	Date	By	Check	Appr

**ARUP**  
 The Arup Companies, 55th Floor, One Canada Square, Canary Wharf, London E14 3AB, UK  
 T: +44 (0) 20 7300 4000 F: +44 (0) 20 7300 4001  
 www.arup.com

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Job Title: Southall Gas Works Access Bridges

Grand Union Canal Bridge General Arrangement Consented Scheme

Scale: A1, A2 (Shown)  
 Discipline: Bridge  
 Project No: 243122-00  
 Drawing No: Draft  
 Issue: A720-605-W-BR-ARU-C-DR-0040 P4















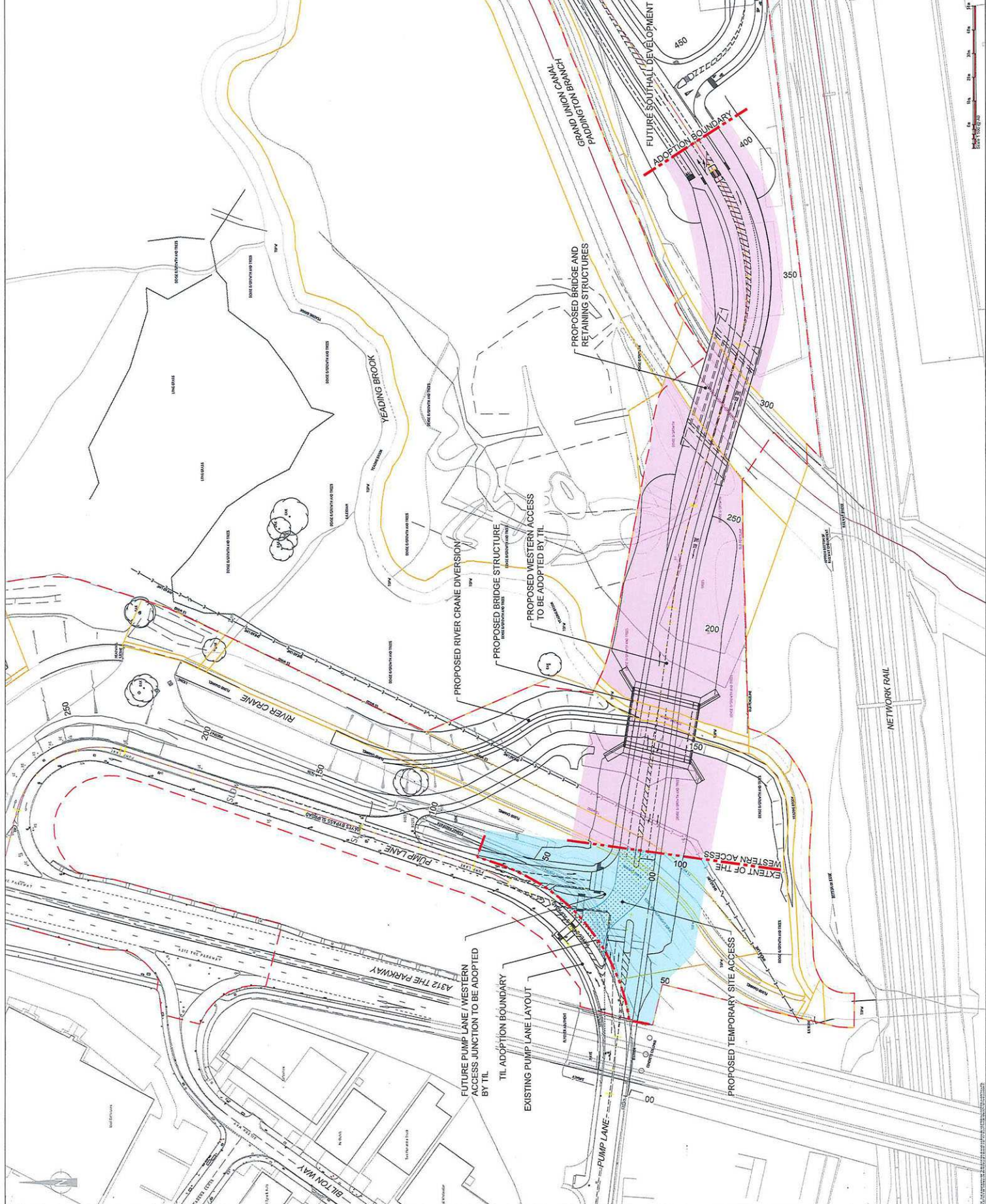
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 2. THE VARIOUS ACCESS POINTS TO THE PUMP LANE TO  
 3. FOLLOWING THE COMPLETION OF THE WESTERN ACCESS,  
 4. THE CONSTRUCTION OF THE WESTERN ACCESS,  
 5. SHALL BE THE PUMP LANE WESTERN  
 6. ACCESS POINTS TO THE PUMP LANE.

**KEY**  
 RED LINE PLANNED BOUNDARY  
 DASHED LINE BOUNDARY  
 EXTENT OF WESTERN ACCESS ADOPTED BY  
 EXTENT OF PUMP LANE WESTERN ACCESS  
 ADOPTED BY TIL  
 TEMPORARY CONSTRUCTION ACCESS

*St James*

UNAPPROVED  
 NOT FOR CONSTRUCTION

ST JAMES WEST LONDON LTD	
PROJECT: SOUTHALL	
THE FORMER GAS WORKS SITE	
WESTERN ACCESS CONSENTED SCHEME ADOPTION EXTENTS	
SCALE: 1:500 at AD	
DATE: 21/03/2018	DATE: 21/03/2018
BY: [Signature]	BY: [Signature]
DR-00010	A



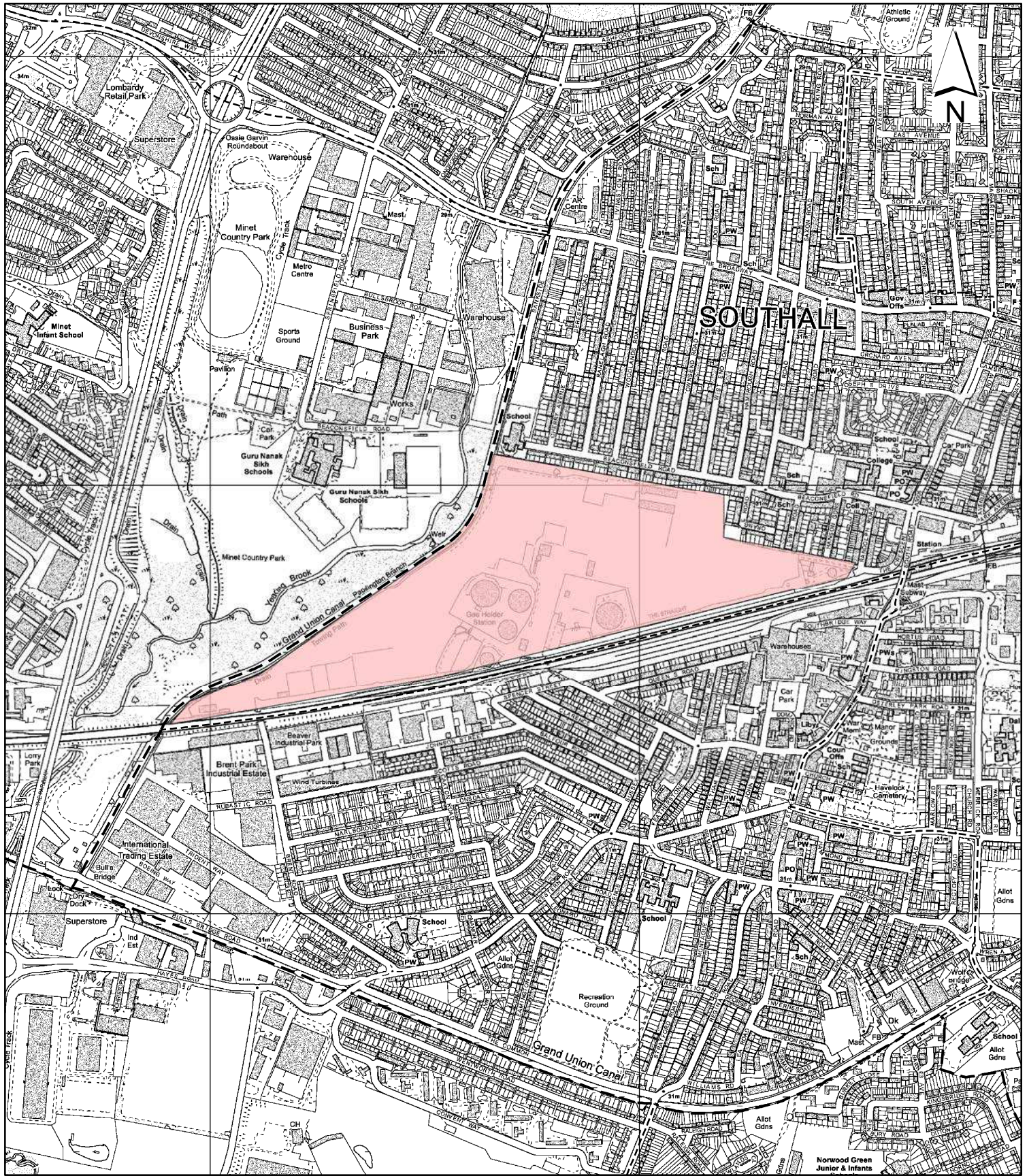












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Site Address:

**Southall Gasworks Site  
 Hayes By Pass  
 Hayes**

Planning Application Ref:

**54814/APP/2015/3928**

Planning Committee:

**Major Page 270**

Scale:

**1:12,000**

Date:

**October 2016**

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



**HILLINGDON**  
 LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Details pursuant to condition 7 (Construction Management Plan) of planning permission 54814/APP/2009/430; Outline application  
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
Full application  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and  
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

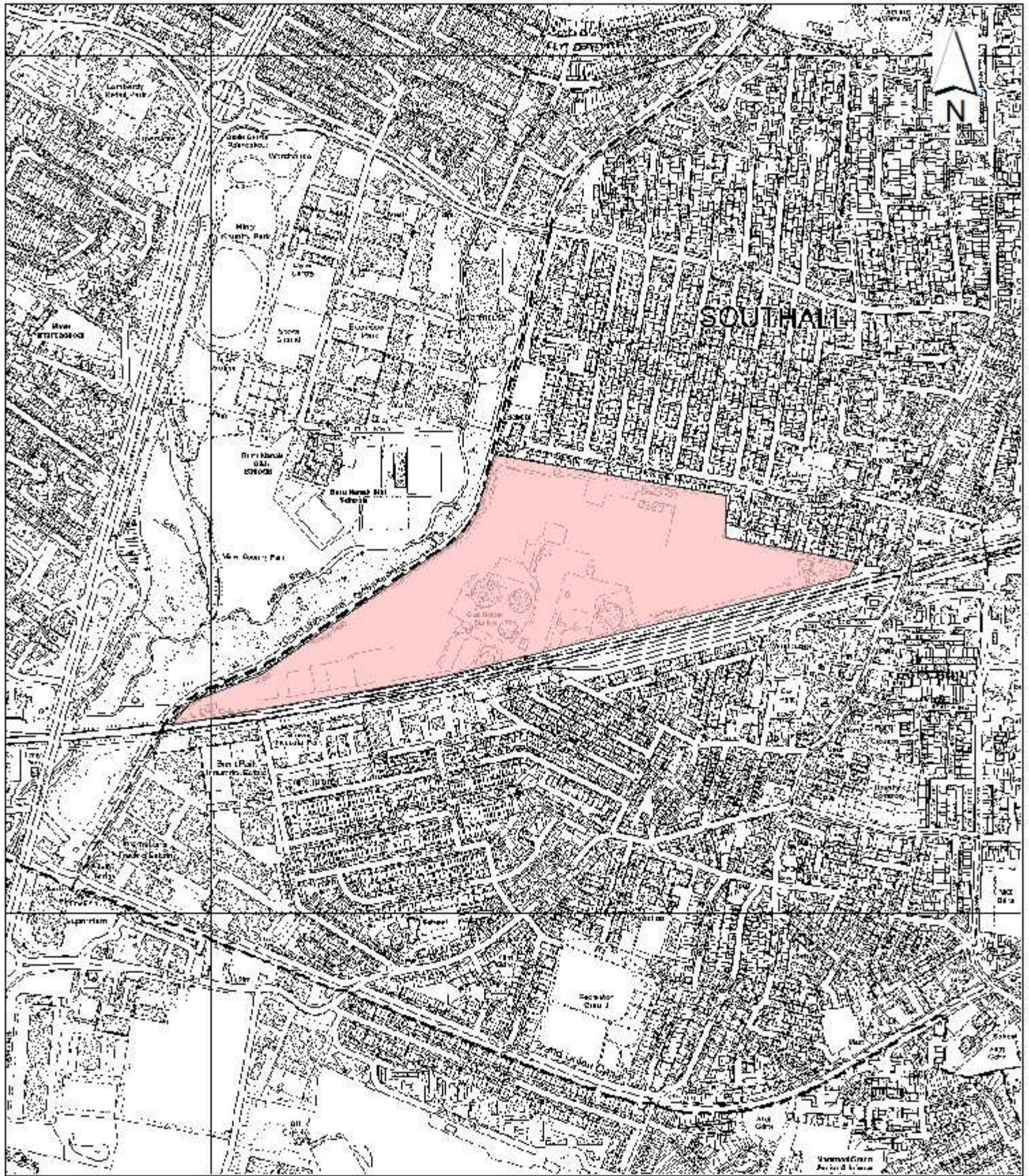
**LBH Ref Nos:** 54814/APP/2016/119

**Date Plans Received:** 12/01/2016

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

**Date Application Valid:** 12/01/2016





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

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

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

Planning Application Ref:

**54814/APP/2016/119**

Scale:

**1:12,000**

Planning Committee:

**Major Page 272**

Date:

**October 2016**



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Submission of Details for condition 12 (Detailed Design of Western Link to Pump Lane) and 15 (Details of construction and surfacing of Pump Lane) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** 54814/APP/2015/3929

**Date Plans Received:** 21/10/2015  
**Date Application Valid:** 27/10/2015

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



















1. FOR GENERAL ARRANGEMENT - SEE OTHER DRAWINGS  
 2. FOR GENERAL NOTES - SEE OTHER DRAWINGS  
 3. FOR DIMENSIONS - SEE OTHER DRAWINGS

**KEY**

- RED LINE PLANNING BOUNDARY
- CPW BOUNDARY
- CONTOUR - MAJOR @ 50m
- CONTOUR - MINOR @ 10m
- SCOUR PROTECTION

UNAPPROVED  
 NOT FOR CONSTRUCTION

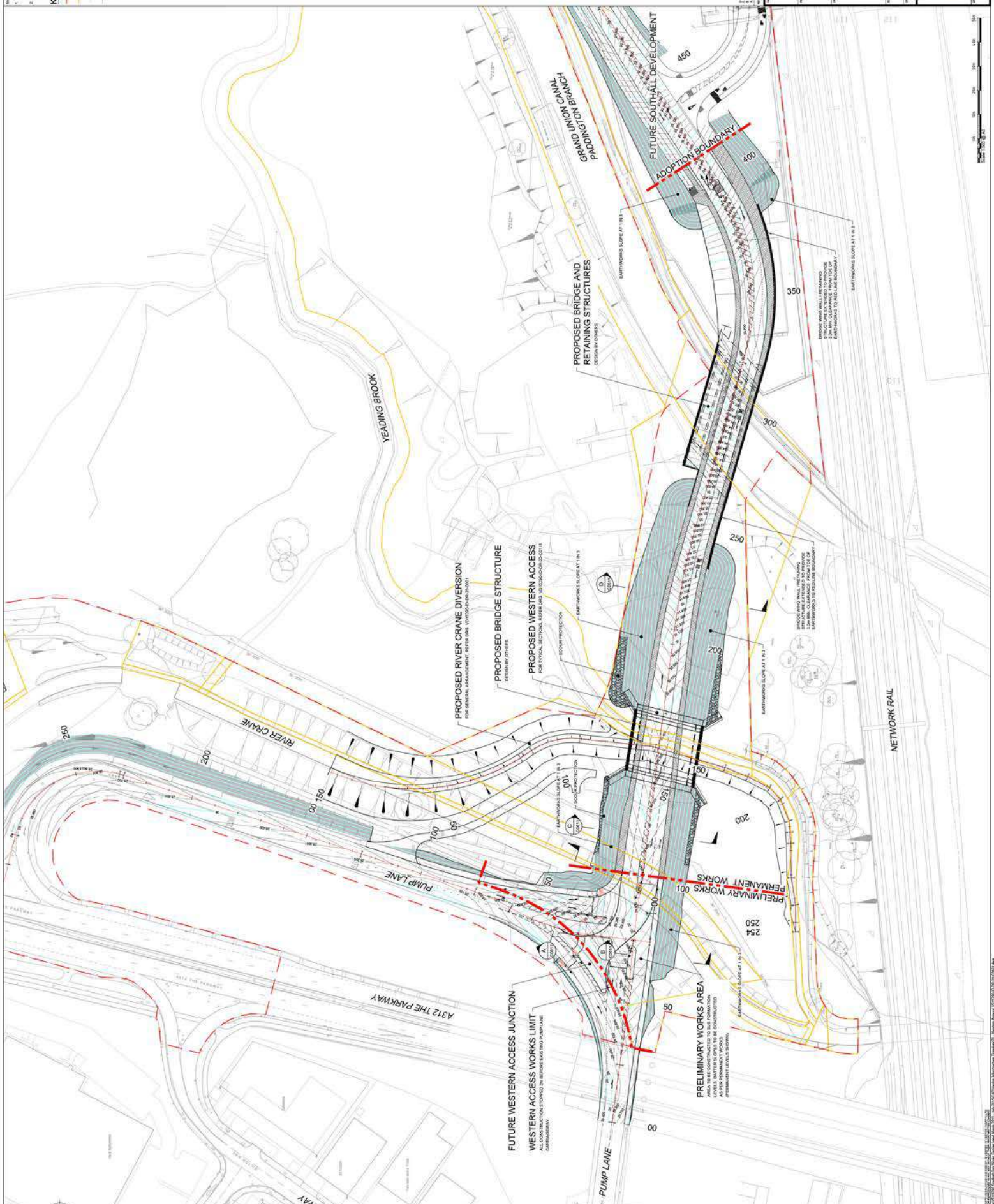
NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMITS	13.03.2011		
2	ISSUED FOR CONSTRUCTION			

