



HILLINGDON
LONDON



Major Applications Planning Committee

Date: WEDNESDAY, 26
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: Tuesday, 18 October 2016

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Putting our residents first

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Useful information for residents and visitors

Watching & recording this meeting

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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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.

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A useful guide for those attending Planning Committee meetings

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Mobile telephones - Please switch off any mobile telephones before the meeting.

Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

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

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Waterloo Wharf, Waterloo Road 43016/APP/2016/2840	Uxbridge South	Demolition of existing buildings. Erection of 4 storey building containing 52 apartments and commercial unit together with associated car parking, access and landscaping. Recommendation: Approval + Sec 106	1 - 58 181 - 199
7	Kingsway House, Horton Road 70438/APP/2016/4424	Yiewsley	Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application) Recommendation: Approval	59 - 94 227 - 237

8	Bowls Pavilion & Green Hill End Road 46815/APP/2016/3306	Harefield	Retention of and repositioning of the existing modular buildings and erection of single storey side extension to the existing bowls club with associated external works. Recommendation: Approval	95 - 108 172 - 180
9	The Arena, Bennetsfield Road, Stockley Park 37800/APP/2016/1430	Botwell	Erection of 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of car park and landscaping. Recommendation: Approval	109 - 148 200 - 219
10	Brunel University, Kingston Lane 532/APP/2016/3083	Brunel	Variation of conditions 2 and 9 of planning permission ref: 532/APP/2015/3349 dated 28/09/2015 (Erection of a multi storey car park and removal of existing surface parking) to allow eight more spaces to be retained (S73 application) Recommendation: Approval	149 - 170 220 - 226

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 WATERLOO WHARF WATERLOO ROAD UXBRIDGE

Development: Demolition of existing buildings. Erection of 4 storey building containing 52 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 Site Plan (1:500)
- 209-PL-100-05: Proposed Site Plan (1:500)
- 209-PL-200-05: Proposed Ground Floor Plan (1:200)
- 209-PL-201-05: Proposed First Floor Plan (1:200)
- 209-PL-202-05: Proposed Second Floor Plan (1:200)
- 209-PL-203-05: 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)
- 209-PL-032-00: Existing Elevations Buildings B & C (1:200)

Date Plans Received: 22/07/2016 **Date(s) of Amendment(s):** 22/07/2016
Date Application Valid: 25/07/2016

DEFERRED ON 17th October 2016 FOR SITE VISIT .

This application was deferred at the Majors Planning Committee on 4th October 2016 for a Members site visit. The Committee Addendum Items from the 4th October 2016 meeting have been incorporated into this revised report.

Since the previous Committee meeting the applicant has not revised the plans but has submitted further visual information to clarify the proposals. A 3D model shows the width and extensive footprint and height of the existing warehouse resulting in significant site coverage and bulk, compared with the substantially set back and visually better proportioned building allowing for both new areas of landscaping and canal side amenity to enhance the site in the Conservation Area. In response to Members comments about the height of the gables, a section through this part of the scheme has been prepared, illustrating the comparative heights with the existing building. The gable design is an architectural feature only as a response to the wharf style of design and does not provide any habitable accommodation. The building is only one habitable storey higher than the existing height of the warehouse building.

1. SUMMARY

Planning permission is sought for demolition of existing buildings and redevelopment to provide a 4 storey building containing 52 flats (3 x studios, 26 x 1 bedroom, 19 x 2

bedroom, and 4 x 3 bedroom units) and a commercial unit with associated car parking, access and landscaping.

In terms of principle of development, there is both Local Plan 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 52 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 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: 5 units (1 x 3 bed, 2 x 2 bed, and 2 x 1 bed).**

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.**

iii) **S278/S38 agreement to secure access and pavement modifications.**

iv) **Travel Plan with £20,000 bond.**

v) **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:

vi) **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.**

vii) **Canalside Improvement: The Canals and Rivers Trust seeks a contribution of £30,000 towards towpath and access improvements for opposite the proposed development site.**

viii) **Carbon Fund Contribution: Financial contribution of £29,621 towards provision of off site carbon reduction measures shall be secured.**

ix) **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 26th April 2017 (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 policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 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-032-00: Existing Elevations - Buildings B & C (1:200)
- 209-PL-050-00: Demolition Site Plan (1:500)
- 209-PL-100-05: Proposed Site Plan (1:500)
- 209-PL-200-05: Proposed Ground Floor Plan (1:200)
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- 209-PL-204-04: Proposed Roof Plan (1:200)
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- 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)
- DAS and DAS Addendum V2 (WaM)

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 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 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 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 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 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 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 54 car parking spaces (inclusive of 1 commercial car parking space), 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

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
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.

5 115 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

6 12 **Encroachment**

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

7 121 **Street Naming and Numbering**

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

8 13 **Building Regulations - Demolition and Building Works**

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

9 145 **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).

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 52 flats (3 x studios, 26 x 1 bedroom, 19 x 2 bedroom, and 4 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 49 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. (Revised plans and reports).

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.
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

- 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
- 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

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).

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 52 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 52 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 52 apartments on the site and on-site 52 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 52 flats 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): No objection, subject to conditions requiring the submission of a sustainable water management scheme and to obtain a survey and remediation works to the canal flood wall.

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 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 52 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 52 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 149 units per hectare and 374 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 52 units with a housing mix of 3 x studios, 26 x 1 bedroom units; 19 x 2 bedroom units; and 4 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 1175sqm of usable and conveniently located communal garden space. The site plan indicates that there would be a small shortfall of 72sqm 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. 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).

Further to the independent review of the affordable housing 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.

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 reviewed the details submitted and is satisfied that subject to conditions, the development would not raise any flood risk issues, 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 National Planning Policy Framework (March 2012).

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: 5 units (1 x 3 bed, 2 x 2 bed, and 2 x 1 bed)
- 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.
- Travel Plan with £20,000 bond.
- 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 52 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 52 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, 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.

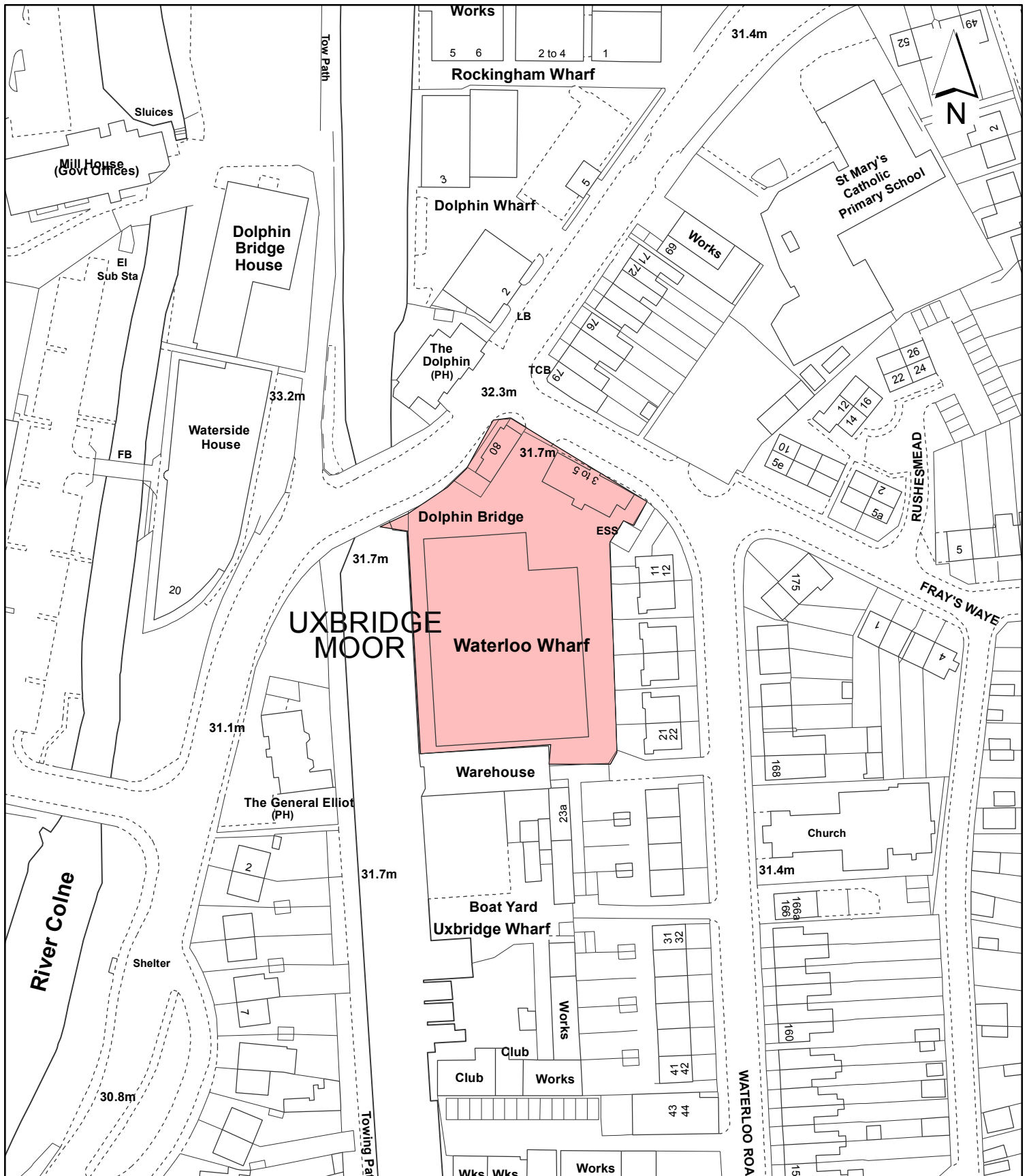
It is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of this report.

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



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 57

Date:

October 2016



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address KINGSWAY HOUSE HORTON ROAD YIEWSLEY

Development: Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application)

LBH Ref Nos: 70438/APP/2015/4424

Drawing Nos: Geo-Environmental Desk Study
Planning, Design and Access Statement
A2562 204 Rev R1 Roof Plan
Trip Rate Calculations Greater London
Trip Rate Calculations South East
PTAL Map
SK01 B Swept Path Analysis for a Delivery Vehicle
Response to Highways comments dated 26-04-16
A2562 200 Rev P5 Ground Floor Plan
A2562 203 Rev P5 3rd Floor Plan
A2562 202 Rev P5 2nd Floor Plan
A2562 201 Rev P5 1st Floor Plan
A2562 204 Rev P5 4th Floor Plan
Additional Supporting Information dated 07-06-16
Additional Letter dated 09-09-16
Extract from Horton Road Design & Access Statement Masterplan
Extract from Masterplan Impressions Pre-App Document
SK01 Rev C Swept Path Analysis for a Refuse Vehicle with 300m Offsets
A2562 200 Rev R1A OS Plan
CGI Visuals

Date Plans Received:	02/12/2015	Date(s) of Amendment(s):	09/09/2016
Date Application Valid:	05/01/2016		27/04/2016
			20/06/2016
			19/04/2016
			06/07/2016
			02/12/2015

DEFERRED ON 11th May 2016 FOR FURTHER INFORMATION .

The application was considered at the Majors Planning Application Committee held on 11th May 2016. It was agreed by the Planning Committee that more information was required in order to ensure that the proposed development met Council standards in regards to:

1. Amenity space provision to demonstrate compliance with minimum standards
2. Vehicle tracking, particularly for refuse vehicles
3. Clarification of overlooking distances to Building B and Bignell House
4. Clarification whether contributions towards health provision should be sought

The Planning Committee determined that the application should be deferred.

The applicant has provided the following additional information:
Additional Supporting Information dated 07-06-16

CGI Visuals

A2562 200 Rev R1A OS Plan

A2562 200 Rev P5 Ground Floor Plan

A2562 201 Rev P5 1st Floor Plan

A2562 202 Rev P5 2nd Floor Plan

A2562 203 Rev P5 3rd Floor Plan

A2562 204 Rev P5 4th Floor Plan

SK01 Rev C Swept Path Analysis for a Refuse Vehicle with 300m Offsets

The issues raised at the Planning Committee have been discussed in the relevant sections of this report.

The applicant has also provided a copy of an objection letter received from the landowners of the site objecting to the proposed development in regards to ownership of the application site and the Otter Way access road from Horton Road. The applicant has set out their response to the landowners objection letter in the following document: Additional Letter dated 09-09-16.

In summary, the applicant has confirmed that the correct ownership notices were served for this application. Provided that correct notices are served, the land ownership of an application site is not a material planning consideration in determining a planning application. Additional information was provided to show an overall masterplan for the surrounding area, including the application site. The masterplan included access to the application site from the recently completed Otter Way access road from Horton Road, which has now been implemented. The acceptability of the use of this access has been discussed elsewhere in this report.

Should planning permission be granted, it would be up to the applicants to negotiate with the landowners of the application site and the Otter Way access road to acquire the necessary land and easements required to deliver the scheme. As such, it is considered that the issue of ownership of the application site and Otter Way access road is not a material planning consideration in determining this planning application.

1. SUMMARY

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters reserved for subsequent approval.

There is no land use policy objection to the principle of a residential use development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for future housing development.

The proposal provides a regeneration opportunity to improve the character and appearance of the canal side.

The proposal is considered to be acceptable in regards to access and the scale of the residential development.

The outline application is therefore recommended for approval, subject to conditions and a S106 Agreement.

2. RECOMMENDATION

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

1. That the applicant submit a Unilateral Undertaking, or the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

(i) Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status

(ii) Construction Training: A financial contribution to the sum of £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

(ii) Air Quality Monitoring: A financial contribution to the sum up to £12,500.

(iv) Travel Plan to include £20,000 Bond for each of the elements.

(v) Financial contribution of £17,000 towards improvements to the Canal towpath including a management scheme for the future maintenance of the towpath

(vi) Affordable Housing: 35% in habitable room terms with a tenure mix set at 100% affordable rent

(vii) Affordable Housing review mechanism.

(viii) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

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

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 31st August 2016, or any other period deemed appropriate by the Head of Planning and Enforcement then delegated authority be granted to the Head of Planning and Enforcement to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction and employment training facilities, canal towpath improvements, affordable housing and travel plan). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

6. That if the application is approved, the following conditions be attached:

1 RES1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

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

2 RES2 Outline Reserved Matters

Details of the appearance, landscaping and layout, (hereinafter called "the reserved matters") shall be submitted to the Local Planning Authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

The development shall be carried out in accordance with the approved details.

REASON

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

3 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, A2562 200 Rev R1 OS Plan, A2562 200 Rev R1 Ground Floor Plan and A2562 204 Rev R1 Roof Plan and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 RES6 Levels

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

REASON

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

5 RES7 Materials (Submission)

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

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

REASON

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

6 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 40% of all parking spaces are served by electrical charging points (20% passive and 20% active) and that 10% of the

- total number of parking spaces are designed for disabled users)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

- 5. Schedule for Implementation

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

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

REASON

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

8 RES10 Tree to be retained

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

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

REASON

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

9 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

10 RES18 Accessible and Adaptable/Wheelchair Units

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan (2016) Policy 3.8 d, is achieved and maintained.

11 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two -

Saved UDP Policies (November 2012) and London Plan (2015) Policy 7.15.

12 RES22 Parking Allocation

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

REASON

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

13 RES26 Contaminated Land

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

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

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

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

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

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

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

14 NONSC Vehicular Access Gates

The existing vehicular access gates on Otter Way shall be set back a minimum of 11m from the back of the public highway. Details of the revised access gates shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details.

REASON

To ensure pedestrian and vehicular safety in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

15 NONSC Vehicle Tracking

Notwithstanding the plans hereby approved, revised swept paths (showing vehicles entering and exiting in both directions) shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.

REASON

To ensure pedestrian and vehicular safety in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 NONSC Risk Assessment and Method Statement

Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the Grand Union Canal must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation in accordance with Policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 NONSC Feasibility Study

Prior to the commencement of development hereby approved, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with policy 2.17 of the London Plan (2015).

18 NONSC Waterside Area Landscaping Scheme

Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details.

REASON

To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area, in accordance with Policies BE38 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.

19 NONSC Water Drainage into Waterway

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

REASON

To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure in accordance with Policy OL21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

20 NONSC Lighting and CCTV Scheme

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

REASON

In the interest of crime prevention, ecology, visual amenity and the waterway setting in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Ecological Survey

Prior to the commencement of the development hereby permitted, an ecological survey of the site, and proposals for mitigation of any impact on local ecology, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved mitigation measures should be implemented prior to first occupation of the development.

REASON

In the interest of ecology and the waterway setting in accordance with Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

22 NONSC Bat Survey

Prior to the demolition of the existing building on site, the building and adjacent trees shall be surveyed for bats and the details of this survey shall be submitted and approved in writing by the Local Planning Authority before development commences.

REASON

To ensure that demolition process does not prejudice or compromise the ecological and conservation values found within the canal and immediate setting in accordance with Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

23 NONSC Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including methods to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with on Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the details of the piling method statement.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 3.10	(2015) Definition of affordable housing

LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.3	(2015) Designing out crime
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.3	(2015) Community infrastructure levy

3

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-codeof-practice>)

4

The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

5

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.

6

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

7

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

8

The applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a

combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. They can be contacted on 0800 009 3921.

9 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

10 121 Street Naming and Numbering

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

11 147 Damage to Verge - For Council Roads:

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

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

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

12 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies

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

13

In order to achieve improvements in the design of the final scheme the applicant is hereby advised to seek to discuss the detailed design aspects of the scheme with officers, including materials, landscaping and elevational profiles and articulation, prior to the submission of the reserved matters application. If you have any queries regarding the information contained in this informative then please email the Council Planning Services at planning@hillingdon.gov.uk. Alternatively, you can send your submissions to: London Borough of Hillingdon, Environment and Community Services, 3 North, Civic Centre, High Street, Uxbridge, Middlesex, UB8 1UW.

14

Article 35 Statement:

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site currently contains an industrial building and associated hard standing and car parking and is surrounded by a combination of residential and industrial buildings.

The sites to the north and east have recently been granted planning permission for 3-5 storey residential apartments (ref: 3507/APP/2013/2327). Further to the north of the site on the other side of Horton Road, the area is predominantly low rise residential development. To the west, the site sits adjacent to several industrial buildings. To the south, the site fronts the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation, with the mainline railway on the other side.

Vehicular and pedestrian access to the site is provided via the Bignell House/Horton Parade access which is mainly commercial. The site has a PTAL rating of 3. West Drayton Station is planned as a stop on the Crossrail route development. It is anticipated that this will improve the site's current PTAL rating from a 3 to a 4.

The site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), but outside both the primary and secondary shopping areas. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

3.2 Proposed Scheme

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters reserved for subsequent approval.

Access to the site would be provided via the new access road (Otter Way) off of Horton Road. The access road is gated and would be shared with the neighbouring residential development. Parking would be partly provided within an undercroft with the remaining spaces located next to the proposed building.

3.3 Relevant Planning History

70438/PRC/2014/119 Impression Uk Ltd Horton Road Yiewsley

Demolition of existing commercial/light industrial unit and erection of approximately 34 new residential units, car parking and amenity.

Decision: 28-01-2015 NO

Comment on Relevant Planning History

In their response to the pre-application proposal (Ref:) for the residential redevelopment of the site, officers stated that a residential development within the town centre would be acceptable in principle, subject to any future application demonstrating compliance with the relevant development plan policies.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
NPPF	National Planning Policy Framework
LPP 2.3	(2015) Growth Areas and Co-ordination Corridors
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 7.3	(2015) Designing out crime
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 8.3	(2015) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 27 local owners/occupiers and a site notice was displayed. No responses were received.

Following the submission of an amended Red Line Plan and Floor Plans, 14 day re-consultation letters were sent to 27 local owners/occupiers. No responses were received at the time of this report.

Canal & River Trust:

After due consideration of the application details, the Canal & River Trust has no objections to the proposed development, subject to the imposition of suitably worded conditions and the applicant first entering into a legal agreement relating to canalside and towpath improvements. We have the following specific comments about the submitted proposals:

- Scale and Layout

In principle, we support the opening up of the canalside and the development's potential for interaction with the waterside. However, we have some concern about the height of the canalside block adjacent to the towpath, which we feel is unduly overbearing and out of character in this location. We accept that the adjacent development has been approved with a similar height, and we are concerned that the proposal should not be any taller or closer to the canal than the adjacent approval for 26-36 Horton Road. This site and its surrounds, on the north side of the canal, is characterised by slightly lower development, with a more traditional scale and form. We are keen to avoid a canyoning effect on the canal corridor. We would therefore like to see the future reserved matters proposal move the development further back from the towpath, with a reduced height, stepping down towards the canalside.

- Access to Canalside

Any new accesses onto the towpath require a commercial agreement with our Estates team, and we request an informative regarding this.

We support the principle of improved access onto the towpath, but we are also aware that the development will bring more visitors to the site and the canal environment. They will make use of the towpath and waterspace as a valuable amenity resource, and also a useful walking and cycling route to West Drayton Station and other destinations. While we support increased access to this resource, we would request appropriate mitigation towards the increased use of the towpath and canal environment, such as upgrading of the towpath, through a S106 agreement. Given that the adjacent site made a S106 contribution of £25,000 towards the towpath, we would request £17,000 from this development towards the upgrade of the towpath environment.

- Ecology and Sustainability

The submission is not accompanied by an ecology report or EIA, and we would ask that this be supplied so that we can assess any impact on the local ecology.

The development may benefit from utilising its waterside location for moving demolition waste and materials from the site by barge. The site is within a lock-free section of the Grand Union Canal, which may make deliveries to the Powerday site (which has a wharf) at Willesden Junction more efficient than by road, as well as offering other benefits to the wider community. Please see the condition requested below.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice (in addition to a S106 contribution towards the upgrade of the towpath environment for £17,000):

- Conditions

A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust. The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process. Reason: To ensure the proposed works

do not have any adverse impact on the safety of waterway users and the integrity of the navigation."

A feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables).

Full details of the proposed hard and soft landscaping scheme for the waterside area.

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority.

Full details of any proposed lighting and CCTV scheme.

An ecological survey of the site, and proposals for mitigation of any impact on local ecology.

- Informatives

"The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-codeof-practice>)."

"The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk)."

"The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement."

In addition, in order for the Canal & River Trust to monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Thames Water:

Waste comments

Thames Water requests the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management

Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Surface Water Drainage - with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including methods to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with on Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Development Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Internal Consultees

Access Officer:

In assessing this application, reference has been made to the Further Alterations to the London Plan 2015, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2015 (ADM 2015). 10% of the proposed residential unit should meet the standards for M4(3) Category 3 - wheelchair user dwellings, with all remaining units designed to the standards for Category 2 M4(2) - accessible and adaptable dwellings, as set out in ADM 2015.

The following access observations are provided:

1. For each different flat type/layout, floor plans of at least 1:100 should be submitted as part of this application. These should include furnished planned layouts, which clearly demonstrate the access zones and other accessibility provisions set out in Approved Document M for the required M4(2) and M4(3) housing types.

Conclusion: revised plans should be requested as a prerequisite to any planning approval. In any case, an additional Condition, as set out below, should be attached to any planning permission:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 d, is achieved and maintained.

Officer comments:

As this is an outline application, full details of accessibility can be dealt with at Reserved Matters stage. The condition requested by the Access Officer will be added to any consent granted.

Conservation Officer:

The Conservation Officer has stated that they would prefer a greater set back from the canal edge and have criticisms of the roof form and its height.

Officer comments:

It should be clarified that the Conservation Officer has not objected to the scheme, rather they consider the illustrative plans can and should be improved upon at reserved matters stage. It is considered that an informative on the outline decision would help reinforce the need for further negotiations regarding appropriate external appearance at reserved matters stage.

Environmental Protection Unit:

I refer to your consultation of 15 January regarding the above site. The site for residential is on an industrial area. The use as residential is a sensitive use, although this development is flats with landscaping rather than private gardens. The submitted report by Jomas covers the information required for a preliminary desk study to support the application.

The application form confirms that the site is a commercial warehouse. Old maps we have show 'Works' at and around the building, but the 'Works' are not annotated as to what sort of business was carried out. There are quite a few historic uses around the area such as a cement works, oil works and pump station. There was an historic filled canal dock called Otter Dock 30 metres from the building and there was filled land nearby plus a noise bund. The adjacent (east) land was redeveloped for housing after the closure of a water pump station, and remediation in the 1980's was carried out. I think there is a filled underground reservoir to the east.

We visited the area in 2007 under our contaminated land strategy and there appeared to be various businesses in this area concerning printing, graphics, motor factors and metal fabrication.

The site will most likely have some contamination remediation works given the history of the area. The standard contaminated land condition with the soil import paragraph part iv included is essential should a permission be given. A comprehensive site investigation will be required.

The following condition and informative should be attached:

Condition - Noise protection scheme

Informative - Control of environmental nuisance from construction work

Highways:

- a. The site has poor public transport accessibility (PTAL = 2). Access to the site is via Horton Road.
- b. The proposed development is for 34 flats with a provision of 35 car parking spaces (including four spaces for disabled users). The Design and Access Statement indicates that cycle parking and provision for electric vehicles will be provided to LBH standards.
- c. An operational assessment of the Horton Road access junction and the junction of Horton Road/High Street is required to demonstrate existing conditions, impacts/mitigation to maintain adequate capacity required to accommodate the cumulative additional traffic generated from the proposed development and from other consented developments in the area.
- d. The applicant should provide vehicular swept paths (with 300mm error margins) to demonstrate service/delivery vehicles and other vehicular traffic can, together, enter and leave the site in forward gear, while maintaining two way traffic flow on the internal roads and at the access junction.
- e. Minimum headroom provision of 2.3m at the car parking spaces below the building should be confirmed.
- f. The transport assessment should assess traffic generation based on data from comparable sites within TRICS database. New traffic and queuing surveys should be undertaken to ensure that base year traffic modelling is acceptably calibrated and validated.

Officer comments:

The applicant has submitted additional information.

Highways:

The submitted swept paths are very tight based on the information shown on the plan. Could you please request the applicant to provide swept paths for vehicles entering and exiting in both directions. A footway should be provided along the access road, unless the existing pedestrian pathway is shown on the plan and is available to use for the proposed development.

It is unclear if the existing gates at the access were approved as part of the neighbouring development. Any vehicle gates should be set back 11m (minimum) from the back of the public highway (back of footway) to allow 2 vehicles or a refuse/service vehicle to wait without overhanging the adjoining highway. However, this would require amendments to car parking layout at the neighbouring development.

Overall the submitted information is rather unclear.

Officer comments:

The gates on the access road were approved as part of planning application ref: 3507/APP/2014/2724, dated 28-11-14, for amendments to planning permission ref: 3507/APP/2013/2327, dated 17-01-14. Given the Highways Engineer's concerns over vehicles being able to safely enter/exit the site, the existing vehicles gates should be set back 11m from the back of the public highway; it is considered that this can be dealt with by way of a condition on any outline planning consent.

Metropolitan Police (summary):

I have no objections to this as long as it achieves Secured by Design. However, it does prove to be difficult to overlay a crime survey, especially when all that there previously was commercial. I note from reading the DAS, that the canal is going to feature in this development. Having dealt with a

couple of these developments recently, I'm fully aware of TFL's 'Quiet Ways' in opening up the tow paths thus creating better links around London. The issue then comes down to lighting verses ecology.

Whilst I appreciate that residents of such developments will form a sense of territoriality with the canal/towpath. These towpaths are rarely opened up to a small group of people, instead they are opened for all members of the public. As a result, this creates it's own set of issues in the long term when developments are built close to canals with no lighting or insufficient fencing. As such, I would like to see good lighting and good boundary abutting the canal path.

I provide the following general advice for this scheme:

Where relevant, I would expect this development to incorporate all of the Secured by Design requirements detailed in the New Homes 2014 Guide.

Having reviewed the documentation on the portal and location of the site, it's difficult to overlay the crime survey on a disused building for comparision rerasons. However, due to the increase in population in the future, this area will be a crime generator if not built correctly and it is for this reason that security needs to be of paramount importance.

Section 106 Officer:

1. Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status
2. Construction Training: A financial contribution to the sum of: training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500.
4. Travel Plan for the commercial and residential elements of the scheme and to include £20,000 Bond for each of the elements.
5. Financial contribution towards improvements to the Canal towpath including a management scheme for the future maintenance of the towpath
6. Affordable Housing subject to verification of the FVA
7. Affordable Housing Review Mechanism subject to verification of the FVA
8. Product Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

Trees/Landscape Officer:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

- No tree survey has been undertaken and it is not known whether the trees near the towpath are within the site or on Canal and River Trust land.
- Either way it is unlikely that the trees will be affected by the proposed layout. This will need to be confirmed through a survey and analysis.
- The proposal shows an 'L'-shaped block with amenity space which maximises the potential of the south-facing part of the site which fronts onto the canal.
- The Design & Access Statement sets out little in the way of landscape site analysis or design objectives for the site - other than quoting the Buildings for Life Standards regarding the improvement of the quality of the public realm (p.17)
- The site layout plans define the hard and soft landscaped areas but, again, are hardly aspirational. Much more qualitative detail will be required at masterplan stage.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions in 2014. No objection, subject to the above observations and following conditions:

- Outline Reserved Matters
- Levels
- Materials
- Tree Protection
- Landscaping (including refuse/cycle storage)

Officer comments:

The Council's Trees/Landscape Officer does not raise any additional comments following the submission of additional information.

Waste Strategy:

I would make the following comments on the above application regarding waste management.

1) Flats

a) I would estimate the waste arising from the development to be as shown below: -

Size of household: Two bedroom

Number in development: 34

Projected Weekly Waste & Recycling per household: 170 litres

Waste & Recycling produced from all households: 5570 litres

Thus at least 6 x 1,100 litre eurobins would be required. An additional container may be introduced for mixed dry recycling.

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

Bin Size: 1,100 litre Eurobin

Height: 1,370 mm

Depth: 990 mm

Width: 1,260 mm

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

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 476-61.

e) The gate/door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

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

h) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle.

General Points

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is not a designated Industrial or Business Area in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Employment and Land Map. Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) relates to the loss of employment land outside identified Industrial and Business Areas. This policy protects such uses subject to certain criteria. Also, Policy LE4 protects such uses unless:

1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future;
4. The proposed use is in accordance with the Council's regeneration policies.

In order to demonstrate compliance with Policy LE4, the applicant is required to demonstrate that the site is surplus to employment requirements, especially as the site is presently occupied and in use. The Council's Employment Land Study 2009/2010 aims to assess the Borough's employment sites and premises in order to provide a robust evidence base to support the retention or release of existing employment land, where appropriate in the emerging Local Development Framework. It is acknowledged that the Employment Land Study 2009 and 2010 update confirms that there is an oversupply of industrial land in Hillingdon; the application site provides approximately 1,500sq.m of commercial/light industrial floor space which makes up approximately 3% of the total industrial land availability on the West Drayton Sub-Market and approximately 0.7% of the total industrial floor space in Hillingdon. The loss of this employment land may therefore be considered de minimus to the overall oversupply of employment land in Hillingdon, although the cumulative effect of such losses must be taken into consideration.

The application site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and is an identified 'growth area' with a large number of residential developments within the immediate area. The appearance of the commercial site is considered to have a negative impact on the character and visual amenity of the surrounding residential area. It is considered that the proposal would provide an improvement to the amenity of the area.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to encourage additional housing, predominantly one or two-bedroom units, in town centres. Policy H8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the conversion or change of use of premises to residential use will only

be acceptable if a satisfactory residential environment can be achieved, as discussed elsewhere in this report.

Therefore, subject to compliance with other relevant policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), there is no objection in principle to the redevelopment of the site for residential use.

7.02 Density of the proposed development

The application site is located on Horton Road, West Drayton and has an area of 0.187 ha. The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 200 - 450 hr/ha or between 70 -170 u/ha, (assuming 2.7 - 3.0 hr/u) could be achieved for the application site.

The proposed scheme would provide 34 residential units with a density of 182 units per hectare. Whilst the level of development for the site itself is above the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3, taking the wider 'masterplan' site (including the adjacent consented scheme) into consideration, the level of development would be within the London Plan guidance.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

A Geo-Environmental Desk Study has been submitted in support of the application.

The Environmental Protection Unit has assessed the report and recommends conditions to effect the removal of any contamination and ensure that imported soils are free from contamination. Subject to these conditions, it is considered that the proposal can be implemented without the future occupiers of the development being subject to any risks from soil or ground water contamination, in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

Policy BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

seeks to ensure that proposals adjacent to the Grand Union Canal enhance the environmental and visual qualities of the canal.

The scale of the residential redevelopment of the site is to be determined at this outline stage, with details of appearance, landscaping and layout as matters reserved for subsequent approval. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to neighbouring residential and industrial properties and the potential to open up physical/visual links from Horton Road to the canal side. As such, the proposals need to be considered with regard to the impact on Horton Road and the Grand Union Canal.

The current building is considered to have a relatively poor relationship to the street and the canal, with no active frontage or natural surveillance to either Horton Road or the waterway. The redevelopment of the site therefore presents an opportunity to improve the site's relationship with the street frontage and canal.

The immediate area does not have one specific architectural style with a variety of different residential buildings and some industrial and warehouse buildings with heights ranging from two to six storeys in places. The proposed residential development would be part four and part five storeys high. It is considered that the proposed building would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding development. It is considered that the proposed building will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

It is not possible to conclusively comment on the appearance of the proposed development as no elevations have been provided as part of this outline application. However, details of appearance will be dealt with as part of the Reserved Matters stage. The applicant has provided additional information in regards to the set back of the proposed building from the Canal. At its closest the proposed building would be set back 12m from the edge of the Grand Union Canal.

Although the Canal and River Trust has no principle objections to the proposed development, concerns have been raised about the height of the building adjacent to the towpath. They have asked that this block be no higher or nearer to the canal than the corresponding block in the recently granted planning permission for a housing development on the adjoining site at 26-36 Horton Road (Ref:3507/APP/2013/2327). Both the approved and proposed blocks would be 5 storeys high and while no elevations are provided in the outline scheme under consideration, indicative visuals in the applicants design and access statement show a similar appearance and design approach to the approved block, with pitched gables fronting the canal. The proposed and approved neighbouring blocks are therefore of a very similar size and scale when viewed from the canal side. While at its closest the proposed block is slightly nearer to the edge of the canal at 12m than the approved block at 13.5m, officers are satisfied that this is sufficient to provide for a suitable landscape treatment that would enhance the appearance of this stretch of the canal.

Overall, subject to detailed design at the Reserved Matters stage, it is considered that the outline scheme would have an acceptable impact on the Grand Union Canal and the area generally, in compliance with Policies BE13, BE19, BE26 and BE32 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them; the minimum acceptable distance between residential properties is 15m. New developments should comply with the 45 degree principle. Furthermore these policies state that planning permission will not be granted for new buildings and extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Following the previous Committee deferral, indicative floor plans have been received demonstrating the relationship of the proposed units with the neighbouring residential blocks. The revised indicative layout show that the minimum 15m separation between existing and proposed buildings can be achieved. Full details of layouts are secured by condition and can be dealt with at Reserved Matters stage.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to protect the privacy of neighbouring dwellings. Furthermore, Paragraph 6.12 of the Council's HDAS: Residential Extensions SPD requires a 21m separation distance between habitable rooms to ensure no loss of privacy would occur.

Members sought clarification in regards to overlooking distances between the proposed building and the adjoining Bignell House (to the west) and Building B (to the east); the submitted indicative layout plans demonstrate that the 21m separation distance would be achieved between the proposed block and Building B, to the east, and Building C, to the north. In regards to Bignell House, no habitable room windows would be provided on the elevation facing the neighbouring building; any windows on this elevation would be either high level or obscure glazed. Further details of elevations and window locations would be dealt with at Reserved Matters stage.