ST JAMES WEST LONDON LTD  
 SOUTHALL  
 THE FORMER GAS WORKS SITE  
 WESTERN ACCESS  
 CONSENTED SCHEME  
 EARTHWORKS PLAN

1:500 at A0

**vector**  
 digital infrastructure specialists  
 Oxford House, 61, Oxford Street, Manchester, M1 6EQ  
 T: 0161 235 1000  
 www.vectorspecialists.co.uk

VD15290-ID-DR-20-00801 | D























1. FOR GENERAL ARRANGEMENT REFERENCE DRAWING  
 2. FOR CONSTRUCTION

**KEY**

GENERAL

- RED LINE PLANNING BOUNDARY
- ORANGE BOUNDARY
- BLACK BOUNDARY
- ROAD RESTRAINT SYSTEM TO THE SPECIFICATION PLANNING BOUNDARY ASSESSMENT
- END TERMINAL TO THE SPECIFICATION PLANNING BOUNDARY ASSESSMENT

UNAPPROVED  
 NOT FOR CONSTRUCTION

ST JAMES WEST LONDON LTD  
 SOUTHALL  
 THE FORMER GAS WORKS SITE  
 WESTERN ACCESS  
 CONSENTED SCHEME  
 ROAD RESTRAINT SYSTEM PLAN

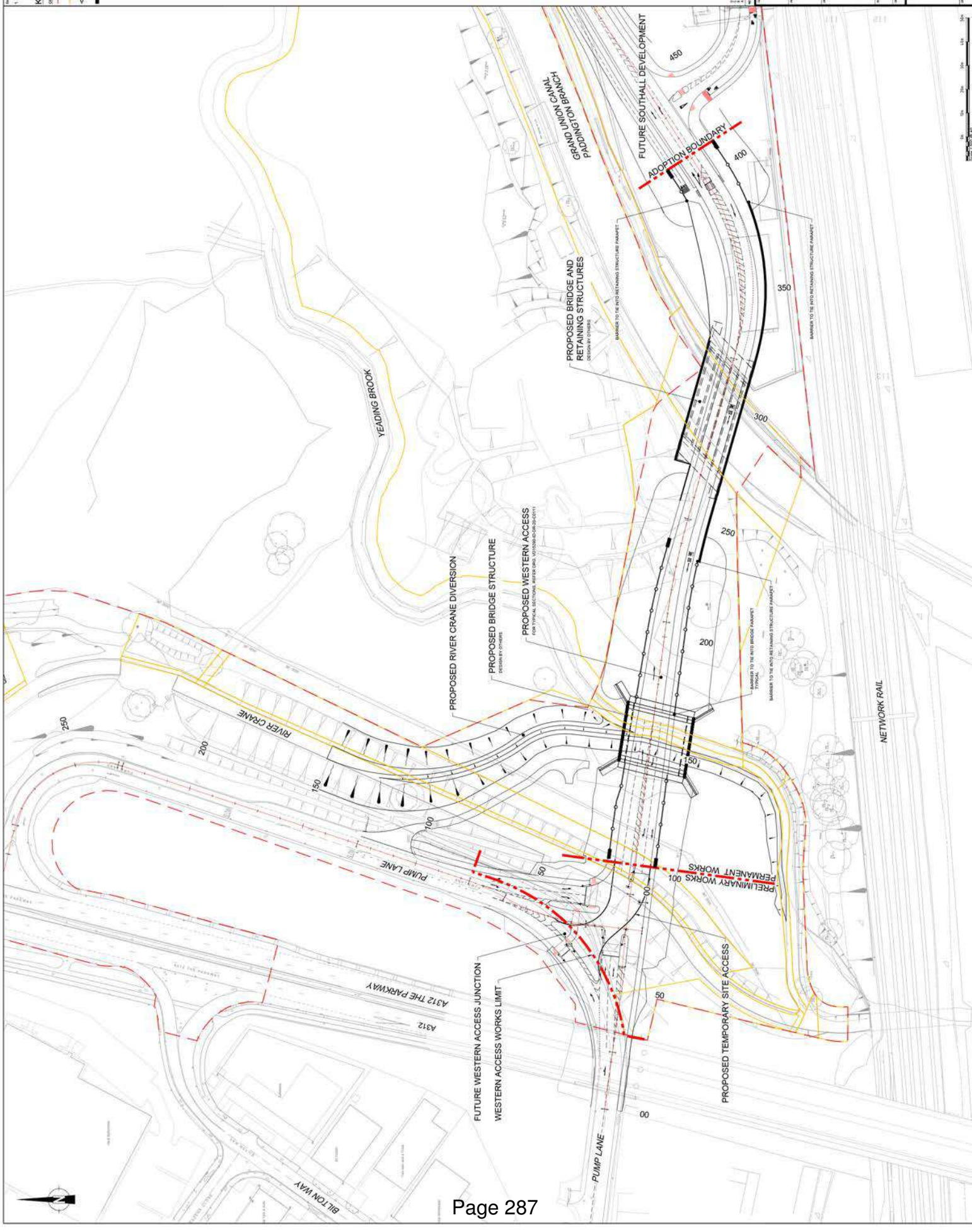
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13.03.2011

**vector**  
 engineering & construction

OXFORD ROAD, ST. CHARLES, MANCHESTER, M1 6EQ  
 T: 0161 278 1000  
 E: info@vector.co.uk

VD15290-ID-DR-20-00401 | D





1. FOR GENERAL ARRANGEMENT - SEE OTHER DRAWINGS
2. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND THE ENVIRONMENTAL AGENCIES IN CONNECTION WITH THE PROPOSED WORKS.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND SERVICES AT ALL TIMES.
4. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND THE ENVIRONMENTAL AGENCIES IN CONNECTION WITH THE PROPOSED WORKS.
5. EXCAVATED AND SURPLUS MATERIALS ARE TO BE DEPOSITED AT AN APPROPRIATE LOCATION AS APPROVED BY THE SITE ENGINEER.
6. ANY REMAINS OF STRUCTURES ARE TO BE REPORTED TO THE LOCAL AUTHORITY.

**KEY**

- RED LINE PLANNING BOUNDARY
- PROPOSED WORKS
- EXISTING WORKS
- SITE CLEARANCE AREA

UNBARRIQUETED  
NOT FOR CONSTRUCTION

ST JAMES WEST LONDON LTD  
SOUTHALL  
THE FORMER GAS WORKS SITE  
WESTERN ACCESS  
CONSENTED SCHEME  
SITE CLEARANCE

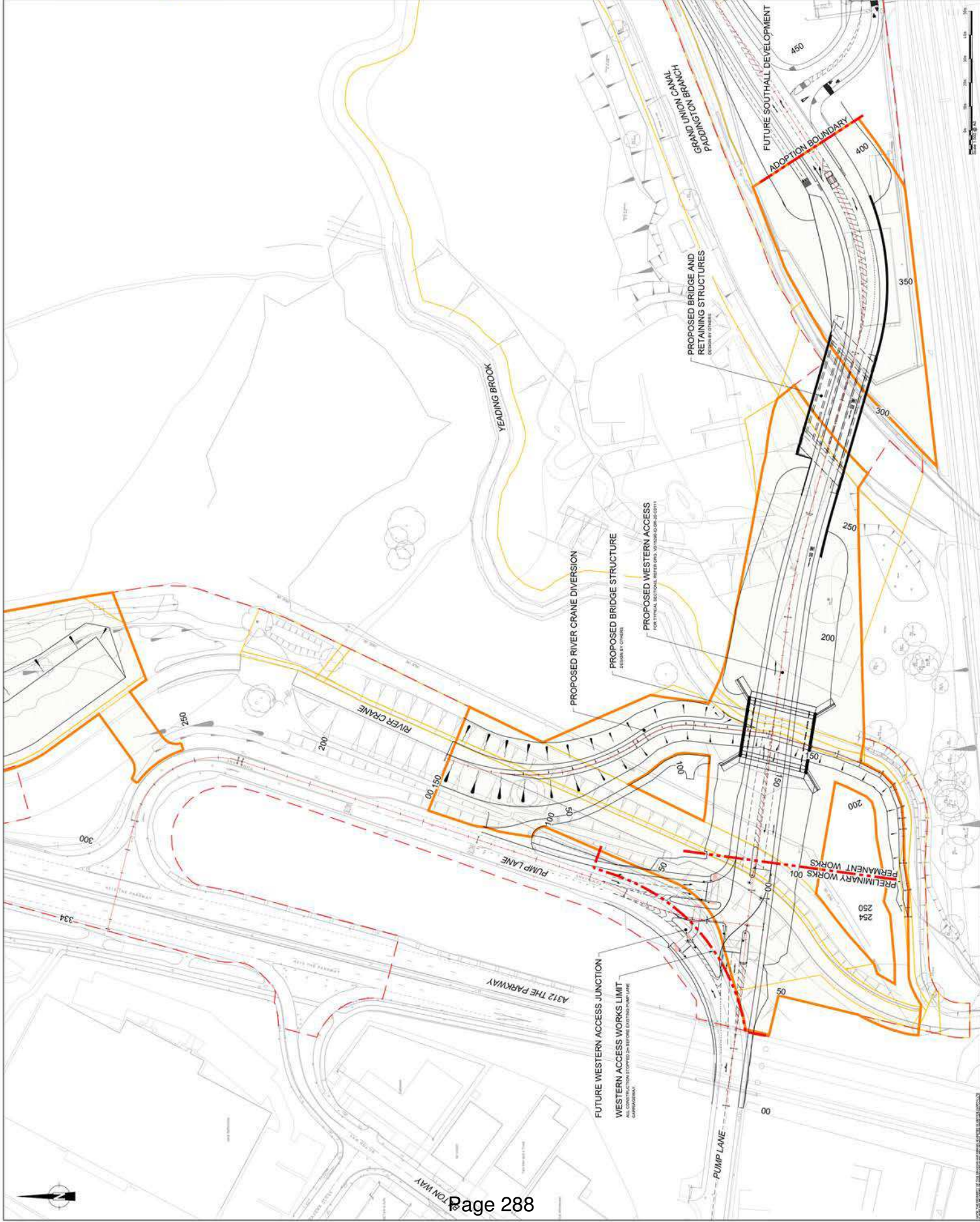
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13/02/2011

**vector**  
SPECIALIST SURVEYING & CONSTRUCTION SERVICES

OXFORD ROAD, ST. CHARLES STREET, SOUTHALL, MIDDLESEX, M4 6EQ  
T: 0181 238 1000  
E: info@vector.co.uk

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1. SHALL ADAPT THE TECHNICAL ACCESS CONSIDERED THE  
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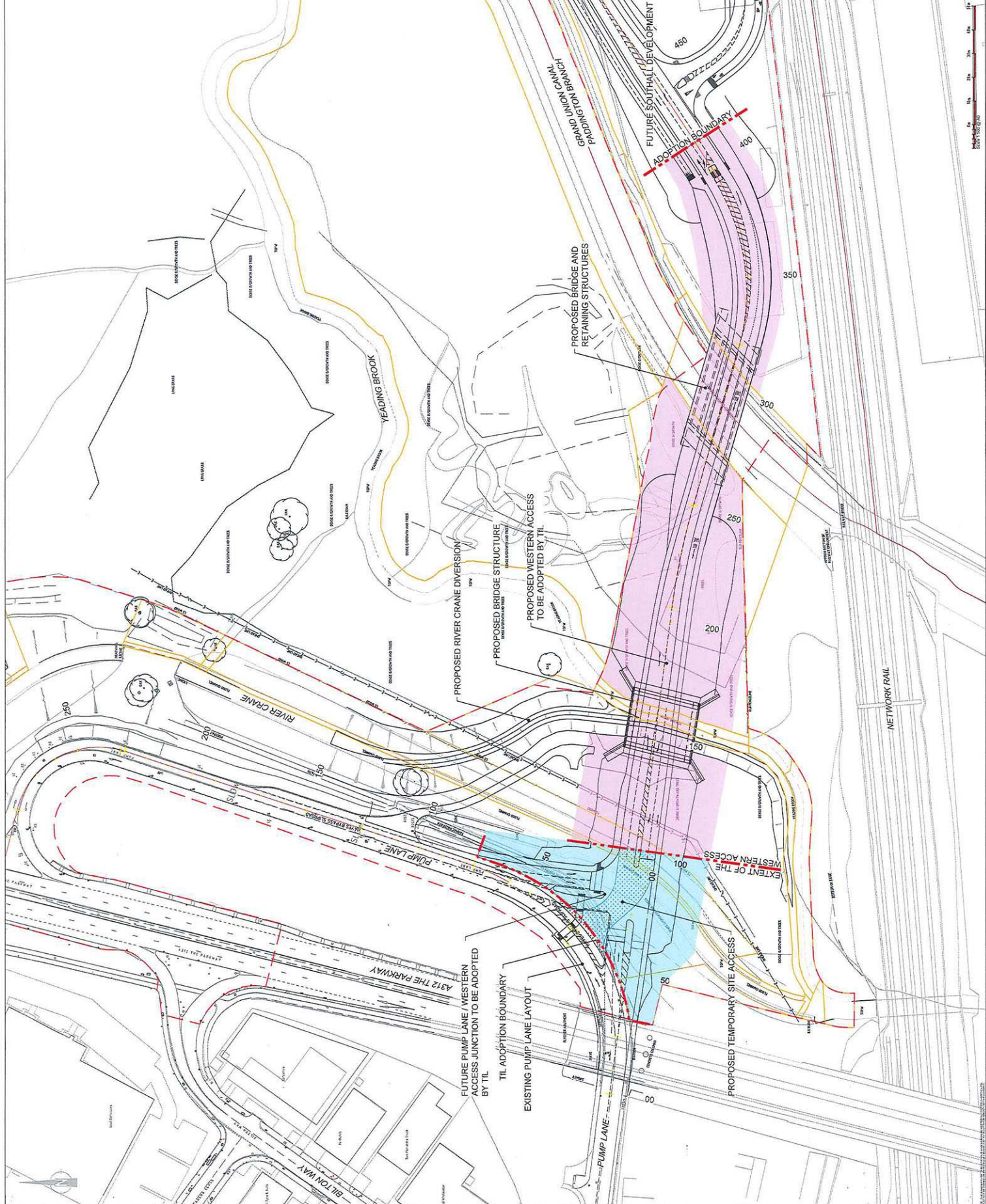
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 DASHED LINE BOUNDARY  
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 ADOPTION ADOPTED BY TIL  
 TEMPORARY CONSTRUCTION ACCESS

*St James*

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 NOT FOR CONSTRUCTION

PROJECT	ST JAMES WEST LONDON LTD
PROJECT	SOUTHALL
PROJECT	THE FORMER GAS WORKS SITE
PROJECT	WESTERN ACCESS CONSENTED SCHEME ADOPTION EXTENTS
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DATE	21/03/2018
DR	DR-00010
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DATE	21/03/2018
SCALE	1:500 at AD
DATE	21/03/2018
SCALE	1:500 at AD
DATE	21/03/2018

**St James**  
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1. FOR GENERAL ARRANGEMENT, REFER DRAWING V010000-01-01.
2. FOR ROAD PAVEMENT PLAN, REFER DRAWING V010000-01-02.
3. FOR ROAD PAVEMENT PLAN, REFER DRAWING V010000-01-03.
4. FOR DESIGN AND CONSTRUCTION PLAN, REFER DRAWING V010000-01-04.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR CONSTRUCTION	13.09.2011		

UNAPPROVED  
NOT FOR CONSTRUCTION

ST JAMES WEST LONDON LTD  
SOUTHALL  
THE FORMER GAS WORKS SITE  
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CONSOLIDATED SCHEME  
TYPICAL SECTIONS  
WESTERN ACCESS  
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13.09.2011

1:50 at A0

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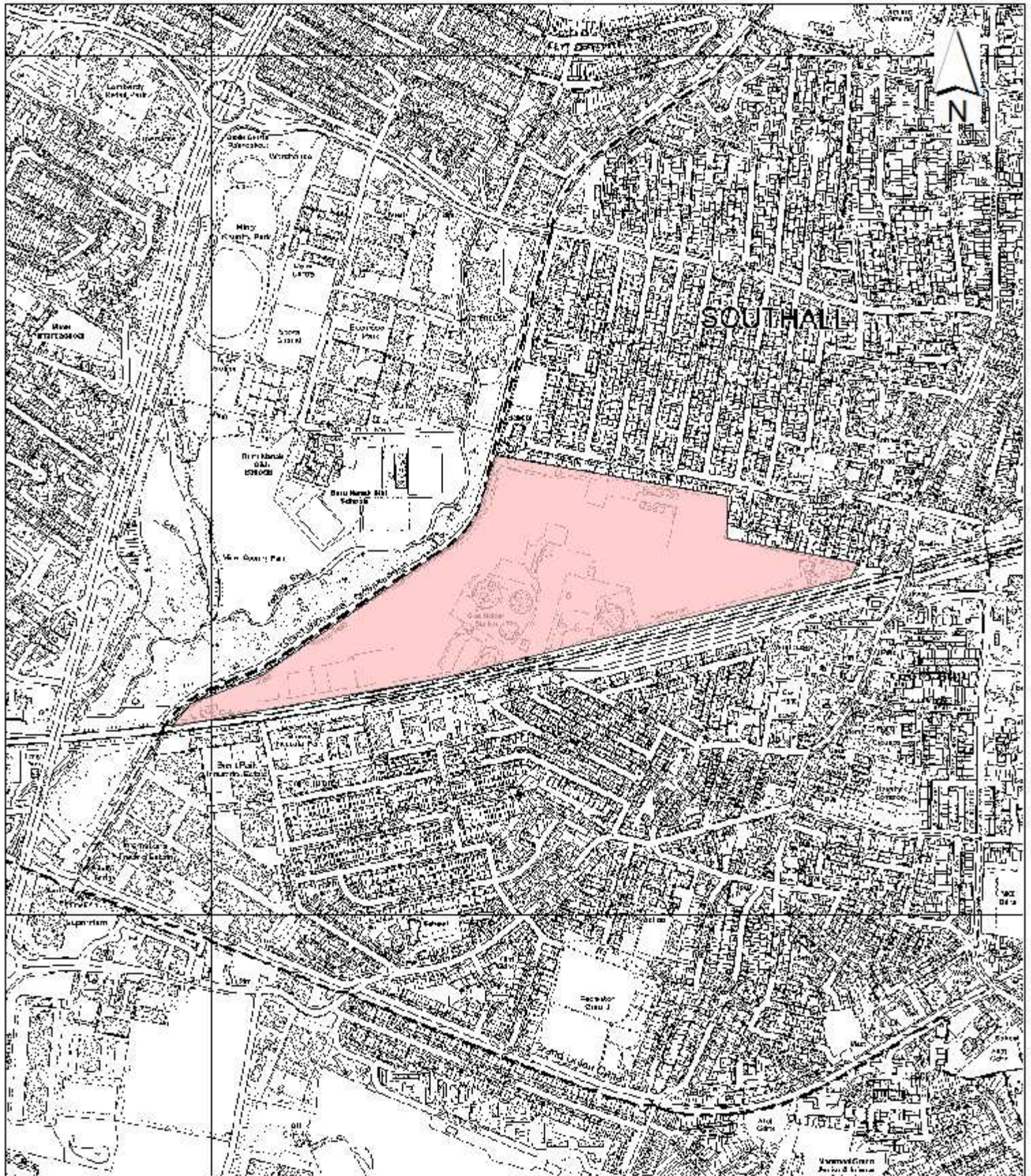
13.09.2011

13.09.2011

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13.09.2011





**Notes:**

 Site boundary

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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2015/3929**

Planning Committee:

**Major Page 292**

Scale:

**1:12,000**

Date:

**October 2016**

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

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



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Discharge of Condition 19 (remediation) of planning permission ref 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

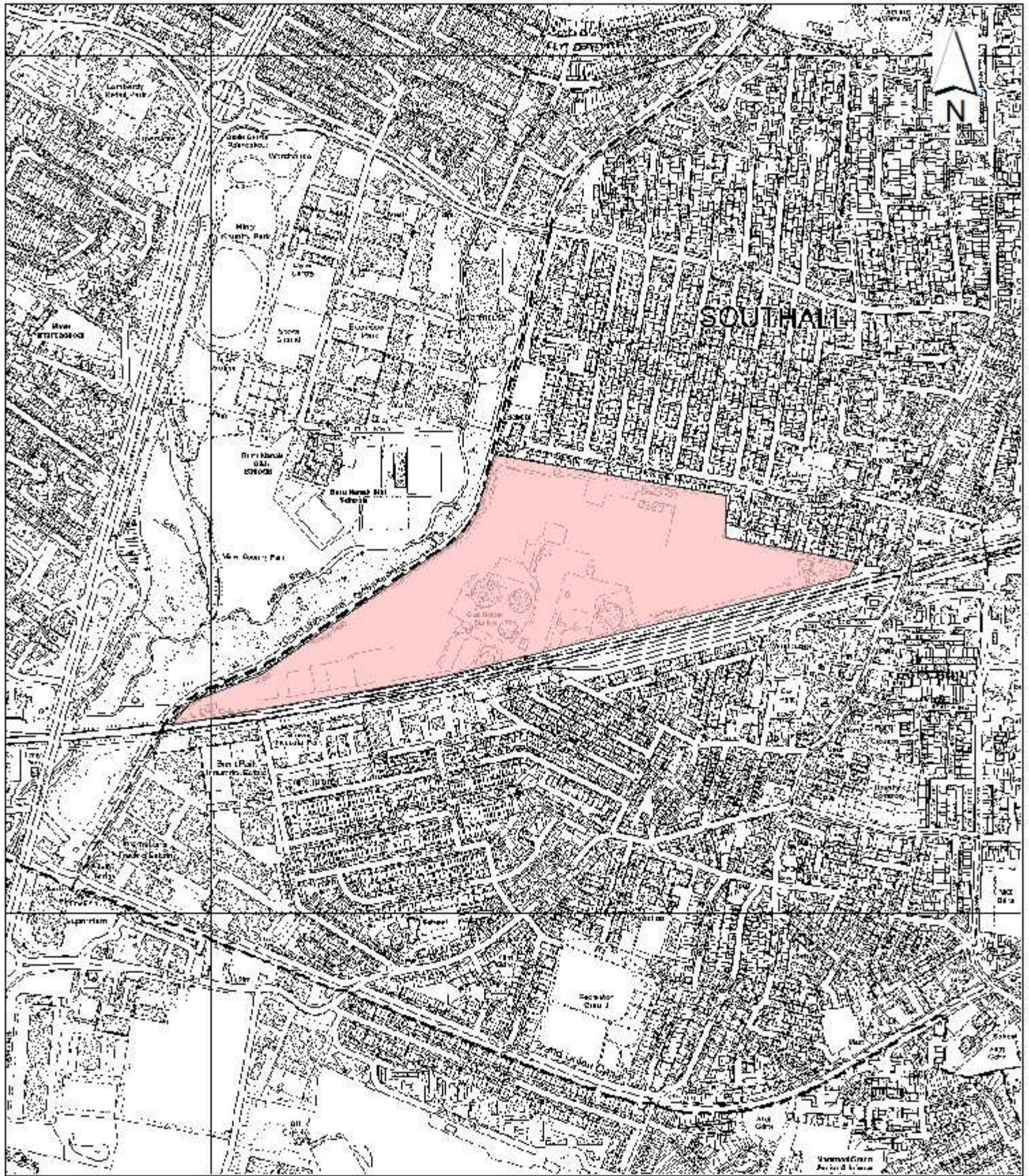
**LBH Ref Nos:** 54814/APP/2015/4215

**Date Plans Received:** 16/11/2015

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

**Date Application Valid:** 16/11/2015





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2015/4215**

Planning Committee:

**Major Page 294**

Scale:

**1:12,000**

Date:

**October 2016**

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

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



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

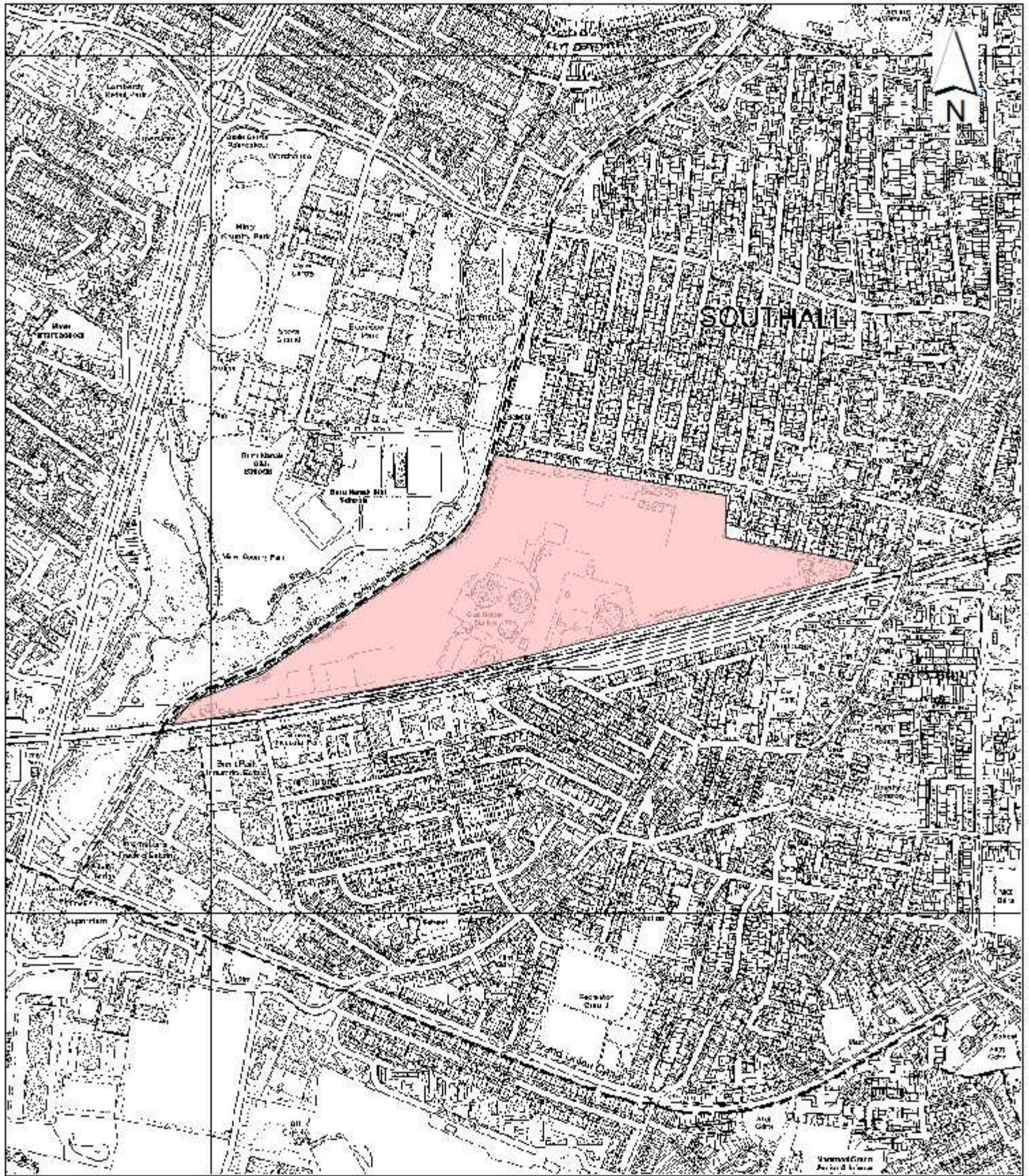
**Development:** Submission of Details for condition 24 (Invasive Species) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** 54814/APP/2015/3927

**Date Plans Received:** 21/10/2015  
**Date Application Valid:** 27/10/2015

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





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2015/3927**

Planning Committee:

**Major Page 296**

Scale:

**1:12,000**

Date:

**October 2016**

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

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



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Discharge of Condition 30 (Ecological Management Plan), Condition 31 (Ecological Clerk of Works - relating solely to the appointment of the Ecological Clerk of Works) and Condition 32 (Habitat Surveys) of planning permission ref. 54814/APP/2009/430 for Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union Canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

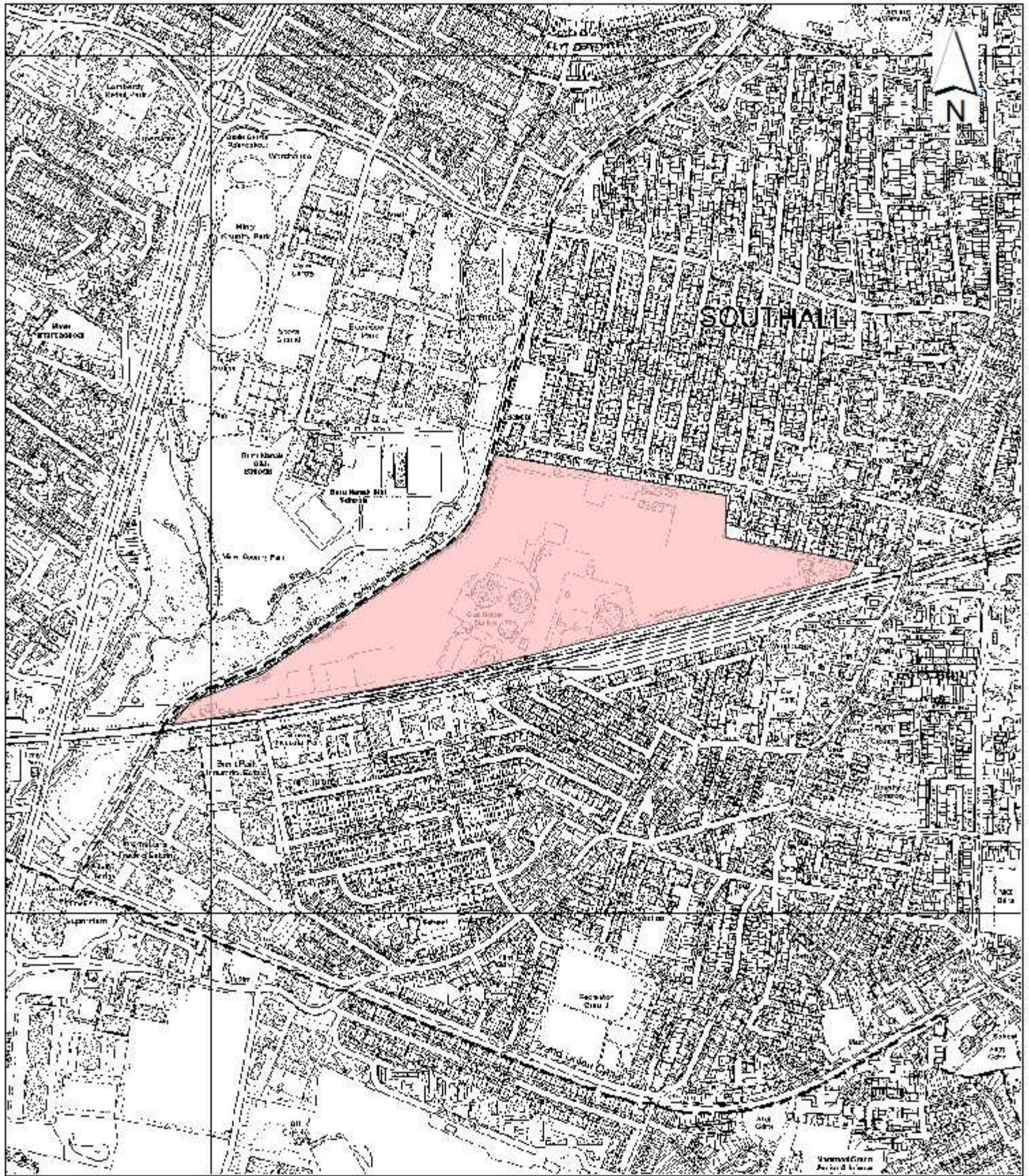
**LBH Ref Nos:** 54814/APP/2016/729

**Date Plans Received:** 22/02/2016

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

**Date Application Valid:** 22/03/2016





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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

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

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

Planning Application Ref:

**54814/APP/2015/729**

Scale:

**1:12,000**

Planning Committee:

**Major Page 298**

Date:

**October 2016**



**HILLINGDON**  
LONDON



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

**Address** SOUTHALL GAS WORKS HAYES BY PASS HAYES

**Development:** Submission of Details for condition 34( Flood Relief Channel) and 35 (Flood Storage Area) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

**LBH Ref Nos:** 54814/APP/2015/3931

**Date Plans Received:** 21/10/2015  
**Date Application Valid:** 27/10/2015

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









NOTES:  
 1. This drawing is for discussion purposes only and is intended for illustrative purposes only.  
 2. Please refer to the project brief for further details.