Overall it is considered that the proposed development would provide adequate levels of daylight/sunlight and privacy, and so would not cause harm to residential amenity, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

7.09 Living conditions for future occupiers

Internal Floor Space:

Policy 3.5 of the London Plan sets out minimum internal floor space standards for residential units requiring 50sq.m for one-bed two person units, 61sq.m for two-bed three person units, 70sq.m for two-bed four person units and 86sq.m for three-bed five person units.

The applicant has provided indicative floor plans for the proposed development which indicate that the proposed units would comply with the minimum floor space standards set out in Policy 3.5 of the London Plan. Further details of the internal layouts would be provided at the Reserved Matters stage.

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that adequate external amenity space is retained for residential properties. The Council's HDAS: Residential Layouts SPD states that one-bed units should be provided with a minimum of 20sq.m of external amenity space, 25sq.m for two-bed and

30sq.m for three-bed units.

Concern was raised by the Planning Committee over the provision of adequate amenity spaces for the proposed units. Although final details of the amenity space will be dealt with at Reserved Matters stage, the application needs to demonstrate that adequate amenity spaces can be provided for the number of units proposed.

The applicant has provided indicative layouts of all floors in the proposed development, which include the proposed unit mix. The proposed 32 unit scheme would provide 12 one-bed, 21 two-bed and 1 three-bed units, and would require 795sq.m of external amenity space.

The proposal would provide 494sq.m of communal amenity space at the rear and a 37sq.m rooftop terrace on the fourth floor. Although locations of balconies or terraces have not been provided on the revised plans, the Mayor's Supplementary Planning Guidance - Housing November 2012 states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. As such, it is assumed that the units would be provided with approximately 6sqm of private amenity space in the form of balconies or terraces for each of the 34 units, resulting in at least 204sq.m of combined external private amenity space.

Based on the above, officers are satisfied that the scheme is capable of providing up to 735sq.m of amenity space within the development. This would represent a shortfall of 60sq.m from the level suggested by the Council's SPD. However, it is worth noting that the application is in outline form with Landscaping being a matter reserved for more detailed consideration in a subsequent submission. In addition the development also includes improvements to the towpath and canal frontage on land outside of the applicant's ownership. On balance, it is considered that an acceptable amount of usable external amenity space would be provided for the proposed development with final details of external amenity space dealt with at the Reserved Matters stage.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The details of means of access to the site are to be determined at this outline stage. Access to the site would be provided via the existing access road (Otter Way) off of Horton Road. The access road is gated and would be shared with the neighbouring residential development. The use of Otter Way to access the site is considered to be acceptable.

During the Planning Committee concerns were raised by Members over the submitted vehicle tracking diagrams, particularly for refuse vehicles, where the swept path over-runs fell outside the red line plan. The red line plan has been amended to include all the overhang areas within the Refuse Vehicle Swept Path Analysis and revised swept paths have been provided. The Highways Engineer has raised concerns over vehicles being able to safely enter/exit the site due to the existing access gates being set back less than 11m from the public highway. Subject to a condition requiring the existing vehicle access gates to be set back 11m from the back of the public highway, it is considered that Members concerns over vehicle tracking have been addressed.

In regards to traffic generation and the impact on the highway network, it is considered that

the proposed development would not result in a significant increase in traffic generation on the existing highway network, with a lower proposed trip generation than the existing commercial use. The proposal would therefore comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards.

Parking would be partly provided within an undercroft with the remaining spaces located next to the proposed building. Each residential unit would be provided with one parking space (1:1 ratio); 35 parking spaces, including four disabled parking spaces would be provided in total. The parking is therefore considered to be in accordance with the Council's Car Parking Standards and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:
See Section 7.03 of this report.

Access and Security:

The Metropolitan Police have assessed the proposed development and considers the scheme to be acceptable provided it achieves Secure by Design. These matters are now largely covered under Building Regulations.

7.12 Disabled access

Although the proposal only seeks outline permission at this stage, it will be important for access considerations to be taken into account so that they can be successfully incorporated at the Reserved Matters stage. The Council's Access Officer has assessed the application and requires 10% of the residential units to be constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015. This can be dealt with by way of a condition on any consent granted.

7.13 Provision of affordable & special needs housing

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that 35% of all new residential units in the borough should be delivered as affordable housing. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The application has been assessed on the basis that 35% affordable housing will be provided with the tenure for delivery to be sought on an Affordable Rent basis as this is the need in this area, with grant funding being available for this type of tenure.

Notwithstanding this, it is worth noting that the application is in outline form, where detailed information of the development, construction costs and development viability are unavailable. In the circumstances, a review mechanism is recommended to ensure that the development viability can be reappraised, if required, when the final details of the scheme are available and the development costs have been fully identified.

In the case that less than 35% affordable housing is proposed, any application to review

affordable housing provision will need to be supported by a financial viability appraisal. This will need to be submitted using the Three Dragons Toolkit provided by the Greater London Authority. Financial appraisals may be referred to the Council's specialist Consultant for comment. The applicant will be asked to meet the Council's costs prior to any such action.

The Council would expect the affordable housing provision to be similar in design to the rest of the site, as well as complying with Housing Quality Indicators (HQI's) and Design and Quality Standards (Housing Corporation). The room sizes must meet minimum standards for affordable housing in Hillingdon.

The Affordable Housing provision and the review mechanism shall be secured through a Section 106 Legal Agreement for the development in the event of an approval.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

The site borders the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation. There are established off-site trees on the towpath, along the southern site boundary. The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of West Drayton.

The Council's Trees/Landscape Officer has assessed the application and raises no objection to the proposed residential development subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology:

Policy EC2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests whilst Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

The Canal and River Trust recommends a condition requiring the submission and approval of an ecological enhancement scheme is provided on any consent granted in order to ensure that the proposed development does not cause harm to the ecology. Subject to this condition, the proposal complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to preserve and enhance Hillingdon's biodiversity, including protected species such as bats. Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect sites of Metropolitan Importance for Nature Conservation from unacceptable ecological effects.

As the proposal involves the demolition of an existing building close to the Grand Union Canal, there may be bats within the vicinity; in order to ensure that demolition will not cause harm to bats, a bat survey will be required by way of a condition on any consent granted.

7.15 Sustainable waste management

Conditions and informatives will be attached to a future decision notice to ensure adequate provision of waste and recycling facilities on site and the retention of such facilities in perpetuity.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in Carbon Emissions, including a reduction of 40% in carbon emissions. Sustainability measures will need to be incorporated at the Reserved Matters stage.

Due to the location next to the Grand Union Canal, the development may benefit from utilising its waterside location for moving demolition waste and materials from the site by barge. The Canal and River Trust has therefore requested a condition requiring a feasibility study to be carried out to assess the potential for moving freight by water during the construction cycle.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within Flood Zone 1 on the Environment Agency maps; a flood risk assessment is not required.

Given the proximity of the canal, which is a controlled waterway, a canal/drainage statement would be provided at the Reserved Matters stage. Details of sustainable water management will be secured by condition. The Canal and River Trust have recommended a condition which requires details of any surface water run-off and ground water drainage into the waterway.

7.18 Noise or Air Quality Issues

Noise:

Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not grant permission for uses detrimental to the character or amenities of surrounding properties due to noise unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

It is considered that flatted development on this site is acceptable in principle, subject to adequate sound insulation, which can be dealt with by way of a condition on any consent granted.

Air Quality:

No information was submitted with regard to air quality. Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced to the site.

The proposed development is within the declared AQMA and in an area that is likely to be

slightly below the European Union limit value for annual mean nitrogen dioxide (40.0mg/m3).

The development is introducing sensitive receptors into a poor air quality area. As no air quality assessment has been provided, it is unclear if air quality will improve or by how much, as a consequence of the development. Details of the final energy provision at the site can be addressed at reserved matters stage and can be secured by condition. In addition, a Section 106 obligation of £12,500 for contributions to the air quality monitoring network in the area is considered appropriate.

Subject to a satisfactory energy strategy for the site and planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

The proposed development would be Mayoral CIL Liabile. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

The Planning Committee required clarification on whether contributions towards health provision should be sought. The Council's Section 106 Officer has confirmed that the Council's Planning Obligations SPD does not require any contributions towards public health as these have been included in the infrastructure requirements as set out in the CIL Charging Schedule. This is in line with regulation 123 of the CIL regulations. As such, public health is now funded via the Community Infrastructure Levy rather than via s106 mechanisms.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Outline planning permission is sought for the erection of a part 4, part 5 storey block of 34 new residential units, with associated car & cycle parking and amenity space, involving the demolition of the existing commercial buildings.

The details of means of access and the scale of the residential redevelopment of the site are to be determined at this stage, with appearance, landscaping and layout as matters

reserved for subsequent approval.

There is no land use policy objection to the principle of a residential use development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for housing developments.

The proposal provides a regeneration opportunity to improve the character and appearance of the canal side.

The proposal is considered to be acceptable in regards to access and the scale of the residential development and contribute towards the Council's housing stock.

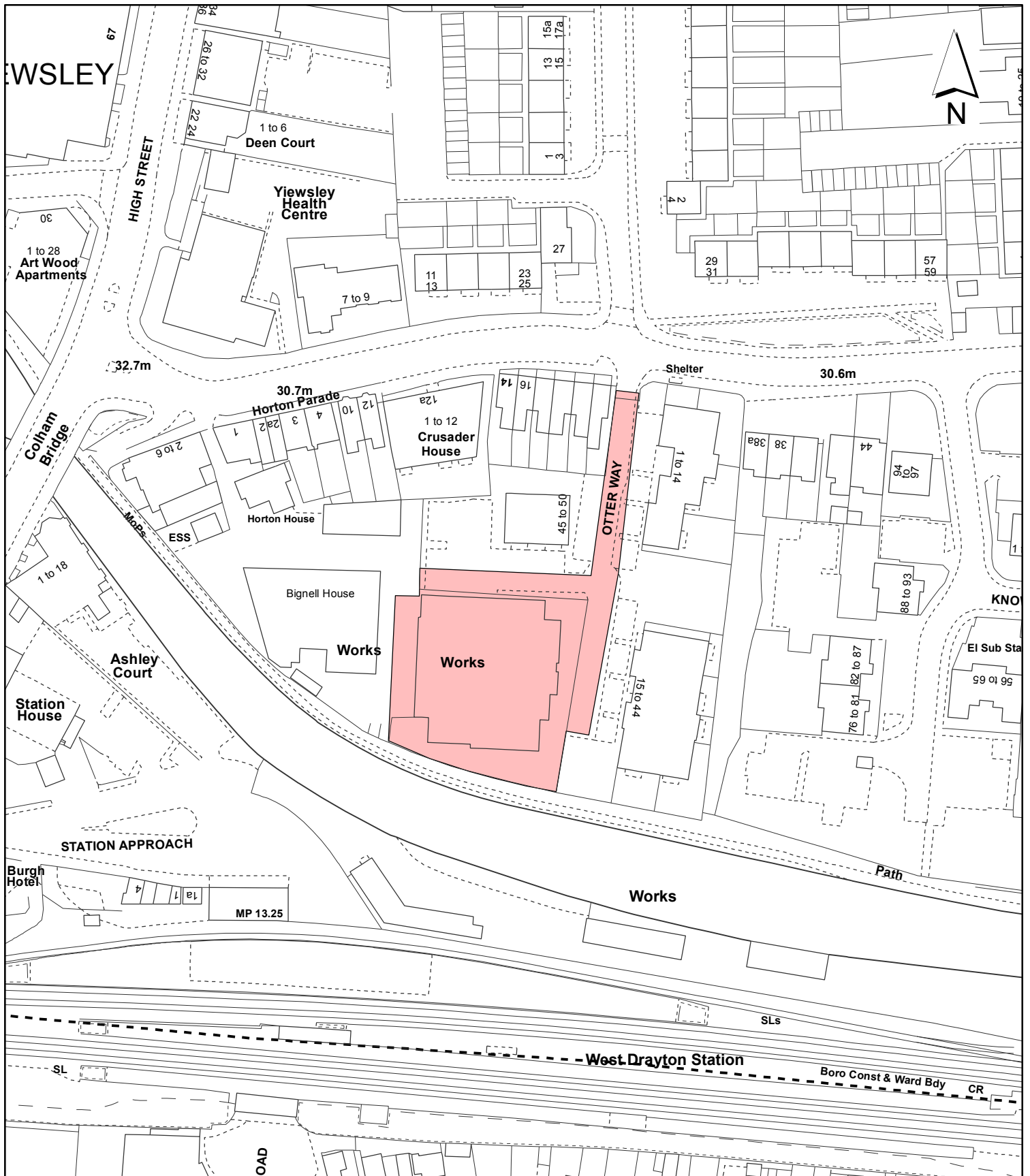
The outline application is therefore recommended for approval, subject to conditions and a S106 Agreement, subject to conditions and a S106 Agreement.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
National Planning Policy Framework
London Plan (2015)
HDAS: Residential Layouts
HDAS: Accessible Hillingdon

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Kingsway House
 Horton Road**

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

Planning Application Ref:
70438/APP/2015/4424

Scale:
1:1,250

Planning Committee:
Major Page 93

Date:
October 2016



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address BOWLS PAVILION & GREEN HILL END ROAD HAREFIELD

Development: RETENTION OF AND REPOSITIONING OF THE EXISTING MODULAR BUILDINGS AND ERECTION OF SINGLE STOREY SIDE EXTENSION TO THE EXISTING BOWLS CLUB WITH ASSOCIATED EXTERNAL WORKS

LBH Ref Nos: 46815/APP/2016/3306

Drawing Nos: 2016/D/184/P/001 (Site Location Plan)
Design and Access Statement (ref: 2016/D/184/P)
2016/D/184/P/003 Rev.A (Proposed Site Plan)
2016/D/184/P/002 (Existing Site Plan)
2016/D/184/P/007 (Proposed Elevations)
2016/D/184/P/005 (Proposed Club Plan)
2016/D/184/P/004 (Existing Club Plan)
2016/D/184/P/006 (Existing Elevations)

Date Plans Received: 02/09/2016 **Date(s) of Amendment(s):** 02/09/2016

Date Application Valid: 02/09/2016

1. SUMMARY

This application seeks full planning permission for the erection of a single-storey side extension to the existing club house at Harefield Hospital Bowling Club, which is located at Taylor's Meadow in Harefield. To facilitate the extension, two existing modular buildings would also be repositioned.

No objections are raised to the principle of the development in this location and it is not considered that the development would have any significant adverse impact on the visual amenities of the surrounding area, the openness of the Green Belt or on residential amenity.

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

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 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.

3 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 2016/D/184/P/001, 2016/D/184/P/003 Rev.A, 2016/D/184/P/005 & 2016/D/184/P/007, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 RES9 Landscaping

The section of hedge to be removed as part of this development shall be replanted along the re-positioned boundary in accordance with the revised site layout plan 2016/D/184/P/003 Rev.A within the first available planting season following the commencement of the development hereby approved.

If any of the replanted hedging dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased within the first 5 years it shall be replaced to the satisfaction of the Local Planning Authority.

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- OL4 Green Belt - replacement or extension of buildings
- OL5 Development proposals adjacent to the Green Belt
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of

	new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
AM7	Consideration of traffic generated by proposed developments.
LPP 3.19	(2016) Sports Facilities
LPP 5.13	(2016) Sustainable drainage
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4

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

5 I1 Building to Approved Drawing

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

6 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7 134 Building Regulations 'Access to and use of buildings'

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

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

· The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with

· BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises the existing bowling green and its associated clubhouse and ancillary changing room, WCs and storage buildings, which are located towards the rear (south east) of the green. It forms a part of the larger Taylor's Meadow recreation ground.

The site is bounded to the north east by a service road, beyond which is a residential property and a scout hut. It is bounded to the north west by a footpath, beyond which is a sports pavilion and playing fields. Playing fields also bound the site to the south west. It is bounded by a small area of woodland to the south west, beyond which are residential properties.

The site boundaries are currently defined by fencing and mature hedgerows. Access is via a service road from Hill End Road.

The entire application site falls within the Green Belt and the Colne Valley Regional Park as designated in the Hillingdon Local Plan. It also lies within the Health and Safety Executive (HSE) consultation zone associated with a nearby Regional High Pressure Gas Pipeline.

3.2 Proposed Scheme

This application seeks full planning permission for the retention and relocation of two single-storey modular buildings and the erection of a single-storey extension to the existing clubhouse at Harefield Hospital Bowls Club.

At present, the clubhouse accommodates a hall with a small bar and a kitchenette. The proposed extension, which would provide approximately 17m² of additional floor space, would allow for a larger kitchen area and associated store to be provided.

To facilitate the extension, the site would effectively be squared off in its eastern most corner, to enable the repositioning of two of the modular buildings. This would involve the removal on an existing section of hedgerow, creation of an area of concrete hardstanding and the extension of the existing palisade fence line. Replacement hedge planting would be provided along the new fence line.

3.3 Relevant Planning History

46815/A/92/0299	The Bowling Green, Taylors Meadow	Hill End Road Harefield
	Erection of a single storey extension to existing clubhouse	
Decision: 09-04-1992	Approved	
46815/APP/2001/161	Harefield Hospital Bowling Club, Taylors Meadow	Hill End Road Hare
	ERECTION OF A SINGLE STOREY EXTENSION AND ROOF REPLACEMENT TO BOWLING PAVILION	
Decision: 22-06-2001	Approved	
46815/APP/2006/2668	Harefield Hospital Bowling Club, Taylors Meadow	Hill End Road, Har
	ERECTION OF A SINGLE STOREY EXTENSION TO REAR OF EXISTING BOWLING CLUB BUILDING (INVOLVING DEMOLITION OF EXISTING TIMBER CHANGING ROOM BUILDING)	

Decision: 24-04-2007 Approved

46815/APP/2010/1826 Harefield Hospital Bowling Club, Taylors Meadow Hill End Road Hare
Erection of a single storey side extension with access ramp and new door to existing clubroom, to provide new changing facilities (involving demolition of existing changing room building and outbuildings).

Decision: 04-10-2011 Approved

46815/APP/2011/3095 Harefield Hospital Bowling Club, Taylors Meadow Hill End Road Hare
Installation of 2 x temporary portakabins for use as changing rooms involving demolition of existing outbuildings

Decision: 13-03-2012 Approved

Comment on Relevant Planning History

The planning history is summarised above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

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.CI2 (2012) Leisure and Recreation
PT1.EM5 (2012) Sport and Leisure
PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

OL4 Green Belt - replacement or extension of buildings
OL5 Development proposals adjacent to the Green Belt
BE13 New development must harmonise with the existing street scene.
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
AM7	Consideration of traffic generated by proposed developments.
LPP 3.19	(2016) Sports Facilities
LPP 5.13	(2016) Sustainable drainage
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 24 local owner/occupiers and site notices were posted. No responses have been received.

HEALTH AND SAFETY EXECUTIVE (HSE)

HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Internal Consultees

TREES/LANDSCAPE OFFICER

The site is occupied by a bowling green and associated facilities set back from Hill End Road.

The buildings and stores serving the club are aligned along the east boundary.

The site is accessed via a short service road and the green is situated to the north of a row of semi-detached houses and bounded to the east by Taylor's Meadow.

No trees will be affected by the proposal.

A length of hedge and palisade fencing will be removed and the fence line re-created on the Taylor's Meadow playing fields in order to accommodate the new storage and changing facilities.

Palisade is an exceptionally unsightly form of security fence and a new hedgerow should be planted along the fence line / eastern boundary to hide the fence - and enhance the security of the site.

If the application is recommended for approval, landscape conditions should be imposed to preserve and enhance the character and visual amenity of the area.

Recommendation:

No objection subject to conditions RES9 (parts 1,2,4, 5 and 6).

Officer comment: It should be noted that amended plans have been received which show replacement hedge planting would be provided.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site falls within the Green Belt as designated in the Hillingdon Local Plan. Accordingly, a key consideration in assessing the principle of the development relates to the impact on the development on the openness of the Green Belt.

Local Plan: Part 2 policy OL4 confirms that "the Local Planning Authority will only permit the replacement of extension of buildings within the Green Belt if:

- i) The development would not result in any disproportionate change in the bulk and character of the original building;
- ii) The development would not significantly increase the built up appearance of the site;
- iii) Having regard to the character or the surrounding area the development would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated."

Paragraph 89 of the NPPF reiterates that the construction of new buildings within the Green Belt should be regarded as inappropriate, subject to the following exceptions:

- a) buildings for agriculture and forestry;
- b) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- f) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The proposed extension to the existing clubhouse would be minor and limited views of it would be available from outside the site due to its single-storey nature and screening provided by existing boundary fencing and planting. It is not considered that it would be visually prominent or that it would significantly increase the built-up nature of the site. Accordingly, the proposed extension is considered to comply with the above Local Plan and NPPF policy criteria.

Similarly, the existing temporary buildings, which would be both retained and repositioned to accommodate the extension, whilst not ideal in design terms, would have limited visual impact outside the application site, particularly given existing and proposed boundary screening. Whilst provision of a more permanent solution to the site's accommodation needs might arguably be more appropriate, the modular buildings are seen in context with the adjacent clubhouse building and bowling green and they not out of keeping with the character or appearance of the surrounding area. Accordingly, on balance, their permanent retention and repositioning is considered to be in accordance with the aims of the above mentioned policies.

In addition to the above, and notwithstanding the site's location within the Green belt, also of relevance are Local plan: Part 1 policies CI2 and EM5 which seek to support the provision of new and/or enhanced community, leisure, recreation and sporting facilities across the borough. The proposed development supports the retention and ongoing viability of the bowling club in this location in compliance with these policy objectives.

The proposed development is considered to meet the criteria set out in Local Plan: Part 2 policy OL4 and paragraph 89 of the NPPF, which allow minor alterations to existing buildings located within the Green Belt. Furthermore, it complies with Local Plan: Part 1 policies CI2 and EM5, which seek to support the enhancement of sports and leisure facilities. Accordingly, no objections are raised to the principle of the development in this location subject to the proposal meeting site specific criteria.

7.02 Density of the proposed development

Not applicable to this type of development.

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

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

7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities in this instance.

7.05 Impact on the green belt

As mentioned in part 7.01 of this report, current Local Plan and NPPF policy allows minor alterations and extensions to existing development within the Green Belt, providing it does not significantly detract from the visual amenity of or reduce the openness of the Green Belt.

In this instance the proposed alterations are considered to be minor. The bowls club is bounded by a mature boundary hedge which provides significant screening to the green and associated buildings. Evergreen trees located within the adjoining recreation ground provide further screening around the eastern corner of the site. A small section of hedge would be lost to accommodate the proposals but replacement planting would be provided. Accordingly, views of the buildings from outside the site are limited and it is not considered that the development would have any significant impact on the visual amenity or openness of the Green Belt in this location.

7.07 Impact on the character & appearance of the area

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

The site forms part of the wider Taylor's Meadow recreation ground and public open space and no views of it are available from Hill End Road. The impact of the development on the visual amenities of Taylor's Meadow have been addressed above in parts 7.01 and 7.05 of this report in considering the impact of the development on the Green Belt.

7.08 Impact on neighbours

Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 seek to protect residential amenity. The Council's Supplementary Planning Document (SPD) on Residential Layouts provides detailed guidance to ensure that these policy objectives can be met.

The nearest residential properties are located in Hill End Road, beyond a small area of woodland to the south, and at The Lodge, to the west of the site. Tree screening would obscure views of the site from properties in Hill End Road. Although views would be visible from the Lodge, the clubhouse and its associated buildings are located some 62m away from that property, beyond the grass bowling green itself. Accordingly, it is not considered that the proposal would have any significant detrimental impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

The proposal is for a small extension to an existing clubhouse building. Given the minor nature of the extension proposed it is not considered that it would result in such a significant increase in visitors to the site that it would have an adverse impact on the local highway network.

7.11 Urban design, access and security

Urban design

The size, scale, height and design of the proposed extension would be in keeping with that of the original building and is considered to be acceptable in this location. The retention and repositioning of the modular buildings would only have a minor visual impact which, in time, would be mitigated against through new hedge planting. Accordingly, it is not considered that the proposals would have a significant detrimental impact on the visual amenities of the site or the surrounding area.

Security

Given the minor nature of the scheme and the fact that the existing premises will already be operating its own security measures a secure by design condition is not considered to be necessary in this case.

7.12 Disabled access

Ramped access would be provided to the building and level thresholds would be provided. The applicant's Design and Access Statement confirms that the development would fully comply with Parts B and M of the Building Regulations, the Disability Discrimination Act 1995 and the Equality Act 2010.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

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

To accommodate the proposed extension and relocation of the modular buildings a length of hedge and palisade fencing would be removed and the fence line re-created on the Taylor's Meadow playing fields. A concrete base will be laid down on which the repositioned modular buildings will sit. Amended plans have been provided which show replacement planting would take place to screen the fence line. On this basis, the Council's Trees/Landscape Officer has raised no objections, subject to a landscaping condition. Notably, although the line of the proposed hedge falls outside the red line application site,

the submitted location plan confirms that the land required for this falls within the applicant's ownership and control. Accordingly, it is considered reasonable to deal with this by way of a landscaping condition in this instance.

7.15 Sustainable waste management

As this is a relatively small addition to an existing bowling club, the existing waste management facilities will be used. Notably, the bowling club ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Given the relatively minor nature of the scheme there is no planning requirement for the development to incorporate the use of renewable energy or sustainable building measures beyond those required by Building Regulations.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified.

7.18 Noise or Air Quality Issues

It is not considered that the proposed development would give rise to any issues of noise or air quality over and above its existing use.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Not applicable to this development.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objections are raised to the principle of the development in this location. It is not considered that the proposal would have any significant detrimental impact on the openness or visual amenities of the Green Belt or the surrounding area. Furthermore, it is not considered that it would have any significant adverse impact on residential amenity.

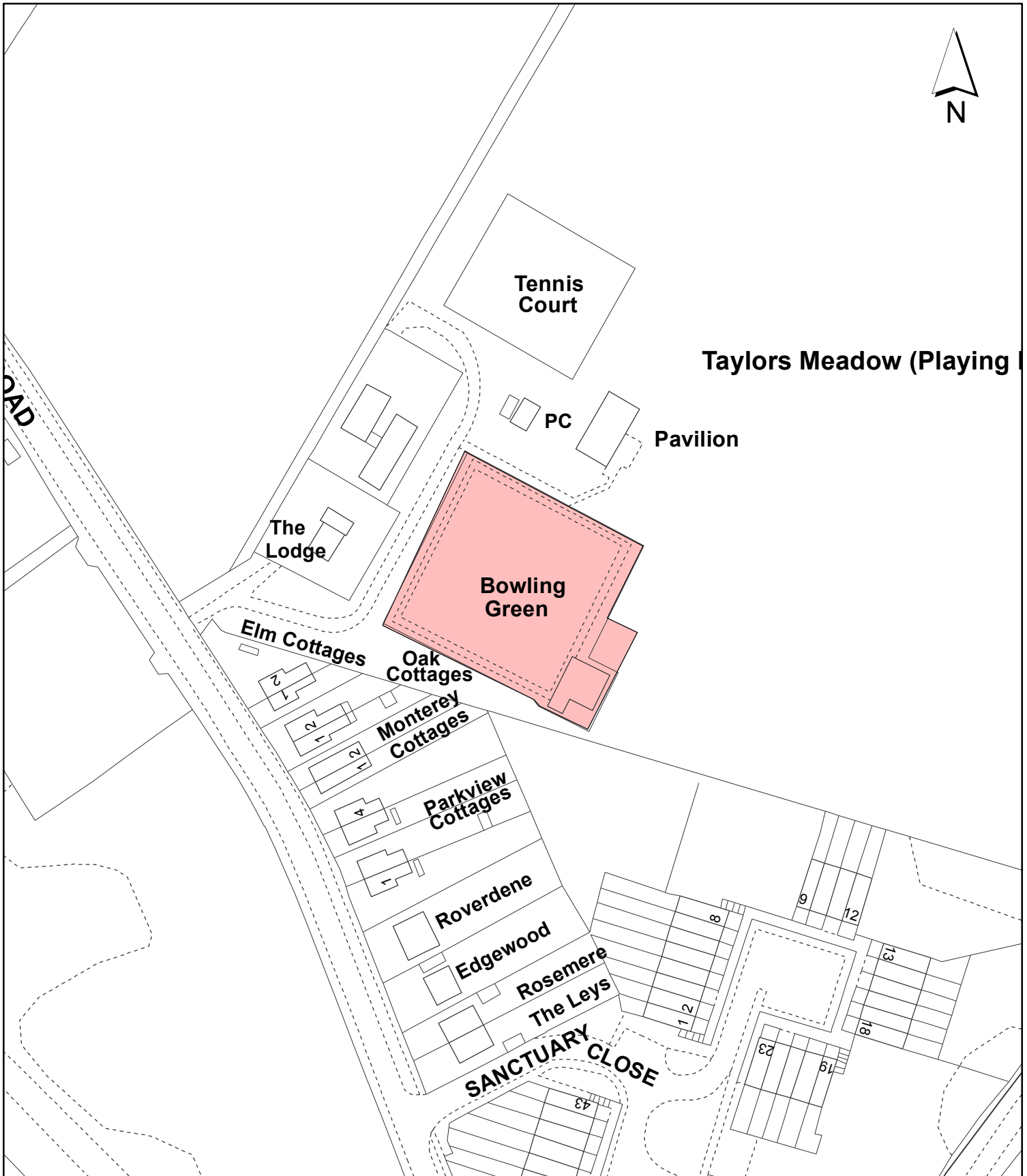
The proposal is considered to comply with relevant local, London Plan and NPPF planning policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.
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Site Address:

**Bowls Pavilion
 Hill End Road**

**LONDON BOROUGH
 OF HILLINGDON**

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

Planning Application Ref:

46815/APP/2016/3306

Scale:

1:1,250

Planning Committee:

Major Page 108

Date:

October 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE ARENA BENNETSFIELD ROAD STOCKLEY PARK

Development: Erection of 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of car park and landscaping.

LBH Ref Nos: 37800/APP/2016/1430

Drawing Nos:

- URB-TL 08 00 01 D01 - Location Plan
- URB TL 08 00 02 D00 - Site Plan As Existing
- URB TL 08 30 01 D00 - Roof Plan As Existing
- URB TL 08 10 01 D00 - First Floor Plan As Existing
- URB TL 08 70 01 D00 - Elevations As Existing
- URB TL 08 00 04 D00 - Ground Floor Plan As Existing
- URB-TL 08 00 03 D02 - Site Plan As Proposed
- URB TL 08 00 05 D01 - Ground Floor Plan As Proposed
- URB-TL 08 10 02 D02 - First Floor Plan As Proposed
- URB-TL 08 20 02 D02 - Second Floor Plan As Proposed
- URB TL 08 30 02 D01 - Roof Plan As Proposed
- URB TL 08 70 03 D01 - Elevations (Sheet 1) As Proposed
- URB TL 08 70 04 D02 - Elevations (Sheet 2) As Proposed
- URB TL 08 70 05 D01 - Elevation Detail As Proposed
- URB TL 08 80 01 D01 - Section As Proposed
- 3944/01/D15-2664 V9 - Landscape Design Plan
- 3944/01/D16-1327 V1 - Green Wall Cross Section
- BloX-C-Secure-Cycle-Store-Compound (Visual Data Sheet)

Date Plans Received: 12/04/2016 **Date(s) of Amendment(s):** 12/04/2016

Date Application Valid: 12/04/2016

1. SUMMARY

Planning permission is sought for the erection of an 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of the existing car park and new landscaping.

A hotel on this mixed use site would compliment other business uses within Stockley Business Park. This infill development would be considered 'appropriate development' in the Green Belt as set out in paragraph 89 of the National Planning Policy Framework (2012).

The general design, size, height and massing of the proposed building is considered sympathetic to the open nature of the Green Belt, and it would not adversely impact on the heritage value of the existing Locally Listed Arena Building. The scheme would be compatible with the height and form of other development within the wider complex and would be in keeping with the streetscene.

Given the business nature of the site and area, the proposal is not considered to raise any residential amenity concerns.

The hotel would primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, and vehicles servicing the hotel. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety given the limited number of vehicular movements anticipated and the financial contribution of £70,000 towards highway improvements to mitigate the affects of the development and to alleviate congestion.

The scheme is considered to be visually acceptable and is considered to comply with relevant Hillingdon Local Plan, London Plan, and NPPF policies. Accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:

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

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

- 1. 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 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.**
- 2. Hospitality Training contributions or an in kind scheme to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry**
- 3. Carbon Fund Contribution: A financial contribution of £30,600 towards provision of off-site carbon reduction measures.**
- 4. Highway Improvement Contribution: A financial contribution of £70,000 towards highway improvement works to alleviate congestion locally.**
- 5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 Agreement/s have not been finalised by the 26/4/17 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to agree to provide contributions towards the improvement of highways, carbon reduction, and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- URB-TL 08 00 01 D01 - Location Plan
- URB TL 08 00 02 D00 - Site Plan As Existing
- URB TL 08 00 04 D00 - Ground Floor Plan As Existing
- URB TL 08 10 01 D00 - First Floor Plan As Existing
- URB TL 08 70 01 D00 - Elevations As Existing
- URB TL 08 30 01 D00 - Roof Plan As Existing
- URB-TL 08 00 03 D02 - Site Plan As Proposed
- URB TL 08 00 05 D01 - Ground Floor Plan As Proposed
- URB-TL 08 10 02 D02 - First Floor Plan As Proposed
- URB-TL 08 20 02 D02 - Second Floor Plan As Proposed
- URB TL 08 30 02 D01 - Roof Plan As Proposed
- URB TL 08 70 03 D01 - Elevations (Sheet 1) As Proposed
- URB TL 08 70 04 D02 - Elevations (Sheet 2) As Proposed
- URB TL 08 70 05 D01 - Elevation Detail As Proposed
- URB TL 08 80 01 D01 - Section As Proposed
- 3944/01/D15-2664 V9 - Landscape Design Plan
- 3944/01/D16-1327 V1 - Green Wall Cross Section
- BloX-C-Secure-Cycle-Store-Compound (Visual Data Sheet)

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

REASON

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

3 COM5 General compliance with supporting documentation

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

- Design and Access Statement (April 2016)
- Accurate Visual Representations and Methodology Report (April 2016)
- Energy Statement (Edition 4, April 2016)
- BREEAM Pre-Assessment (January 2016)
- Extended Phase 1 Habitat Survey (Version 4, April 2016)
- Landscape and Visual Impact Assessment (Version 6, January 2016)
- Air Quality Assessment (Report 002 January 2016)
- Preliminary Acoustic Review of Site (August 2015)
- Report on Ground Investigation (Issue 1, January 2016)
- Planning Statement (April 2016)
- Arboricultural Report (Version 5, July 2016)
- Drainage Strategy (Revision 3, September 2016)
- Transport Assessment (Version 6, September 2016)
- Travel Plan (Version 5, September 2016)

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan.

4 COM15 Surface Water Management and Maintenance Plan

Prior to first use of the building as a hotel, a Long Term Management and Maintenance Plan shall be submitted to, and approved in writing by the Local Planning Authority. The plan shall:

- i. Provide an as built plan of the drainage system.
 - ii A clear management and maintenance plan. 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.
- 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).