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 PURPOSES ONLY**

REV	DATE	BY	CHKD	DESCRIPTION
A	20/05/15	MM	FW	TENDER ISSUE

CLIENT: **St James**  
Design and Build Ltd

PROJECT: **SOUTHALL**  
**THE FORMER GAS WORKS SITE**

DRAWING TITLE: **River Crane Diversion -  
 Consented Scheme  
 CHAINAGE PLAN**

SCALE: **1:500@A1**

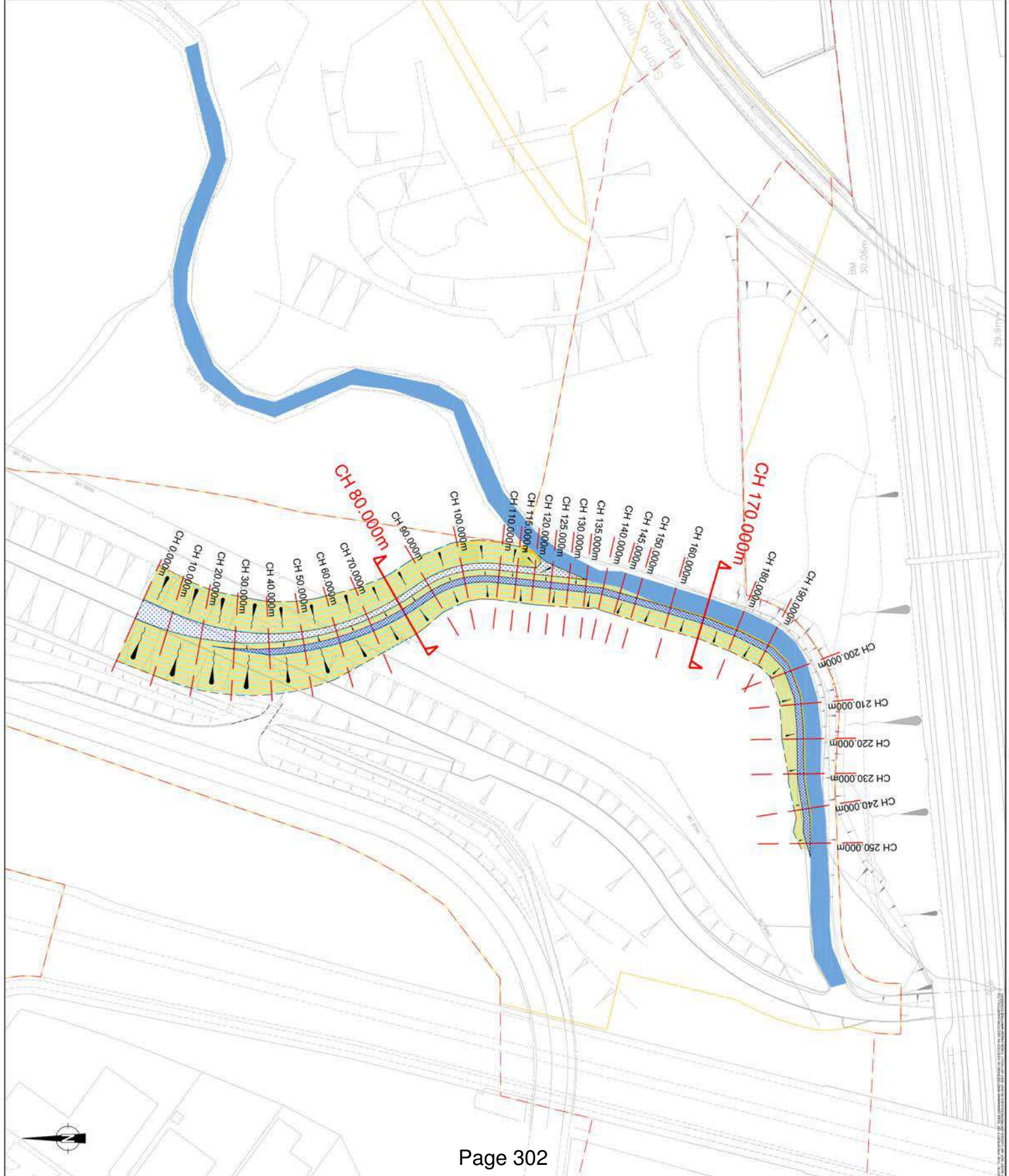
DRAWN: NLM  
 CHECKED: MJS  
 DATE: 21/05/15



**vectos**  
the way infrastructure operates

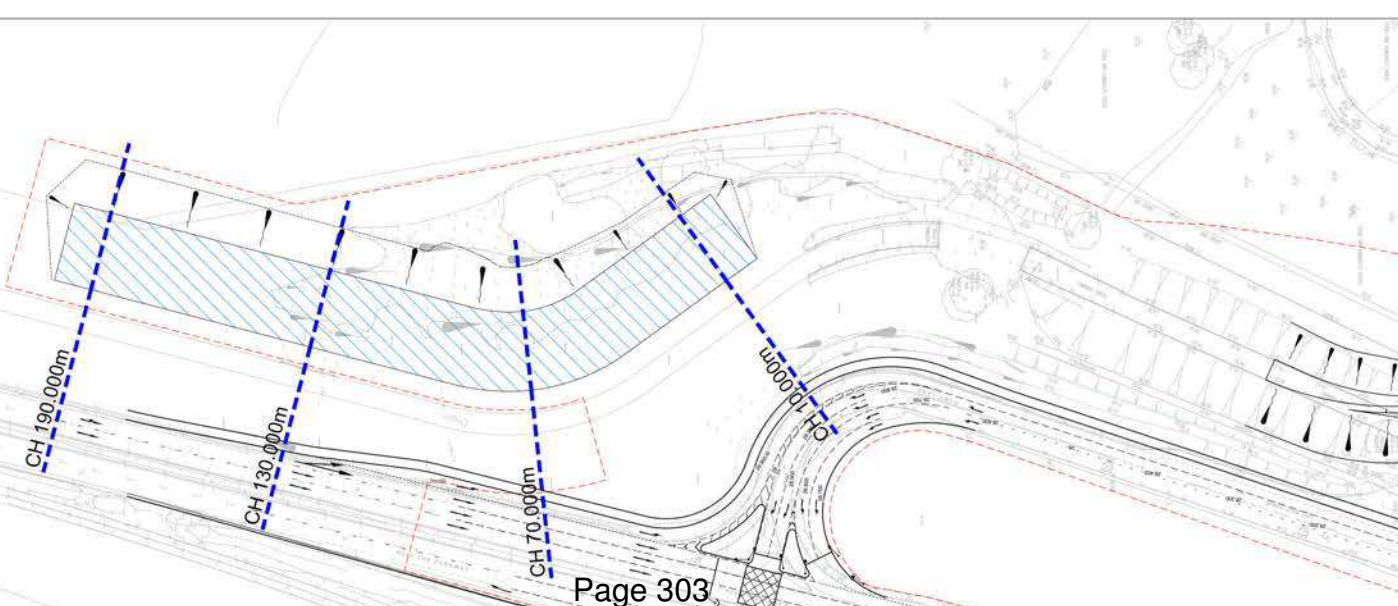
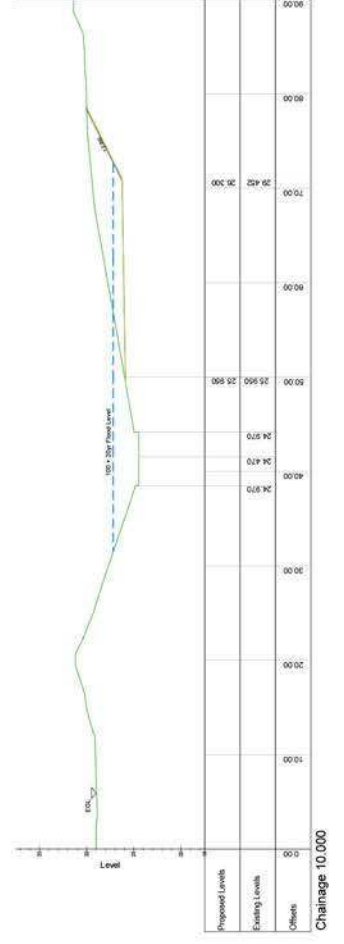
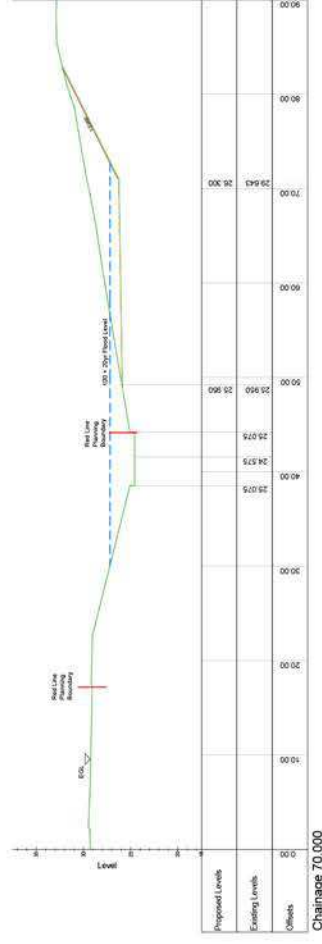
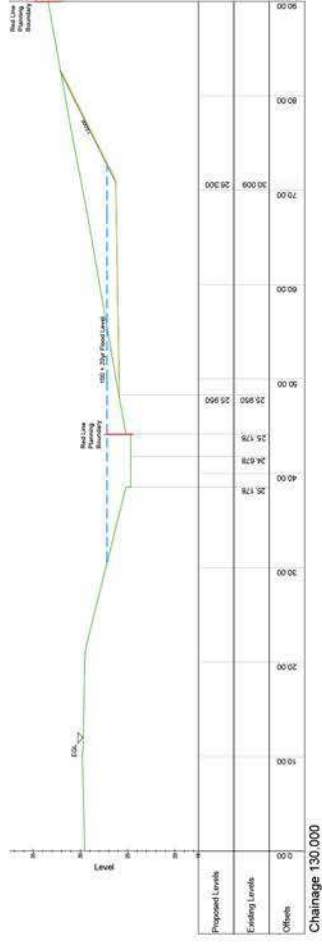
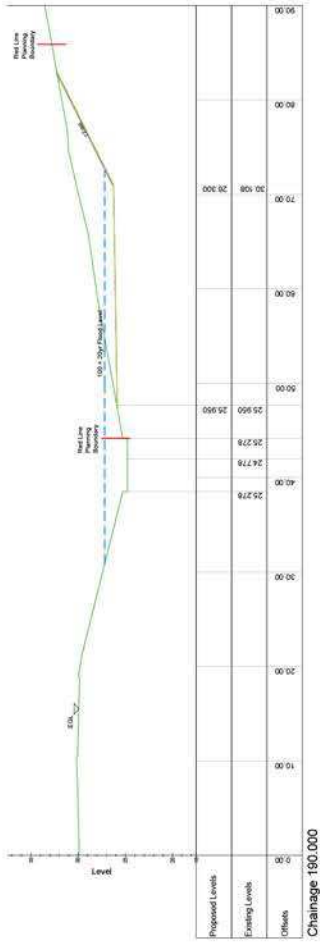
Office: 61 Oxford Street, Manchester, M1 6EQ  
 T: 0161 228 1008  
 E: manchester@vectos.co.uk

PROJECT NUMBER: **VD15290-ID-DR-25-0002**  
 REVISION: **A**



CROSS SECTIONS  
SCALE 1:200@A0

LOCATION PLAN  
SCALE 1:500@A0



ST JAMES WEST LONDON LTD  
**St James**  
PROPERTY LTD

SOUTHALL  
THE FORMER GAS WORKS SITE

Flood Compensation Scheme -  
CROSS SECTIONS

As Shown@A0

DATE: 03/08/13  
DRAWN: JRM  
CHECKED: JRM

**VECTOS**  
Engineering & Planning  
Oxford Road, St. Oxford Street, Manchester, M1 6EQ  
T: 0161 278 3388  
E: manchester@vectos.co.uk

VD15290-ID-DR-25-0009 | A















1. FOR GENERAL ARRANGEMENT - SEE OTHER DRAWINGS  
 2. FOR GENERAL NOTES - SEE OTHER DRAWINGS  
 3. FOR DIMENSIONS - SEE OTHER DRAWINGS

**KEY**

- RED LINE PLANNING BOUNDARY
- CPW BOUNDARY
- CONTOUR - MAJOR @ 50m
- CONTOUR - MINOR @ 10m
- SCOUR PROTECTION

UNAPPROVED  
 NOT FOR CONSTRUCTION

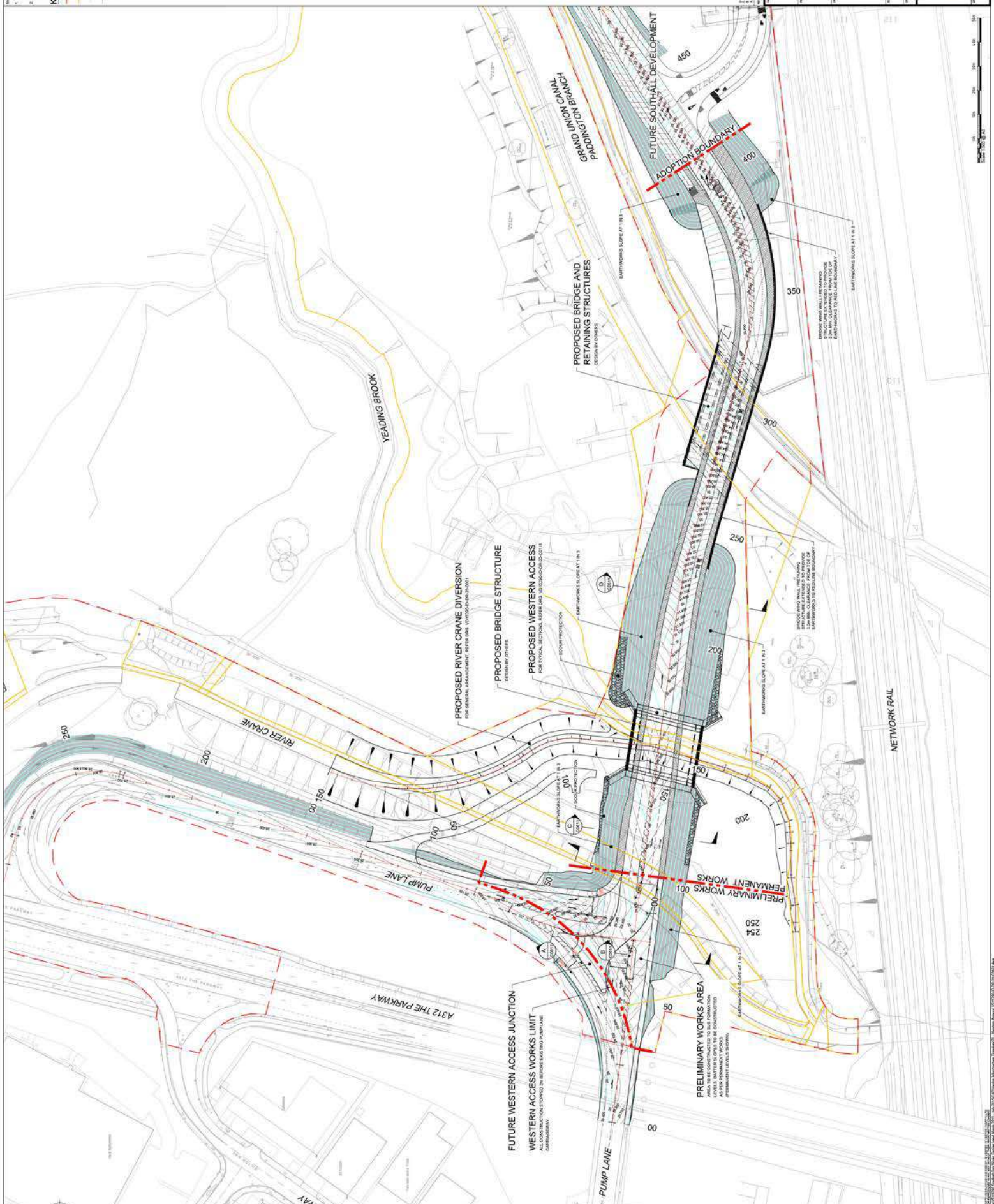
NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMITS	13.03.2011		
2	ISSUED FOR CONSTRUCTION			

ST JAMES WEST LONDON LTD  
 SOUTHALL  
 THE FORMER GAS WORKS SITE  
 WESTERN ACCESS  
 CONSENTED SCHEME  
 EARTHWORKS PLAN

1:500 at A0

Vector  
 Oxford House, 61 Oxford Street, Manchester, M1 6EQ  
 T: 0161 235 1000  
 www.vectors.co.uk

VD15290-ID-DR-20-00801 | D







NOTES:  
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 2. This drawing is for discussion only.

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REV	DATE	BY	CHKD	DESCRIPTION
A	20/05/15	FW	FW	ISSUED FOR IFC

**St James**  
 CONSULTING LTD

**SOUTHALL**  
**THE FORMER GAS WORKS SITE**

River Crane Diversion -  
 Consented Scheme  
 GENERAL ARRANGEMENT

SCALE: 1:500@A1

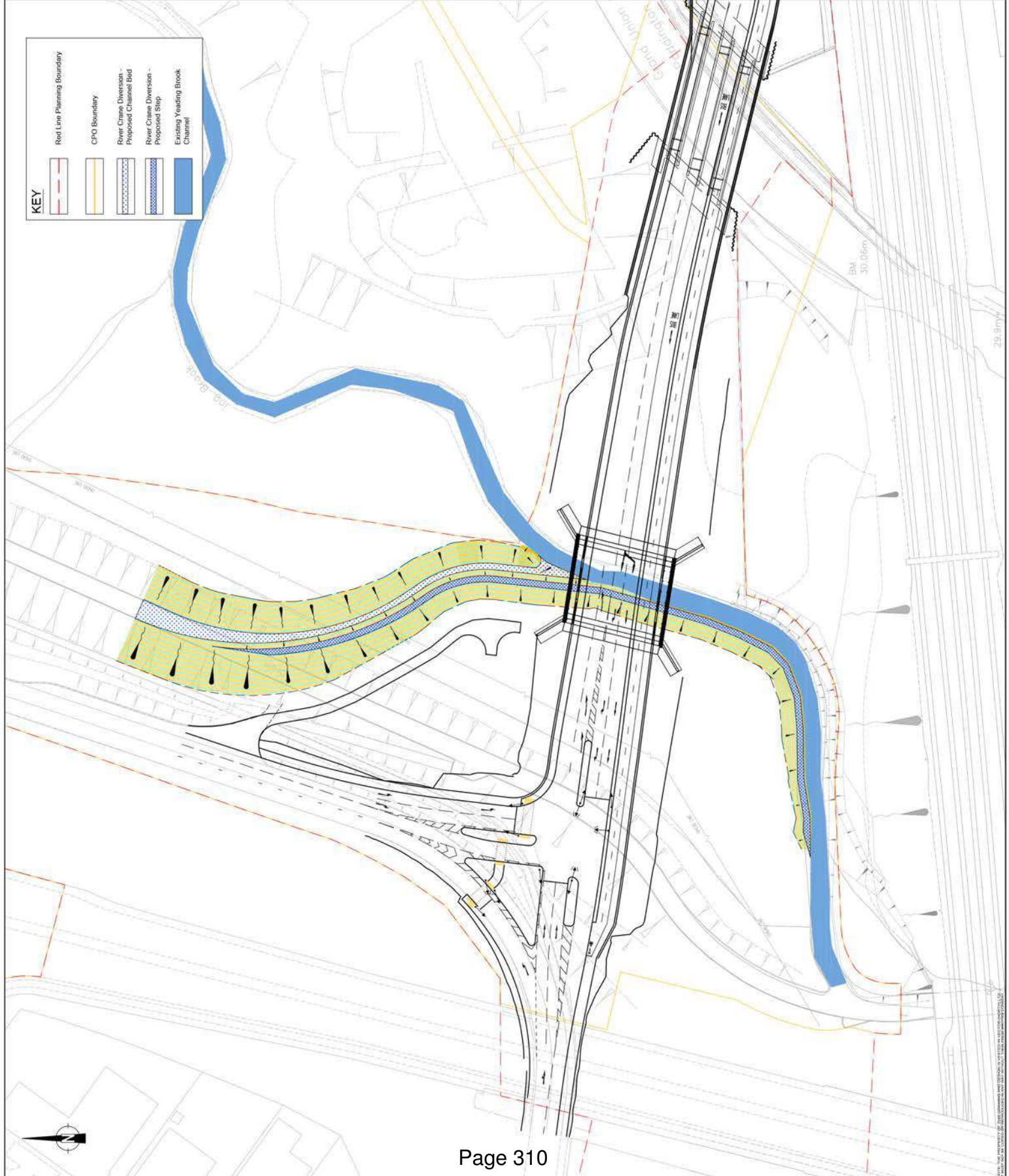


Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
 T: 0161 228 1008 E: manchester@vectors.co.uk

VD15290-ID-DR-25-0001 A

**KEY**

- Red Line Planning Boundary
- CPO Boundary
- River Crane Diversion - Proposed Channel Bed
- River Crane Diversion - Proposed Slop
- Existing Yeading Brook Channel

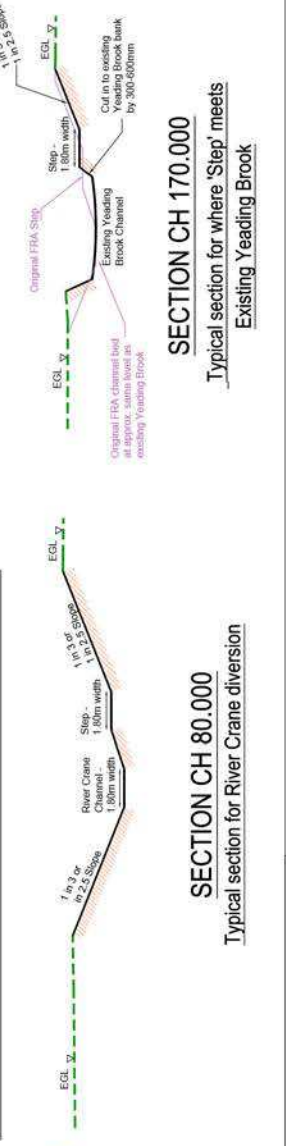




NOTES:  
 1. This drawing is for discussion purposes only and is intended for illustrative purposes only.  
 2. This drawing is for discussion only.

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 PURPOSES ONLY**

**TYPICAL CROSS SECTIONS (Facing Downstream)  
 SCALE 1:125@A1**

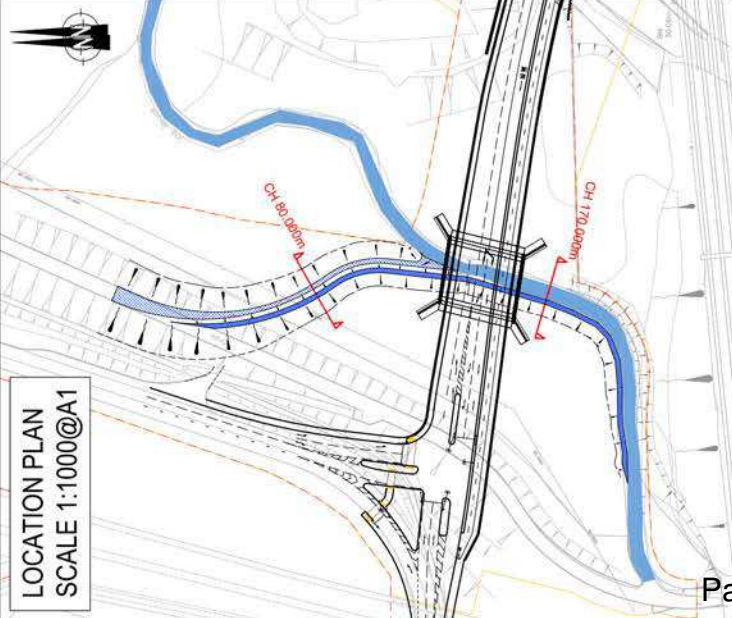
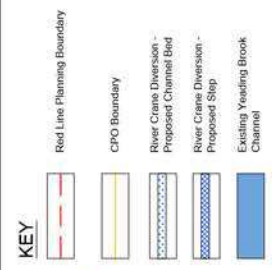


**SECTION CH 170.000**

Typical section for where 'Step' meets Existing Yeading Brook

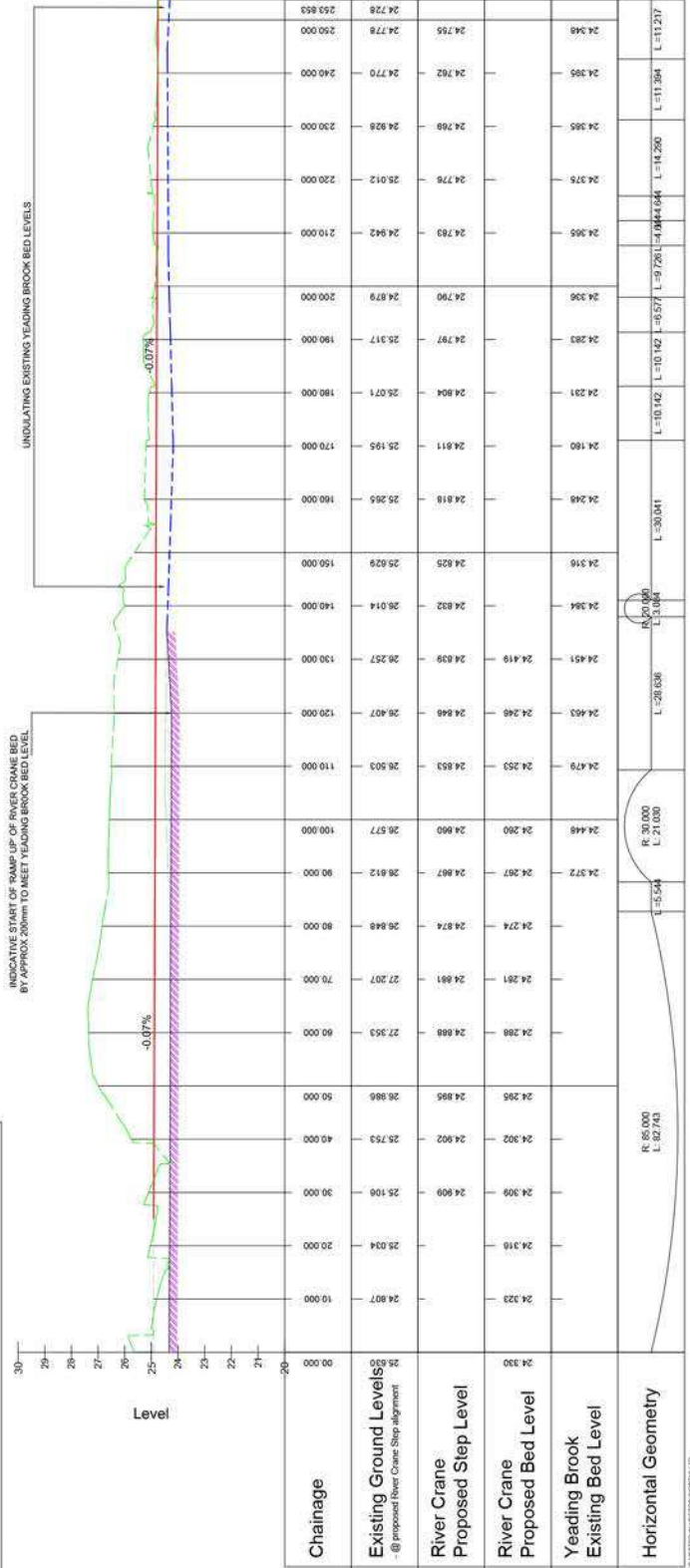
**SECTION CH 80.000**

Typical section for River Crane diversion



**LONG SECTION  
 SCALE 1:500@A1 - 1:5 VERTICAL EXAGGERATION**

**RIVER CRANE DIVERSION  
 SCALE: H 1:500, V 1:100.**



ST JAMES WEST LONDON LTD **St James** Design and Build Ltd

**SOUTHALL**  
**THE FORMER GAS WORKS SITE**

River Crane Diversion - Consented Scheme LONG SECTION

As Shown @ A1

**vectors**  
 highway infrastructure specialists

Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
 T: 0161 228 1008  
 E: manchester@vectors.co.uk

VD15290-ID-DR-25-0003



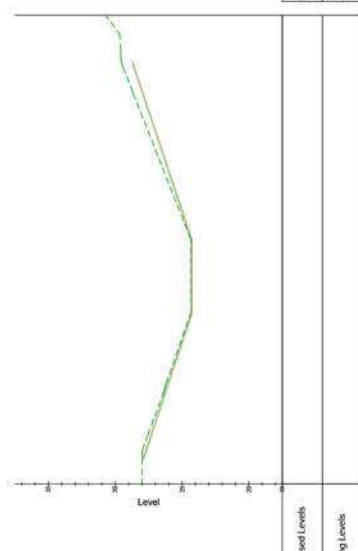
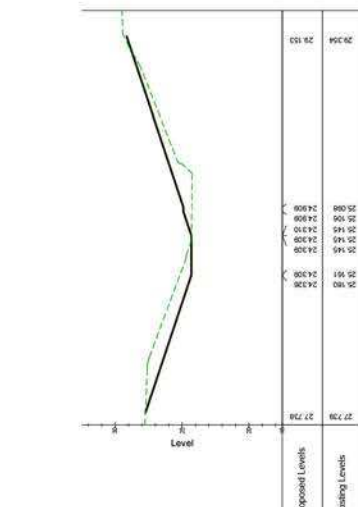
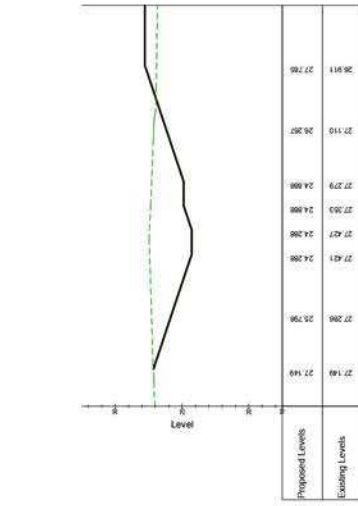
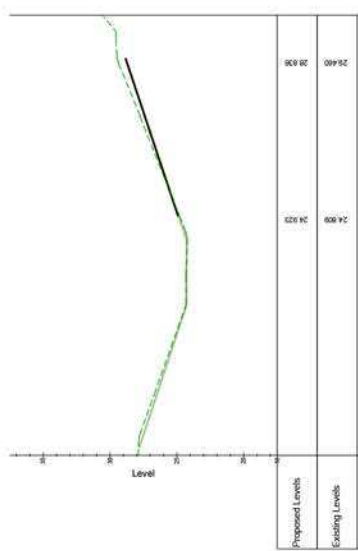
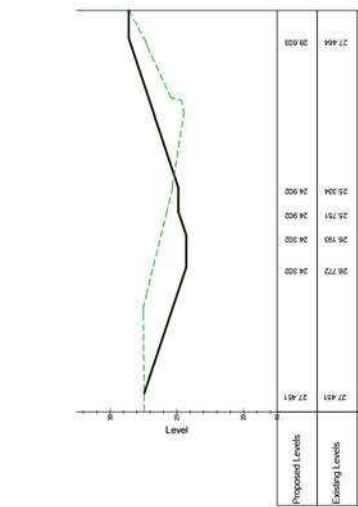
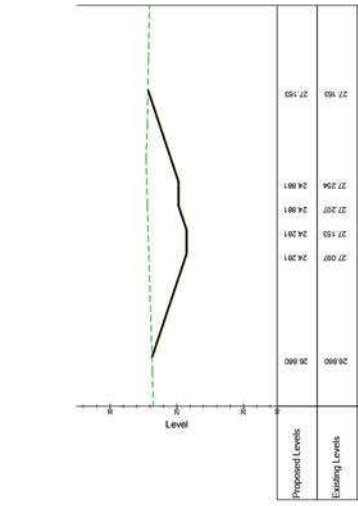
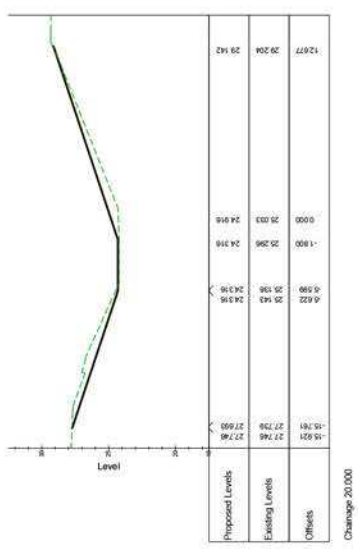
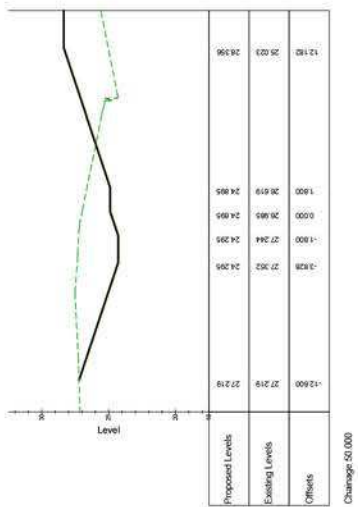
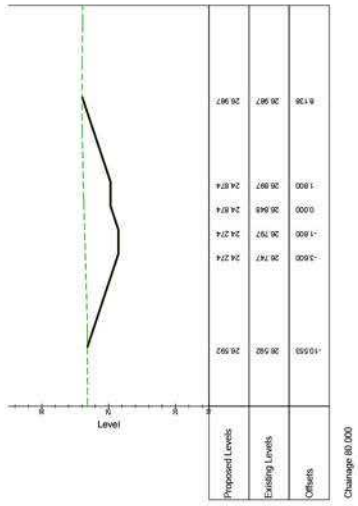
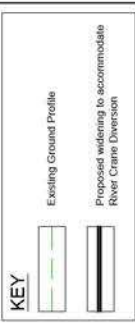


**SECTIONS - Facing Downstream  
SCALE 1:200@A1**



Notes: This drawing is for discussion purposes only. It is not to be used for construction purposes.