5 COM8 Tree Protection

Notwithstanding the tree reports that accompany this application, prior to commencement of above ground level works, a scheme for the monitoring of tree related works at critical stages of the development by a suitable tree consultant to ensure compliance with the reports set out in condition 3 shall be submitted to and approved in writing by the Local

Planning Authority. Monitoring of the tree related works shall thereafter be carried out in accordance with these approved details.

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 1 Saved UDP Policies (Nov 2012).

6 NONSC Air Quality

Prior to commencement of above ground level works, an air quality assessment report shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the detailed modelling of the combined heat and power (CHP) unit emissions with the results reported both on their own and in combination with the traffic emission contributions at relevant receptors both on site and at existing relevant public exposure locations in the vicinity of the application site. The specification of the CHP will be in line with the emission requirements set in the Sustainable Design and Construction SPG achieving a NO_x rating of <40 mgNO_x/kWh. In addition, the design of the CHP will aim at minimising emissions at the outset. This will include an optimised stack height, location, and operational schedule. The report will also include updated results of the neutral assessment to include CHP emissions. In the instance the impact of the proposed development on both new and existing receptors is not acceptable, mitigation measures are required to remove any exceeding emissions. These may include the application of a catalytic converter to the CHP. Any subsequent details agreed shall be carried out in full accordance with the approval.

REASON

To safeguard air quality in accordance with the Environment Act 1995, policy EM8 of the Local Plan: Part 1, policies 5.3 and 7.14 of the London Plan (2016), and paragraph 124 of the NPPF.

7 NONSC Noise affecting offices/other noise sensitive premises

The rating level of noise emitted from plant and/or machinery hereby approved shall be no higher than the existing background noise level. The noise levels shall be determined at the nearest neighbouring offices and club house. 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 2 Saved UDP Policies (2012).

8 NONSC Air extraction system noise and odour No air extraction sys

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

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part 1 Saved UDP Policies (Nov 2012).

9 NONSC Energy Scheme

Prior to first use of the building as a hotel, a detailed scheme showing how the CO2 savings shown in the approved energy strategy (Travelodge Stockley Park - Energy Statement -Edition 4, April 2016) shall be submitted and approved in writing by the Local Planning Authority. The details shall include specifications of the CHP plant to be used (including the inputs and outputs -shown in kwhr and kgCO2) and the type and location (roof plan) of the PV panels. The details shall also be accompanied by a statement on how the low and zero carbon technology will be monitored and maintained to meet the reduction targets and how this will be reported to the Local Planning Authority. The development must proceed in accordance with the approved plans and details.

REASON

To ensure appropriate carbon savings are delivered in accordance with policy 5.2 of the London Plan (2016).

10 NONSC Historic Recording

Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 1 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).

11 NONSC 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 desktop 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 (Nov 2012).

12 NONSC Contaminated Land EA

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

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 (Nov 2012).

13 NONSC No Piling without Consent EA

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To protect groundwater, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

14 NONSC Gas (Contamination)

Prior to commencement of development, the applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of the new hotel. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to the new hotel on the development site to the satisfaction of the Local Planning Authority.

REASON

There is filled ground on this site and adjacent to the site in the golf course. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the new building, and if there is a hazard to ensure any necessary gas remediation work is completed, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012). Advice on this condition can be obtained

from the Environmental Protection Unit on 01895 277018

15 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 without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and to protect the ecological value of the area in accordance with policy EC3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012).

16 COM31 Secured by Design

Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

REASON

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

17 COM7 Materials & Fenestration Detailing

No development shall commence above ground level until details of all materials (including physical samples where appropriate) are provided of:

1. Samples and manufacturers details of all external materials and finishes.
2. Details of the materials, construction and finishes of all external doors, windows, and glazed stairwells/features
3. Details of the construction and materials of the eaves, parapets and cladding junctions
4. Details of the type, size and location of all external services, flues and AHUs
5. Details of the type and design of roof top PVs (where applicable)

No development shall commence above ground level until these details have been 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 thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

18 NONSC People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms is no less than 8 rooms with an additional 3 rooms capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails). In addition, 50% of en-suite bathrooms within the required accessible bedrooms shall have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

19 NONSC Car parking use only for duration of guests staying at hotel

The 20 car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to policy A4 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012). Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Chapter 6 of the London Plan (2016).

20 COM20 Cycle Parking

Prior to occupation of the hotel, 20 cycle parking spaces shall be provided. Where two-tier racks are provided, they shall be a mechanically or pneumatically assisted system for accessing the upper level. These spaces shall be maintained in good working order, shall be for cycle storage use only and shall remain in perpetuity.

REASON

To promote sustainable modes of transport, in accordance with policy 6.9 of the London Plan (2016).

21 NONSC EVP and Accessible Bays

The 20 car parking spaces proposed as part of this development shall provide 20% active and 10% passive Electric Vehicle Charging Points (EVCPs) and 12 shall be accessible bays.

REASON

To promote sustainable modes of transport, in accordance with policy 6.13 of the London Plan (2016).

22 MCD10 Refuse Facilities

Prior to commencement of development works above ground level, details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse and recycling at the premises shall have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 5.17 of the London Plan (2016).

INFORMATIVES

1 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

2 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).

3

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

4 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

5 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).

6 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) 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 (FALP 2015) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
LE2	Development in designated Industrial and Business Areas
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy

LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
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LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
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LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
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LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
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LPP 8.1	(2016) Implementation
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NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation

	measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

7

The proposed facility would be the subject of the Equality Act 2010. The applicant is advised to take the following into consideration with regard to this application:

- a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
- b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
- c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
- d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
- f. Seating of varying heights should be provided and sited close to reception.
- g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
- h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
- i. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

- j. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,
- k. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.
- l. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
- m. Lifts should accord with BS 8300:2009+A1:2010.
- n. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.
- o. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.
- p. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)
- q. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.

8

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £40 per square metre. Should you require further information please refer to the Council's Website
www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website
www.hillingdon.gov.uk/index.jsp?articleid=24738.

9

In accordance with the provisions of the NPPF, the Local Planning Authority has actively

engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

3. CONSIDERATIONS

3.1 Site and Locality

Stockley Arena is located to the east of Stockley Road and forms part of Stockley Park, a 47 hectare former landfill site which was successfully redeveloped into a business park in the late 1980s and now has international renown as one of the first business parks of its kind, and for the high quality architecture and strong integration of landscaping into the design.

Stockley Park Arena was designed and built in 1990 by Arup as the landmark core of Stockley Park and provides a leisure hub for the surrounding commercial units, comprising public house, retail, coffee shop/ sandwich bar and gymnasium uses. The building is predominantly two storey and has a lakeside setting, with ground levels rising to the north with the building itself partially sunk into the landscape. The building is centred upon a circular fortress like enclosure with radiating wings. Immediately to the north and west, are landscaped car parking areas, with the Stockley Golf Course and its clubhouse wrapping around the site to the north and east. To the south, the site is adjoined by the lake. Adjoining the lake to the south is the main access road and the commercial buildings beyond, surrounded by their parking areas within a landscaped setting.

The proposed hotel would be sited on the western side of the northern wing of the building, on part of the existing the car park. This results in the reconfiguration of the existing car park which would encroach and on to part of the green space south of the golf course club house and north of the entrance to the Arena.

As the surrounding areas of the business park have evolved, Stockley Park Arena has stayed virtually unchanged. The building benefits from a low key design, typical of its time, set in a prominent, but, sensitive setting by the open water lake. The site is located within the Green Belt, additionally it is locally listed as being of historical/architectural merit. It also is located within an Air Quality Management Area and has a PTAL rating of 1b (very poor).

3.2 Proposed Scheme

The proposal is for the erection of an 81 room, three storey hotel (Class C1) with ancillary bar/ restaurant. The building would be 'T' shaped and sited within the existing car park adjacent to the northern wing of the Arena. The building would mainly be raised above the car park, to provide an undercroft parking area, with the main hotel accommodation being on the first and second floors, including the bar/ restaurant on the second floor. A ground floor entrance would be provided from the car park, close to the main circular centre of the Arena, with stair and lift access to the floors above.

The Arena car park currently provides 140 dedicated surface car parking spaces. The proposal will involve the re-configuration and loss of a number of the existing car parking

spaces. However, an additional area of parking is proposed with a net addition of 20 spaces.

3.3 Relevant Planning History

37800/APP/2010/1669 The Arena, Stockley Park Stockley Road West Drayton

Change of use from Class B1 (Office) to Class D1 (Non-residential institutions) for use as further education college and management training premises.

Decision: 08-02-2011 Refused

37800/APP/2013/161 The Arena, Stockley Park Stockley Road West Drayton

Development of Stockley Arena to provide additional office accommodation, including a single-storey extension to the central rotunda and to the southern wing to create a new second floor, together with a two-storey extension above the existing refuse storage and deliveries area to the north.

Decision: 08-08-2013 Approved

37800/APP/2013/2804 The Arena, Stockley Park Stockley Road West Drayton

Part 1st Floor proposed change of use from B1 (office) to residential (C3) (Application for Prior Approval under Schedule 2 Part 3 Class J of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

Decision: 19-11-2013 PRN

37800/APP/2016/2082 The Arena Bennetsfield Road Stockley Park

Installation of Samo equipment cabinet to existing rooftop steelwork, swap out of existing two 14.47m high flagpole antennas with replacement two 15.85m high flagpole antennas, installation of additional Mast Head Amplifiers (MHA's) and associated development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 20 for determination as to whether prior approval is required for siting and appearance).

Decision: 02-08-2016 Approved

37800/PRC/2015/148 The Arena, Stockley Park Stockley Road West Drayton

Development of 82 bedroom hotel and new car parking

Decision: 10-02-2016 OBJ

Comment on Relevant Planning History

Stockley Park Business Park was developed in the late 1980's on the site of a former landfill site. Stockley Arena was built in 1990. Planning application ref. 37800/APP/2013/161 is the most relevant to this current proposal. It sought 'development of Stockley Arena to provide additional office accommodation, including a single-storey extension to the central rotunda and to the southern wing to create a new second floor, together with a two-storey extension above the existing refuse storage and deliveries area to the north'. This office development was similarly positioned on the car park along the northwest wing of the existing building. However, it also extended over the top of the existing Arena building.

Consent was given on 29th August 2013 but has not been implemented.

In 2015, a pre-application proposal (Ref: 37800/PRC/2015/148) was submitted for an 82 room hotel at the same location. Concerns were raised regarding this proposal on grounds of impact on the Green Belt, the Locally Listed Building, and in terms of highways. The current scheme has been revised and is now considered to have an acceptable level of impact on the Locally Listed Building. The Council's Conservation and Urban Design Officer is satisfied with the proposal. The revised proposal is considered to be 'appropriate development' in the Green Belt, a view similarly shared by the Greater London Authority. In terms of highways, a financial contribution has been secured which is considered to address the previous concerns raised by the Highway Engineer.

4. Planning Policies and Standards

Please see list of 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.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM12 Promotion of traffic management measures which give priority to buses
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
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BE22	Residential extensions/buildings of two or more storeys.
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
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LPP 5.15	(2016) Water use and supplies
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OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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SPD-NO	Noise Supplementary Planning Document, adopted April 2006
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SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

7 Neighbouring properties were consulted 12th May 2016, site notices erected 16th May 2016, and an advert published 25th May 2016. The statutory consultation period expired 15th June 2016. 8 responses have been received which raise the following summarised concerns:

- Disruption during construction
- Exacerbation of parking stress

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

GREATER LONDON AUTHORITY (GLA)

Comments (summary): London Plan policies on Green Belt, Hotel Development, employment, urban design, inclusive design, sustainable development and transport are relevant to this application. The application is broadly acceptable in strategic planning terms, however further information or action is needed on the matters set out below:

- Green Belt: The application should respond to the issues raised with regards to urban design to ensure that the impact on Green Belt openness would be suitability minimised and mitigated in accordance with policy 7.16 of the London Plan.
- Employment and Training: The provision of jobs and training for local residents is supported in accordance with policy 4.12 of the London Plan and should be secured as a planning condition.
- Transport: Further discussions, clarification and/or commitments as set out in paragraphs 43-48 of this report are sought with respect to car, cycle and coach parking, construction, delivery and servicing; and travel planning, to ensure accordance with policies 6.3, 6.9, and 6.14 of the London Plan.

- Sustainable Development: To ensure compliance with policy 5.2 of the London Plan, the applicant should address the issues raised under climate change (paragraphs 49-64) of this

DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to imposition of a Secured by Design condition.

ENVIRONMENT AGENCY

Comments (summary): We consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below.

Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect groundwater.

GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE (GLAAS)

No comment

HEATHROW AERODROME SAFEGUARDING

No comment

HEATHROW AIRPORT LIMITED

No comment

HISTORIC ENGLAND

No comment

NATS

No comment

NATURAL ENGLAND

No comment

THAMES WATER

No comment

TRANSPORT FOR LONDON (TFL)

Comments:

Cycle parking should be provided in line with the latest London Plan cycle parking standards (Policy 6.9). The standards for use class C1 (hotels) state that for 1 long-stay space should be provided per 20 bedrooms and 1 short-stay space per 50 bedrooms. This equates to 4 long-stay and 2 short-stay cycle parking spaces.

It is noted that two-tier racks will be used to provide the majority of the cycle parking. Where these are provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in the London Cycle Design Standard (LCDS) must be met in order for these stands to be usable.

The LCDS recommends that users should have to negotiate a maximum of two doors to gain access to the cycle parking area. Push-button controls to assist with door opening are highly recommended. Alternatives include double doors opening in both directions, or where one door is 'push' and the other 'pull'.

Please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The LCDS states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands.

TfL finds the quantum of car parking to be acceptable and welcomes the provision of 20% active and 10% passive Electric Vehicle Charging Points (EVCPs).

TfL recommends that 1 designated coach parking space is provided to ensure compliance with Policy 6.13 (Parking) of the latest London Plan.

Subject to the above, TfL is not minded to object to the development.

Internal Consultees

ACCESS OFFICER

Comments: No objection, subject to a condition to secure accessible bedrooms.

CONSERVATION AND URBAN DESIGN

Comments (summary): Stockley Park was laid out in the 1985 to a master plan by Arup Associates, it is an early example of a business park and is characterised by large stream lined modern office buildings, many by well known architects and architectural practises, set in an open and well designed landscaped setting. The Arena was also designed by Arup Associates, it includes a sports club, restaurant, management offices and conference centre, and provides a long, low focus between the park and business area. It is faced in coursed buff reconstituted stone and timber, and has a polygonal conservatory to the west. At its centre is an unusual circular piazza with a distinctive roof line with wings radiating from the space that relate to the surrounding ground levels and partially enclose the car park. The sports centre has a very simple blank facade and barrell roof form. When viewed from the car park, the grassed slopes and mounding screen it from the golf course to the east. To the south, the building has a simple fortress like character, it is accessed via a bridge over

a lake that sweeps along its southern boundary and has a moat like quality.

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal have been developed through discussion with the Conservation and Urban Design Team and has been designed to retain the central forum area unaltered, to screen the unprepossessing sports hall and to continue the existing idiosyncratic footprint of the existing buildings along the northern boundary of the car park. To the rear the existing hall and landscaping will screen the new structure and along the northern boundary an existing line of semi mature trees will be retained, which will partially screen and soften views of the new east-west wing of the building. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building. The proposed area of linkage between old and new will retain the original circular space and the new structure retains the existing wall at the entrance to this area. The upper floors will be set back behind the wall to reduce their apparent bulk and visual intrusion when seen from the central space. Where the new building links with the existing, materials are replicated to ensure a smooth transition between the two structures.

In terms of the impact of the proposed structure on the surrounding open space, the new building will be seen against a back drop of the existing structures and would not unduly impinge upon these as illustrated in the applicants visual analysis.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique.

No objection subject to the following conditions:

1. The existing building to be recorded to HE level 1, the scope and content of this document to be agreed in writing with the LPA and once agreed, copies to be provided for the Local History Archive at Uxbridge Library and Historic England
2. Samples and manufacturers details of all external materials and finishes to be provided for agreement prior to the start of each element of the works
3. Details of the materials, construction and finishes of all external doors, windows, and glazed stairwells/features to be submitted for agreement
4. Details of the construction and materials of the eaves, parapets and cladding junctions
5. Details of the type, size and location of all external services, flues and AHUs
6. Details of the type and design of roof top PVs
7. A detailed landscaping scheme to be agreed - subject to advice from the Green Spaces Team

ECOLOGY OFFICER

Comments: No objection

ENVIRONMENTAL PROTECTION UNIT

- Air Quality

Comments: No objection, subject to condition to safeguard air quality from the proposed CHP.

- Contamination

Comments: No objection, subject to conditions relating to contaminated land and to obtain a landfill gas survey.

- Noise

Comments: No objection, subject to conditions relating to noise and an air extraction system to address noise and odour.

FLOOD & WATER MANAGEMENT OFFICER

Comments: No objection, subject to condition to obtain a satisfactory Long Term Management and Maintenance Plan to ensure that surface water run off is controlled.

HIGHWAYS OFFICER

Comments (summary): No objection, subject to a financial contribution to secure £70,000 towards highway improvements to mitigate from the development and alleviate congestion on local roads.

SUSTAINABILITY OFFICER

Comments: No objection, subject to condition to obtain a detailed scheme to demonstrate carbon reductions in accordance with the submitted energy strategy and a legal agreement to secure a financial contribution of £30,600 towards the Council's Carbon Fund for off-site renewable/energy conservation provision.

TREE AND LANDSCAPING

Comments: The Arboricultural Report has been amended to show the yew hedge in the south west corner of the site (between the new car park spaces and the lake) - and acknowledge the need to remove the hedge to facilitate the development.

It has been confirmed that trees T17, T18, T19 and T20 would be retained (and protected) as part of the proposal. Some pre-emptive tree surgery, prior to development, is likely to be required to trees G10, T17, T18, T19 to prevent accidental damage and provide necessary working space.

The Landscape Design Plan proposes additional tree planting designed to enhance the landscape setting and ensure that there is no net loss of trees / screen hedges on the site. The plan also confirms that the yew hedge (*Taxus baccata*) will be re-instated in the south -west corner between the new parking areas and the lakeside.

I confirm that these details are now acceptable, in terms of tree and landscape issues. Nevertheless, due to the sensitivity of the trees and the importance of the landscape setting of this site, I am recommending that the tree consultant be retained to monitor / supervise tree related work at critical stages of the development, commencing with the site set up and tree protection work.

WASTE

No comment

7. MAIN PLANNING ISSUES

7.01 The principle of the development

LAND USE

Policy T2 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will encourage the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow Airport, underground, and railway stations and from the main road network provided the development does not conflict with the aim to maintain and improve the environment.

Policy T4 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that hotels, guest houses, and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; And
- (ii) The development is located near or on a primary or secondary road or British Rail or Underground Station; And
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; And
- (iv) Parking to standards adopted by the Local Planning Authority can be met within the curtilage of the site;
- (v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

Policy E2 'Location of Employment Growth' of the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs), Locally Significant Employment Locations (LSEL), Locally Significant Industrial Sites (LSIS), Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes. The Council will promote development in highly accessible locations that delivers sustainable travel patterns and contributes to the improvement of existing networks to reduce emissions and impacts on air quality. The Council will accommodate a minimum of 3,800 additional hotel

bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations

Policy E3 'Strategy for Heathrow Opportunity Area' of the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the Council will prepare a Local Development Document (LDD) for the Heathrow area to achieve the future growth set out in Table 5.3, in consultation with the GLA and London Borough of Hounslow. This LDD will help manage development and protect land within the Heathrow Airport boundaries for airport-related activities. It will seek to ensure that local people benefit from sustainable economic growth located both within the Airport boundaries and in the Perimeter areas. The LDD will also set requirements for climate change mitigation and adaptation through a low carbon emission strategy and measures to improve local air quality.

Specific to Stockley Park, the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the business park has a significant role in the delivery of jobs in the Heathrow Opportunity Area, and has an estimated capacity of around 5,000 new jobs. These are opportunities to extend the business park and to include a hotel which could further add to the Park's offer.

Paragraph 2.17 of the emerging Hillingdon Local Plan: Part 2 Development Management Plan (draft 2012) states that Stockley Park has a reputation as being one of Europe's premier business parks, occupying 150 acres with 25 buildings, which accommodate over 165,000 sqm of high quality offices. The site will retain its importance as a key outer London office location over the period of the Plan. Opportunities to expand employment opportunities and to include a hotel to add to the Park's offer are noted in the Local Plan Part 1.

Hillingdon, because of Heathrow and other locational characteristics, has made a contribution to meeting the demands for serviced hotel accommodation and conference facilities for business visitors as well as for the other tourists. The Borough will, after implementation of all outstanding permissions, have around 7% of Greater London's available serviced bed spaces. The existing hotels on average achieve an occupancy rate of around 90%. The hotels providing employment to the Borough's residents make a significant contribution to Hillingdon's local economy.

The proposed hotel would be located on existing surface car parking. However, replacement car parking would be provided and increased. It is clear from national, regional, and local planning policy, that the provision of more hotel floorspace, particularly at Stockley Business Park would be supported as it would provide growth in employment and it would compliment existing business uses within the wider park. Therefore, the principle of a hotel development on this site would be acceptable in principle.

GREEN BELT

The National Planning Policy Framework (NPPF) defines previously developed land (PDL) as "land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed, but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time"

As the proposed hotel will be built partly above existing ground floor uses and partly over sailing the surface level car park within the curtilage of the 'The Arena' site, it is considered to be a previously developed site.

Policy 7.16 'Green Belt' of the London Plan (2016) notes that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in Very Special Circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

Policy EM2: Green Belt, Metropolitan Open Land and Green Chains of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

The national guidance referred to above is articulated in the National Planning Policy Framework (NPPF) at paragraphs 88-92, which makes it clear that, with few exceptions, the construction of new buildings in the Green Belt should be regarded as inappropriate development. The NPPF further advises local authorities that when considering any planning application, they should ensure that substantial weight is given to any harm to the Green Belt and 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The exceptions found under paragraph 89 in the NPPF are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The applicant contends that the proposal accords with the last bullet point above since the proposal is for the redevelopment of previously developed land, which will have no greater material impact than that of the existing buildings on the openness of the Green Belt and the purposes of including land within it. To illustrate the appropriateness of the proposal, the applicant cites the approval of the previous application for an office extension to the Arena to provide additional office floorspace accommodated through a single-storey extension to the central rotunda and southern wing, and a two storey extension above the existing refuse storage and delivery area of the northern wing.

The current hotel scheme proposes a similar level of floorspace (2,489 sq.m versus 2,305 sq.m). Two key footprint and massing differences between the two schemes is that the current hotel application comprises a building that extends further to the north, but this is balanced against the fact that the hotel building is lower than the office scheme, which extended to a level above both the rotunda structure and the retaining walls of the Arena.

Based on the figures provided, the proposal would represent about a 40% uplift in GIA floorspace. As previously indicated, the site where the proposed building is to be located is primarily car parking and is within the curtilage of the developed site and therefore can be considered as previously developed land. The proposal, would not significantly increase the developed area of the site, and its impact on the openness of the Green Belt in this location is limited as the proposed building would be lower than the existing building.

In view of the above, it is considered that the current proposal meets the exception under paragraph 89 of the NPPF. Therefore, it is considered to be appropriate development within the Green Belt.

7.02 Density of the proposed development

Not relevant to the determination of this application.

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

The site is not located within an Archaeological Interest Area/Zone, a Conservation Area, or an Area of Special Character. Therefore, these designations are not relevant to the determination of this application.

LISTED BUILDINGS

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal has been developed through discussion with the Conservation and Urban Design Team and has been designed to retain the central forum area unaltered, to screen the unprepossessing sports hall and to continue the existing idiosyncratic footprint of the existing buildings along the northern boundary of the car park. To the rear, the existing hall and landscaping will screen the new structure and along the northern boundary an existing line of semi mature trees will be retained, which will partially screen and soften views of the new east-west wing of the building. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building. The proposed area of linkage between old and new will retain the original circular space and the new structure retains the existing wall at the entrance to this area. The upper floors will be set back behind the wall to reduce their apparent bulk and visual intrusion when seen from the central space. Where the new building links with the existing, materials are replicated to ensure a smooth transition between the two structures.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique. The Council's Conservation and Urban Design Officer considers the proposal to be acceptable as it is not considered to adversely impact the heritage value of the Locally Listed Building.

7.04 Airport safeguarding

The proposal is not considered to raise any airport safeguarding issues. Therefore, it is acceptable in this regard.

7.05 Impact on the green belt

Please see the 'Principle of Development' section for consideration of the acceptability of the proposal in the Green Belt.

7.06 Environmental Impact

CONTAMINATION

The new hotel will be an extension of the existing Arena building. The northern area of Stockley Park is land-filled and the buildings are separated by a clay bund with a gravel leachate drain. As the site was re-mediated on the east side (of the Bypass) by 1989 our records are not all retained. However, there are major gas and leachate controls on the site, and gas vents are present just north of the development. The submitted environmental report provides an investigation of 3 boreholes, 10 probes and 7 trial pits. 13 samples were analysed for soil contaminants. 3 of the boreholes have gas monitoring standpipes inserted which have been monitored on 4 occasions in November 2015. The report provides sufficient information for the purposes of assessing the merits of the scheme, which is considered acceptable. However, the Council's Environmental Health Officer has recommended conditions be imposed to further safeguard future users of the site from

contamination risks.

7.07 Impact on the character & appearance 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.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) seek to ensure that the new development complements or improves the character and amenity of the area, whilst policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

Stockley Park was laid out in 1985 to a master plan by Arup Associates, it is an early example of a business park and is characterised by large streamlined modern office buildings, many by well known architects and architectural practises, set in an open and well designed landscaped setting. The Arena was also designed by Arup Associates, it includes a sports club, restaurant, management offices and conference centre, and provides a long, low focus between the park and business area. It is faced in coursed buff reconstituted stone and timber, and has a polygonal conservatory to the west. At its centre is an unusual circular piazza with a distinctive roof line with wings radiating from the space that relate to the surrounding ground levels and partially enclose the car park. The sports centre has a very simple blank facade and barrel roof form when viewed from the car park. The grassed slopes and mounding screen it from the golf course to the east. To the south, the building has a simple fortress like character, it is accessed via a bridge over a lake that sweeps along its southern boundary and has a moat like quality.

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal has been developed through discussion with the Conservation and Urban Design Team. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique.

In terms of the impact of the proposed structure on the surrounding open space, the new building will be seen against a back drop of the existing structures and would not unduly impinge upon these as illustrated in the applicants visual analysis.

The Council's Conservation and Urban Design Officer considers the proposal to be acceptable in design terms and it is not considered to adversely impact the heritage value of the Locally Listed Building, the openness of the Green Belt, or the visual amenity of the wider area, in accordance with local, regional, and national policy.

7.08 Impact on neighbours

The nearest residential properties to the site are located over 500m from the development.

Therefore, given the scale and nature of the development, the proposal would not be considered to raise concern with regards to residential amenity. In addition, the proposal is not considered to give rise to any concern to immediately adjacent commercial properties given the type of development sought.

7.09 Living conditions for future occupiers

Not relevant to the determination of this application.

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 Arena is located within the Stockley Business Park. Both pedestrian and vehicular access to the site is to be gained through the existing access via Bennetsfield Road, which forms part of a private road. It is recognised that the existing car park would be partly re-arranged. However, these changes are minor in nature and not considered to give rise to any highway safety concerns. Therefore, access to the site is considered acceptable.

Servicing to the Arena building would be retained from an existing point at ground level within the undercroft. The Council's Highway Engineer has reviewed these arrangements and not raised any concern.

The application is supported with a Transport Impact Assessment with revised trip rates and trip generation in line with the recommendations put forward by the Council's Highway Engineer. The assessment uses comparable sites to estimate trip rates at the new development. The Council's Highway Engineer has reviewed the details and is satisfied that the results are in accordance with industry standards and accepted practice.

Although the trip generation aspect of the highways considerations is now satisfactory,

there is no traffic modelling submitted to show the impacts on the surrounding highway network, in particular on the Stockley Roundabout, and there are no mitigation works proposed.

In the absence of any traffic modelling and/or highway mitigation works being put forward as part of this development, the Council's Highway Team are seeking a £70k financial contribution for towards highway improvements to mitigate from the development and to alleviate congestion.

Subject to a legal agreement to secure the financial contribution for highway improvement works, the proposal would be considered acceptable in terms of traffic impact by the Council's Highway Team.

Overall, 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 Arena car park currently provides 140 dedicated surface car parking spaces. Due to the coincidence of peak parking demand periods for the health club and the proposed hotel, the car park will be extended to provide an additional 20 parking spaces. An appropriate level of accessible and Electric Vehicle Charging bays will be secured by condition, in accordance with policy 6.13 of the London Plan (2016).

The development provides a total of 12 additional cycle parking spaces in addition to the replacement of the existing 8 spaces, in accordance with policy 6.9 of the London Plan (2016).

With regards to coach parking, the budget hotel proposed is of modest size and would

primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Therefore, it is not considered necessary to provide coach parking. However, the development is located on a private road within Stockley Business Park where there is opportunity to provide coach parking in the future should it be required.

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

ACCESS

The proposal seeks to erect a 81 room hotel with an ancillary cafe, bar and restaurant.

The Council's Access Officer has reviewed the proposal in terms of accessibility. The Officer raises no objection to the proposal and has stated that 'the redevelopment is understood to have the principles of inclusive design firmly embedded into the design'. The Design & Access Statement that accompanies this application reports on a carefully considered design approach to the public realm that provides an easily identifiable entrance with a level approach. The proposal incorporates stepped accesses into the scheme for design reasons (acknowledged by the Council's Conservation and Urban Design Team) with an alternative ramped route for wheelchair users. This approach has been considered acceptable by the Council's Access Officer and overall, the hotel is considered consistent with the London Plan and HDAS Accessibility policy standards.

The floor plans show two lifts which lead to eight accessible bedrooms on the first and second floors. Three additional 'adaptive rooms' are also shown on the plans. With regards to car parking, 12 accessible parking bays with the requisite markings are shown. Both the level of accessible rooms and parking spaces are considered to be acceptable.

Subject to an appropriate condition to secure the accessible bedrooms, it is considered that the proposal would provide an inclusive environment for future users in accordance with R16 and AM13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

SECURITY

The Metropolitan Police's Design Out Crime Officer has reviewed the proposal from a security perspective. The Officer is satisfied that the proposal would be acceptable, subject to condition to ensure compliance with Secured by Design.

URBAN DESIGN

Please see 'Impact on the character and appearance of the area' section of this report for consideration of Urban Design.

7.12 Disabled access

Please see 'Urban Design, Access, and Security' section above for consideration of disabled access.

7.13 Provision of affordable & special needs housing

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 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 (Nov 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 (Nov 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.

The Arboricultural Report has been amended to show the yew hedge in the south west corner of the site (between the new car park spaces and the lake) and it acknowledges the need to remove the hedge to facilitate the development.

It has been confirmed that trees T17, T18, T19 and T20 would be retained (and protected) as part of the proposal. Some preemptive tree surgery, prior to development commencing, is likely to be required to trees G10, T17, T18, T19 to prevent accidental damage and provide necessary working space.

The Landscape Design Plan proposes additional tree planting designed to enhance the landscape setting and ensure that there is no net loss of trees / screen hedges on the site. The plan also confirms that the yew hedge (*Taxus baccata*) will be re-instated in the south-west corner between the new parking areas and the lakeside.

The Council's Tree and Landscaping Officer has reviewed the proposal and confirms that the proposal is acceptable in terms of trees and landscaping. Nevertheless, due to the sensitivity of the trees and the importance of the landscape setting of this site, the Council's Tree and Landscaping Officer recommends that a tree consultant be retained to monitor / supervise tree related work at critical stages of the development. A condition has been imposed to secure this recommendation.

Subject to condition, the proposal would comply with local, regional, and national planning policies with regards to trees and landscaping.

ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible,

make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailed within the application documents in respect to trees and shrubs, it is considered that the scheme would not have an adverse impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

A servicing area has been provided next to the existing area to the main Arena building. However, no details of refuse and recycling storage have been provided. Therefore, a condition to ascertain appropriate refuse and recycling storage will be required.

Notwithstanding the above, it should be noted that the hotel ultimately has considerable discretion over which waste management methods are used on site.

Subject to condition, the level of waste and recycling storage provision, its location, and means of collection by refuse vehicles is considered acceptable. As such, the scheme is considered satisfactory and complies with the standards set out in 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. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Strategy (Travelodge Stockley Park - Energy Statement - Edition 4, April 2016) that shows that the development does not achieve the required 35% reduction in CO₂ from 2013 Building Regulations. The development is short of its target by 17tCO₂/annum. Consequently, the development is not policy compliant. However, the attempts made to make the development compliant have been robust and are acceptable in principle. Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite.

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

In this instance, the development would be compliant with policy 5.2 of the London Plan (2016) subject to a contribution of £30,600 (17tCO₂ x £60 x 30years) towards off-site provision. The applicant has offered a financial contribution of £30,600 towards the Council's Carbon Fund, which is considered acceptable. Subject to a legal agreement to secure this contribution and a condition to obtain a detailed scheme to demonstrate carbon reductions in accordance with the submitted energy strategy, the proposal would comply with policies 5.3, 5.4, and 5.7 of the London Plan (2016), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

7.17 Flooding or Drainage Issues

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (2016) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

A Drainage Strategy has been submitted with this planning application that sets out how the development would manage both surface and foul water at the Arena. The Council's Flood and Water Management Officer has reviewed the details submitted and considers them to be satisfactory to prevent the risk of flooding. However, a condition to obtain a satisfactory Long Term Management and Maintenance Plan to ensure that surface water run off is controlled has been requested. Subject to this condition, the proposed development would not be considered to raise any adverse flooding or drainage issues, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

7.18 Noise or Air Quality Issues

Policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 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.

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 Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality, subject to conditions to safeguard future users of the site and adjoining sites.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 7.14 and 7.15 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 (Nov 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.

Monetary contributions:

1. 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.

2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Carbon Fund Contribution: A financial contribution of £30,600 towards provision of off-site carbon reduction measures.
4. Highway Improvement Contribution: A financial contribution of £70,000 towards highway improvement works to alleviate congestion locally.
5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL. 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.

The Council's Community Infrastructure Levy (CIL) charge would be applicable on the new floorspace created at a rate of £40 per square metre.

The Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

A hotel on this mixed use site would compliment other business uses within the Stockley Business Park. The infill development would be considered 'appropriate development' in the Green Belt as set out in paragraph 89 of the National Planning Policy Framework (2012).

The general design, size, height and massing of the proposed building is considered sympathetic to the open nature of the Green Belt, and it would not adversely impact the heritage value of the existing Locally Listed Arena Building. The scheme would be compatible with the height and form of other development within the wider complex and would be in keeping with the streetscene.

Given the business nature of the site and area, the proposal is not considered to raise any residential amenity concerns.

The hotel would primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation and vehicles servicing the hotel. These matters taken together are not considered to have any significant detrimental impact on the

existing highway network or on highway safety given the limited number of vehicular movements anticipated and the financial contribution of £70,000 towards highway improvements to mitigate the impact of the development and to alleviate congestion.