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ST JAMES WEST LONDON LTD **St James**  
 THE FORMER GAS WORKS SITE  
 River Crane Diversion -  
 Consented Scheme  
 SECTIONS 1/4  
 As Shown at A1

ST JAMES WEST LONDON LTD  
 Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
 T: 0161 228 1008  
 E: manchester@stjames.co.uk

VD15290-ID-DR-25-0004

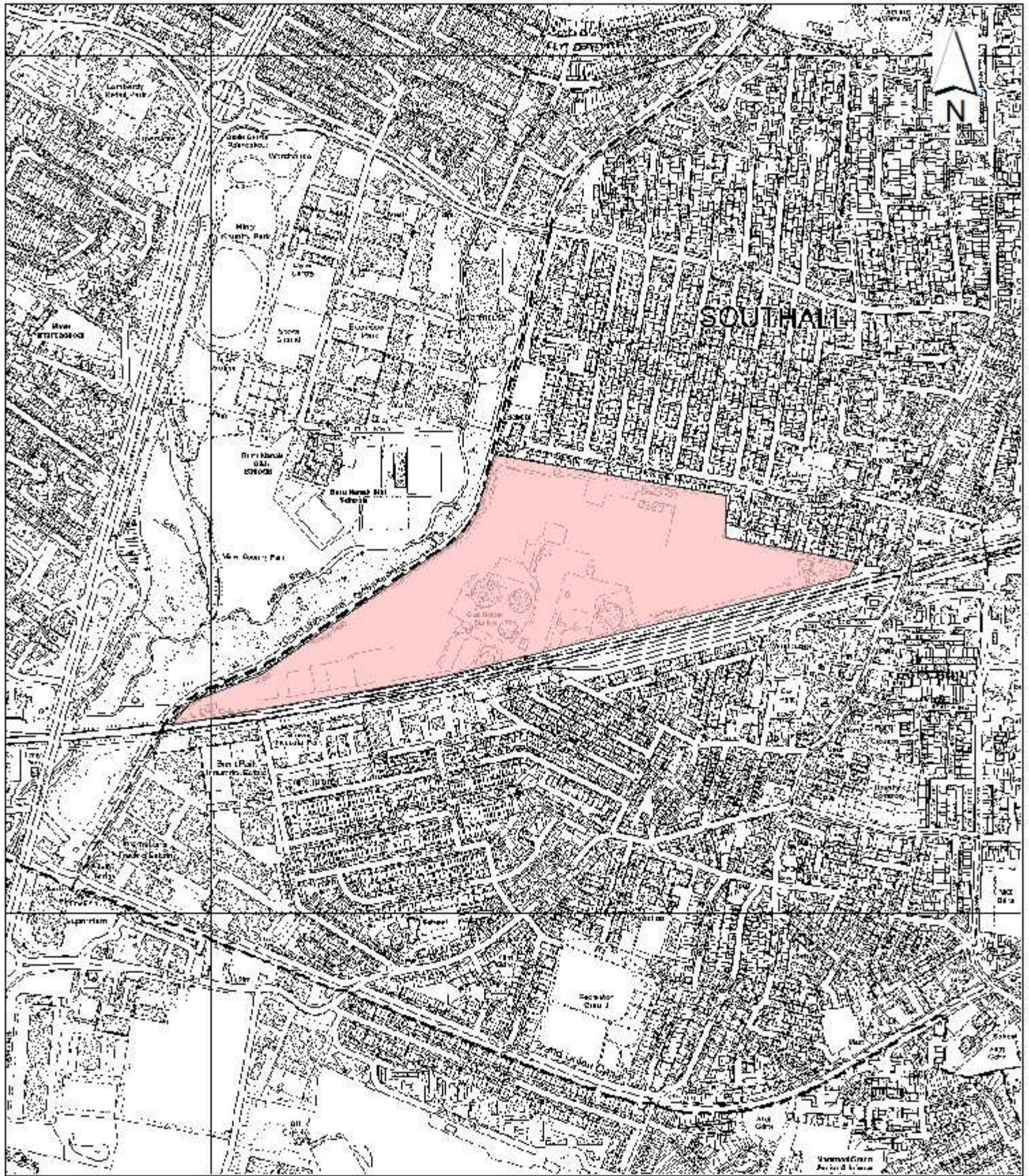












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Site Address:

**Southall Gasworks Site  
Hayes By Pass  
Hayes**

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

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

Planning Application Ref:

**54814/APP/2015/3931**

Scale:

**1:12,000**

Planning Committee:

**Major** Page 317

Date:

**October 2016**



**HILLINGDON**  
LONDON



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

**Address** WATERLOO WHARF WATERLOO ROAD UXBRIDGE

**Development:** Demolition of existing buildings. Erection of 4 storey building containing 55 apartments and commercial unit together with associated car parking, access and landscaping.

**LBH Ref Nos:** 43016/APP/2016/2840

**Date Plans Received:** 22/07/2016  
**Date Application Valid:** 25/07/2016

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



**wilcoxandmeilwies**

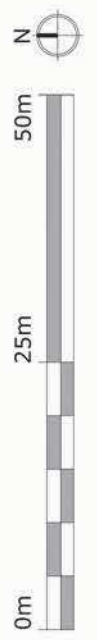
<b>DRAWING TITLE</b>	Proposed Site Plan	<b>REV</b>	05	<b>SCALE</b>	1:500 @ A3
<b>PROJECT No.</b>	209	<b>DWG No.</b>	100	<b>CHECKED</b>	SM
<b>DATE</b>	13/06/2016	<b>DRAWN</b>	BW	<b>STATUS</b>	For Approval

**CLIENT**  
Howarth Homes

**PROJECT**  
Waterloo Wharf  
Uxbridge

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REV	DATE	DESCRIPTION	DRAWN	BY
05	13/06/2016	Issued for planning	BW	







GRAND UNION CANAL

DOLPHIN BRIDGE

REV	DATE	DESCRIPTION
01	24/06/2016	Issue for planning

<b>CLIENT</b>	Howarth Homes
<b>PROJECT</b>	Waterloo Wharf
<b>LOCATION</b>	Waterloo Wharf, Lutteridge
<b>DATE</b>	24/06/2016
<b>SCALE</b>	1:200 @ A2
<b>STATUS</b>	For Approval
<b>DRAWN</b>	SM
<b>CHECKED</b>	SM

DRAWING TITLE: Ground Floor Plan  
 PROJECT No: 209  
 DATE: 24/06/2016  
 SCALE: 1:200 @ A2  
 STATUS: For Approval  
 DRAWN: SM  
 CHECKED: SM

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 Wilcox and Meilwies, 100 High Street, Lutteridge, Leicestershire, LE17 7JG, UK  
 Tel: +44 (0) 1535 531515  
 www.wilcoxandmeilwies.com

**RIBA #**







REV	DATE	DESCRIPTION	DRAWN	CHK
04	24/06/2016	Issue for planning		

<b>CUSTOMER</b>	Rowarth Homes
<b>PROJECT</b>	Waterloo Wharf
<b>LOCATION</b>	Waterloo Wharf, 1-12, 15-16, 19-24, Waterloo Wharf, London, SE1 1UL
<b>DATE</b>	24/06/2016
<b>SCALE</b>	1:200 @ A2
<b>STATUS</b>	For Approval

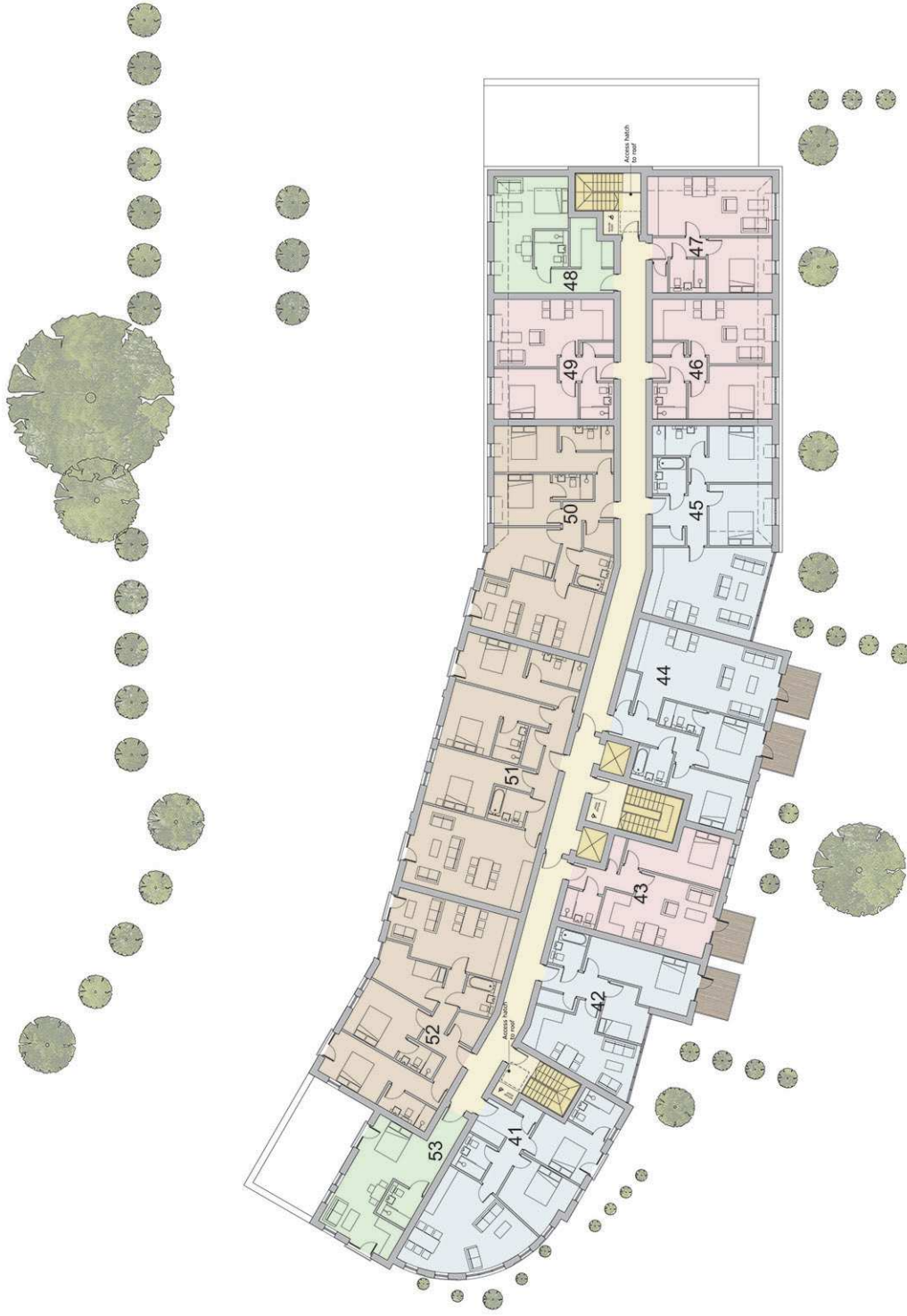
<b>DRAWING TITLE</b>	Proposed Final Floor Plan	<b>REV</b>	04	<b>SCALE</b>	1:200 @ A2
<b>PROJECT NO.</b>	209	<b>PL</b>	201	<b>CHKD</b>	SM
<b>DATE</b>	24/06/2016	<b>DRWN</b>	BW	<b>SM</b>	

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RIBA #





REV	DATE	DESCRIPTION	BY
04	24/06/2016	Issue for planning	SM

CLIENT	PROJECT	DATE	SCALE
Horwath Homes	Waterloo Wharf	24/06/2016	1:200 @ A2

DRAWING TITLE	PROJECT NO.	PL	DATE	SCALE
Proposed Third Floor Plan	209	PL	24/06/2016	1:200 @ A2

DESIGNER	CHECKED	DATE	STATUS
SM	SM	24/06/2016	For Approval

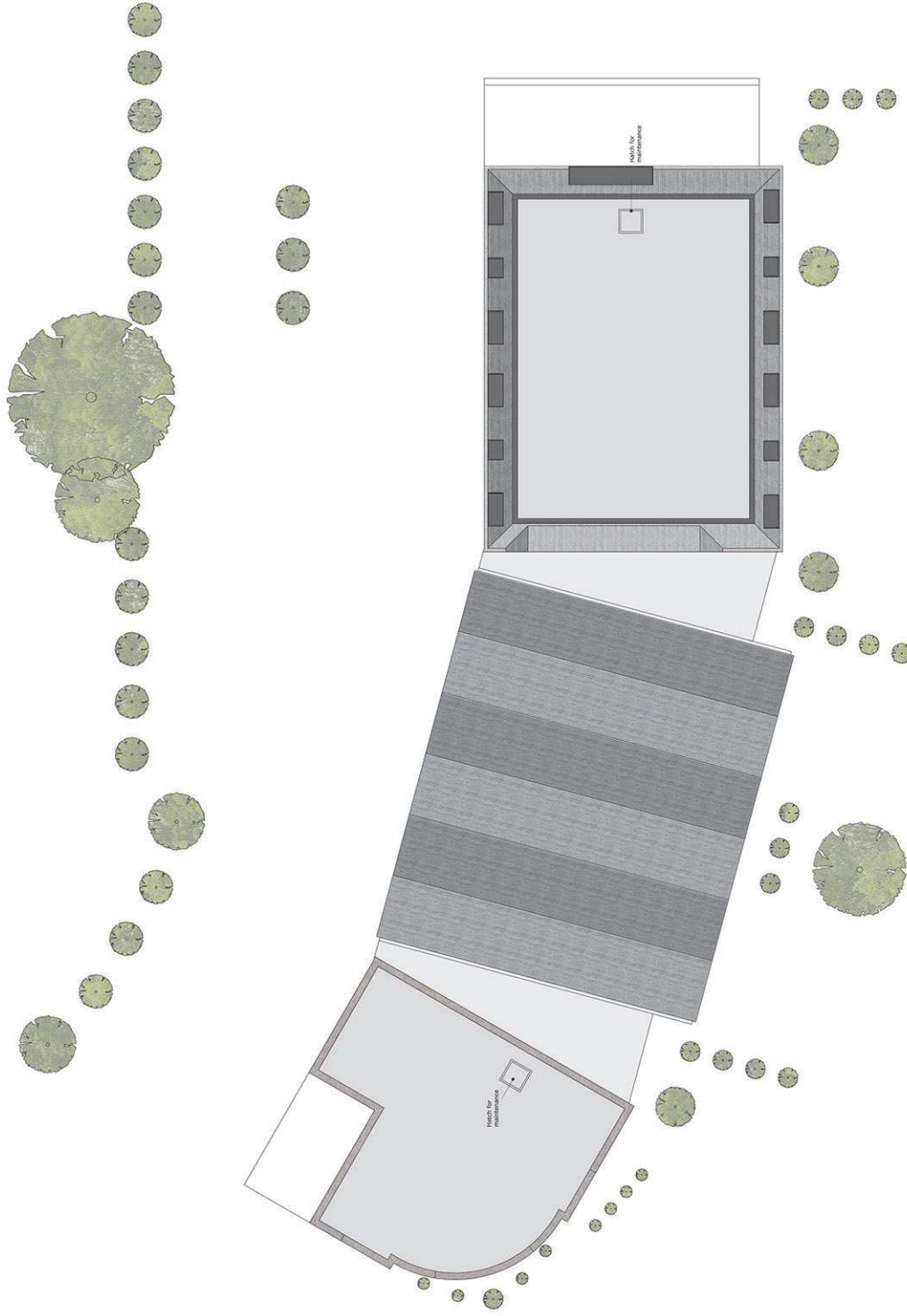
  

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**wilcoxandmeilwies**







REV	DATE	DESCRIPTION	BY	CHK
04	24/06/2016	Revised for planning	PL	PL

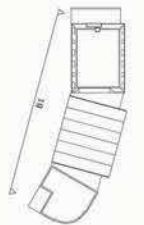
  

CLIENT	PROJECT	LOCATION
Horwath Homes	Waterloo Wharf	Uxbridge

DRAWING TITLE	PROPOSED PLAN	DATE	DRAWN	CHECKED	DATE	SCALE	KEY	STATUS
Proposed Roof Plan	PL	24/06/2016	BW	SM	204	1:200 @ A2	04	For Approval

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<b>REV</b>	<b>DATE</b>	<b>DESCRIPTION</b>	<b>DRAWN</b>	<b>CHECKED</b>	<b>DATE</b>	<b>BY</b>	<b>SCALE</b>
01	08/06/16	Initial Design	SM	SM	08/06/16	SM	1:200 @ A2
02	08/06/16	Final Design	SM	SM	08/06/16	SM	1:200 @ A2

**PROJECT INFORMATION**

**CLIENT:** Homeath Homes  
**PROJECT:** Waterloo Wharf  
**LOCATION:** Luxbridge

**DATE:** 28/06/16  
**STATUS:** For Approval

**PROJECT NO.:** 301  
**CLIENT NO.:** SN

**PROJECT TITLE:** Proposed Elevation  
**PROJECT NO.:** PL  
**CLIENT NO.:** BW

**SCALE:** 1:200 @ A2

**FOR APPROVAL**

**RIBA #**



Elevation B2



Elevation B3

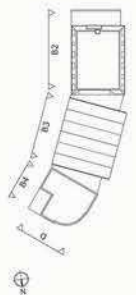


Elevation B4



Elevation D

Elevations are drawn parallel to each building facade. For full Elevation B1 see drawing 301.



**willcox and meilwes**

<b>CLIENT</b> Horstath Homes	<b>PROJECT</b> Waterloo Wharf Luxbridge	<b>DATE</b> 28/06/16	<b>PL</b> BW	<b>NO</b> 303	<b>CHASER</b> SN	<b>SCALE</b> 1:200 @ A2
<b>PROJECT TITLE</b> Proposed North and East Elevations (Final)			<b>NO</b> 02	<b>DATE</b> 28/06/16	<b>NO</b> 02	<b>SCALE</b> 1:200 @ A2
<b>REV DATE DESCRIPTION</b>			<b>FOR APPROVAL</b>			
R1 28/06/16 Issue for permit			For Approval			

Drawings are prepared by the architect and are not to be used for construction purposes. The Client is responsible for obtaining all necessary permits and approvals. The Client is responsible for ensuring that the drawings are in accordance with all applicable laws and regulations. The Client is responsible for ensuring that the drawings are in accordance with all applicable laws and regulations. The Client is responsible for ensuring that the drawings are in accordance with all applicable laws and regulations.

**RIBA #**







**willcox and meilwes**

<b>REV DATE DESCRIPTION</b>	<b>DRAWN</b>	<b>PROJECT</b>	<b>DATE</b>	<b>BY</b>	<b>SCALE</b>
01 - 08/16 - Issues for planning	01	Research Homes Waterloo Wharf Uxbridge	28/06/16	BW	1:200 @ A2

**PROPOSED WEST ELEVATION**  
**PROJECT NO.** 209  
**DATE** 28/06/16  
**BY** BW  
**SCALE** 1:200 @ A2  
**DATE** 28/06/16  
**BY** BW  
**SCALE** 1:200 @ A2  
**DATE** 28/06/16  
**BY** BW  
**SCALE** 1:200 @ A2

**FOR APPROVAL**

**RIBA #**



A- A5



REV	DATE	DESCRIPTION	DRAWN
01	06/16/16	Issue for permit	SM

COUNTY  
 Housarth Homes  
 PROJECT  
 Waterloo Wharf  
 Uxbridge

ISSUING TITLE	PROJECT NO.	DATE	PL.	SCALE	DATE	BY	CHKD.	APP.	SCALE
Proposed Ground (Joint) Elevation	310	28/06/16	BW	1:250 @ A2	03	SM	SM	SM	1:250 @ A2

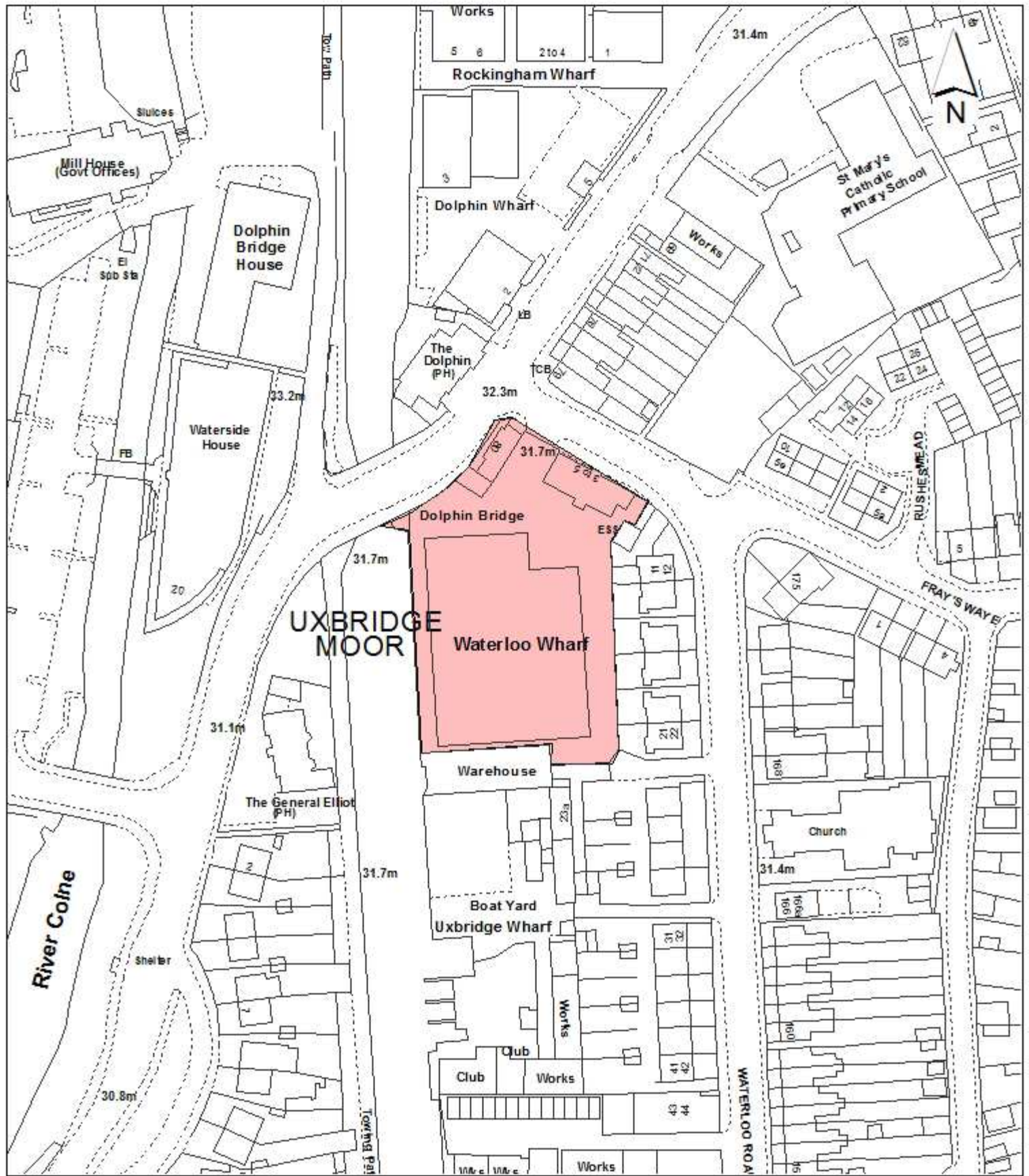
For Approval

**willcox and meilwes**

RIBA #







**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Waterloo Wharf  
Uxbridge**

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

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

Planning Application Ref:

**43016/APP/2016/2840**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 331

Date:

**October 2016**



**HILLINGDON**  
LONDON

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## HILLINGDON LONDON

<b>Meeting:</b>	<b>Majors Planning Committee</b>	
<b>Date:</b>	<b>4th October 2016</b>	<b>Time: 6:00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>	

### ADDENDUM SHEET

<b>Item: 6</b>	<b>Page: 1 - 44</b>	<b>Location:36-40 Rickmansworth Road</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
<p>1) Section 2: RECOMMENDATION, (A) and section 7.20: Replace paragraph (i) with the following (add to the end of section 7.13):</p> <p>(i) Affordable Housing: Further to the independent review of the AH FVA it was agreed with the Head of Planning and Housing Manager that there was insufficient surplus to justify the provision of any affordable housing on this scheme. Section 2: RECOMMENDATION, (A) and section 7.20:</p> <p>Replace paragraph (ii) with the following: (ii) Affordable Housing Review Mechanism: In the absence of the provision of affordable housing on the scheme, based upon the current FVA Toolkit Modelling, it has been discussed and agreed with the Council, that on this occasion a review mechanism is acceptable to capture any uplift in values and affordable housing provision / financial contribution. The s106 obligation must only be on the basis of a single review which is to be triggered by non-commencement of the approved development (e.g. 15 months post planning permission - being the same mechanism as agreed on several other Hillingdon schemes). Reviews during the construction process can't be agreed as they have negative implications and uncertainty on construction funding which must be avoided on these type of single phase schemes.</p> <p>2) Section 2: RECOMMENDATION (D) -</p>		<ol style="list-style-type: none"> <li>1) Update on Affordable Housing</li> <li>2) Correction to Report</li> <li>3) Update from Flood and Water Management Officer</li> <li>4) Secure 2 motorcycle parking spaces</li> <li>5) Change to trigger point for discharge of condition 15 (materials)</li> <li>6) New condition to secure details of PV panels</li> <li>7) New condition to secure landscape maintenance and to require visibility splays</li> <li>8) New condition to require safety audit of new access</li> <li>9) Secured by Design condition to be kept to secure provisions for external areas.</li> </ol>

AMEND TYPO s106 completion date from "13<sup>th</sup> March 2016" to "20<sup>th</sup> December 2016"

3) Add comments from the Flood and Water Management Officer to Internal Consultees section and replace condition 9 (Water Management Condition):

Replace condition 9 with the following:  
"Prior to commencement of development, 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 follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

- a) by maintaining existing ground levels through the undercroft entrance to parking, so that the overland flow route is maintained in perpetuity
- b) reduce run off from the site to the greenfield run off rates specified.
- c) provide storage through a green roof and permeable paving

In addition the scheme shall provide details on the following how it, Manages Water and demonstrate ways of controlling the water on site by providing information on:

- i. Where a basement is 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).
- ii. 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.
- iii incorporate water saving measures and equipment.
- iv provide details of how rain and grey water will be recycled and reused in the development.
- v Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

vi From commencement on site how

The Flood and Water Mangement Officer has given further comments following the submission of the 36, 38 & 40 Rickmansworth Rd Hillingdon SUDS Statement June 2016 Final 2.

The proposals to control surface run off to greenfield run off rates through a green roof to the car park and through permeable paving is considered acceptable. However, there is a potential risk of groundwater impacts as a result of the semi-basement. However as the basement does not extend to the full width of plot and it is a semi basement, it is considered appropriate that this detail can be provided at a later stage when more detailed site investigations have been undertaken which will determine if there is any ground water. A condition is therefore requested. There is a crucial surface water flow path which is important to maintain through the site, and therefore as proposed ground levels at the eastern side of the side should be maintained and the undercroft access to the basement parking kept open at all times in perpetuity. The management and maintenance plan as detailed should be adhered to.

temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.  
vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to be provided.

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

REASON: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016); And to be handled as close to its source as possible in compliance with policy 5.13 Sustainable Drainage of the London Plan (2016), and conserve water supplies, policy 5.15 Water use and supplies of the London Plan (2016), and the NPPF (2012).”

4) Amend condition 12 from 1 motorcycle bay to 2 motorcycle bays

5) Chance trigger point for discharge of condition 15 (materials). Replace ‘prior to commencement’ with ‘Prior to damp proof course (DPC) level of the development being reached...’

6) Add the following energy condition:  
“Prior to damp proof course (DPC) level of the development being reached, details of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To secure carbon reduction and to safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 5.2, 7.4, and 7.6 of the London Plan (2016).”

7) Add the following visibility splay condition:  
a) Notwithstanding the details shown in the drawings submitted and otherwise hereby



<p>approved, no development shall take place until full details (including scaled drawings) demonstrating how vehicular sightlines of 2.4 metres by 70 metres either side of the proposed site access will be provided has been submitted to and approved in writing by the Local Planning Authority. These details shall include a landscape maintenance plan to ensure that vegetation is kept below a maximum height of 600mm.</p> <p>b) No unit shall be occupied or brought into use until the development has been implemented in full accordance with the details as approved under this condition. The development shall be permanently maintained in accordance with the approved details thereafter.</p> <p>REASON: In the interests of highway and pedestrian safety in accordance with policy AM7 of the London Borough of Hillingdon's Local Plan: Part 1 Strategic Policies (2012)."</p>	
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Item: 7 Page: 45-66	Location: IAG Cargo Campus
Amendments/Additional Information:	Officer Comments:
<p>Delete conditions 13, 15 and 16</p> <p>Amend the wording of condition 4 Page 46:  <del>"Construction</del> <b>Occupation</b> of the building hereby approved shall not commence until the 420 car parking spaces required by this development have been provided within the Multi Storey Car Park approved as part of application 65688/APP/2016/94"</p> <p>Amend the wording of condition 7 Page 47:  <del>"No construction</del> <b>above ground works / superstructure construction</b> shall commence on site until a Radar Mitigation Scheme (RMS), including timetable for its implementation during construction, has been agreed with the Operator and approved in writing by the London Borough of Hillingdon"</p> <p>Amend condition 9 Page 48:  <del>"No development</del> <b>above ground works</b> shall take place until details of all materials and external surfaces <del>including details of balconies</del> 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."</p> <p>Amend condition 10 Page 48  <del>"No development shall take place until</del> <b>Six months prior to occupation</b> a landscape scheme has <b>should</b> been submitted to and</p>	<p>These items are included as Heads of Terms for the aforementioned S106.</p> <p>For correction/clarification.</p>

<p>approved in writing by the Local Planning Authority...”</p>	
<p>Flood and Water Management Officer comments:</p> <p><i>A letter from RSK Ref 132594-L01-HC-JC has been provided to answer concerns and ensure that this development meets current standards to reduce run off. This letter refers to the future plans of HAL Public Health and Water Infrastructure and the proposals to deal with surface water issues across the wider heathrow site through strategic measures.</i></p> <p><i>These measures are not detailed within this and have not been agreed with the Council. Until such a time that a strategic management plan could be agreed, it was agreed that all developments within Heathrow would control surface water run off to greenfield rates in accordance with the standard requirements the Council have for all developments. The remit for agreeing the appropriate management of surface water lies with the Lead Local Flood Authority and not with HAL or a representative of HAL although it would be useful and is necessary to ensure that they are aware and can take any necessary action required to manage the risk within their site.</i></p> <p><i>There appears to be an assessment of the 1 in 5 and 1 in 10 year event but then in evaluating the findings it refers to a 1 in 30 year event and the calculations for that return period not provided. So the statement that flooding does not occur at the 1 in 30 year event is not justified. It is clear that flooding will occur at the 1 in 100 year event. In evaluating any proposed above ground surface water storage the overland flooding must be clearly mapped showing the extents and depths and flow routes on clear plans, and an assessment of risk and depending on the uses of that area. Details of any action that needs to be taken for example signage that may need to be placed to ensure safety should also be included in a flood action plan.</i></p>	<p>To note - Officers are satisfied that the requirements of the Flood and Water Management Officer can be dealt with by a suitably worded planning condition. If members are minded to approve this application, it is recommended that the precise wording of this condition is delegated to the Head of Planning and Enforcement.</p>

<p><b>Item: 8</b>                      <b>Page: 67-114</b></p>	<p><b>Location: Imperial House &amp; Units 1&amp;2, Victoria Road, South Ruislip.</b></p>
<p><b>Amendments/Additional Information:</b></p>	<p><b>Officer Comments:</b></p>
<p>In summary, in first paragraph, delete two</p>	<p>For clarity/correction.</p>