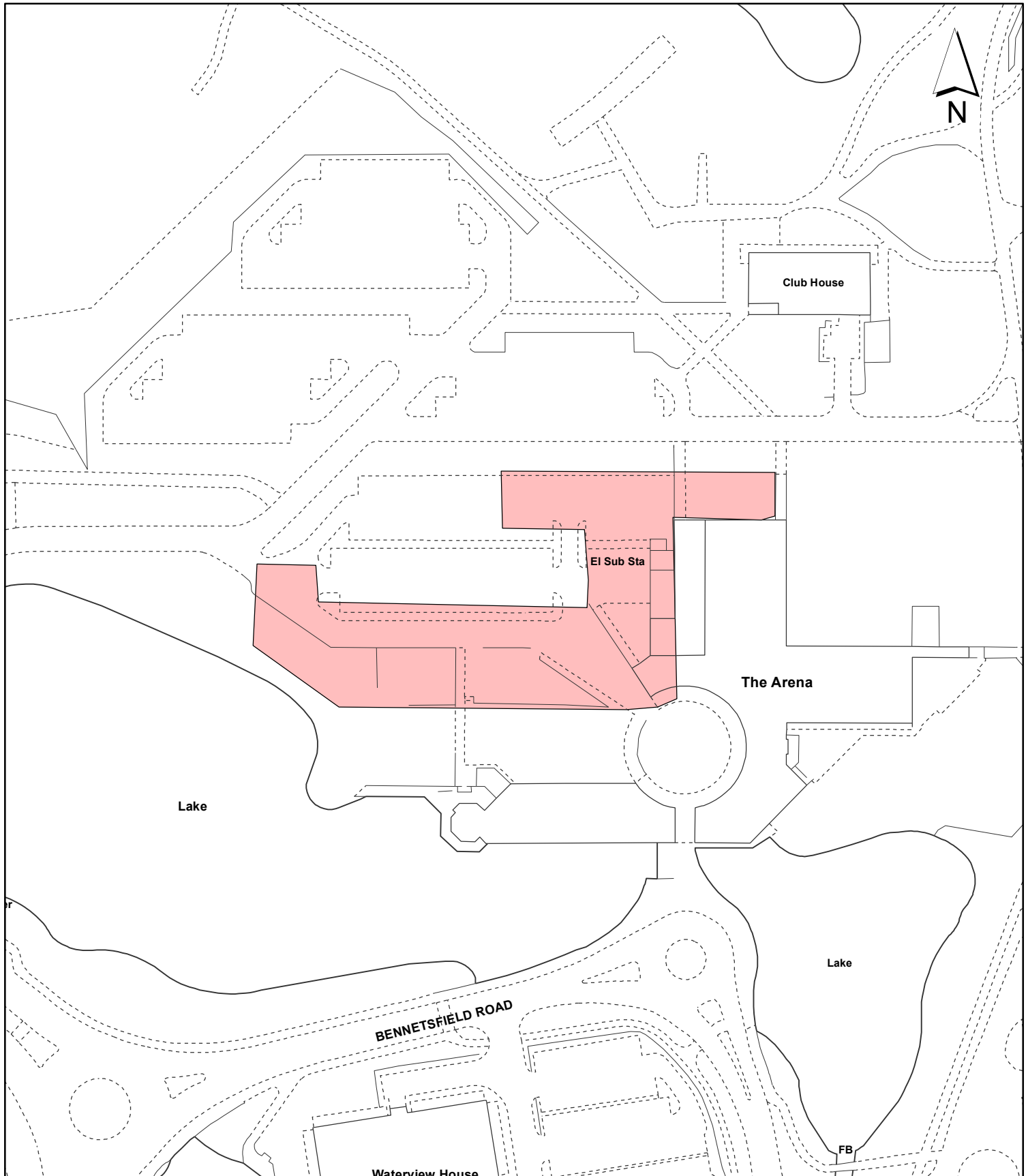
The scheme is considered to be visually acceptable and is considered to comply with relevant Hillingdon Local Plan, London Plan, and NPPF policies. Accordingly, approval is recommended subject to appropriate conditions and planning obligations.

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)
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 - 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

For identification purposes only.
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Site Address:

**The Arena
 Stockley Park**

**LONDON BOROUGH
 OF HILLINGDON**

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

Planning Application Ref:
37800/APP/2016/1430

Scale:
1:1,250

Planning Committee:
Major Page 148

Date:
October 2016



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Variation of conditions 2 and 9 of planning permission ref: 532/APP/2015/3349 dated 28/09/2015 (Erection of a multi storey car park and removal of existing surface parking) to allow eight more spaces to be retained (S73 application)

LBH Ref Nos: 532/APP/2016/3083

Drawing Nos: 5360CP-P+W-A-PL74_B
S73 Supporting Statement 7-10-16
5360-P+W-A-PL 62 A
5360-P+W-A-PL 61 A
5360-P+W-A-PL 63 A
5360-P+W-A-PL 64 A
5360-P+W-A-PL 65 A
5360-P+W-A-PL 67 A
5360-P+W-A-PL 68 A
13242-TLP-MSCP-002 Plants and Typical Material
5360-P+W-A-PL 66 A
5360CP-PW-A-PL51 Location Plan
5360CP-PW-A-PL52 Existing Site Plan
5360CP-PW-A-PL53 Existing Site Elevations ES
5360CP-PW-A-PL54 Existing Site Elevations WN
5360CP-PW-A-PL55 Proposed Site Plan
5360CP-PW-A-PL56 Proposed Ground Floor
5360CP-PW-A-PL57 Proposed First Floor
5360CP-PW-A-PL58 Proposed Second Floor
5360CP-PW-A-PL59 Proposed Roof Plan
5360CP-PW-A-PL69 Proposed Cross Section
5360CP-PW-A-PL73 Proposed Fire Strategy
13424-TLP-MSCP-01 Landscape Layout
Lighting Plan 1011761-BS00(63)1001
Lighting Plan 1011761-BS00(63)1002
MSCP Design Access Statement
Travel Plan Performance Indicators
Transport Assessment
MSCP Landscape Design Statement
MSCP Visual Appraisal
MSCP External Lighting Report
MSCP Flood Risk Assessment
MSCP Ecology Assessment
MSCP Arboricultural Impact and Method Statement

Date Plans Received:	12/08/2016	Date(s) of Amendment(s):	11/10/2016
Date Application Valid:	15/08/2016		15/08/2016
			12/08/2016

1. SUMMARY

The application seeks minor material amendments to planning permission reference 532/APP/2015/3349 for a Multi Storey Car Park (MSCP) at the Brunel University campus.

The MSCP is required in part to replace parking spaces lost on the campus as a result of the construction of the AMCC2 research building at the University's Science Park, which was granted planning permission on 11/3/16 under application reference 532/APP/2015/33350. The changes sought to the MSCP permission relate to the retention of 8 parking spaces which were originally due to be removed elsewhere on the campus, in order for the the University to provide car parking in accordance with the overall campus wide cap of 2,088 parking spaces.

It should be noted that the multi storey car park itself will not be affected by the proposed changes in this S73 application. It is only the surface level parking spaces that are due to be decommissioned that are the subject of this S73 application.

The above changes are sought in conjunction with a Non Material Amendment (NMA) application(reference 532/APP/2016/3082) that has recently been approved for the AMCC2 research building referred to above. The NMA seeks changes to the AMCC 2 building, aimed at cutting costs and bringing the development back within the available budget. One of the changes is to remove car parking from the AMCC 2 development, resulting in 8 spaces less than were originally approved.

The AMCC 2 changes would therefore result in the loss of 8 spaces at the campus. The proposed changes in this S73 application will ensure that the University continues to provide overall parking provision on the campus in accordance with the campus wide target of 2,088 spaces.

The proposal is considered to comply with relevant Saved UDP and London Plan policies, in addition to objectives within the National Planning Policy Framework. Accordingly, approval is recommended, subject to conditions originally imposed.

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

5360CP-PW-A-PL51 Location Plan

5360-P+W-A-PL 61 A

5360-P+W-A-PL 62 A

5360-P+W-A-PL 63 A

5360-P+W-A-PL 64 A

5360-P+W-A-PL 65 A

5360-P+W-A-PL 67 A

5360-P+W-A-PL 68 A

5360-P+W-A-PL 66 A

5360CP-PW-A-PL55 Proposed Site Plan

5360CP-PW-A-PL56 Proposed Ground Floor

5360CP-PW-A-PL57 Proposed First Floor

5360CP-PW-A-PL58 Proposed Second Floor

5360CP-PW-A-PL59 Proposed Roof Plan
5360CP-PW-A-PL69 Proposed Cross Section
5360CP-PW-A-PL73 Proposed Fire Strategy.
5360CP-P+W-A-PL74 Rev B Removal of Parking Spaces
Landscape Layout
1011761-BS00(63)1001 - Lighting Plan
1011761-BS00(63)1002 - Lighting Plan

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM7 Materials (Submission)

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

Details should include

- i) information relating to make, product/type, colour and photographs/images
- ii) The parapet enclosure to the new car park deck

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).

4 COM27 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. 10 disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area. 57 (20%) of the parking spaces shall be served by active electric charging points and 28 (10%) of the parking spaces shall be served by passive electric charging points.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016)

5 SUS6 Green Travel Plan

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall comply with the current University Travel Plan (as amended) secured by the existing section 106 agreement dated 16 April 2004.

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.

6 NONSC Parking Layout Strategy

Prior to the proposed multi story car park hereby approved being brought into use, details of the Brunel University campus wide car parking layout strategy, showing the redistribution of the car parking spaces for site 1 of the University campus shall be submitted and approved by the Local Planning Authority. The strategy shall include details of each parking space, locations of the parking redistributions, time of the implemented change, affected spaces for disabled users (including access routes for disabled users from each car parking space proposed), levels, support columns (where appropriate) and Electric Vehicle Charging Points (active and passive), together with a strategy for the monitoring and conversion of the passive points to active, in accordance with the demand.

REASON

1. Car parking spaces at different locations will be affected as a result of parking redistribution, but full details have not been submitted.
2. Parking spaces that have to be relocated as a result of the proposals must comply with the latest London Plan Policy.
3. 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.

7 NONSC Construction Phasing

Construction of the proposed multi storey car park (MSCP) hereby approved shall not commence until the AMCC2 research building approved under planning application reference 532/APP/2015/3350 has commenced.

REASON

1. In order to comply with the terms of the application. The Campus will be able to accommodate current parking demand without the MSCP, while the AMCC2 is under construction and student numbers remain below 15,000. The MSCP is therefore not required before the proposed AMCC2 construction commences.
2. To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking target is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2016) Policies 6.1 and 6.3.

8 NONSC Parking Management Strategy

A Car Parking Management Strategy (CPMS), to include details on how car parking will be managed during the transition period whilst the multi storey car park is under construction and thereafter shall be submitted to and approved by the Local Planning Authority, prior to commencement of the development hereby approved. The strategy should include the programme of demolition and construction and timing for the removal of car parking spaces and re-provision of spaces.

REASON

To control the phasing of the temporary parking arrangements on the campus and to ensure that the University's agreed parking cap is not exceeded, in accordance with the sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2016) Policies 6.1 and 6.3.

9 NONSC Land Restoration - Redundant Spaces

Prior to the proposed multi story car park hereby approved being brought into use, the proposed car parking spaces to be lost elsewhere on the campus, as identified on plan No. 5360-CP/74 shall be discontinued and the land restored in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority.

REASON

1. To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
2. To accord with sustainability objectives contained the campus wide Travel Plan and to comply with London Plan (2016) Policies 6.1 and 6.3.

10 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.

11 COM8 Tree Protection

The measures to protect retained trees shall be completed in accordance with the details set out in the submitted Arboricultural Implications Assessment and Arboricultural Method Statement dated 3rd September 2015 by the Landscape Partnership Ltd. An arboriculturalist shall be retained to supervise excavation and any work which may affect trees. A Construction Method Statement and 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 in writing to the Local Planning Authority for approval prior to commencement of the development hereby approved. No site clearance works or development shall be commenced until these drawings and Construction Method Statement 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 Construction Method Statement and 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).

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

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

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100)
 - 1.b Written specification of planting and cultivation works to be undertaken
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Cycle Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 4. Schedule for Implementation
- 5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

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

13 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, the intensity of illumination and vertical and horizontal light spillage. Any lighting that is so installed shall not thereafter be altered.

REASON

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

14 NONSC Low Energy Lighting Scheme

No development shall commence until details of a low energy lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details.

REASON

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (2016).

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

16 COM31 Secured by Design

The car park shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The car park shall not be brought into use until accreditation has been achieved.

REASON

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

17 COM5 General compliance with supporting documentation

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

Arboricultural Impact Assessment and Arboricultural Method Statement.
Air Quality Appraisal
Ecological Assessment

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

REASON

To ensure that the development complies with the objectives of Policy BE38 of the Local Plan: Part Two Saved UDP Policies (November 2012).

18 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 follow the strategy set out in the 'Flood Risk Assessment', and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Calculations should be provided showing storm period and intensity and volume of storage required to control surface water and size of

features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change. Overland flooding should be mapped, for 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 and functionality (ie provision of survey) of the receiving surface water network conveying water to the River Pinn demonstrated
- ii. Identify vulnerable receptors, i.e. the Water Framework Directive status and prevent pollution of the receiving watercourse through appropriate methods;

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

Provide a management and maintenance plan 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.

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- | | |
|------|---|
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |

AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.13	(2016) Parking
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) Planning obligations
NPPF	
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. CONSIDERATIONS

3.1 Site and Locality

The proposed multi storey car park (MSCP) will be located within site 2 of the University campus, on an existing large surface car park 5,659 m² or 0.5659 Hectares in extent. The site is located south of the University's North Loop Road, to the north of the Heinz Wolff Building and to the east of the Biology Annexe.

The MSCP proposal also includes the relocation of three zones of existing surface parking elsewhere on the south west corner of the campus, (adjacent to the railway cutting parallel to Cleveland Road and along the southern Loop Road), amounting to some 518m² or 0.0518 hectares, accomodating 70 car parking spaces. These spaces are to be decommissioned, so that the University does not exceed its agreed parking bay provision target.

The MSCP site has a line of mature trees to the northern boundary with Ubridge High School playing fields, as well as some lower level vegetation under the tree-line and a boundary fence which runs along most of the length of the boundary. The perimeter trees, boundary fence and hedging are to be retained, and additional ecological landscaping is proposed, to enhance the vegetation boundary between the campus site boundary and the school to the north.

To the east of the MSCP, is the existing single storey Bragg Building, with a campus road separating the two. The separating roadway gives vehicular access to and from the Halsbury Building and Hamilton Centre to the south and south east of the site. To the immediate south of the site, lies the Heinz Wolff building, a part 3 to 4 storey structure. To the west of the new MSCP site lies the single storey Biology Annexe. On the north east corner of the site itself is a greenhouse of approximately 161m², which is used by the university grounds-keeping staff. This will need to be relocated to another part of the campus in the gardener's compound. Across the North Loop Road outside the campus boundary, is the Uxbridge High School sports fields and a recently constructed school sports centre. The nearest residential property is approximately 90 metres away to the northeast in Cleveland Road, with the nearest to the northwest (Turnpike Lane) being approximately 130 metres away.

The site is currently a tarmac surface car park for university staff, students and visitors,with 6 no.existing trees within the site's curtilage. Access to the car park is uncontrolled, other than vehicle barriers restricting access to the entire campus at the main entrance.

There is parking for 124 cars within bays, including 2 no disabled bays. The site is virtually level with a nominal fall of about 320mm from the north to south.

3.2 Proposed Scheme

Condition 2 of planning permission reference 532/APP/2015/3349 for the Multi Storey Car Park (MSCP), requires the development to be carried out in complete accordance with the details shown on the submitted plans. The relevant plan for which changes are sought is plan No. 5360-CP/74, which identifies 70 car parking spaces to be lost elsewhere on the campus, in order for the University not to exceed the campus car parking cap of 2,088 spaces. The amended plan No. 5360-CP/74 Rev. B shows 8 of the parking spaces which were originally due to be removed now being retained.

Condition 9 of planning permission reference 532/APP/2015/3349 states:
Prior to the proposed multi story car park hereby approved being brought into use, the proposed car parking spaces to be lost elsewhere on the campus, as identified on plan No. 5360-CP/74 shall be discontinued and the land restored in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority.

This S73 application now seeks to replace plan No. 5360-CP/74 with a revised plan No.5360-CP/74 Rev. B, which shows 62 parking spaces being removed as opposed to the

70 spaces on the approved plan.

3.3 Relevant Planning History

532/APP/2015/3349 Brunel University Kingston Lane Hillingdon
Erection of a multi storey car park and removal of existing surface parking spaces

Decision: 18-02-2016 Approved

532/APP/2015/3350 Brunel University Kingston Lane Hillingdon
Construction of a research building, together with associated substation, car parking, access and landscaping.

Decision: 13-01-2016 Approved

532/APP/2016/3082 Brunel University Kingston Lane Hillingdon
Non-Material Amendment application to planning permission ref: 532/APP/2015/3350 dated 08/09/2015 (construction of a research building, together with associated substation, car parking access and landscaping) to allow: relocation of 9 no. parking spaces within the campus, relocation of external plant housing, removal of retaining wall and replacement with a landscape gradient; relocation of disabled parking; alterations to traffic island; changes to hard and soft landscaping; alterations to the east and south elevations; and removal of roof lights.

Decision: 12-10-2016 Approved

Comment on Relevant Planning History

Planning permission was granted on 18 February 2016 for the erection of a new multi storey car park (MSCP) on 3 / 4 levels at Brunel University's Uxbridge Campus, on the site of an existing large surface car park. The approved scheme provides for 284 spaces, 258 spaces within the MSCP itself and 26 surface spaces.

The car park is required to re-provide a number of parking spaces that will be lost largely as a result of building a new Advanced Metal Casting Centre (AMCC 2) Research Laboratory, which has been approved, but not yet constructed. The proposed MSCP will replace 124 existing surface level parking spaces on the MSCP application site and 66 parking spaces lost due to the development of the research facility site. In addition, 70 surface parking spaces elsewhere within the University Campus are to be removed as part of this scheme, in order to ensure that the University's agreed Travel Plan parking target is maintained. The proposal will result in a net gain of 24 car parking spaces across the University campus. These 24 additional spaces will bring the total campus wide parking provision (existing and approved but not yet implemented) up to the permitted 2,088 parking spaces secured under the 2004 masterplan outline permission.

The current S73 application seeks to retain 8 of the spaces originally identified for decommissioning, to compensate for the loss of the 8 spaces no longer being proposed on the AMCC 2 research building site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL5	Development proposals adjacent to the Green Belt
PR22	Brunel University
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion

LPP 6.13	(2016) Parking
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 8.2	(2016) Planning obligations
NPPF	
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:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. 41 adjoining owner/occupiers have been consulted. Site notices were also posted. One response has been received to the neighbour consultation, seeking clarification, the contents of which are summarised below:

Could you please clarify the following point regarding the above Planning Application. Am I correct in understanding that Brunel University wishes to amend the conditions imposed to the original application for a Multi Storey Car park, Ref. 532/APP/2015/3349, in order to permit additional car parking spaces on campus? Secondly, assuming I am correct, would the total number of parking spaces then exceed the permitted number of spaces, (2,088), that have been set for the campus? (Officer comment: The total number of parking spaces on the campus will not exceed the permitted overall campus wide target of 2,088 spaces).

CLEVELAND ROAD NEIGHBOURHOOD WATCH - No response.

CLEVELAND ROAD RESIDENTS ASSOCIATION - No response.

Internal Consultees

HIGHWAY ENGINEER

The application for the multi storey car park resulted in the proposed removal of surface level car parking spaces. The research building was approved with a provision of 15 car parking spaces. A revised application sought the removal of 8 spaces and these 8 are being retained elsewhere on the campus, still within the overall cap. As such no objections are raised on highway grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site has been established by virtue of planning permission ref: 532/APP/2015/3349. Only minor modifications are proposed to the approved scheme, namely retention of 8 surface level parking spaces elsewhere on the campus, which were originally identified for decommissioning. Since there will be no overall increase in the campus wide provision (existing or approved), no objections are raised to the principle of the proposed changes to the approved scheme.

7.02 Density of the proposed development

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

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

No changes are proposed to the multi storey car park itself. It is not considered that the retention of the existing 8 parking spaces on the Southern Perimeter Road would impact on the heritage assets of the area, in accordance with Saved Policy BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

There is no requirement to consult the aerodrome safeguarding authorities on a development of this nature in this location.

7.05 Impact on the green belt

Saved Policy OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks landscape improvements within the Green Belt. Saved Policy OL5 will only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not harm the character and appearance of the Green Belt. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features.

No changes are proposed to the multi storey car park itself. It is not considered that the retention of the existing 8 parking spaces on the Southern Perimeter Road would harm the amenity and openness of the Green Belt, in accordance with Saved Policies OL1, OL2, OL5 and OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

7.06 Environmental Impact

No physical works are proposed, as the 8 parking spaces to be retained under this S73 application already exist. On this basis, it is considered that the proposed development does not conflict with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

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

No physical changes are proposed to the multi storey car park itself. A condition has been imposed requiring the proposed surface level car parking spaces to be lost elsewhere on the campus to be discontinued and the land restored, in accordance with a scheme of landscape restoration, to be agreed by the Local Planning Authority. The 8 parking spaces now proposed to be retained, which were originally due to be removed in accordance with the planning permission for the Multi

Storey Car Park will remain in situ. As a result, no physical works are involved in the retention of these spaces. It is therefore considered that the proposal is consistent with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012), and Policy PT1.BE1 (2012)-Built Environment, Hillingdon Local Plan Part 1.

7.08 Impact on neighbours

Saved Policies BE20, BE21, BE24 and OE1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the amenity of neighbouring occupiers,requiring new buildings to be laid out, designed and of a scale which ensures that harm is not caused to amenity in terms of loss of privacy, outlook and levels of sunlight/daylight and environmental impact.

There are no residential properties within the immediate vicinity of the proposed development. In addition, the current application merely seeks the retention of 8 existing car parking spaces which were originally identified for decomissioning. It is therefore not considered that the proposal would detract from the amenities of neighbouring occupiers, in compliance with the above mentioned policies and relevant design guidance.

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, car/cycle parking, pedestrian safety

Saved UDP Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) are concerned with traffic generation, on-site parking and access to public transport.

ACCESS

In terms of access arrangements, vehicles will gain access via Kingston Lane and an existing University estate road. Given that access to the site is via extensive network of internal campus estate roads, it is not considered that there would be any impact on the surrounding highway network as a result of this development. No changes are proposed to the access arrangements to the multi storey car park itself. The proposed multi storey car park will be sited in such a way that vehicular circulation around the site will be maintained, although in an amended form. Service access and deliveries to neighbouring buildings will be accommodated with a revision to the local traffic routes. Similarly access to the 8 retained car parking spaces originally shown to be deleted will remain unaltered, off the Southern Perimeter Road.

No objections are raised to the access arrangements in this regard.

TRIP GENERATION

In relation to trip generation to the campus as a whole, it is considered that the proposals will have a minimal impact, given that there will be a reduction in vehicular movements as a result of the loss of some of the existing parking at the site and elsewhere on the campus, and there will be no net gain of parking spaces across the campus as a result of this application.

No objections are raised in this regard.

PARKING / TRAVEL PLAN

In relation to the University's overall car parking requirements, provision is made on a campus wide basis. The current University Travel Plan provides for a reduction in car parking spaces at the University campus down to 2,088 spaces in total over the period of the plan. This is secured by the existing section 106 agreement dated 16 April 2004. The existing campus wide Travel Plan will bind the proposed development. This is also secured by condition and will ensure that travel by modes other than the car is encouraged wherever possible.

The approved drawing 5360CP-P+W-A-PL74 (Removal of Parking Spaces Layout1) shows 70 spaces to be removed in accordance with the recent grant of planning permission for the Multi Storey Car Park (application reference 532/APP/2015/3349). The proposed drawing 5360CP-P+W-A-PL74 Rev B shows 8 of these spaces to be retained, when they were originally due to be decommissioned. This will compensate for the changes to the AMCC 2 development to provide 8 less car parking spaces than were originally approved. (15 parking spaces were originally approved, but now only 7 spaces are to be provided as a result of the Non Material Amendment application reference 532/APP/2016/3082).

The proposed change will enable the University to continue to provide campus wide car parking in accordance with the overall campus wide target of 2,088 spaces. The University notes that the AMCC 2 changes would result in the loss of 8 spaces at the Campus overall, unless this S73 application proposed is approved.

The Highway Engineer originally recommended a series of conditions in order to manage the loss of car parking spaces, and their redistribution elsewhere on the campus appropriately. These conditions include:

- . A requirement that the development accords with the campus wide travel plan
- . Details of the University car parking layout, showing the redistribution of the car parking spaces for the whole site, including details of each parking space, locations of the parking redistributions, time of the implemented change, levels, heights, support columns (if appropriate), disabled bays and access routes for disabled users from each car parking space proposed, details on electric vehicle charging points (active, passive), monitoring and conversion of the passive points to active, in accordance with the demand
- . A Car Parking Management Strategy, to include details on how car parking will be managed during transition period and thereafter.

It is recommended that the above mentioned conditions be carried forward to any subsequent S73 approval. The Highway Engineer raises no objection to the highways and transportation

aspect of the development, subject to the recommended conditions being imposed. It is considered that the application has satisfactorily addressed traffic generation, on-site parking and access

issues, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

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

7.12 Disabled access

The facilities are considered to be satisfactory from an accessibility standpoint, in compliance with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies

(November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

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

7.14 Trees, Landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Saved policy OL26 seeks the protection and enhancement of trees, woodland and landscape features. Policy EM2 seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains.

No changes are proposed to the MSCP site itself as a result of the current proposal, whilst the 8 parking spaces now to be retained are existing. No objections are therefore raised in landscape terms, subject to the original landscape conditions being reimposed, to ensure that the proposals preserve and enhance the character and appearance of the area, in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

The current use and management regime of the site as a car park, with extensive hard surfacing reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. The Ecology Assessment submitted with the original application confirmed that the site is assessed as lower value at the Parish / Neighbourhood scale, due to the nesting and foraging opportunities for birds, likely foraging opportunities for bats and likely presence of hedgehog. However, no changes are proposed to the MSCP site itself as a result of the current proposal.

The impact of the development is considered to be neutral, providing any development includes the outline mitigation measures and suggested enhancement measures recommended in the Ecology Assessment can be implemented. The recommended mitigation and enhancement includes erection of 4 bird boxes, attention to detail of site clearance and the prevention of light pollution. In addition, new planting should include species of known value to wildlife, such as species which produce berries and / or nectar.

Subject to the above mentioned mitigation and enhancements, which can be secured by condition, it is considered that the scheme will safeguard the existing nature conservation interests on the site, while providing opportunities for promotion and enhancement, in compliance with Policies EC2 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan Policy 7.19[c].

7.15 Sustainable waste management

Not applicable to this car park.

7.16 Renewable energy / Sustainability

The only energy consumed by the car park would be electricity, primarily for lighting. The building has no roof and it is recommended that a planning condition ensuring an energy efficient lighting scheme would be adequate to limit energy use. Accordingly the development is considered to comply with relevant London Plan energy / sustainability policies in this regard.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment is formally required. London Plan policies 5.12 and 5.13 require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Conditions are proposed requiring the provision of site drainage which should be SUDs appropriate. Subject to conditions, it is considered that the proposal would comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

NOISE:

It is not considered that the proposed development would result in the occupiers of the nearest surrounding properties suffering any significant additional noise and disturbance. The Council's Environmental Protection Unit had been consulted on the original application and raised no objection. As such, it is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met.

AIR QUALITY:

The site falls within an Air Quality Management Area and an Air Quality Assessment was submitted with the original application. The construction effects were assessed as being of low risk to dust soiling and human health effects. With the implementation of mitigation measures, no significant effects would be anticipated during construction of the proposed development.

Operational effects have been assessed using dispersion modelling for the proposed car park. The results of the assessment showed that only negligible impacts would be anticipated at nearby receptors for both NO₂ and PM₁₀ concentrations. Therefore, no significant effects are anticipated from the operation of the proposed development.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of this report.

7.20 Planning Obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer reviewed the original proposal, as did other statutory consultees. The comments received indicate that there were no requirements for planning obligations to mitigate the impacts of the development.

CIL

The development will not be liable for the Mayoral CIL or Hillingdon's own CIL.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The general principle of the development is considered acceptable, as the proposed car park is required in connection with the operational needs of the University.

It is considered that the works would not increase the developed area of the campus, and that the structure would not have a greater impact on the openness of the Green Belt in this location, having regard to the previously developed nature of this part of the campus and the relationship of the proposal to the University's boundaries. The proposal would therefore not amount to inappropriate development in the Green Belt.

In terms of the impact on the Green Belt, the proposed changes to the landform are minimal. While some trees will be removed to accommodate the Multi Storey Car park, new tree planting is proposed and it is considered that the visual impacts of the proposal will not be of significant detriment to the character and openness of this part of the Green Belt.

The application has demonstrated that the proposed development could be completed without detriment to the recognised ecological value of this area, whilst ecological enhancements are proposed as mitigation. In addition there are no flood risk issues associated with this development subject to conditions.

The proposed changes to the Multi Storey Car park permission will not give rise to the campus wide car parking exceeding the 2,088 cap secured under the 2004 masterplan approval for the Brunel University campus. In addition, the proposal would be unlikely to lead to conditions detrimental to highway and pedestrian safety or to traffic congestion on the local road network.

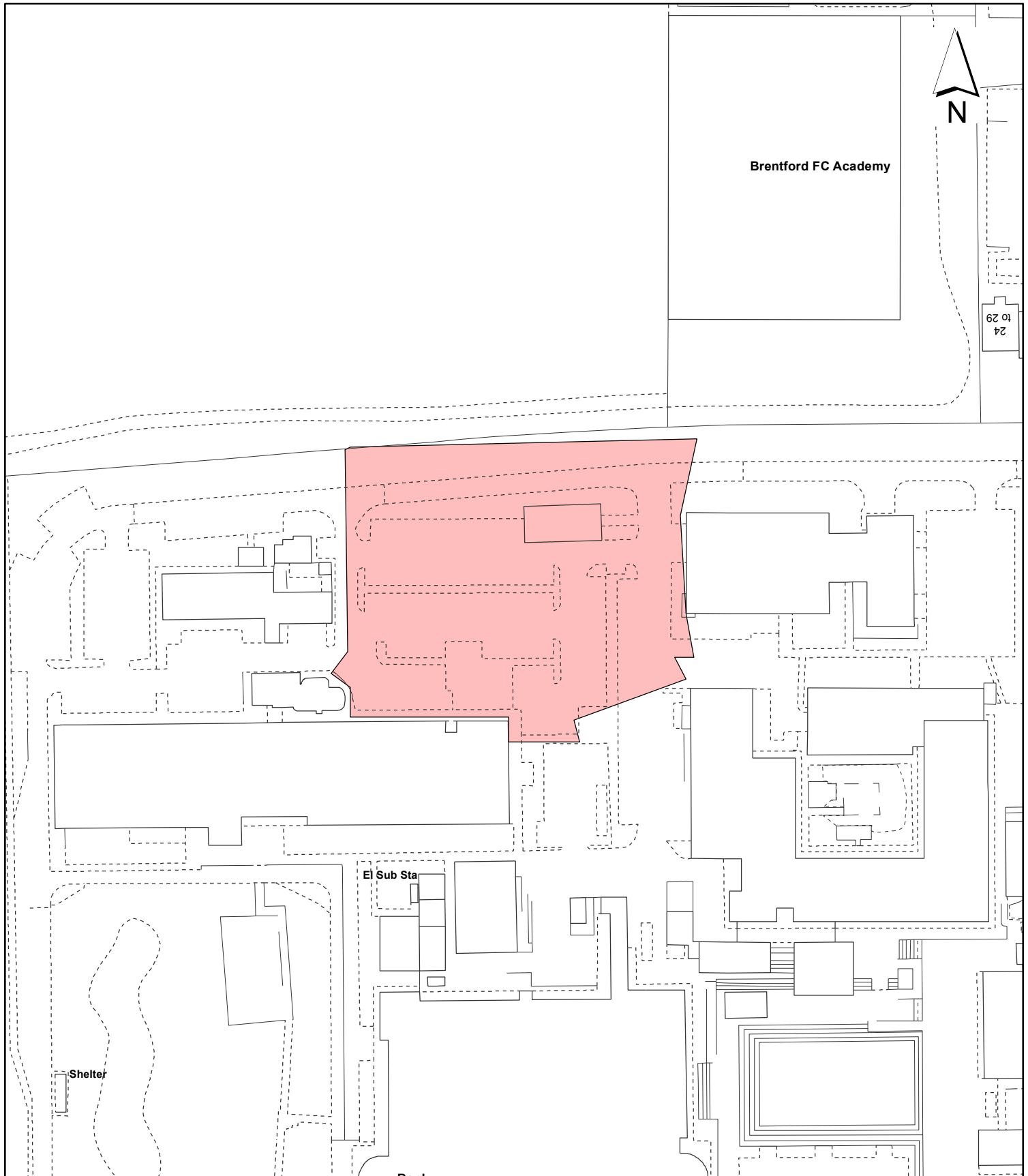
Approval is therefore recommended subject to conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2015
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Brunel University
 Kingston Lane**

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

Planning Application Ref:
532/APP/2016/3083

Scale:
1:1,250

Planning Committee:
Major Page 170

Date:
October 2016



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 24 October
2016



HILLINGDON
LONDON



INVESTOR IN PEOPLE

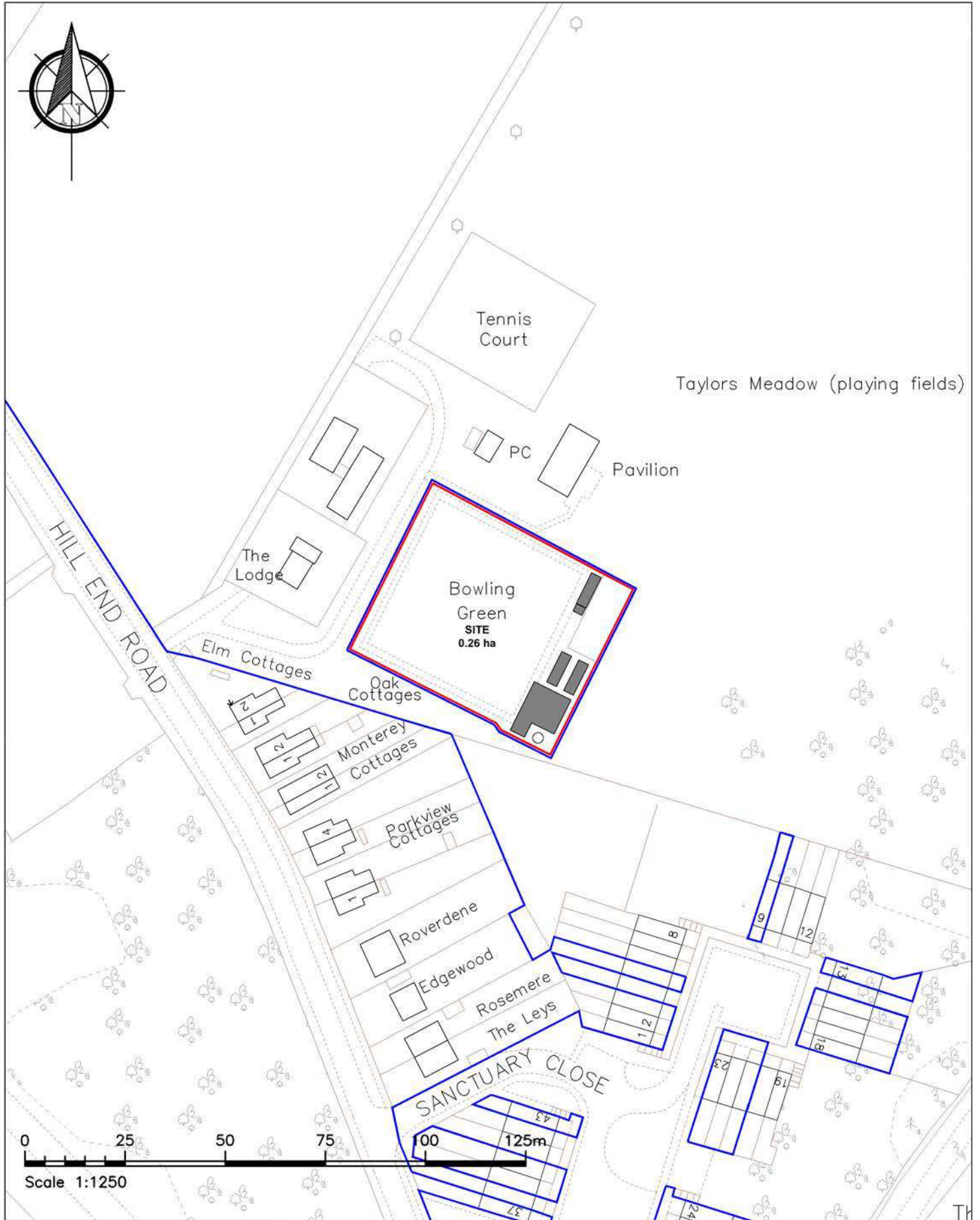
www.hillingdon.gov.uk

Page 171

Report of the Head of Planning, Sport and Green Spaces

Address BOWLS PAVILION & GREEN HILL END ROAD HAREFIELD
Development: RETENTION OF AND REPOSITIONING OF THE EXISTING MODULAR BUILDINGS AND ERECTION OF SINGLE STOREY SIDE EXTENSION TO THE EXISTING BOWLS CLUB WITH ASSOCIATED EXTERNAL WORKS
LBH Ref Nos: 46815/APP/2016/3306

Date Plans Received: 02/09/2016 **Date(s) of Amendment(s):** 02/09/2016
Date Application Valid: 02/09/2016



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

Rev	Revision notes	Initials	Date
-	-	-	-
Project HAREFIELD HOSPITAL BOWLS CLUB, HILL END ROAD, HAREFIELD, UB9 6LD		Scale 1:1250 @ A4	Drawn by ST
Description SITE LOCATION PLAN		Date 26/08/16	Checked by SV
Page 173		Drawing No. 2016/D/184/P/001	Rev.



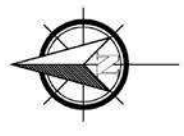
HILLINGDON
LONDON

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Tel: 01895 250 111
Fax: 01895 277 224

NOTES

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Taylor's Meadow (playing fields)

Pavillion

PC

Scout Hut

The Lodge

Service Road

Bowling Green

Storage

Changing

WCs

Club

Gated Access

Elm Cottages

Oak Cottages

Montrey Cottages

Parkview Cottages

Roverdene

Hill End Road



Rev	Description	Issued	Date



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Fax: 01895 277 224

PROJECT
HAREFIELD HOSPITAL BOWLS CLUB,
HILL END ROAD, HAREFIELD, UB9 6LD

DESCRIPTION
EXISTING SITE PLAN

SCALE
1:500 @ A3

CHECKED BY
ST

DATE
AUG 2016

2016/D/184/P/002

NOTES

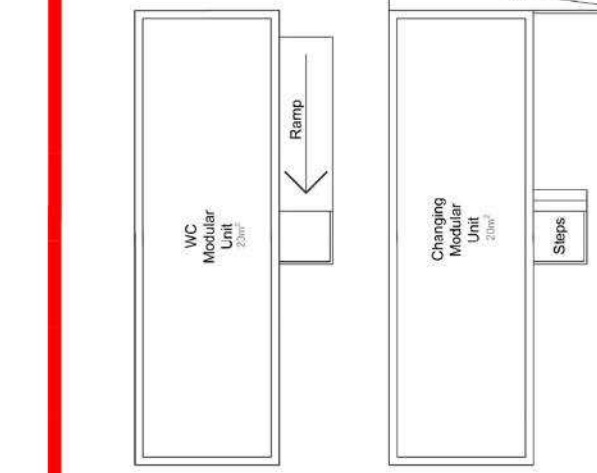
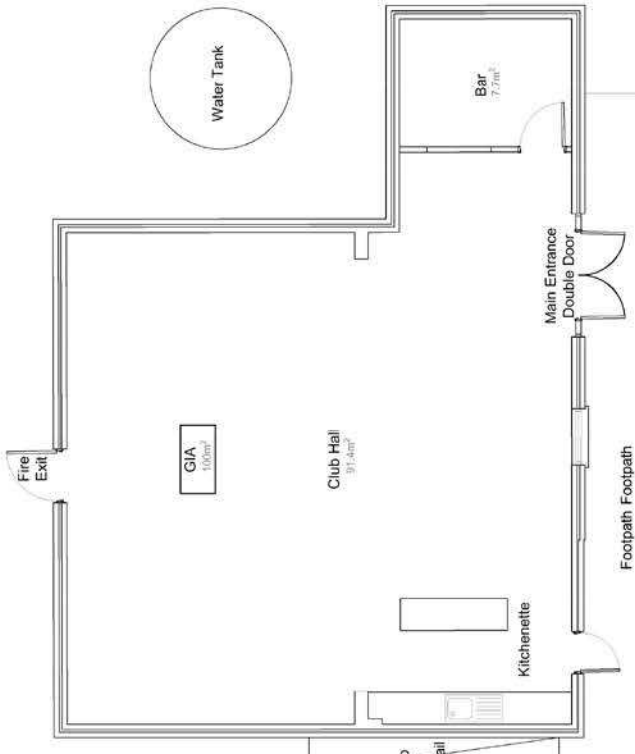
The Contractor shall verify all dimensions and the site before starting work. The Contractor shall be responsible for any and all costs incurred in connection with the work. DO NOT SCALE FROM THIS DRAWING.

Taylor's Meadow (playing fields)

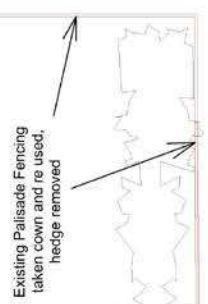


Palisade Fence Boundary

Exit Gate



Grass Area



Bowling Green



Rev	Description	Issued	Date

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PROJECT
HAREFIELD HOSPITAL BOWLS CLUB
HILL END ROAD, HAREFIELD, UB9 6LD

DESCRIPTION
EXISTING CLUB PLAN

SCALE
1:50 @ A3

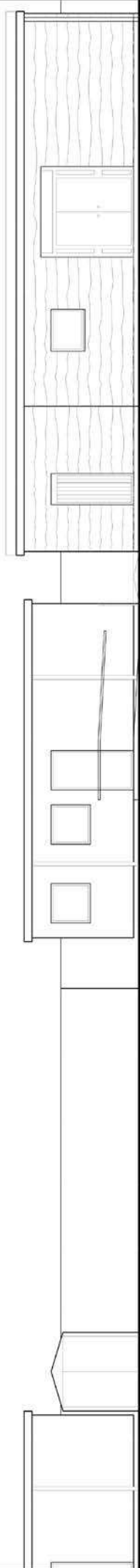
DRAWN BY
ST

CHECKED BY
SV

DATE
AUG 2016

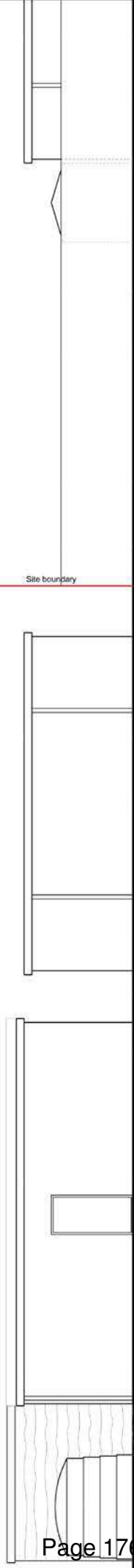
PROJECT NO.
2016/D/184/P/004

NOTES
 The Contractor shall verify all dimensions at the site before starting work.
 All dimensions shall be taken to the face of the work unless otherwise stated.
 All dimensions shall be taken to the centre of the work unless otherwise stated.
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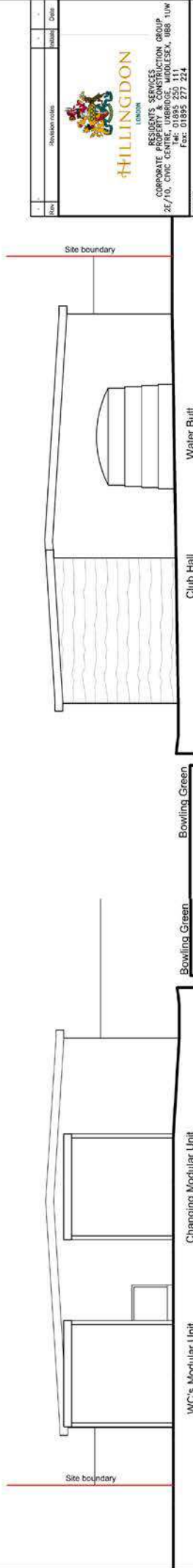
NORTH WEST ELEVATION

- Existing Standard Construction Building
- Green powder coated aluminum rainwater gutters & downpipes
- Green powder coated aluminum fascia & Soffit boards
- Standing Seam pitched roof
- White smooth faced render to walls
- Wayne lap timber cladding
- Timber framed windows & doors



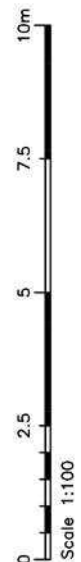
SOUTH EAST ELEVATION

- Existing Modular Buildings
- Green powder coated steel walls
- Green powder coated aluminum fascia & Soffit boards
- Felt covered flat roof
- Aluminium framed windows & doors



NORTH EAST ELEVATION

SOUTH WEST ELEVATION



Rev	Revision notes	Issued	Date

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PROJECT
 HAREFIELD HOSPITAL BOWLS CLUB
 HILL END ROAD, HAREFIELD
 UB8 6LD

DESCRIPTION
 EXISTING ELEVATIONS

DATE
 1/200 @ A3

DRAWN BY
 ST

CHECKED BY
 SV

DATE
 AUG 2016

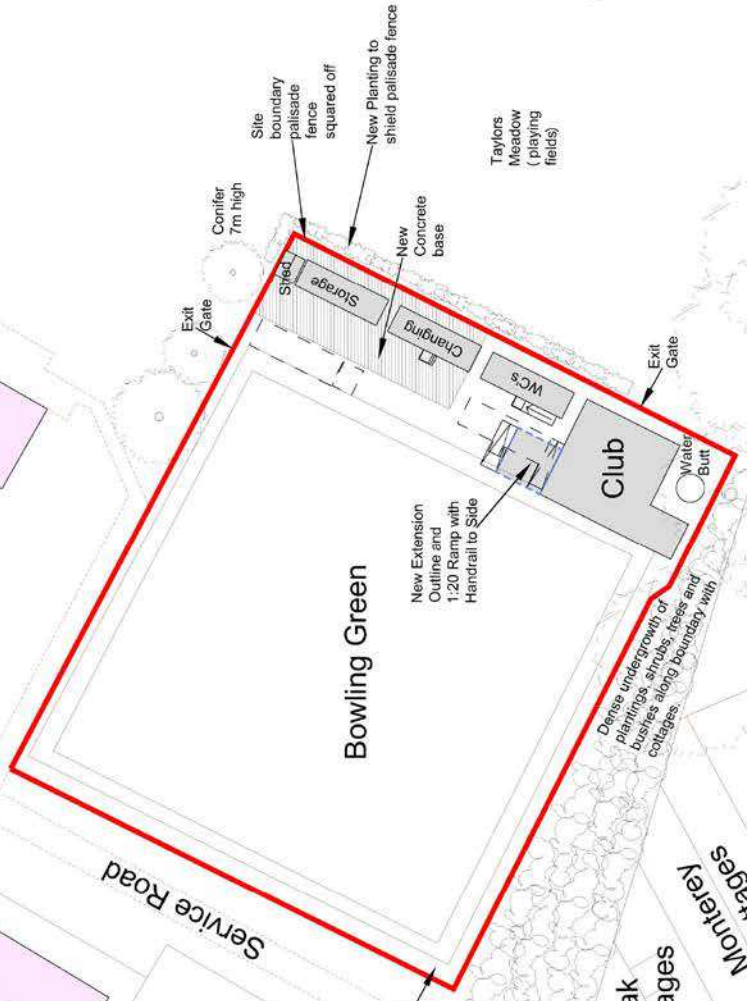
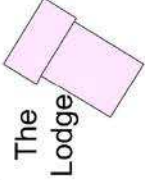
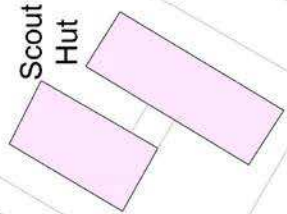
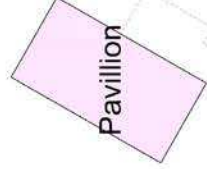
PROJECT NO.
 2016/D/184/P/006

NOTES

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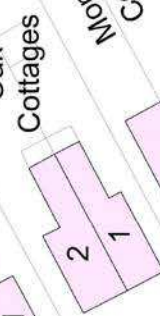
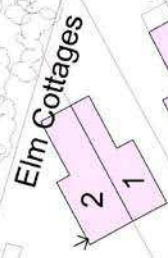
Taylor's Meadow (playing fields)



Service Road

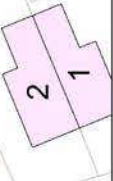
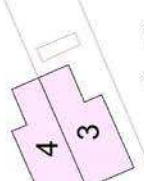
Gated Access

Hill End Road



Mortrey Cottages

Parkview Cottages



Rev	Description	Date
A	Issue (Planning to draft palisade fence around site)	10/10/16

HILLINGDON
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PROJECT
HAREFIELD HOSPITAL BOWLS CLUB
LADYGATE LANE BOWLS CLUB, RUISLIP,
HA4 7QY

DESCRIPTION
PROPOSED SITE PLAN

SCALE	DATE
1:500 @ A3	10/10/16
DRAWN BY	SV
CHECKED BY	SV
DATE	AUG 2016

2016/D/184/P/003
A

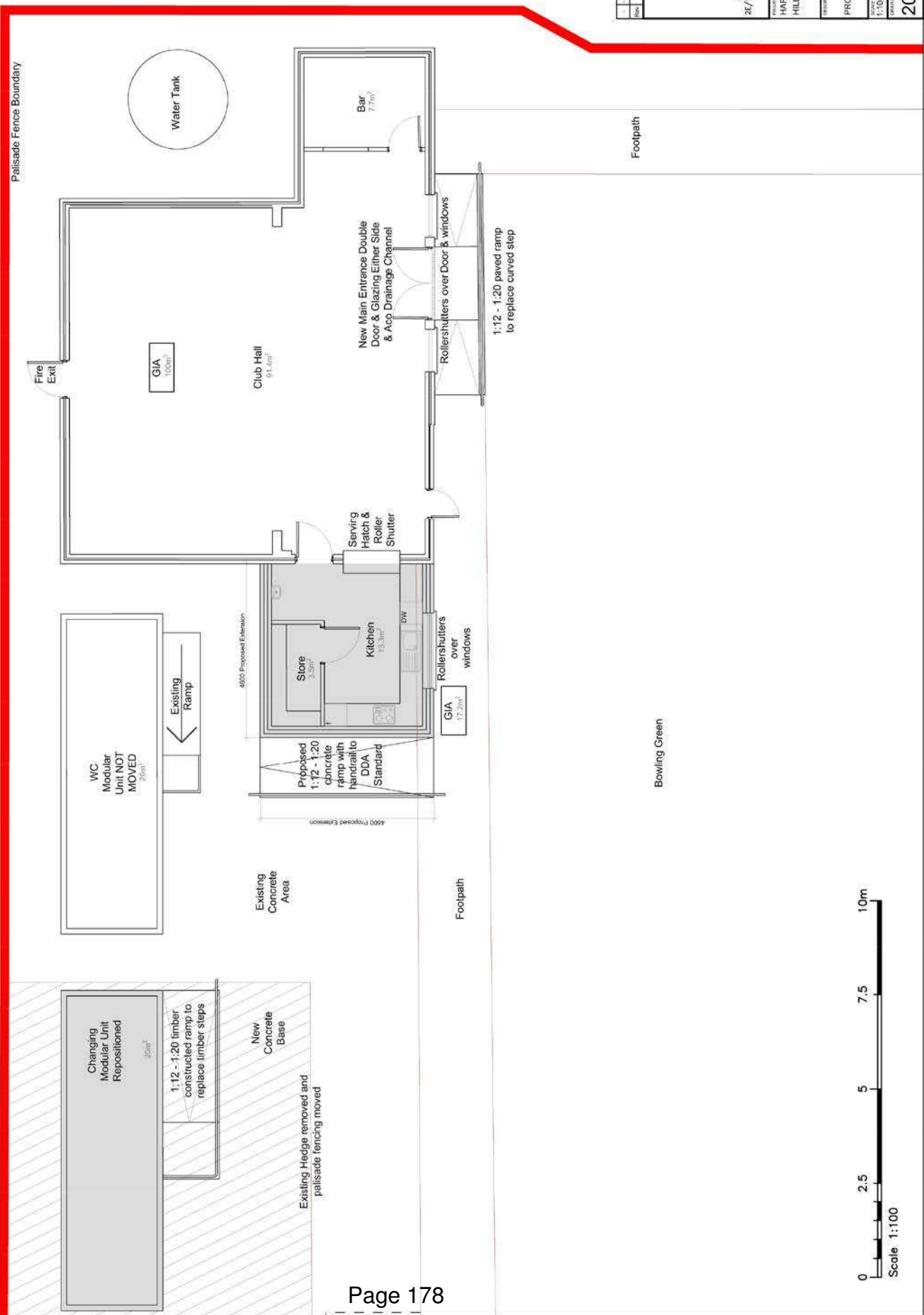
NOTES

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Taylor's Meadow (playing fields)

Exit Gate



Footpath

Bowling Green

Footpath



Rev	Description	Issued	Date

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Fax: 01895 277 224

PROJECT
HAREFIELD HOSPITAL BOWLS CLUB
HILL END ROAD, HAREFIELD, UB9 6LD

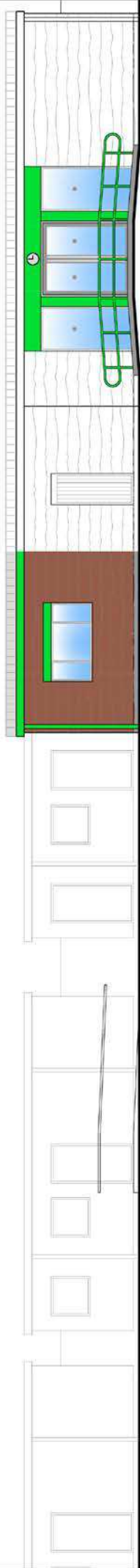
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SCALE
1:100 @ A3

DATE
AUG 2016

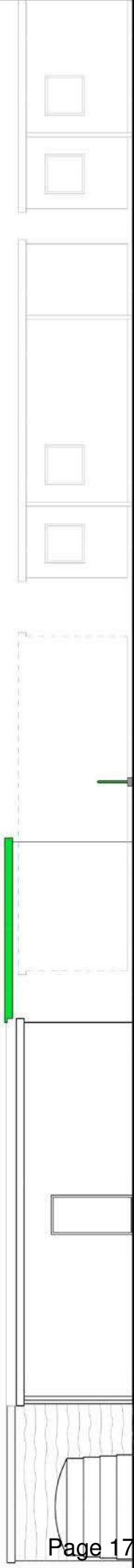
2016/D/184/P/005

NOTES
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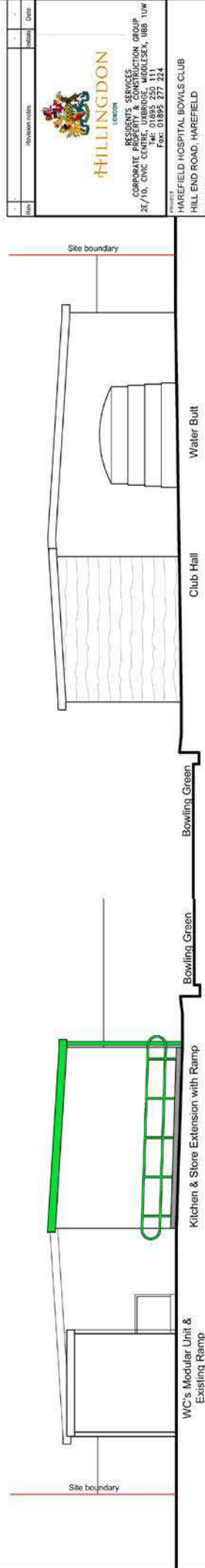
NORTH WEST ELEVATION

- Proposed Standard Construction Building**
- Green powder coated aluminum rainwater gutters & downpipes to match existing
 - Green powder coated aluminum fascia & Soffit boards to match existing
 - Standing Seam pitched roof to match existing
 - White smooth 'aced render to walls to match existing
 - Wayne lap timber cladding to north east (front elevation) to match existing
 - Aluminium framed powder coated windows & doors

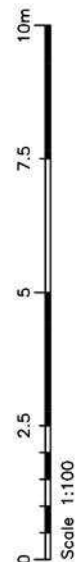


SOUTH EAST ELEVATION

- Existing Modular Buildings**
- Green powder coated steel walls
 - Green powder coated aluminum fascia & Soffit boards
 - Felt covered flat roof
 - Aluminium framed windows & doors



NORTH EAST ELEVATION



SOUTH WEST ELEVATION

Rev	Revision notes	Issued	Date

HILLINGDON
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 T: 01895 277 224
 F: 01895 277 224

PROJECT
 HAREFIELD HOSPITAL BOWLS CLUB
 HILL END ROAD, HAREFIELD
 UB8 6LD

DESCRIPTION
 PROPOSED ELEVATIONS

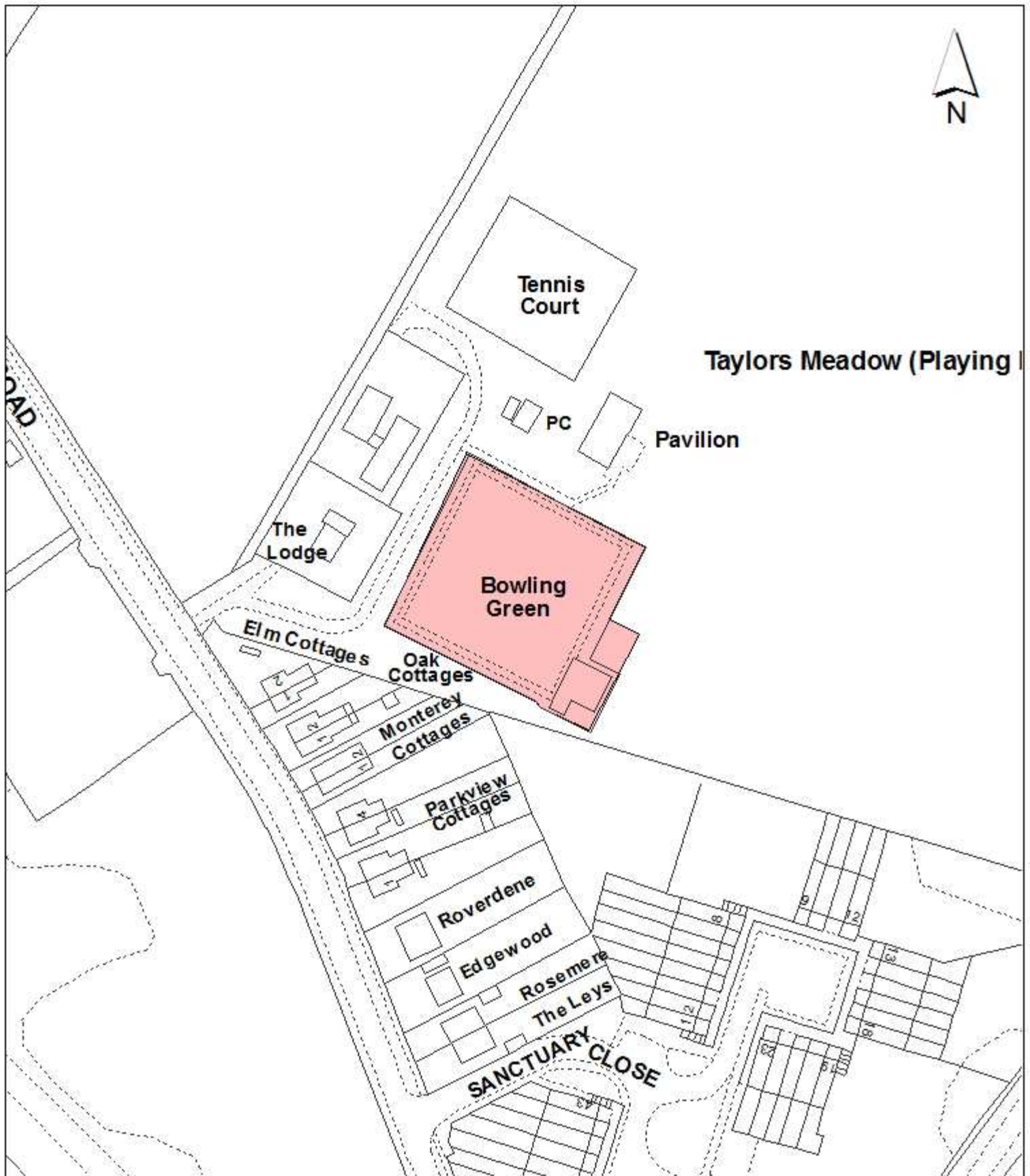
DATE
 1:20M @ A3

DRAWN BY
 ST



CHECKED BY
 SV

DATE
 AUG 2016

PROJECT NO.
 2016/D/184/P/007



Taylor's Meadow (Playing Field)

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	<p>Planning Application Ref:</p> <p align="center">46815/APP/2016/3306</p>	<p>Scale:</p> <p align="center">1:1,250</p>	
	<p>Planning Committee:</p> <p align="center">Major Page 180</p>	<p>Date:</p> <p align="center">October 2016</p>	

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

Date Plans Received: 22/07/2016
Date Application Valid: 25/07/2016

Date(s) of Amendment(s): 22/07/2016



DRAWING TITLE	Site Location Plan	REV	01	SCALE	1:1250 @ A3
PROJECT No.	209	DWG No	010	CHECKED	SM
DATE	17/05/2016	DRAWN	KR	STATUS	For Approval

CLIENT
Howarth Homes

PROJECT
Waterloo Wharf
Uxbridge

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REV	01	DATE	17/05/2016	DESCRIPTION	Issue for Planning
DRAWN	KR				





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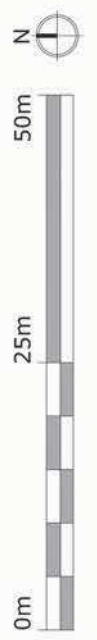
DRAWING TITLE Existing Site Plan	REV 03	SCALE 1:500 @ A3
PROJECT No. 209	DWG No. 011	STATUS 03
DATE 10/06/2016	DRAWN KR	CHECKED SM
For Approval		

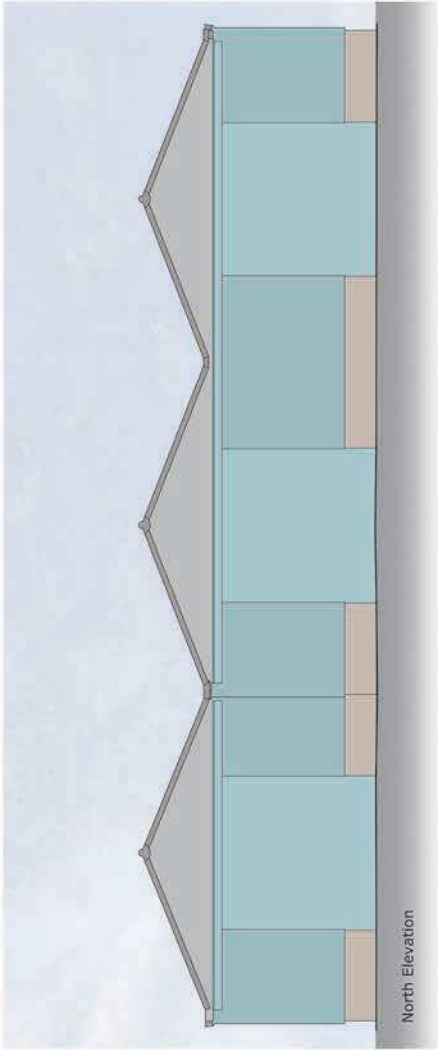
CLIENT
Howarth Homes

PROJECT
Waterloo Wharf
Uxbridge

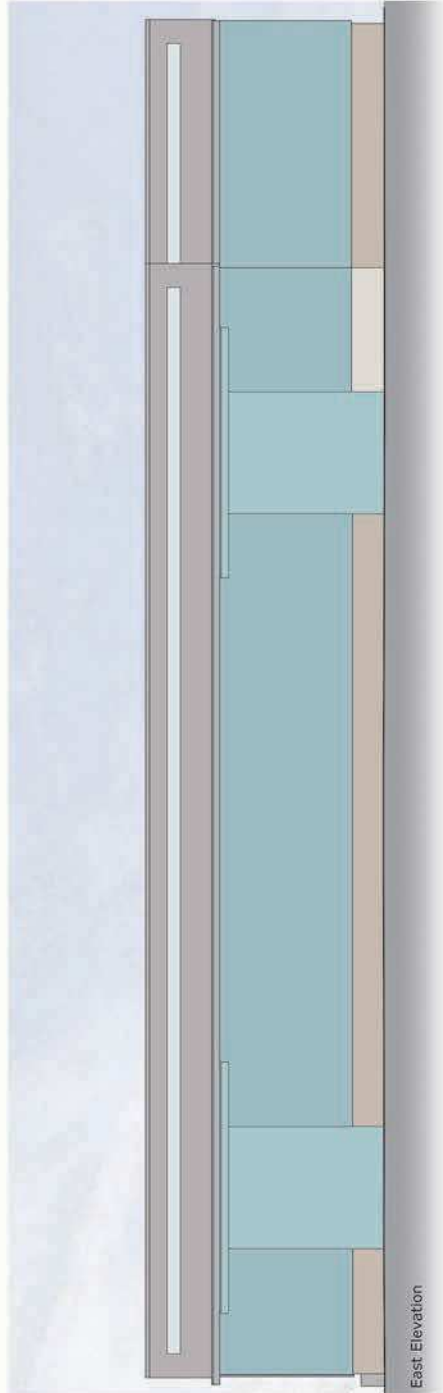
Circle Hill House, 13 Circle Hill,
Winchester, Berkshire, S.O.4 1PD
T: +44 (0) 1753 836660 F: +44 (0) 1753 831113
www.hillhouse.co.uk

REV	DATE	DESCRIPTION	DRAWN
03	3/1/16	Issued for planning	KR

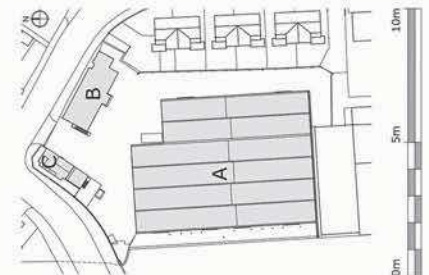




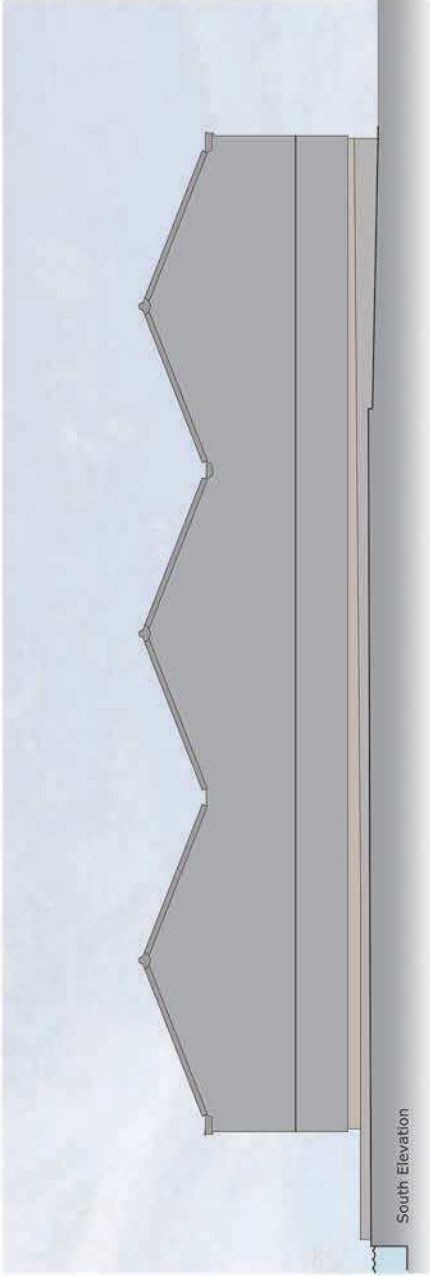
North Elevation



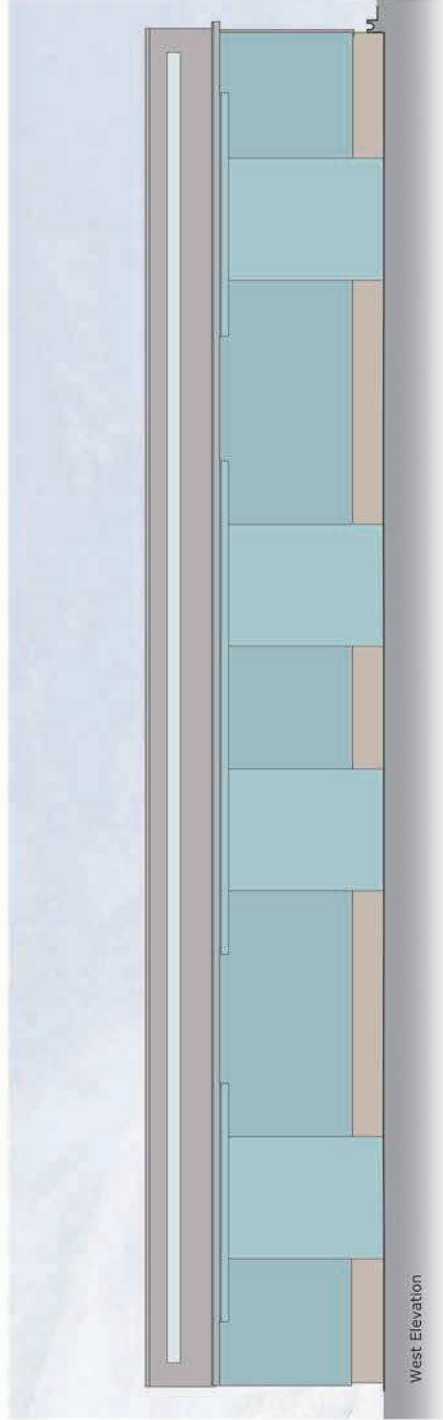
East Elevation



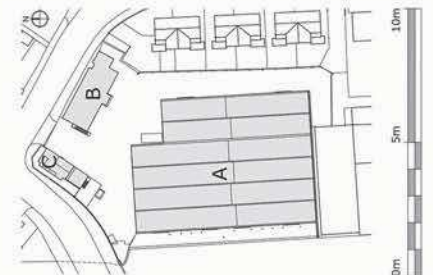
DRAWING TITLE Existing Elevations - Building A Sheet 1		CLIENT Howarth Homes	
PROJECT No. 209	DWG No. 030	PROJECT Waterloo Wharf Uxbridge	SCALE 1:200 @ A3
DATE 10/06/2016	DRAWN KR	DATE 10/06/2016	STATUS For Approval
CHECKED SM	DRAWN KR	DATE 10/06/2016	STATUS For Approval
<small> Scale 1:200 @ A3. Use only the dimensions shown. The Engineer to check all dimensions and report any variations of omission to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without written permission. </small>			
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South Elevation