<p>references to 'Unit 1' and remove 'the former Comet building' and 'Bensons for Beds' from brackets.</p>	
<p>Two petitions have been received, one in support and one in opposition.</p> <p>The petition objecting to the proposal has 93 signatories and states:</p> <p>'The petitioners object to the grant of the planning consent for the proposed development of the Lidl Store at Victoria Road, Soth Ruislip on the basis of the access arrangements proposed by the plans submitted on 8 September 2016. The access arrangements for the Lidl store adversely affect the use and operation of Unit 2 Columbus House.</p> <p>There is no objection to the principle of the Lidl Store, but to the access as proposed. A different access solution should be sought.'</p> <p>The petition in support has 94 signatories, relates to the original submission and states:-</p> <p>'We, the undersigned, fully support Lidl's application for the provision of a neighbourhood food store on the Imperial House site, Victoria Road, South Ruislip, HA4 0BE.</p> <p>We agree to our petition data being used by Lidl to lobby local Councillors and London Borough of Hillingdon to aid progression of the planning application.</p> <p>Address data may be used to provide updates on the progress of the development/planning process. Information will not be passed to a third party, nor be used for sales purposes.'</p> <p>The petition also includes individual comments from the petitioners but these comments raising material planning considerations re-iterate many of the supporting comments made by individuals included in the officer's report.</p> <p>8 additional individual responses have been received, 3 in general support of the proposals and 5 opposing the scheme.</p> <p>The comments often re-iterate previous</p>	<p>As regards access and safety issues with the service access, this access would only be used by service and delivery vehicles and the number of vehicles per day would not be significant, typically less than 5 a day. The vehicles on the access road would also be in a forward gear and moving at slow speed to negotiate the road junction so that there would be a significant risk to pedestrian safety. As regards parking, the two-way scheme has already been granted permission and the Council has implemented parking and traffic management schemes to ensure that traffic is given the best opportunity to circulate freely without penalising on-street parking unduly. The minimal loss of parking on surrounding streets would not be sufficient reason to refuse this application.</p> <p>The petition in support of this application is noted.</p>



<p>comments made. However, the following new points are raised:-</p> <p>(i) Bensons for Beds unit does not improve the road frontage and should have a more modern elevation,</p> <p>(ii) Service road outside the site is to be shortened, reducing parking spaces. This is after Princess Way across the road has been restricted,</p> <p>(iii) Unit 2, Columbus, Stonefield Way is used for community purposes. New access route through to serve new Lidl and Bensons for Beds will be used by large lorries and use significantly increased which will be dangerous for community centre users who generate a lot of pedestrian activity and use the access road, particularly as width of access is inadequate with no pavement,</p> <p>(iv) Proposal will involve loss of parking along Columbus Way which community use relies upon,</p> <p>(v) Making front part of Stonefield Way a two-way road will result in further parking loss and add to congestion, particularly involving the container lorries accessing Stonefield Way which will add to congestion on Victoria Road,</p> <p>(vi) Alternative service access should be found, either from front car park, or directly from Victoria Road or new access behind Bensons for Beds.</p>	<p>The scheme is to re-clad the existing Bensons for Bed unit and the proposal in this context is acceptable and would only improve the appearance of the street scene. This and the comments (iii) and (iv) are dealt with in response to the petition comments above. No surrounding roads would not be justification to refuse this application. Point (v) is noted but need to consider the scheme that is presented to the LPA.</p>
<p>Add GLA comments, summarised as follows:</p> <p>London Plan policies on retail, urban design, energy, flood risk and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reason:</p> <ul style="list-style-type: none"> <li>- Principle of development: The principle of a Class A1 food store (Lidl) on the site is accepted.</li> <li>- Retail (Impact tests): The retail impact tests demonstrate that the development will not have a significant adverse impact on the hierarchy of town centres in relation to trade draw and that the impact investment will only be on an edge of centre development in a local centre - this is not included or protected by the London Plan hierarchy of centres and retail policy. A condition is recommended to control the balance of open A1 use on the Bensons for Beds unit.</li> <li>- Urban design: The proposals are for a</li> </ul>	<p>A response from the applicants in terms of how they intend to deal with the GLAs comments has yet to be received, so Members should be aware that a number of detailed aspects of the scheme, may be revised including detailed design of the store to accommodate additional energy efficiency measures, the proposed drainage scheme, pedestrian access, car parking and cycle parking, the travel plan, delivery and service and Construction Logistics Plan.</p>

<p>standard design format Lidl store and replacement retail shed format for Bensons for Beds and the development layout efficiently sets out its requirements to provide large areas of car parking whilst allowing the maximum store frontage. The main design concern with the proposals relates to making the development energy efficient and this is reflected in comments set out in the energy section of this report.</p> <ul style="list-style-type: none"> <li>- Energy: The energy strategy's overall saving of 26% falls short of London Plan requirements and the applicant should consider the scope for additional measures aimed at achieving further carbon reductions.</li> <li>- Flood risk (surface water run-off): Whilst the proposals meet the minimum requirements of the London Plan policy, the applicant is encouraged to consider more sustainable forms of drainage. The design of the geocellular units should meet the Method 2 design - taken from the Ciria Susdrain website.</li> <li>- Transport: The applicant should respond and hold further discussions on issues raised by TfL in relation to pedestrian access (PERS audit required and suggest moving zebra crossing further east, adjacent to Lidl entrance to prioritise pedestrian safety), car parking (reducing overall amount to 120 spaces or less), electric charging points (10% active and 10% passive) and cycle parking (there is a shortfall of 3 long stay and 7 short stay spaces), the travel plan (revisions needed to submitted draft), delivery and servicing (swept paths need of smaller delivery vehicles serving Bensons for Beds) and Construction Logistics Plan (to be secured by condition).</li> </ul>	
<p>Add PEP Officer comments: The majority of in-principle policy issues were considered as part of this consented scheme.</p> <p>Whilst the site is located within a Strategic Industrial Location, many of the surrounding units are already in retail use. I tend to agree that more weight should be given to the conclusions of the Convenience Goods Retail Study Update, however, I would suggest that</p>	<p>The consented scheme (5039/APP/2015/3715 refers) which was presented to the Major's committee on 18/11/15) did raise very similar in-principle issues concerning loss of industrial floor space and retail impact on surrounding centres that were fully considered in the officer's report. As this scheme only represents a fairly minor increase in floor space, a refusal of retail impacts could not be sustained, particularly as the GLA in their Stage ONE Report does not raise any</p>

in-principle issues could only be raised if there are significant difference to the consented scheme.	concerns in terms of the retails impacts of this scheme.
In condition 9 (Bulky Goods), replace 'The existing retail unit on site' with '474sqm of the Bensons for Bed' unit'	For correction.
On first line of second paragraph on P. 69, replace 'Major' with 'Mayor'.	For correction.
Clarification of consultation response: Bensons for Beds have not responded to the further consultation undertaken on this scheme.	For information.
Clarification of consultation response: The floorspace figures on pages 83 and 104 of the report. The 593sq.m and 401sqm floor areas are the differences in the GEA and sales areas as compared to the consented scheme with the GEA increasing from 2,046sqm to 2,639sqm (593sqm) and the sales area increasing from 1,286sqm to 1,687sqm (401sqm).	For clarity.

<b>Item: 16</b>	<b>Page: 153 - 210</b>	<b>Location: Waterloo Wharf, Uxbridge</b>
<b>Amendments/Additional Information:</b>		<b>Officer Comments:</b>
<p>1) Description of Development: AMEND to "52 apartments"</p> <p>2) Drawing Nos. and Condition 2:</p> <p>ADD: Drwg No.</p> <p>209-PL-032-00: Existing Elevations – Buildings B &amp; C (1:200)</p> <p>AMEND EXISTING DRAWINGS NOS. TO:</p> <ul style="list-style-type: none"> <li>- Drwg No 209-PL-050-00: Demolition Site Plan (1:500)</li> <li>- Drwg No 209-PL-201-05: Proposed First Floor Plan (1:200)</li> <li>- Drwg No 209-PL-202-05: Proposed Second Floor Plan (1:200)</li> <li>- Drwg No 209-PL-203-05: Proposed Third Floor Plan (1:200)</li> </ul> <p>3) Schedule of Units: FIND AND REPLACE ALL REFERENCES TO:</p> <p>"53 flats (4 x studios, 27 x 1 bedroom, 19 x 2 bedroom and 3 x 3 bedroom units)" replace</p>		<p>1), 3), 12), 13) Changes to reflect the reduction in units within the scheme to 52 unit - Shortfall of outdoor amenity space reduced to 72 sqm.</p> <p>2) Drawing Nos. correction</p> <p>4) Securing 5 units for affordable housing</p> <p>5) Travel Plan with £20,000 bond.</p> <p>6) Correction to report</p> <p>7) To make condition more precise</p> <p>8) Update from Flood and Water Management Officer (2 new conditions added)</p> <p>9) To make condition more precise</p> <p>10) Chance trigger point to condition 21 (materials).</p> <p>11) Make the report more precise regarding number of new trees (49)</p>



with “52 flats (3 x studio, 26 x 1 bedroom, 19 x 2 bedroom and 4 x 3 bedroom units)” and references to “53 residential units” to “52 residential units”

4) Section 2: Recommendation – Non Monetary Contributions and Section 7.20.

AMEND (l) & (ii) TO:

(i) Affordable Housing: 5 units (1 x 3 bed, 2 x 2 bedroom and 2 x 1 bedroom) and

(ii) Affordable Housing Review Mechanism: “The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.”

5) Section 7.13: Planning Obligations – Affordable Housing:

ADD:

Further to the independent review of the AH FVA it is agreed that an overall contribution of 5 units (1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats) is acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.”

5) Section 2: RECOMMENDATION – Non Monetary Contributions and Section 7.20.  
ADD v) Travel Plan with £20,000 bond.

6) Section 2: RECOMMENDATION (D) - AMEND TYPO s106 completion date from “13<sup>th</sup> March 2016” to “20<sup>th</sup> December 2016”

7) Condition 3: Add reference to the DAS and DAS Addendum V2 (WaM)

8) Add comments from the Flood and Water Management Officer to Internal Consultees section and replace conditions 15 (Flood Mitigation) and 10 (Water Management Condition) with the following respective conditions:

Comments (summary): No objection, subject to the following conditions:

“Prior to occupation, details of the condition

survey and the proposed remediation and works to capping and walls to ensure an appropriate flood defence shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

#### Reason

To demonstrate that the site is safe as required by policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016), and National Planning Policy Framework (March 2012)."

"Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Curtains dated 19th July Rev 3.

The scheme shall clearly demonstrate how it, Manages Water 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. where it is intended to have above ground storage, 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) Capacity of 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.

- c) Minimise water use.
- i. incorporate water saving measures and equipment.
  - ii. 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
  - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
  - iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
  - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

**REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: • Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), policy 5.12 Flood Risk Management of the London Plan (2016); to ensure that water is handled as close to its source as possible in compliance with policy 5.13 Sustainable Drainage of the London Plan (2016); And to conserve water supplies in accordance with policy 5.15 Water use and supplies of the London Plan (2016), and the NPPF (2012).”

9) Condition 17: ADD reference to the additional one commercial car parking space (which is also an additional disabled compliant space)



<p>10) Change trigger point for discharge of condition 21 (materials). Replace 'prior to commencement' with 'Prior to damp proof course (DPC) level of the development being reached...'</p> <p>11) Section 3.2 – The Proposed Scheme, 6th paragraph refers to “38 new trees” AMEND to “49 new trees” and the same amendment in Section 7.14, 9<sup>th</sup> para &amp; Ecology</p> <p>12) Section 7.02: Density – with the change to the number of units and habitable rooms the density figures should be AMENDED being reduced to “149 units per hectare” and “374 habitable rooms per hectare”</p> <p>13) Section 7.09: Living Conditions – External Amenity Space: to reflect the reduced unit numbers and changed mix in accordance with the HDAS Residential Guidance Note the total required amenity space for this development is now reduced to “1175sqm” which reflects a reduced shortfall now of 72sqm which as stated is acceptable on the basis of the proposed mix of units and proximity to 2 local recreational parks – Rockingham and Fassnidge Parks.</p>	
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<b>Item: 17</b>	<b>Urgent Item</b>	<b>Location: Council Car Park on Central Lane &amp; former Swimming Pool, Botwell Lane, Hayes.</b>
<b>Amendments/Additional Information:</b>	<b>Officer Comments:</b>	
In third paragraph of Summary, delete 'The western half of the site would normally be available for housing. However,'	For correction	
<p>In Recommendation, replace Heads of Terms (HoTs) at A) 1 and 2 with following Heads of Terms and re-number rest of HoTs as appropriate:-</p> <p>1) Highways Works: S238/S278 to secured highways works as indicated in the approved plans and footway and carriageway in Central Avenue, Hayes. Final details and the extent of resurfacing to be agreed with the Local Planning Authority.</p> <p>2) To undertake and fund a traffic impact study taking account of the overall car parking provision, scope of which should be submitted to and approved in writing by the Local Planning Authority before commencement of the development. The completed study shall be submitted to the Council for approval, which shall include a</p>	For correction/clarification.	

<p>proposed scheme of highway improvement works identified in the study. The owner/developer shall thereafter implement the approved highway improvement before occupation of the development. The highway improvement works (excluding works covered under item 1 above) shall have a cap of £150,000.</p> <p>3) To undertake and fund an air quality assessment to be inline with the revised traffic impact study and undertake air quality improvements as appropriate, to be agreed with the Council.</p>	
<p>In Condition 6 (Landscaping), delete 2.g Other structures (such as play equipment and furniture). In 2.F, replace 'External Lighting', with 'Final External Lighting Scheme'</p>	<p>For correction and to take account that the layout of the scheme has been revised since the lighting plan was submitted.</p>
<p>Delete Conditions 13 and 16 (Car Park Management Scheme) as they duplicate each other and car parking management would be adequately covered by condition 15 (store car park to provide 90 minutes free parking).</p>	<p>For correction.</p>
<p>Replace wording of Condition 12 (Delivery Hours) with:</p> <p>There shall be no delivery / servicing vehicles entering the site between 7.30am - 9.00am and 17:00 - 19:00 on weekdays and between 11.00am - 3.00pm on weekends.</p>	<p>The manoeuvring of delivery vehicles at the proposed access and the junction of Botwell Lane/Central Avenue will be reliant on HGVs entering the opposite lane and covering nearly the whole width of the junction to perform the requisite manoeuvres. In the absence of a dedicated service access, servicing manoeuvres could potentially conflict with customers in the car park.</p> <p>The developer's transport consultant had proposed a commitment to service the store outside of store trading hours. However such an arrangement could give rise to other EPU related issues due to noise and disturbance to the nearby residents.</p> <p>Therefore as a compromise, it is recommended that a planning condition be attached to restrict delivery / servicing vehicles entering the site outside of the recommended peak hours. The early morning weekday period is considered necessary because this coincides with children going to schools in the vicinity as well as the peak traffic period on the highway and the other periods coincide with peak customer activity at the proposed development.</p>
<p>A further petition in support has been received with 116 signatories and states:-</p>	<p>The petition and further comments in support are noted.</p>

<p>'We, the undersigned, fully support Lidl's application for the provision of a neighbourhood food store on the former Hayes Swimming pool site, Botwell Lane, Hayes, UB3 2BG.</p> <p>We agree to our petition data being used by Lidl to lobby local Councillors and London Borough of Hillingdon to aid progression of the planning application.</p> <p>Address data may be used to provide updates on the progress of the development/planning process. Information will not be passed to a third party, nor be used for sales purposes.'</p> <p>The petition also includes individual comments from the petitioners but these comments raising material planning considerations re-iterate many of the supporting comments made by individuals included in the officer's report.</p> <p>To date (as at end of 3/10/16), a further 3 comments from individuals have been received, in general support, which mainly re-iterate previous supporting comments, but raise the following additional points:-</p> <p>(i) The revised plan is a sensible amendment to concerns raised over parking and access and to not make it a site of mixed usage with even more residential units putting additional pressure on local schools and services,</p> <p>(ii) Removal of the oddly designed traffic calming in Central Avenue is long overdue and provision of additional parking in Hayes town is welcomed,</p> <p>(iii) Hopefully there can be a nearer bus stop than the former YMCA stop.</p>	
<p>Further comments on the revised plans have been received from the Hayes Conservation Area Advisory Panel (summary):-</p> <p>Welcome the proposed change which removes the entrance/exit on Church Road. Are unhappy with the proposal to remove two of the mature lime trees that line Central Avenue to permit a new entrance as they are prominent features that make an important contribution to the streetscape at the entrance to this Area of Special Local Character. Concerned at impact of the store building being moved even further south.</p>	<p>The comments raised have been considered in the officers report.</p>

It is not easy to see where the building line should be, but in this setting there surely cannot be nil set back from the pavement. We hope that permission will not be granted for this latest version of the proposals for this site. However, if despite our objections the decision is taken to approve this revised application, we hope that sufficient conditions will be imposed so delivery lorries only approach by approved routes, an appropriate traffic management regime is set up to avoid the car traffic approaching the site creating 'rat runs' on quiet residential roads, and the felled lime trees are replaced by other mature trees in Central Avenue and on the development site.