West Elevation



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REV	DATE	DESCRIPTION	DRAWN	CHK
00	3/1/16	Issued for planning		

DRAWING TITLE	Existing Elevations - Building A Sheet 2	SCALE	1:200 @ A3
PROJECT No.	209	DWG No.	031
DATE	10/06/2016	REV	00
DRAWN	KR	CHECKED	SM
STATUS	For Approval		

CLIENT	Howarth Homes
PROJECT	Waterloo Wharf Uxbridge

Credits: Will Meilwes, 13 Crayke Hill,
 Windsor, Berkshire, SL4 1PD
 T: +44 (0) 1753 836600 F: +44 (0) 1753 831113
 www.willcoxandmeilwes.com

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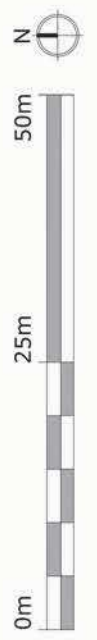
DRAWING TITLE	Proposed Site Plan	REV	05	SCALE	1:500 @ A3
PROJECT No.	209	DWG No.	100	CHECKED	SM
DATE	13/06/2016	DRAWN	BW	STATUS	For Approval

CLIENT
Howarth Homes

PROJECT
Waterloo Wharf
Uxbridge

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REV	DATE	DESCRIPTION	DRAWN
05	13/06/2016	Issued for planning	BW





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DRAWING TITLE	Ground Floor Plan	REV	SCALE
PROJECT No.	209	05	1:200 @ A2
DATE	24/06/2016	SM	For Approval
PROJECT	Waterloo Wharf	CREATED	
LOCATION	Uxbridge	DRAWN	
CLIENT	Horwath Homes	CHECKED	
DESIGNER	Wilcox and Meilwies	DATE	

REV	DATE	DESCRIPTION
01	24/06/2016	Issue for planning

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THE DOLPHIN (PH)

DOLPHIN BRIDGE

GRAND UNION CANAL

WAREHOUSE

23a

22 21 31 35 30 20 12 11 10 9 8 7 6 5 4 3 2 1

WATERLOO ROAD

ROCKINGHAM ROAD

Refuse Store

Plant

Bikes

Entrance Lobby

Commercial

MB

54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

0m 5m 10m

Page 187



DRAWING TITLE	Proposed Final Floor Plan	REV	04	SCALE	1:200 @ A2
PROJECT NO.	209	PL	201	CHECKED	SM
DATE	24/06/2016	DRAWN	BW	STATUS	For Approval

CUSTOMER	Roworth Homes
PROJECT	Waterloo Wharf
LOCATION	Waterloo Wharf, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

REV	DATE	DESCRIPTION
04	24/06/2016	Issued for planning

DRAWN	SM
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wilcoxandmeilwes

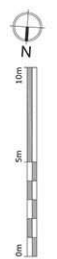


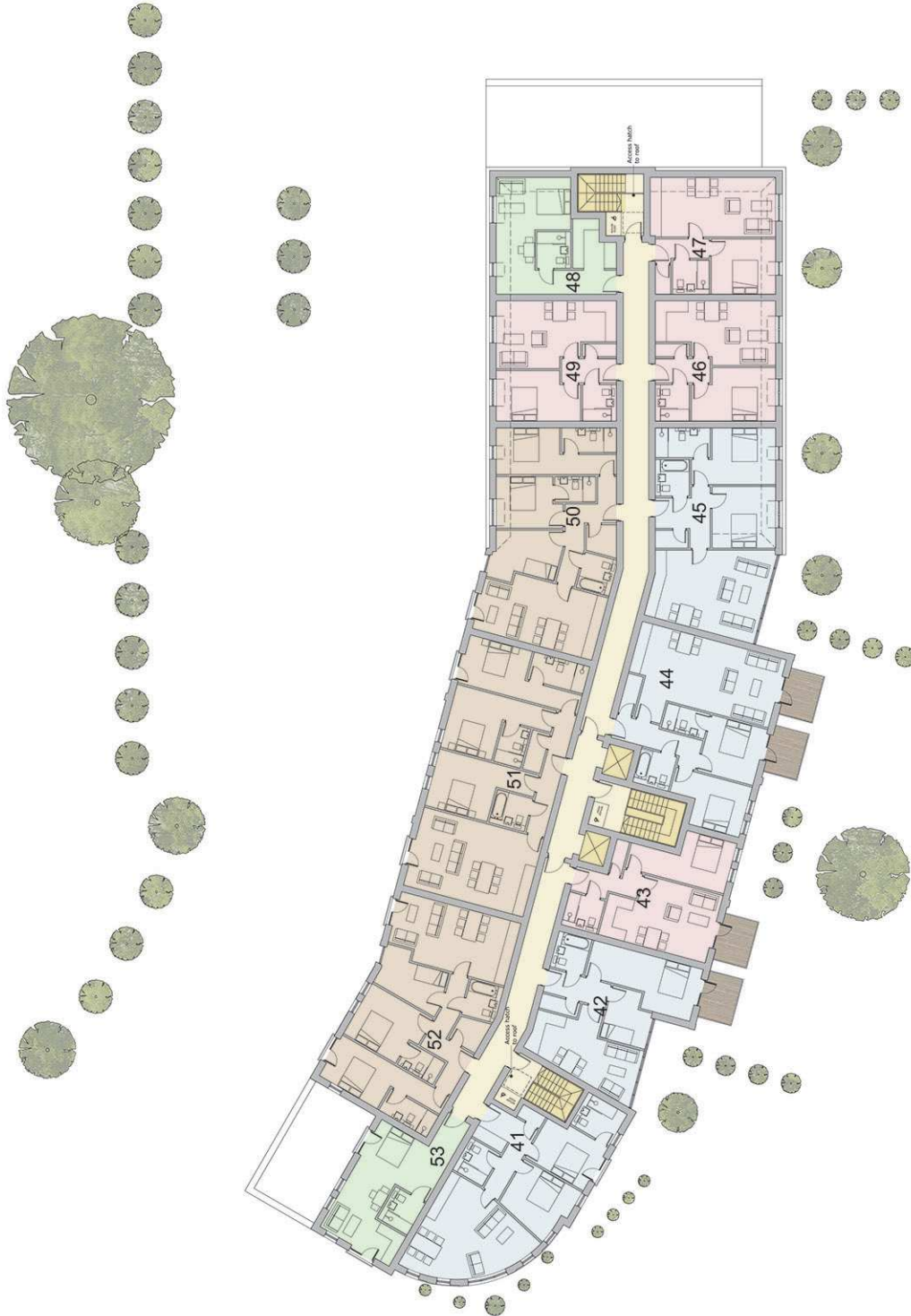


DRAWING TITLE		Proposed Staircase Floor Plan		REV		SCALE	
PROJECT NO.	PL	DATE	202	DATE	04	DATE	1:200 @ A2
DATE	24/06/2016	DRAWN	BW	CHECKED	SM	STATUS	For Approval
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RIBA #							

REV	DATE	DESCRIPTION
04	24/06/2016	Issued for planning

CLIENT	Honarth Homes
PROJECT	Waterloo Wharf
LOCATION	Uxbridge
ARCHITECT	Willcox and Meilwies
ADDRESS	100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000
WEBSITE	www.willcoxandmeilwies.com





DRAWING TITLE	Proposed Third Floor Plan	REV	04	SCALE	1:200 @ A2
PROJECT NO.	209	DATE	24/06/2016	STATUS	For Approval
CLIENT	Rowarth Homes	DESIGNED BY	PL	CHECKED BY	SM
PROJECT	Waterloo Wharf	DRAWN	BW	DATE	24/06/2016
LOCATION	Uxbridge	PROJECT NO.	209	SCALE	1:200 @ A2
CLIENT	Rowarth Homes	DATE	24/06/2016	STATUS	For Approval
PROJECT	Waterloo Wharf	DESIGNED BY	PL	CHECKED BY	SM
LOCATION	Uxbridge	DRAWN	BW	DATE	24/06/2016

REV	DATE	DESCRIPTION
04	24/06/2016	Revised for planning

CLIENT
Rowarth Homes

PROJECT
Waterloo Wharf

LOCATION
Uxbridge

PROJECT NO.
209

CLIENT
Rowarth Homes

PROJECT
Waterloo Wharf

LOCATION
Uxbridge

PROJECT NO.
209

CLIENT
Rowarth Homes

PROJECT
Waterloo Wharf

LOCATION
Uxbridge

PROJECT NO.
209

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www.wilcoxandmeilwies.com

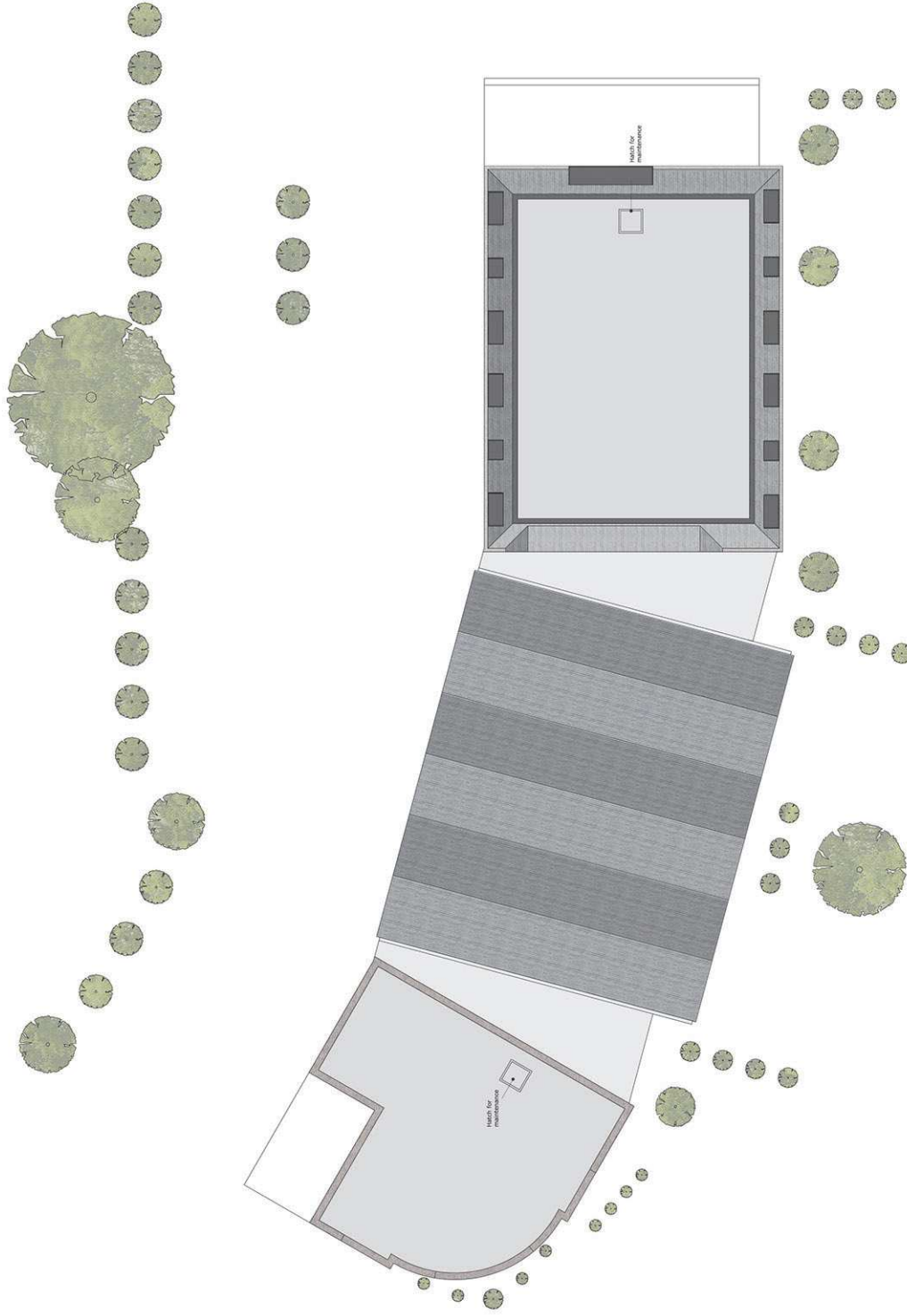
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REV	DATE	DESCRIPTION	BY	CHK
04	24/06/2016	Revised for planning	PL	

CLIENT	Horwath Homes
PROJECT	Waterloo Wharf
LOCATION	Uxbridge
DATE	24/06/2016

DRAWING TITLE	Proposed Roof Plans	DATE	24/06/2016	BY	BW	CHK	SM	STATUS	For Approval
PROJECT NO.	209	PL	PL	DATE	204	CHK	SM	SCALE	1:200 @ A2

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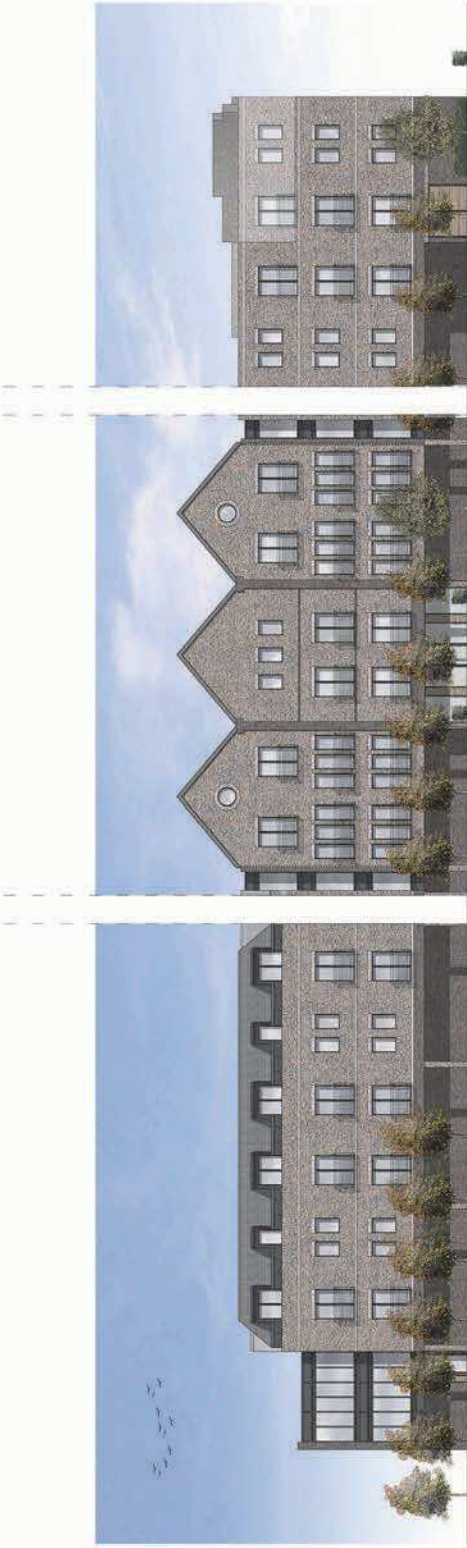
RIBA



REV	DATE	DESCRIPTION	DRAWN
01	06/16	Issue for permit	SM

CLIENT	Homeatch Homes
PROJECT	Waterloo Wharf Luxbridge
DATE	28/06/16
PROJECT NO.	209
PL.	PL
DATE	28/06/16
OWNER	BW
DESIGNER	SM
STATUS	For Approval
SCALE	1:200 @ A2

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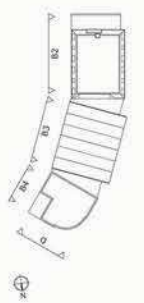
Elevation B2

Elevation B3

Elevation B4



Elevation D



Elevations are drawn parallel to each building facade. For full Elevation B1 see drawing 301.



REV	DATE	DESCRIPTION	DRAWN	CHECKED
01	08/05/16	Issue for permit	SM	SM

PROJECT TITLE Proposed North and East Elevations (Final)	DATE 28/06/16	PROJECT NO. 303	SCALE 1:200 @ A2
PROJECT Waterloo Wharf Luxbridge	DATE 28/06/16	PROJECT NO. 303	SCALE 1:200 @ A2
PROJECT Waterloo Wharf Luxbridge	DATE 28/06/16	PROJECT NO. 303	SCALE 1:200 @ A2
PROJECT Waterloo Wharf Luxbridge	DATE 28/06/16	PROJECT NO. 303	SCALE 1:200 @ A2

COUNTY
Horseshoe Homes

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT TITLE
Proposed North and East Elevations (Final)

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL

PROJECT
Waterloo Wharf
Luxbridge

DATE
28/06/16

PROJECT NO.
303

SCALE
1:200 @ A2

FOR APPROVAL



Elevation A2

Elevation A3

Elevation A4



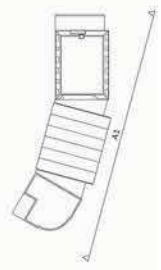
Elevation C



Elevations are drawn parallel to each building facade. For true Elevation A1 see drawing 300.



REV DATE DESCRIPTION 01 08/16 Initial Design	OWNER Honeath Homes PROJECT Waterloo Wharf Uxbridge	DRAWING TITLE Proposed South and West Elevations (E30) PROJECT NO. 302 DATE 28/06/16 PL. BW DATE 02/08/16 CHKD BY SN DATE 02/08/16 CHKD BY SN SCALE 1:200 @ A2 REV For Approval RIBA # RIBA #
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REV DATE DESCRIPTION	DRAWN	DATE	BY	SCALE
01 - 100% - Based for planning	01			
PROJECT TITLE	PROJECT NO.	DATE	BY	SCALE
Proposed West Elevation	209	28/06/16	02	1:200 @ A2
CLIENT	PROJECT	DATE	BY	SCALE
Howarth Homes	Waterloo Wharf	28/06/16	02	1:200 @ A2
PROJECT	PROJECT NO.	DATE	BY	SCALE
Waterloo Wharf	209	28/06/16	02	1:200 @ A2
LOCATION	DATE	BY	SCALE	FOR APPROVAL
Uxbridge	28/06/16	02	1:200 @ A2	For Approval

RIBA #



REV	DATE	DESCRIPTION	DRAWN
01	06/16/16	Issue for permit	SM

COUNTY: **Honoluhā Homes**
 PROJECT: **Waterloo Wharf Uxbridge**
Waterloo Wharf Uxbridge is a project of the City of Honolulu, Department of Planning and Economic Development, 1550 Ala Moana Blvd., Honolulu, HI 96813. For more information, please contact the City of Honolulu, Department of Planning and Economic Development, 1550 Ala Moana Blvd., Honolulu, HI 96813. Tel: (808) 525-1111.

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PROJECT TITLE	Proposed Grand Union Canal Elevation	STATE	HI	SCALE	1:250 @ A2
PROJECT NO.	310	PL.	03	DATE	28/06/16
DATE	28/06/16	BY	SM	CHKD	SM
				STATUS	For Approval

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RIBA #



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DRAWING TITLE	Demolition Site Plan	REV	00	SCALE	1:500 @ A3
PROJECT No.	209	DWG No	050	CHECKED	SM
DATE	10/06/2016	DRAWN	KR	STATUS	For Approval

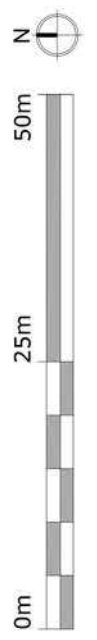
CLIENT
Howarth Homes

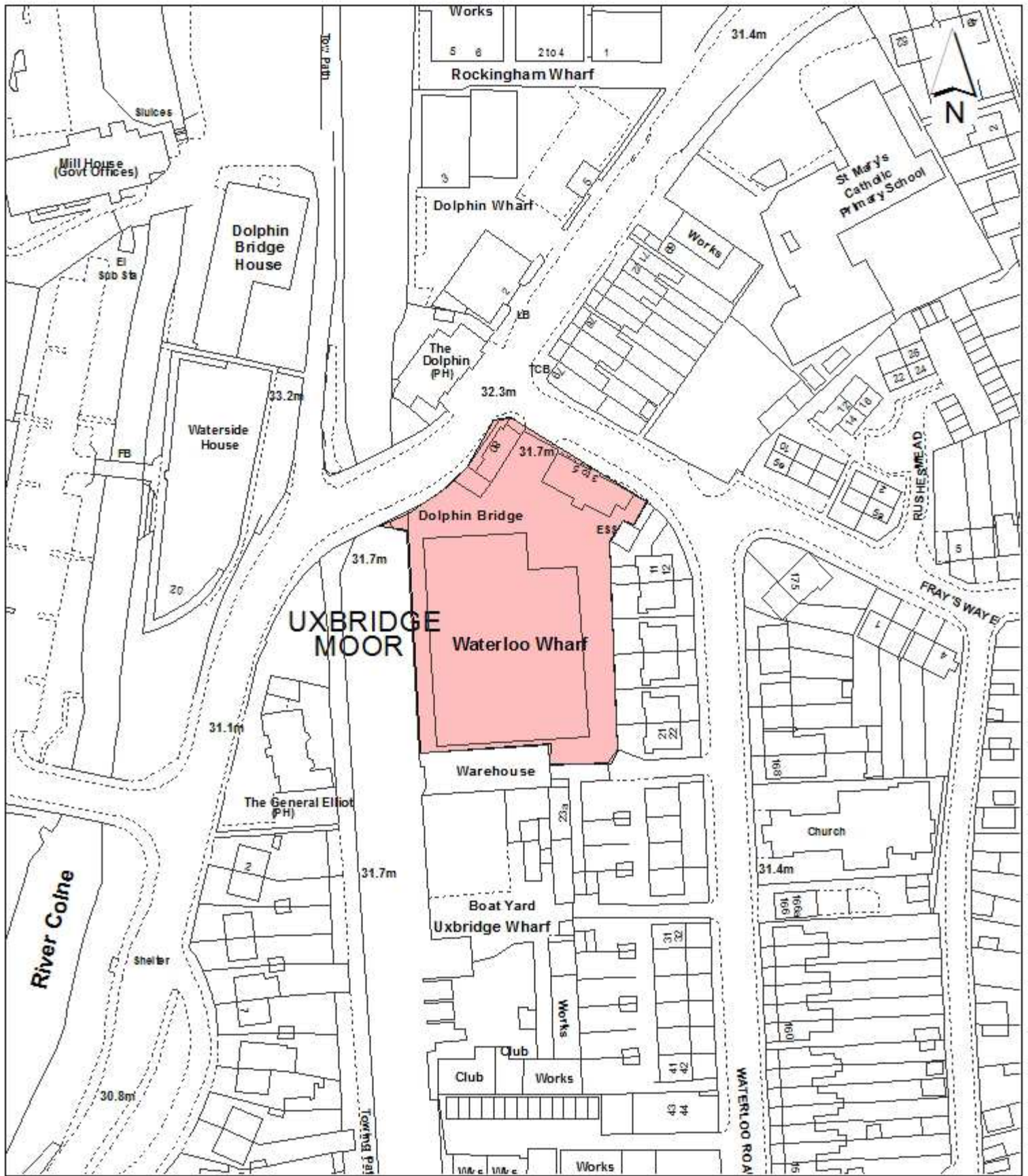
PROJECT
Waterloo Wharf
Uxbridge

Scale: 1:500 @ A3. The drawings to be checked are those of the buildings to be demolished. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without Express Permission.

REV	00	DATE	10/06/2016	DESCRIPTION	Issue for planning
DRAWN	KR				

Buildings to be demolished





Notes:

 Site boundary

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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 199

Date:

October 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE ARENA BENNETSFIELD ROAD STOCKLEY PARK
Development: Erection of 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of car park and landscaping.
LBH Ref Nos: 37800/APP/2016/1430

Date Plans Received: 12/04/2016 **Date(s) of Amendment(s):** 12/04/2016
Date Application Valid: 12/04/2016

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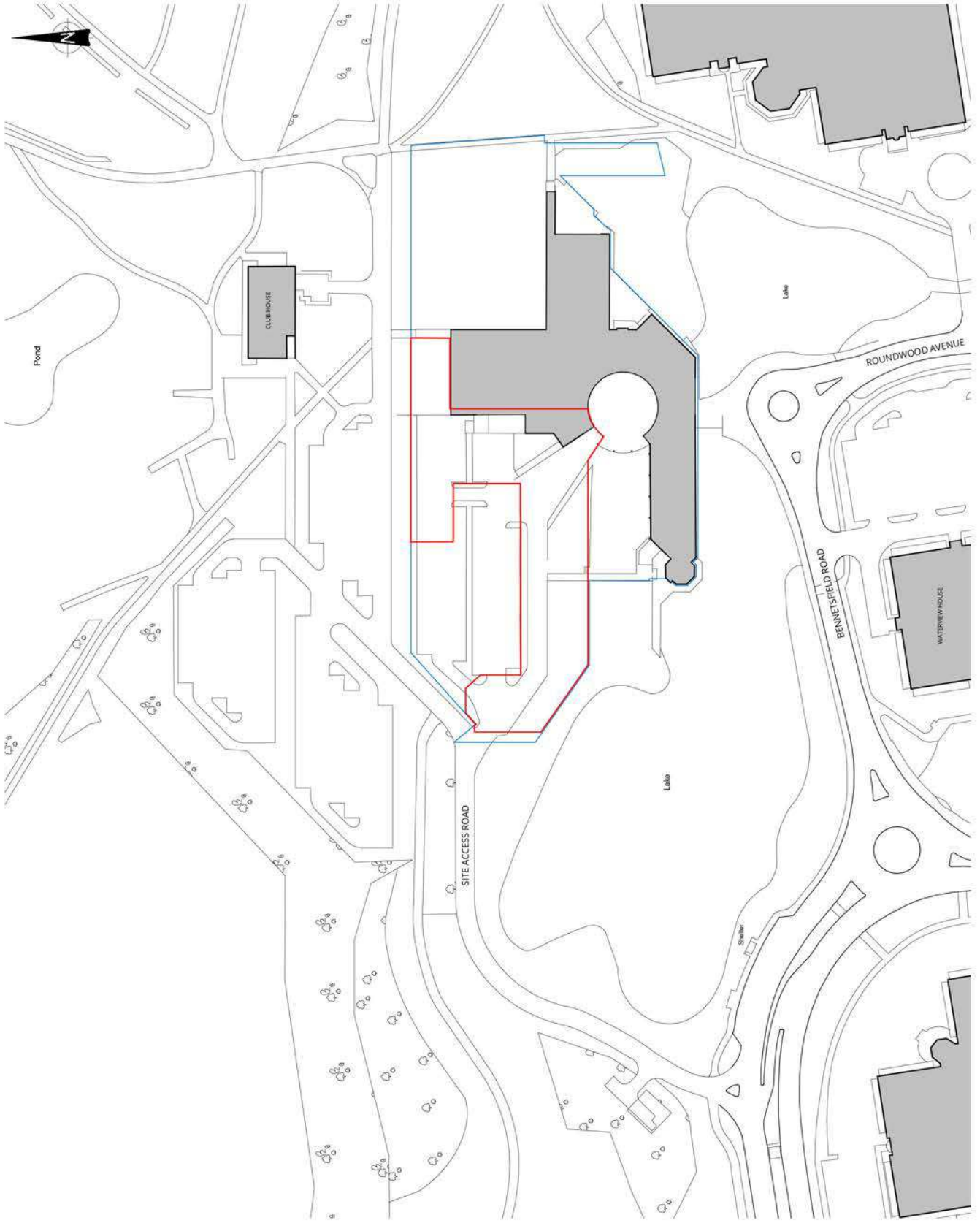
UrbanEdge Architecture Limited
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 Stamford, Leicestershire LE9 2JX.
 Tel: +44 (0)1780 755665
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LEGEND:

- APPLICATION BOUNDARIES
- LAND WITHIN
- APPLICANTS OWNERSHIP

SITE ADDRESS:
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 Stockley Park East,
 Middlesex
 UB11 1AA



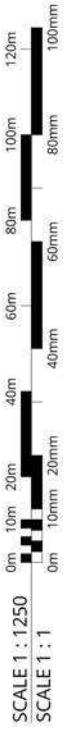
DD1	ISSUED FOR PLANNING	TC	08/04/2016
Revision	Description	By	Date



Client	BBC PENSION TRUST LIMITED
Project	TRAVELODGE STOCKLEY PARK UXBRIDGE
Drawing	LOCATION PLAN

Scale	1:1250 @ A4	Drawn	TC
Date	01/01/2015		
Project No.	1609	Drawing No.	00 01
		Revision	D01

LOCATION PLAN
 1:1250



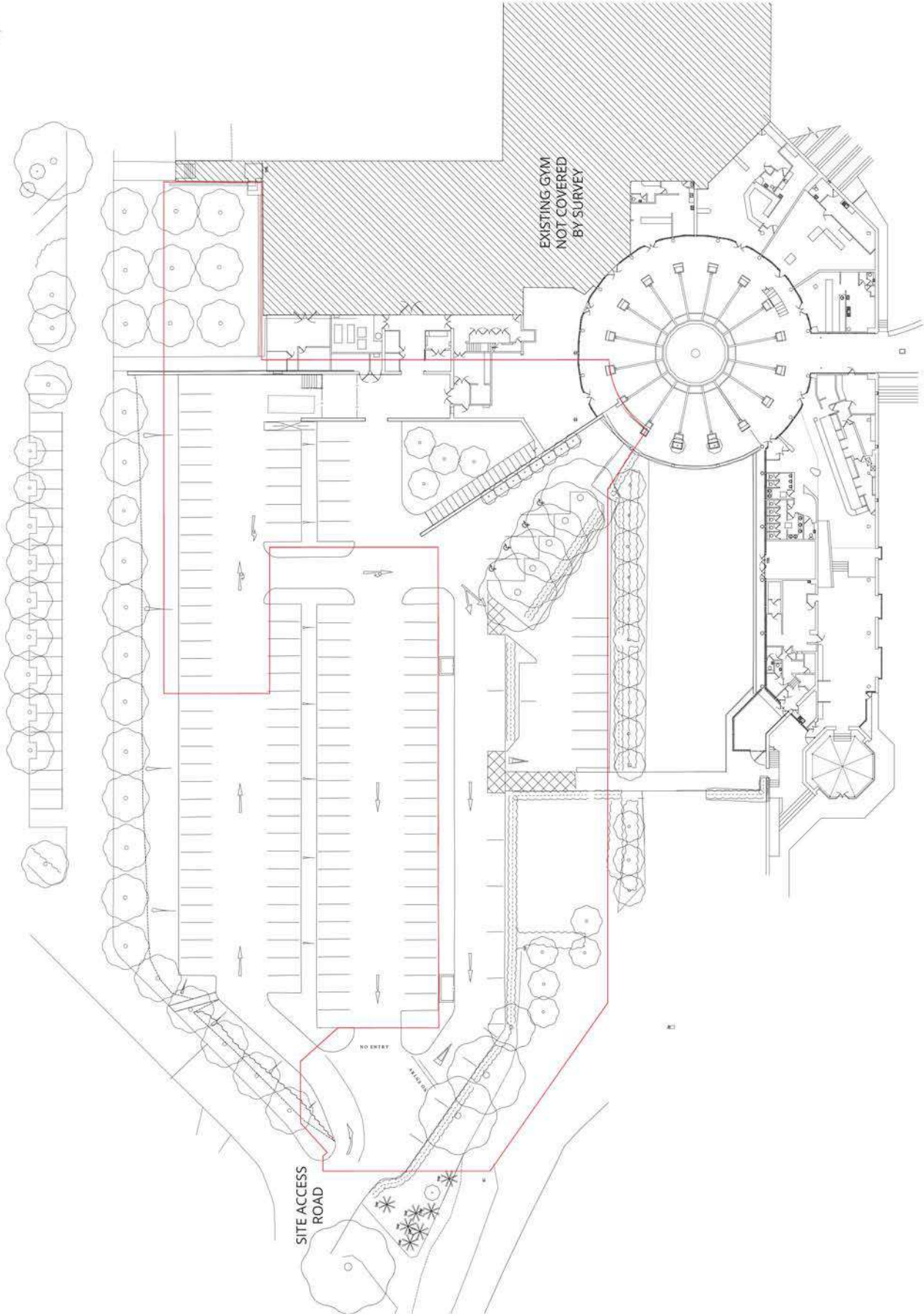
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LEGEND:
— SITE BOUNDARY



DOI	ISSUED FOR PLANNING	Date
Revision	Description	

URBANEDGE
architecture / masterplanning / design

Client
BBC PENSION TRUST LIMITED

Project
TRAVELODGE STOCKLEY PARK UXBRIDGE

Drawing
SITE PLAN AS EXISTING

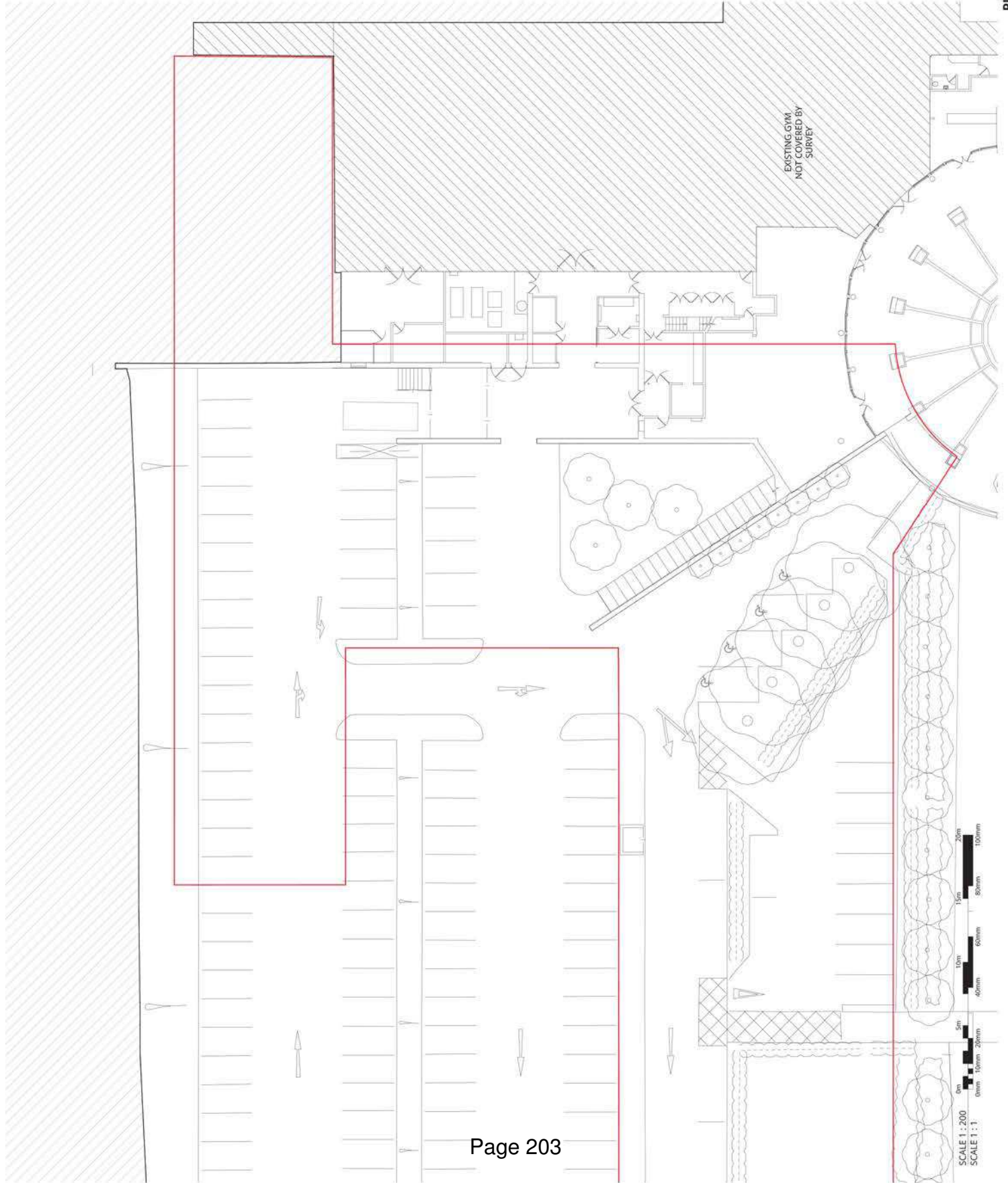
Scale	1:500 @ A3	Drawn	PK
Date	DEC 2015		
Project No.	1609	Revision	D01
	URB TL [08]00 02		

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D01 Revision Description Date
 08/04/2016

URBANEDGE
 architecture / masterplanning / design

Client **BBC PENSION TRUST LIMITED**

Project **TRAVELODGE STOCKLEY PARK UXBRIDGE**

Drawing **GROUND FLOOR PLAN AS EXISTING**

Scale 1:200 @ A2
 Date DEC 2015

Drawn PL

Project No. Drawing No.

1609 URB TL [08]00 04

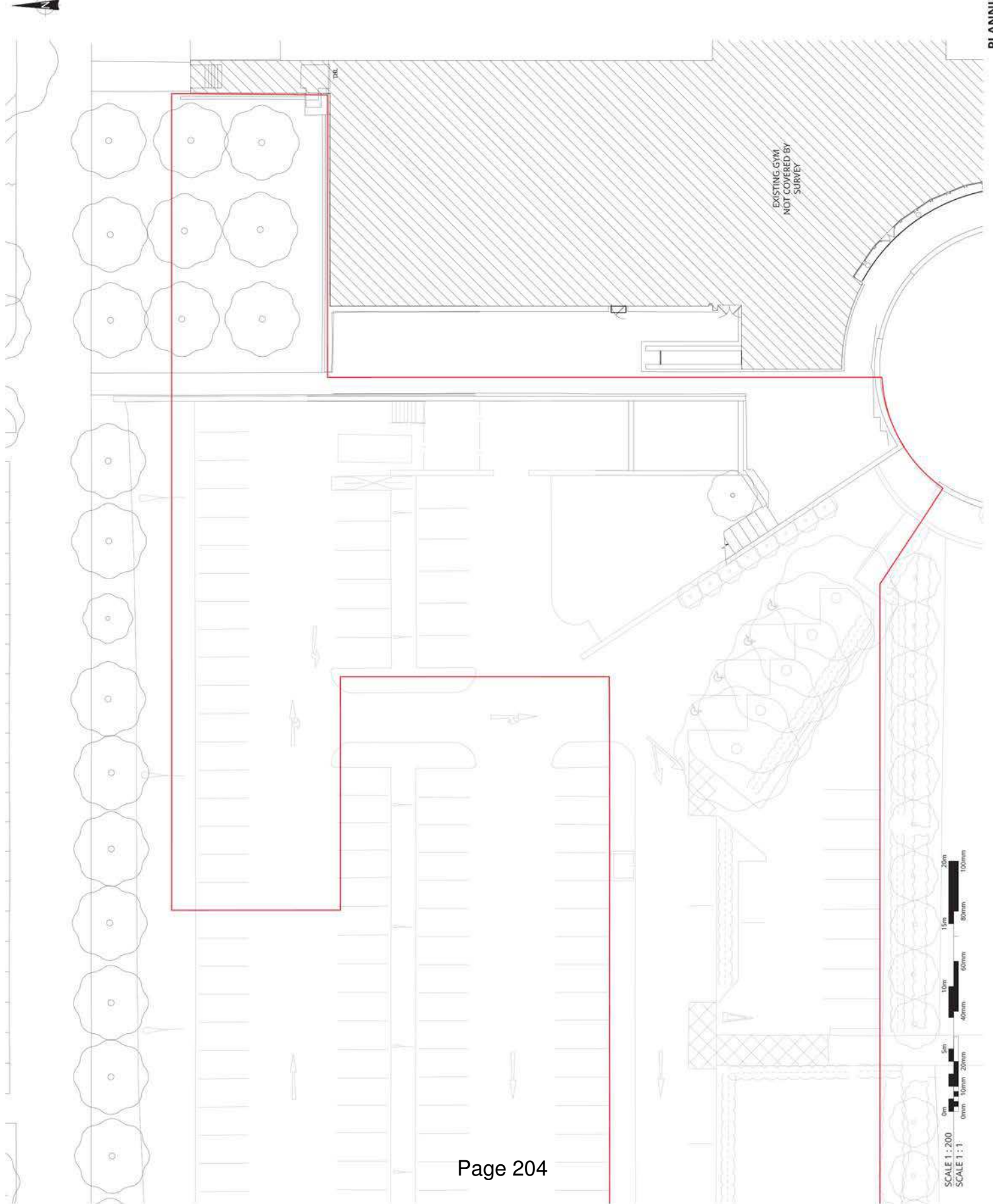
Revision **D01**

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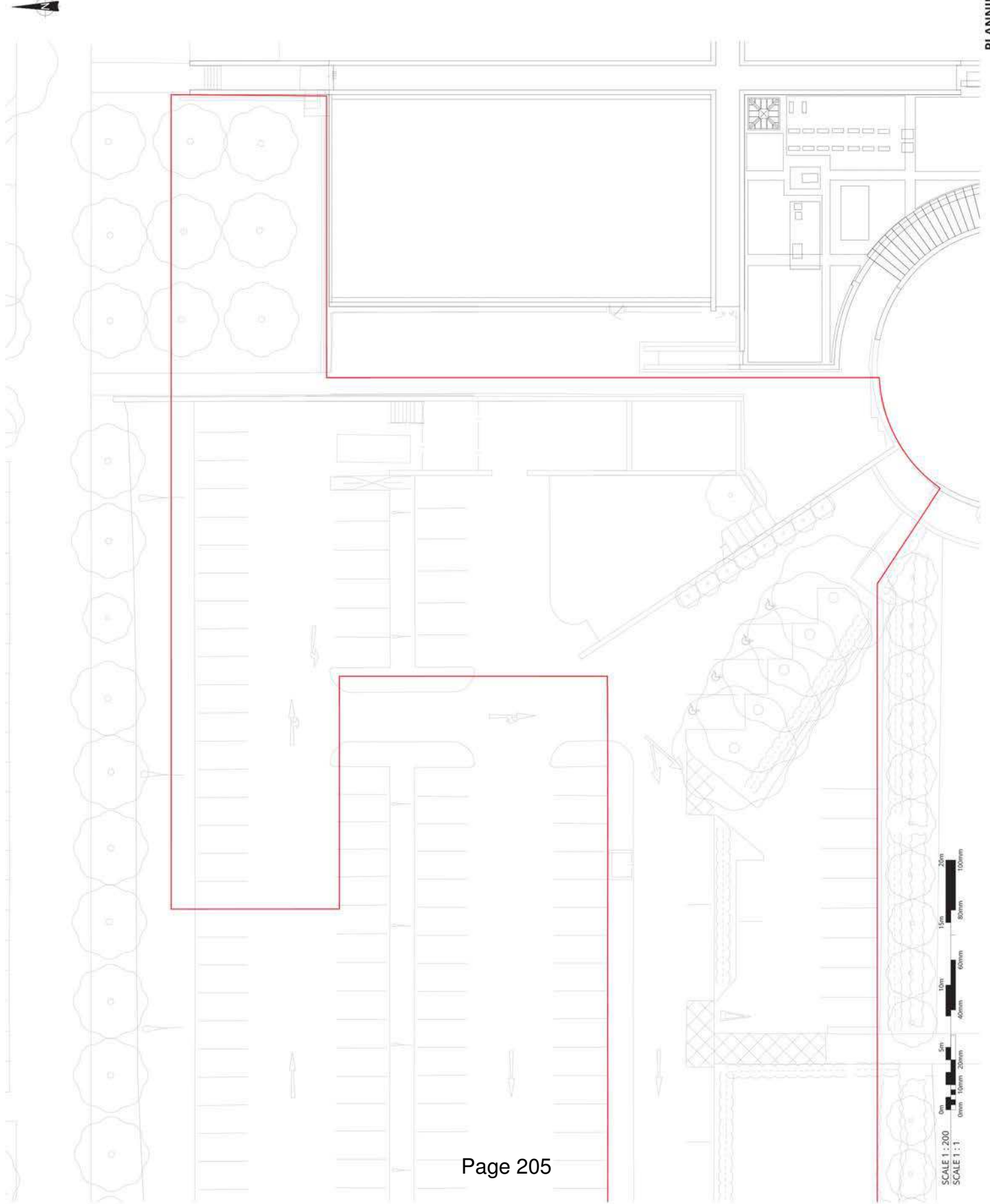
D01	ISSUED FOR PLANNING	08/04/2016
Revision	Description	Date
URBANEDGE architecture / masterplanning / design		
Client	BBC PENSION TRUST LIMITED	
Project	TRAVELODGE STOCKLEY PARK UXBRIDGE	
Drawing	FIRST FLOOR PLAN AS EXISTING	
Scale	1:200 @ A2	Drawn PL
Date	DEC 2015	Revision
Project No. 1609 URB TL [08] 10 01		D01

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D01
 Revision
 Description
 Date
 08/04/2016

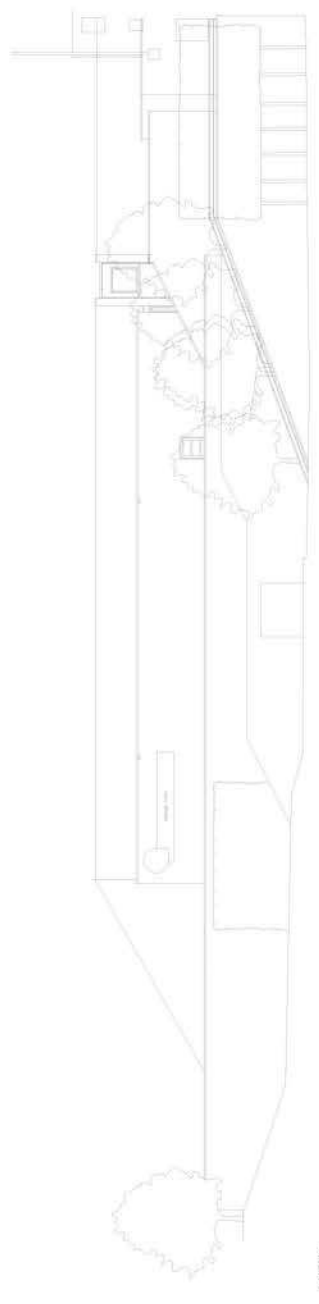
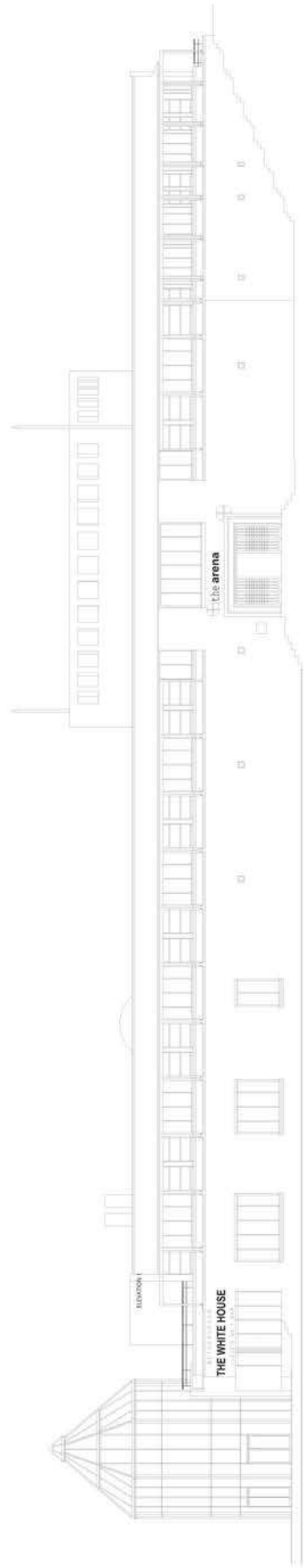
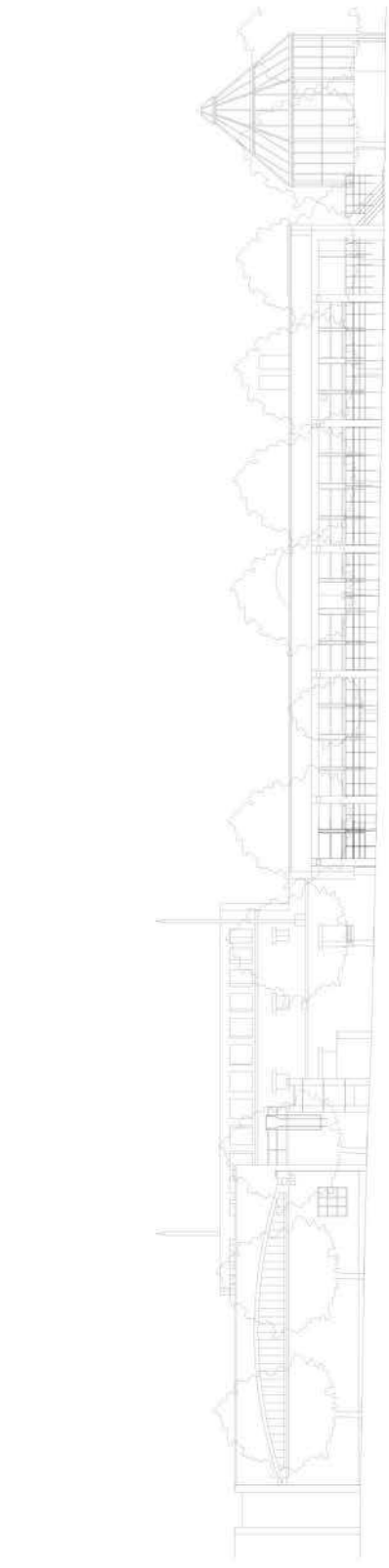
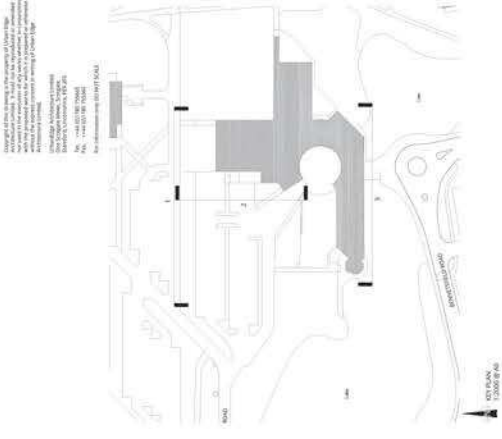
URBANEDGE
 architecture / masterplanning / design

Client
**BBC PENSION TRUST
 LIMITED**

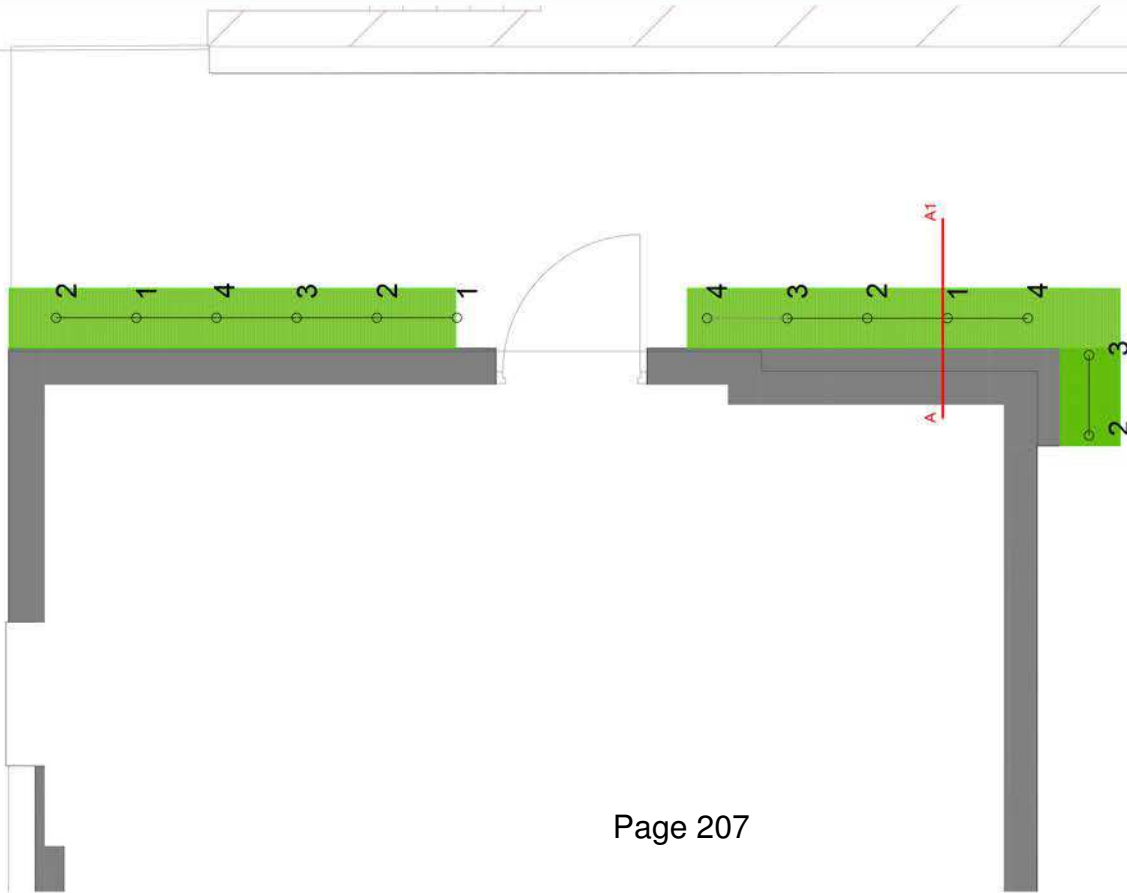
Project
**TRAVELODGE
 STOCKLEY PARK
 UXBRIDGE**

Drawing
**ROOF PLAN
 AS EXISTING**

Scale
 1:200 @ A2
 Date
 DEC 2015
 Project No.
1609
 Drawing No.
URB TL [08] 30 01
 Revision
D01



SPECIES LAYOUT



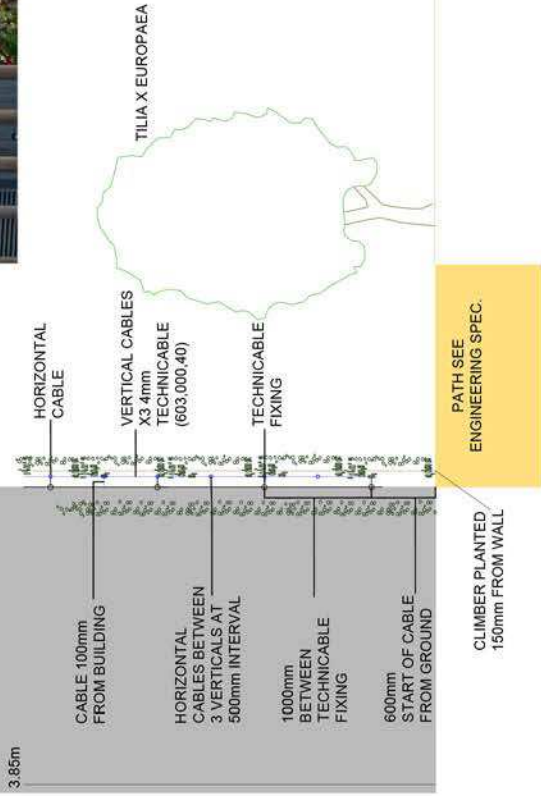
CLIMBING PLANTS	
1	Clematis 'Polish Spirit'
2	Trachelospermum jasminoides 'Variegatum'
3	Lapageria rosea
4	Lonicera x heckrottii

Detail of climbing plant support structure is presented on plan D16-1327

Cross Section A-A1



CLIMBING PLANT TO BE FIXED INITIALLY WITH FLEXI-TIES AT 5mm DIAMETER



LOCKHART GARRATT
www.lockhartgarratt.co.uk

Landscaping Design Plan
Green Wall Cross Section

Stockley Park

BBC Pensions Trust Ltd

3944 01016 1327

15/08/18

1:20@A1

RH ACB

v1

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Retained trees/planting

Strip at foot of retaining wall to be filled with 5mm natural gravel as per specification

7no. *Tilia x europaea*, 25-30cm containerised stock

Extended bed areas to be soiled and mulched and existing stock to be allowed to grow into these areas

Bed to be planted with shrubs removed from adjacent area of landscape to be lost. Planting to be at sufficient density to achieve full cover

GLIMERIC PLANTS
To be supplied as 2m high C5 stock
Clematis 'Polish Spirit'
Fraxinopseppium alaminoides 'Variegatum'
Lapagena rosea
Lonicera x hecatrazii
Detail of climbing plant support structure is presented on plan D'16-1327

Legend:

- Proposed Tree Planting
- Proposed Planting Bed
- Proposed Gravelled Area
- Retained Existing Trees
- Retained Existing Planting
- Proposed Hedge
- Wildflower Meadow
- Trellis Planting
- Cable

LOCKHART GARRATT
Landscape Design Plan
Stockley Park

Client: BBC Pensions Trust Ltd
Project No: 3844101D15-2964
Date: 12/07/16
Scale: 1:250 @ A1
Drawing No: PH

Author: NW
Checked: NW
Drawn: NW

Lockhart Garratt Ltd
11, The Quadrant, Stockley Park, Uxbridge, Middlesex, UK
Tel: 01895 831100
www.lockhartgarratt.co.uk



9no. pleached *Tilia x europaea*, 25-30cm containerised stock

1 no. *Acer platanoides* 'Drumondii', 25-30cm containerised stock

4no. pleached *Tilia x europaea*, 25-30cm containerised stock

Taxus baccata hedge: 1m high instant hedging

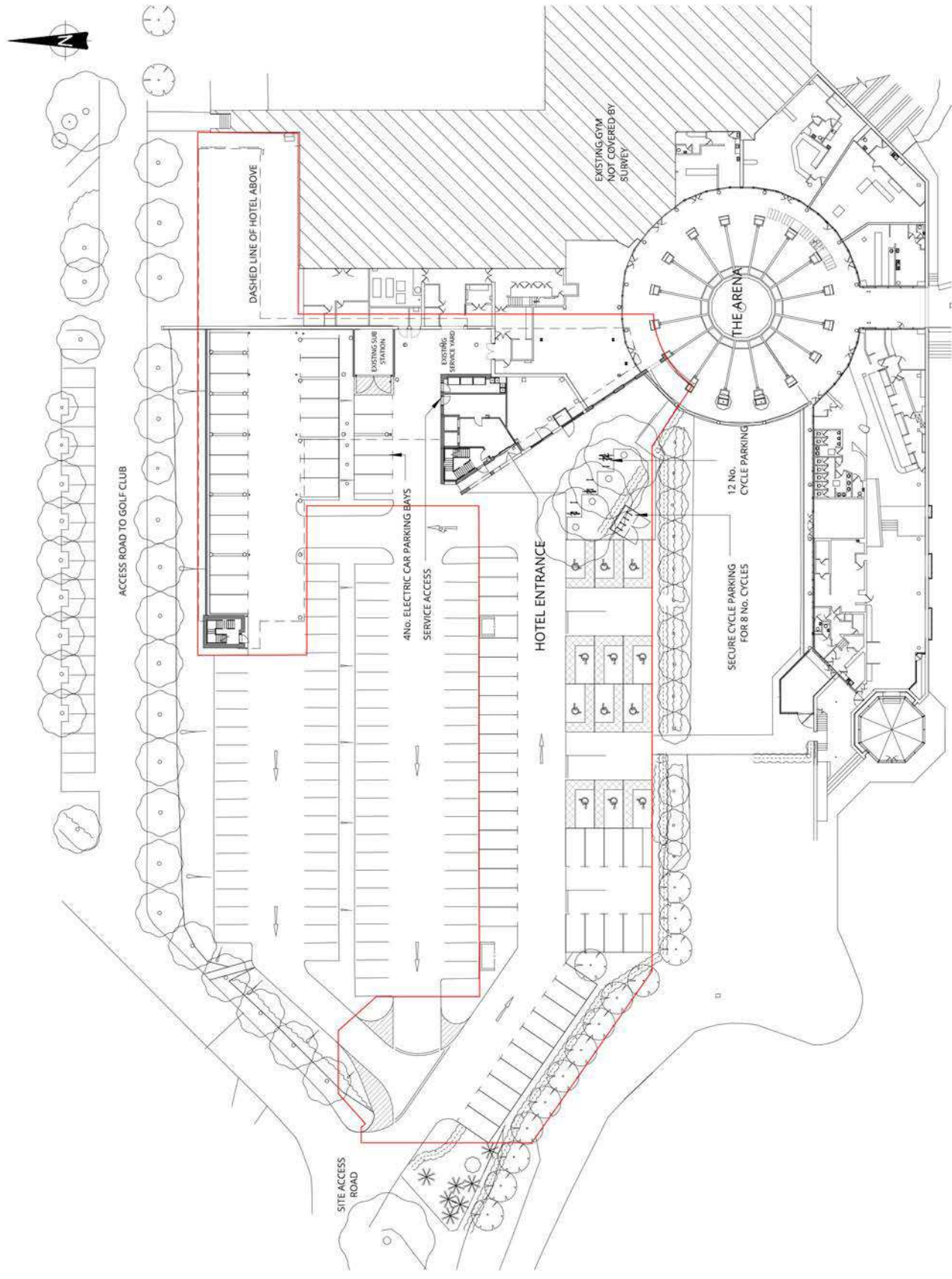
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Stamford, Leicestershire, LE8 2YK.

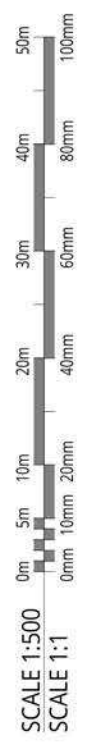
Tel: +44 (0)1780 755665
Fax: +44 (0)1780 753360

For information only DO NOT SCALE

LEGEND:
— APPLICATION BOUNDARIES.



PROPOSED SITE PLAN
1:500



DOZ	ISSUED FOR PLANNING	TC	18/02/2016
001 <td>ISSUED FOR PLANNING <td>TC <td>08/09/2016 </td></td></td>	ISSUED FOR PLANNING <td>TC <td>08/09/2016 </td></td>	TC <td>08/09/2016 </td>	08/09/2016
Revision	Description	By	Date

URBANEDGE
architecture / masterplanning / design

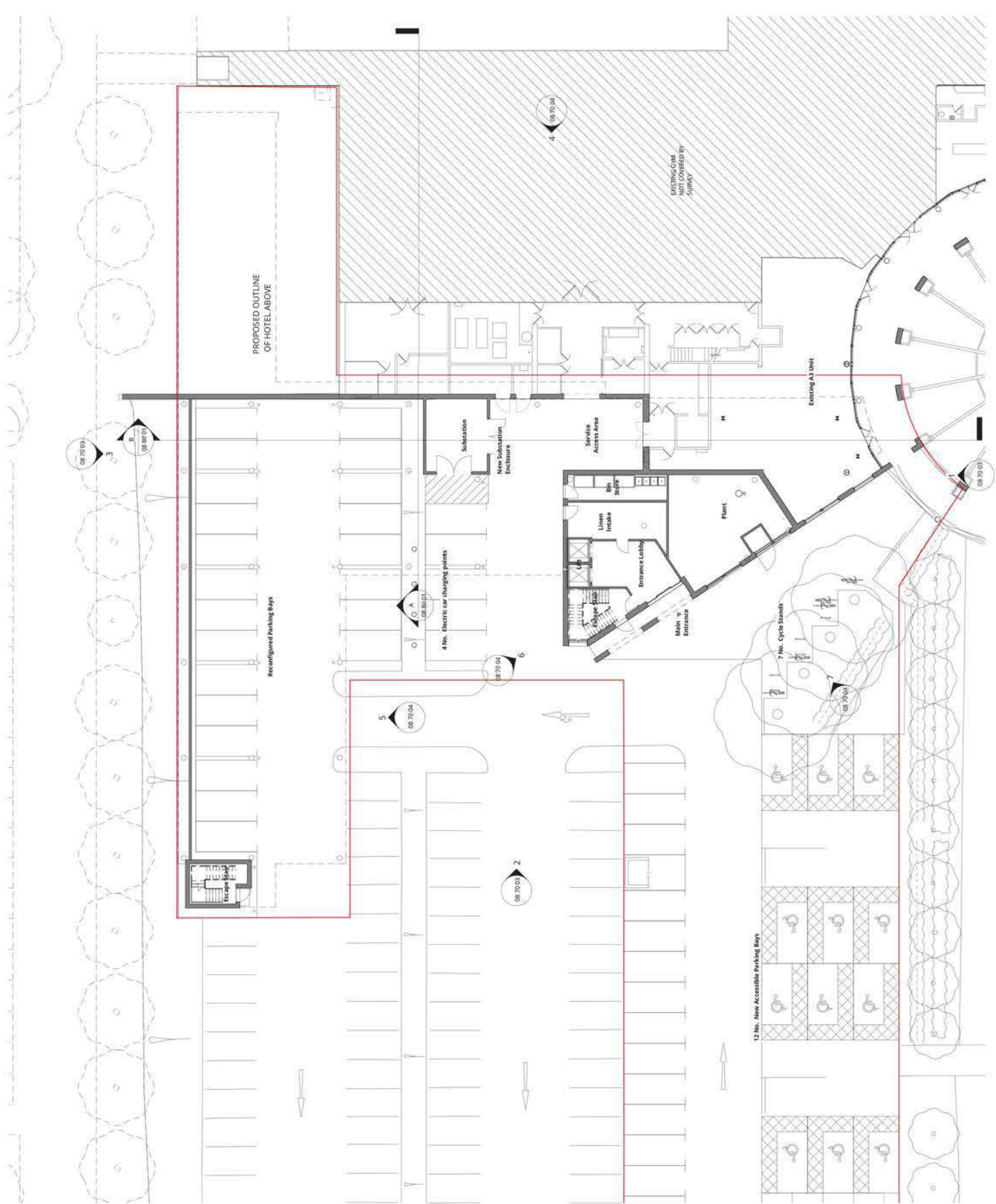
Client: **BBC PENSION TRUST LIMITED**

Project: **TRAVELODGE STOCKLEY PARK UXBRIDGE**

Drawing: **SITE PLAN AS PROPOSED**

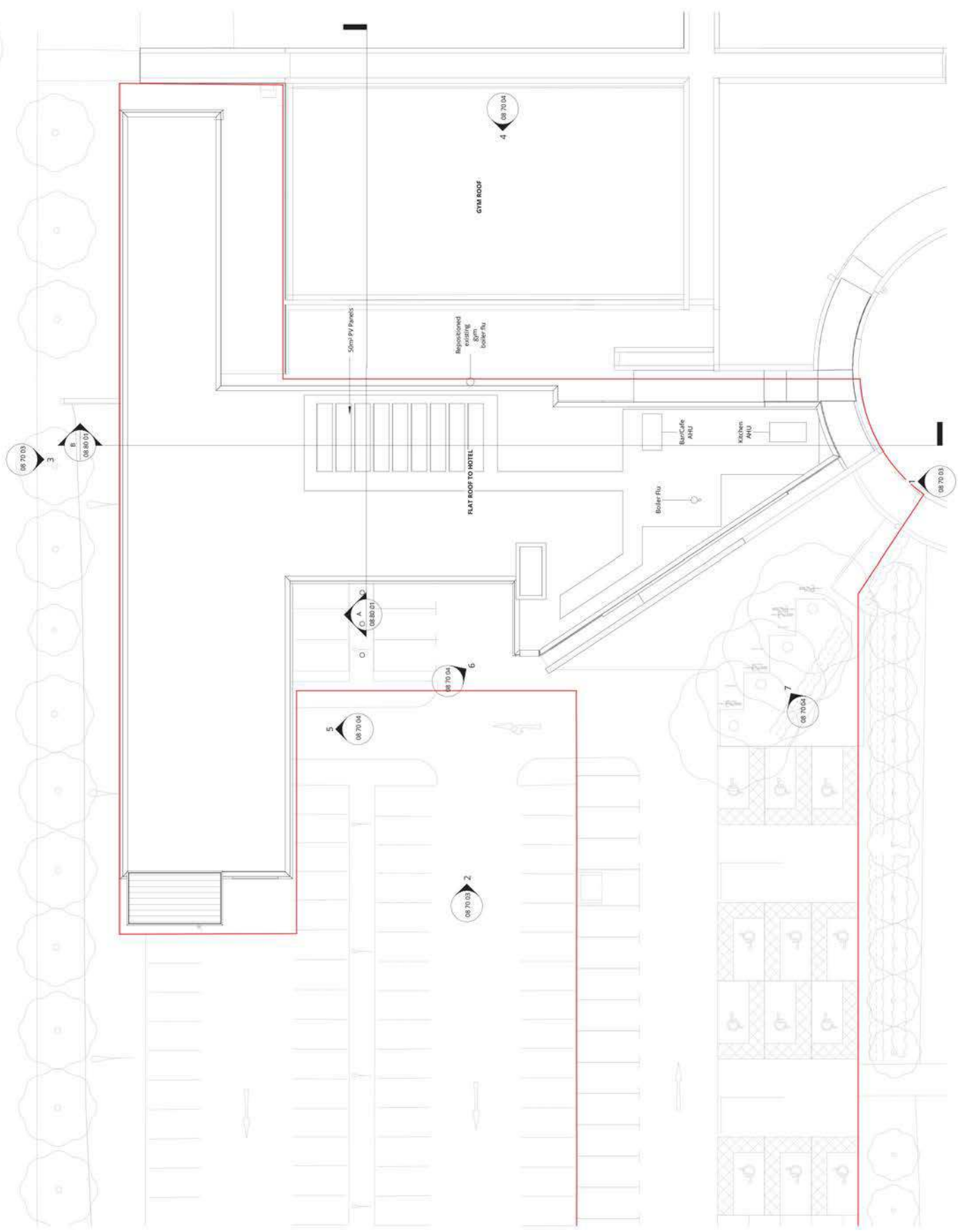
Scale	1:500 @ A3	Drawn	TC
Date	01C 2015		
Project No.	1609	Revision	
Drawing No.	URB TL [08] 00 03		D02

PLANNING





ACCESS ROAD TO GOLF CLUB



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DD1 ISSUED FOR PLANNING TC 08/04/2016
Revision Description By Date

URBANEDGE
architecture / multi-disciplinary / design

Client **BBC PENSION TRUST LIMITED**

Project **TRAVELODGE STOCKLEY PARK UXBRIDGE**

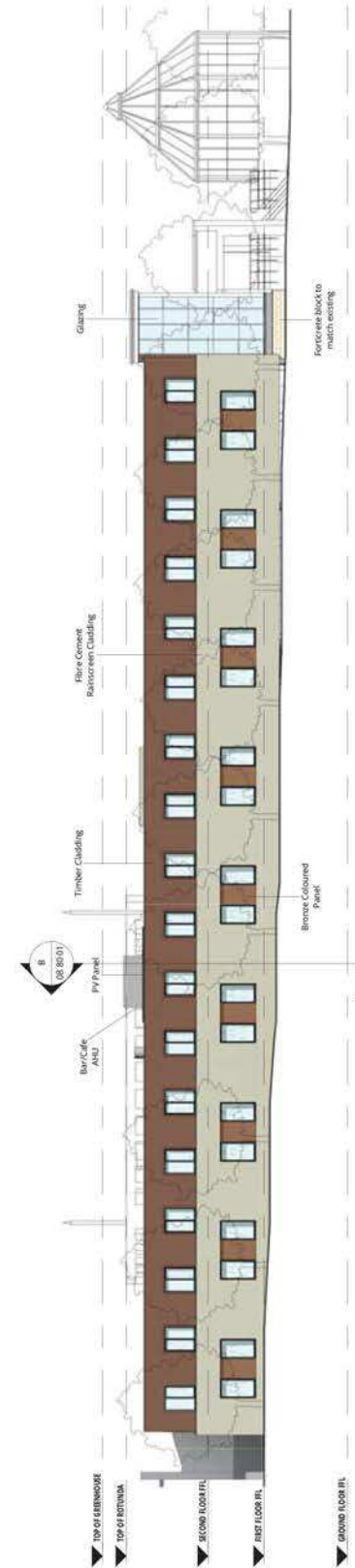
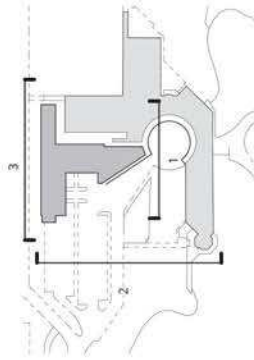
Drawing **ELEVATION DETAIL AS PROPOSED**

Scale 1:50 @ A3 Drawn TC
Date 08/04/2016
Project No. Drawing No. **1609 URB TL [08] 70 05** Revision **D01**



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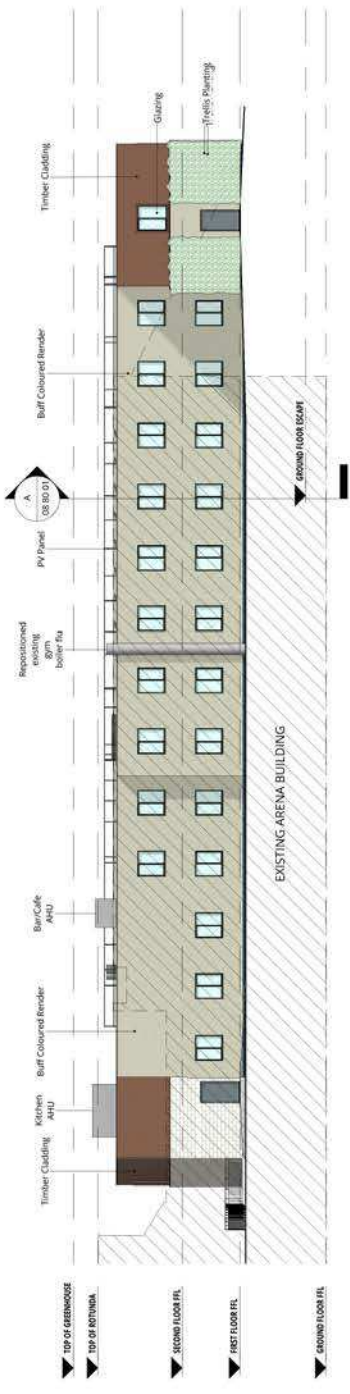
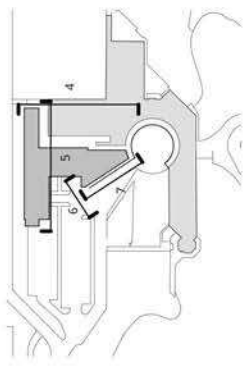
DATE: 15/08/2018
 DRAWN: [Name]
 CHECKED: [Name]
 APPROVED: [Name]

URBANEDGE
 Architecture & Planning

CLIENT: BBC PENSION TRUST LIMITED
 PROJECT: TRAVELODGE STOCKLEY PARK UXBRIDGE
 DRAWING: ELEVATIONS (SHEET 1)
 STATUS: AS PROPOSED

PROJECT NO: 16099 URB TL [08] 70 03
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

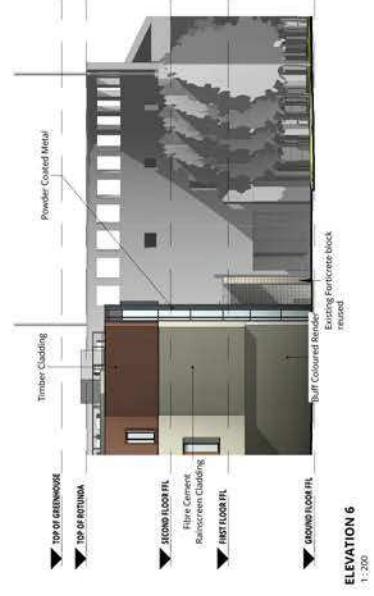
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ELEVATION 4
1:200



ELEVATION 5
1:200



ELEVATION 6
1:200



ELEVATION 7
1:200



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 1500 SHEPPARD AVENUE EAST
 SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T1
 TEL: (416) 291-7200
 FAX: (416) 291-7200
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CLIENT: **BBC PENSION TRUST LIMITED**
 PROJECT: **TRAVEL LODGE STOCKLEY PARK UXBIDGE**
 DRAWING: **ELEVATIONS (SHEET 2) AS PROPOSED**

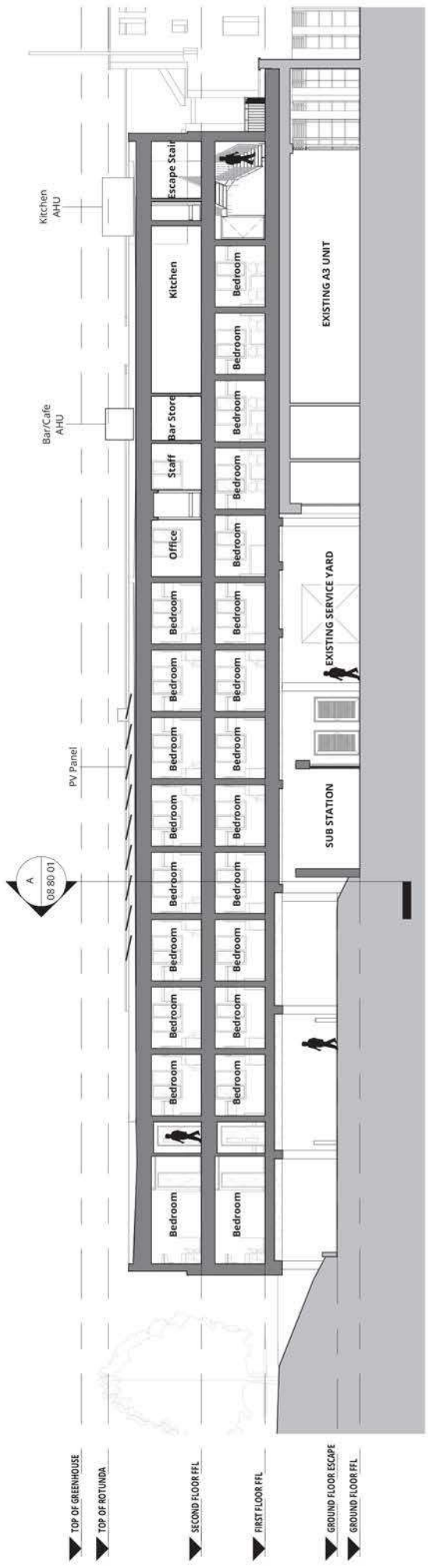
DATE: 14/05/17
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 PROJECT NO.: [Number]
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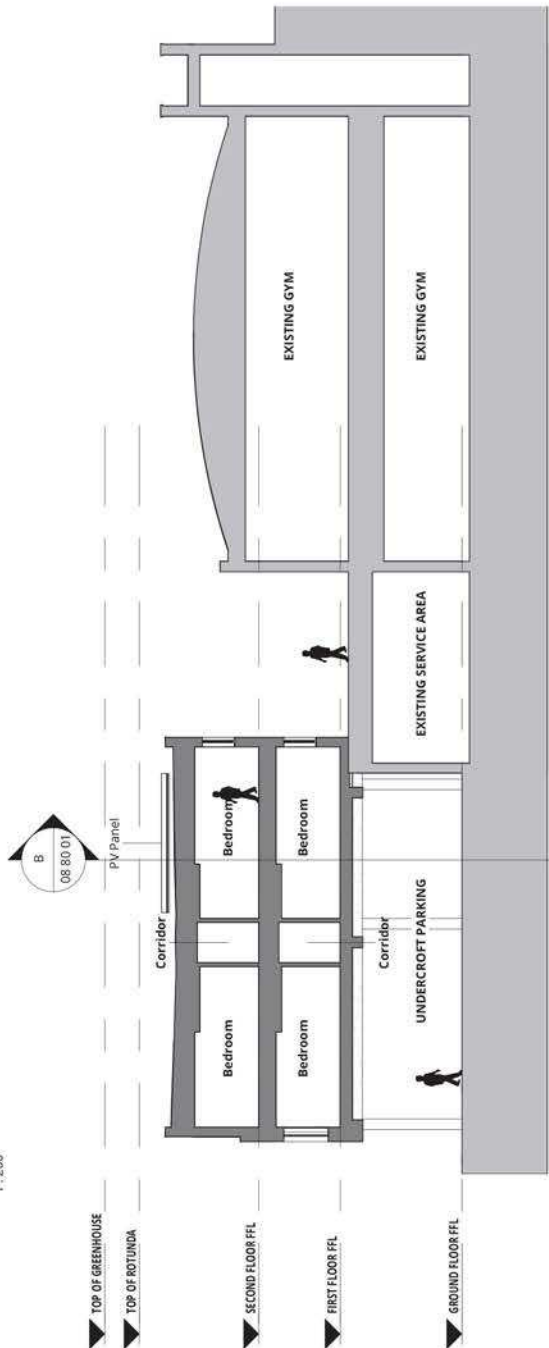
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 Stannock, Exeter, Devon, EX4 2XK

Tel: +44 (0)1780 755665
 Fax: +44 (0)1780 755360

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08 80 01 Section B
 1 : 200



08 80 01 Section A
 1 : 200



SCALE 1 : 200
 SCALE 1 : 1

DD1	ISSUED FOR PLANNING	TC	08/04/2016
Revision	Description	By	Date

URBANEDGE
 architecture / multi-disciplinary / design

Client: **BBC PENSION TRUST LIMITED**

Project: **TRAVELODGE STOCKLEY PARK UXBRIDGE**

Drawing: **SECTION AS PROPOSED**

Scale	1:200 @ A3	Drawn	TC
Date	08/04/2016		
Project No.	1509	Revision	D01

PLANNING

BloX C Secure Cycle Store/Compound

Features:



All custom-made canopies are designed to Eurocodes for Design of Steel Structures, Snow Loads and Wind Actions.



A 25 guarantee against structural failure for wind and snow loadings.



On all defects as a result of workmanship, material selection and finish (wear and tear, vandalism and abuse excluded).



Our structures can be individually manufactured to specific sizes to fit the site.



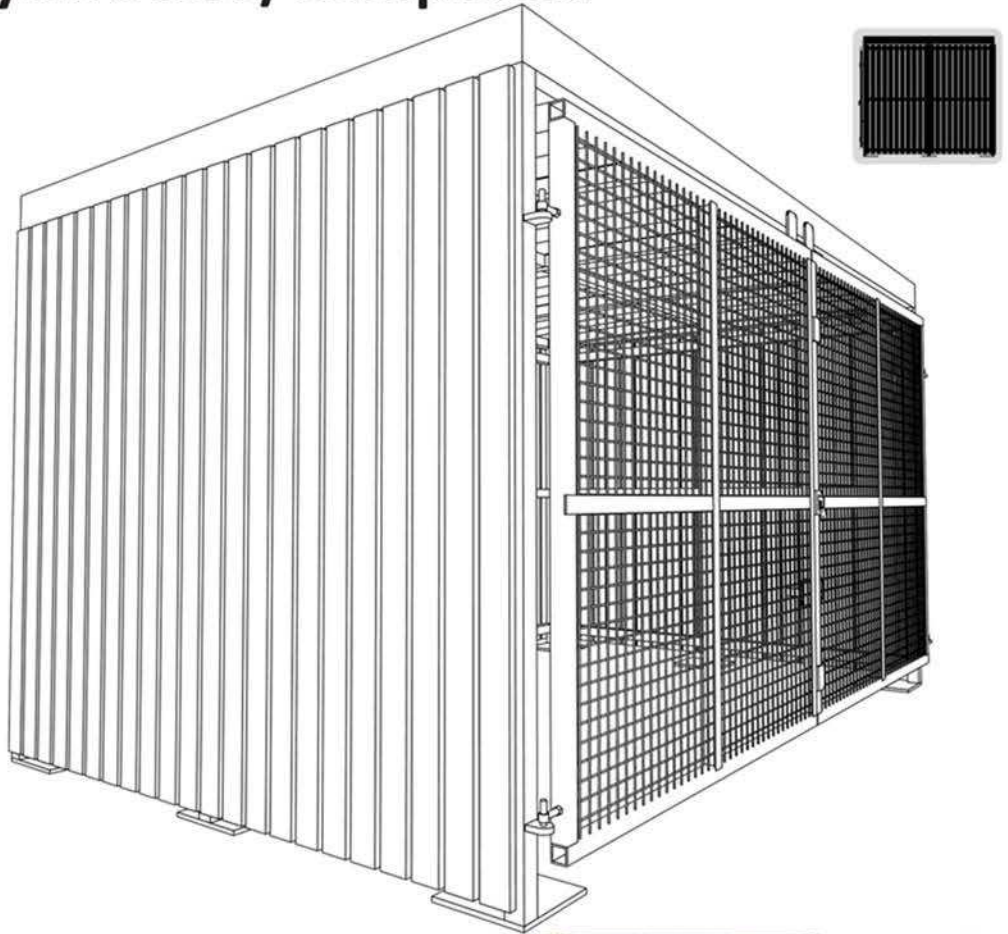
Hot-dip galvanised components increase life expectancy up to 85 years plus.



We deliver and install our canopies nationally. All canopies are engineered to suit any UK location.



Choose from our standard range of RAL and BS colours.



Submerged Ground Fixing



Run of Shelters



Timber Cladding To Sides



Mesh Front Gates



Optional Fascia

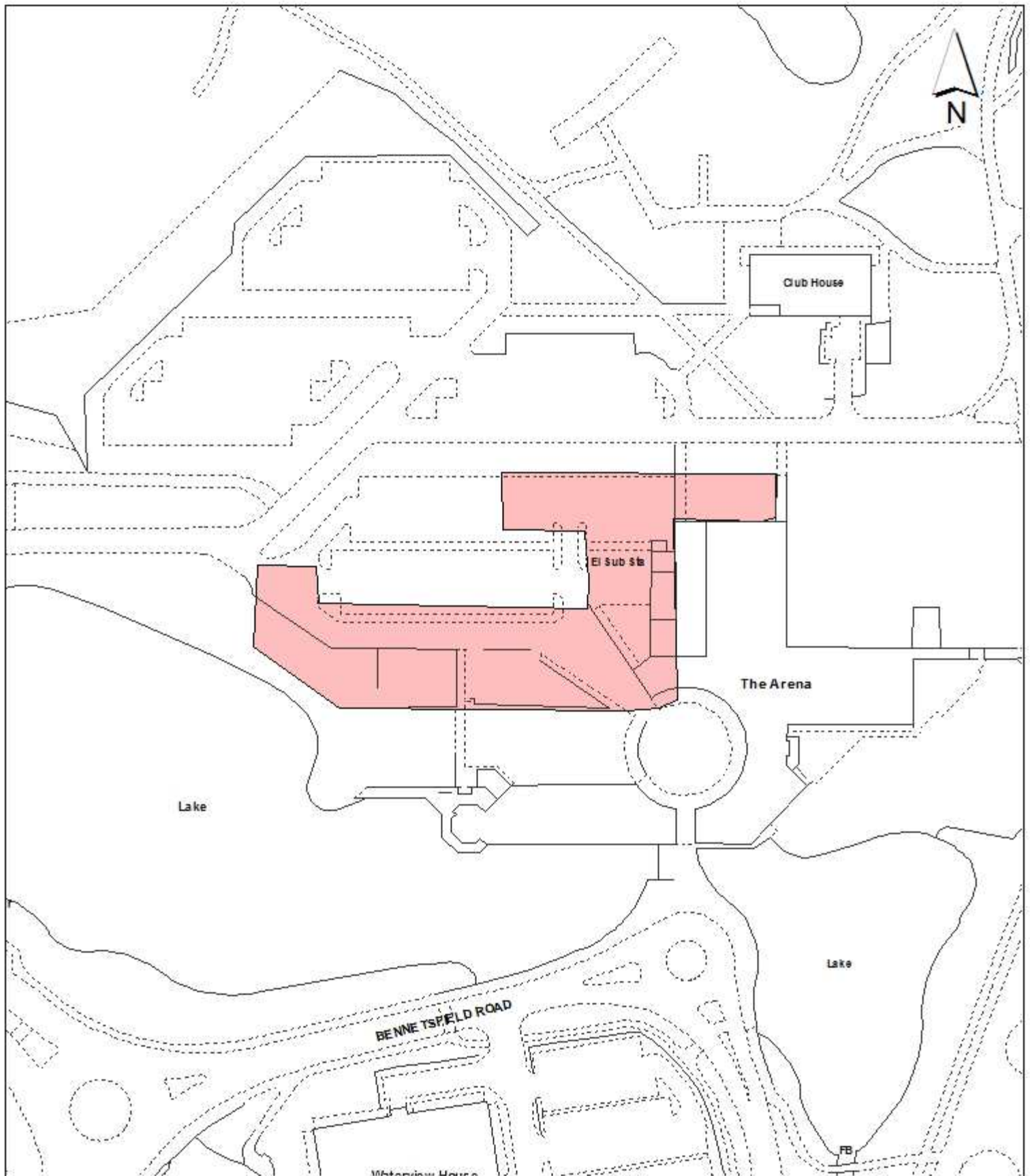


Colorcoat HPS 200 Roof

Broxap Limited, Rowhurst Industrial Estate, Chesterton, Newcastle-under-Lyme, Staffordshire ST5 6BD

Tel: +44 (0)1782 564411 • Fax: +44 (0)1782 565357/562546 • E.mail: sales@broxap.com • Web: www.broxap.com





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**The Arena
Stockley Park**

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

Planning Application Ref:

37800/APP/2016/1430

Scale:

1:1,250

Planning Committee:

Major Page 219

Date:

October 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

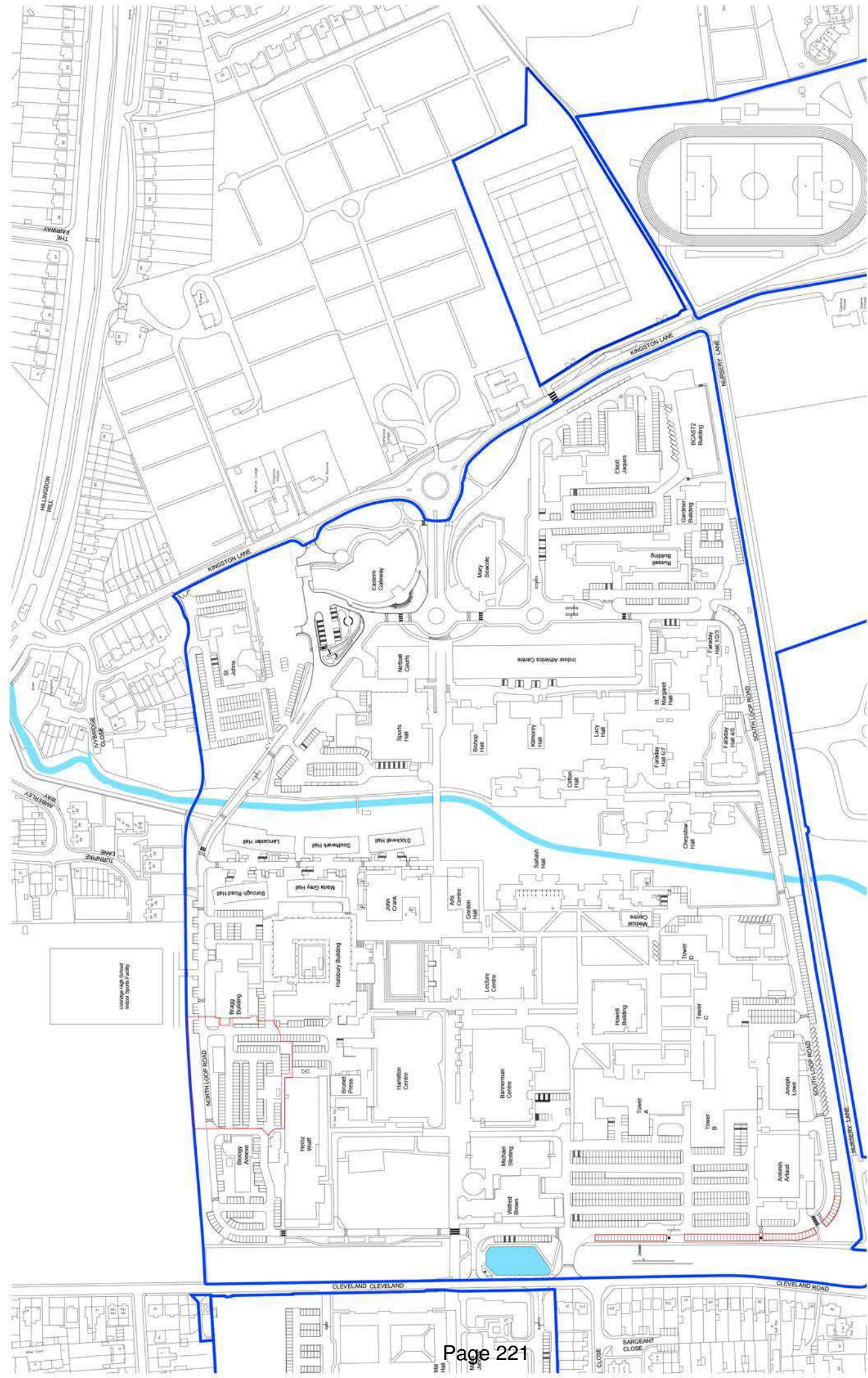
Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

Development: Variation of conditions 2 and 9 of planning permission ref: 532/APP/2015/3346 dated 28/09/2015 (Erection of a multi storey car park and removal of existing surface parking) to allow nine more spaces to be retained (S73 application).

LBH Ref Nos: 532/APP/2016/3083

Date Plans Received:	12/08/2016	Date(s) of Amendment(s):	11/10/2016
Date Application Valid:	15/08/2016		15/08/2016
			12/08/2016

**Major Applications Planning Committee -26th October 2016
PART 1 - MEMBERS, PUBLIC & PRESS**

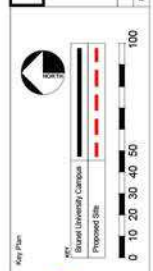


Project Name	BRUNEL UNIVERSITY MULTI-STOREY CAR-PARK PROJECT	Client	BRUNEL UNIVERSITY PLANNING	Scale	1:1250 @ A1	Drawn Date		Drawn No.		Checked By		Checked No.	
Project No.	5360-CP	Project Manager	P-W	Author	A	Project Date		Project No.	51	Project No.		Project No.	

**MULTI-STOREY CAR-PARK
PLANNING
LOCATION PLAN**

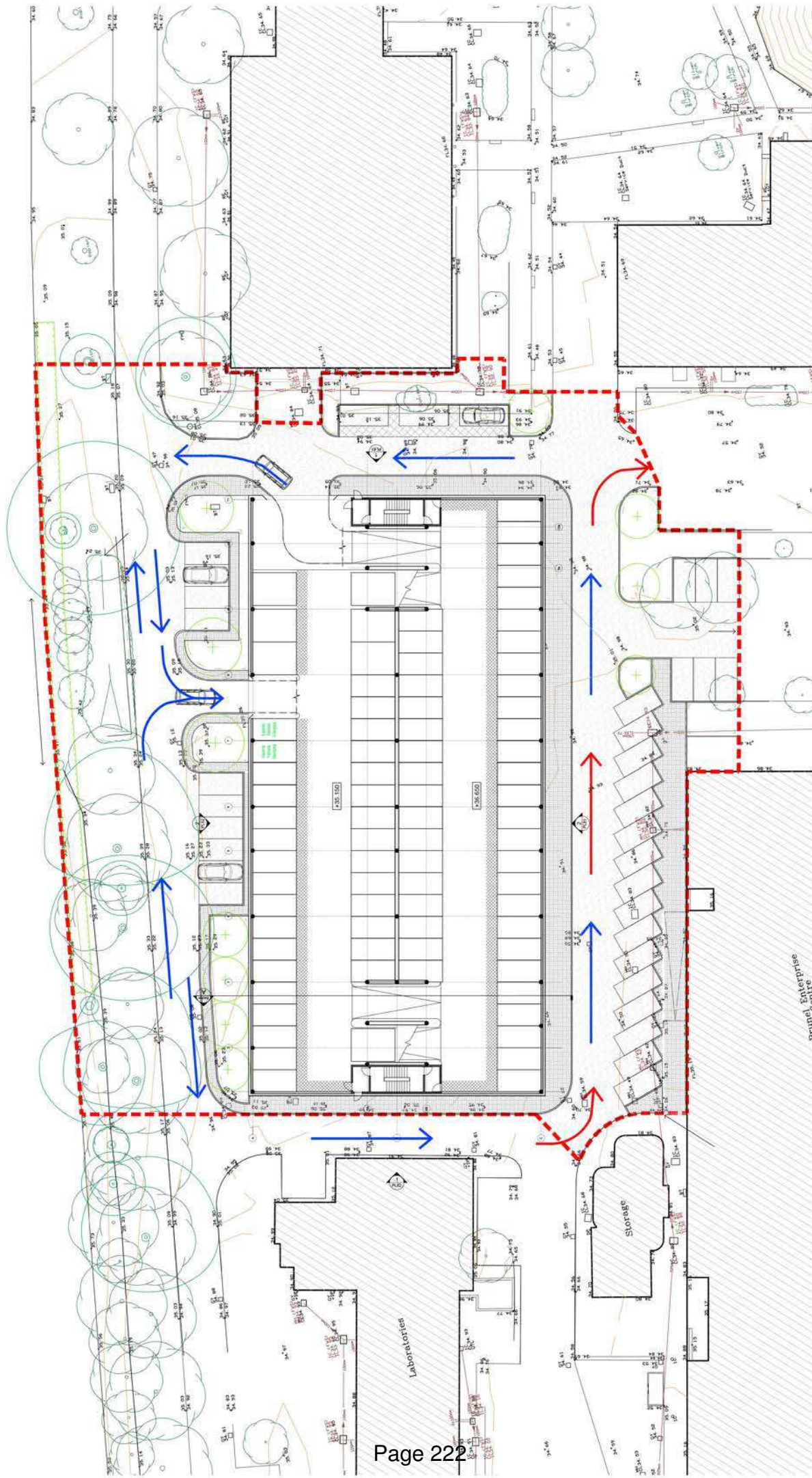
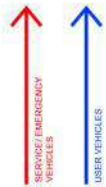
**PASCALL
+WATSON**
The Workshops, 10 Black Friars Lane, London EC4Y 6ER
T +44 (0)20 3837 2500 www.pascall-watson.com

PLANNING	
Rev	Date
1	15/09/15
2	16/10/15
3	16/10/15
4	16/10/15
5	16/10/15
6	16/10/15
7	16/10/15
8	16/10/15
9	16/10/15
10	16/10/15



Model File References List: Other Model Names: Version: & Status

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BRUNEL UNIVERSITY
 MULTI-STOREY CAR-PARK PROJECT
 PLANNING
 PROPOSED SITE PLAN

PASCALL + WATSON
 The Warehouse, 10 Bosc Frys Lane London EC4A 3DF
 T: +44 (0)20 3687 2500 www.pascall-watson.com

PLANNING

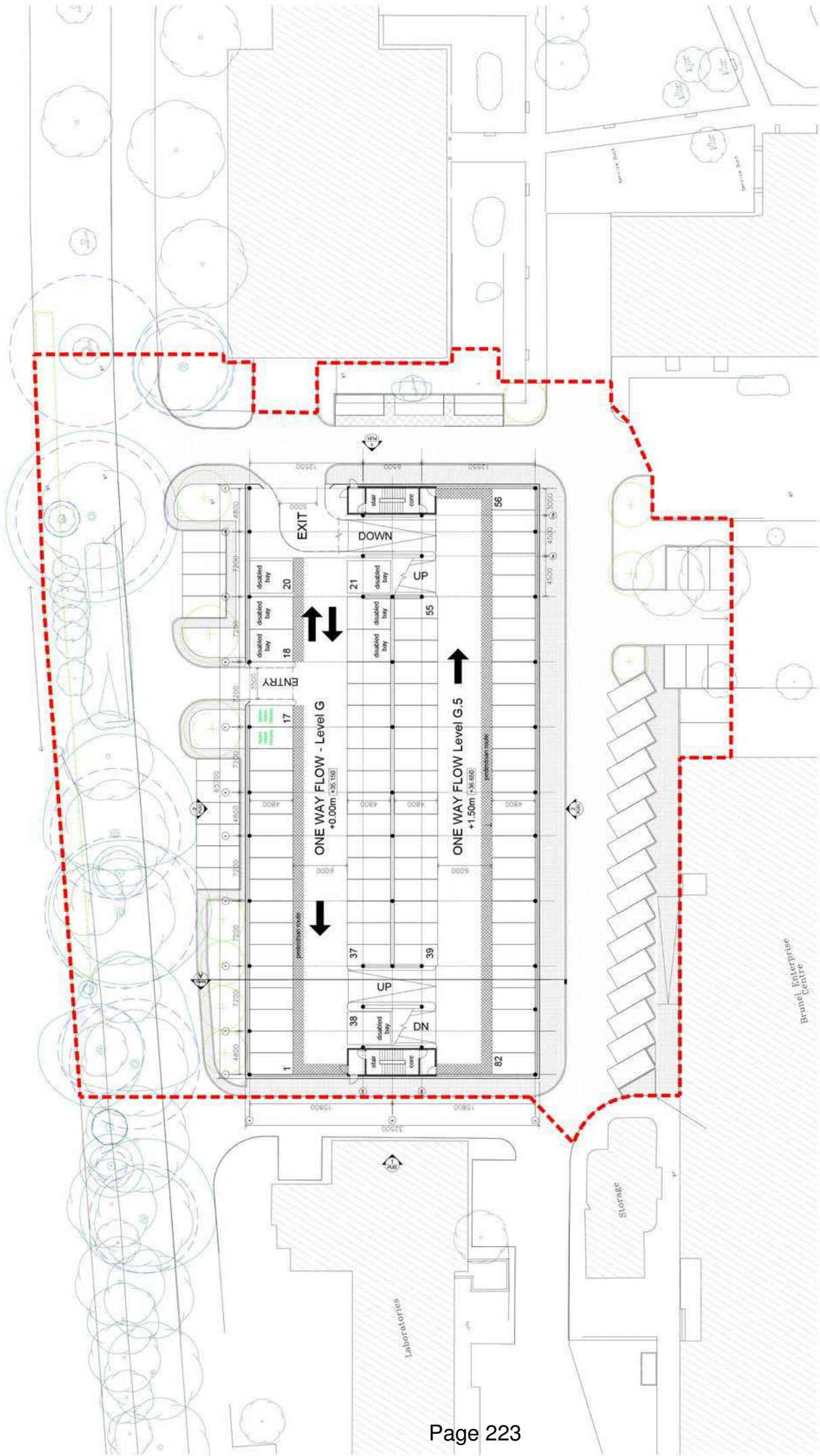
Project No: 5360
 Drawing No: P-W A
 Date: 15/01/15
 Scale: 1:200 @ A1
 Drawn By: [Name]
 Checked By: [Name]
 Approved By: [Name]

Key Plan
 Proposed Site: [Symbol]
 [Symbol] [Symbol] [Symbol] [Symbol]

Brunel University London
 Brunel Centre for Advanced
 Solidification Technology
 BCASST

Model File References List: Other Model Name: Version: 8 Date:

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 24.12.2014 09:28:41



PLANNING

Project Name: **BRUNEL UNIVERSITY MULTI-STORY CAR-PARK PROJECT**

Client: **BRUNEL UNIVERSITY**

Project No: **5380**

Scale: **1:200 @ A1**

Project Title: **PLANNING PROPOSED PLAN GROUND FLOOR**

Drawn By: **Pascal + Watson**

Checked By: **Pascal + Watson**

Project No: **5380**

Drawn No: **56**

Level: **PL**

Discipline: **P+W A**

Revision: **/**

PASCALL + WATSON

The Watsons 10 Black Friars Lane London EC4A 3DF

Tel: +44 (0)20 3637 2505 www.pascall-watson.com

No.	Rev.	Disc.	Date	Description
1	AC	18/09/15		PLANNING ISSUE
				Description

Model File References List: Other Model Names, Version & Status

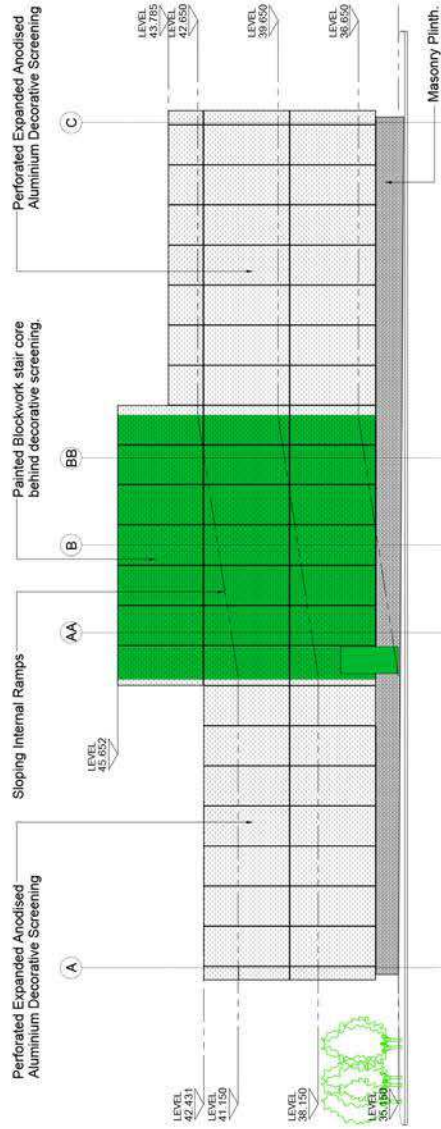
Key Plan

Brunel University LONDON

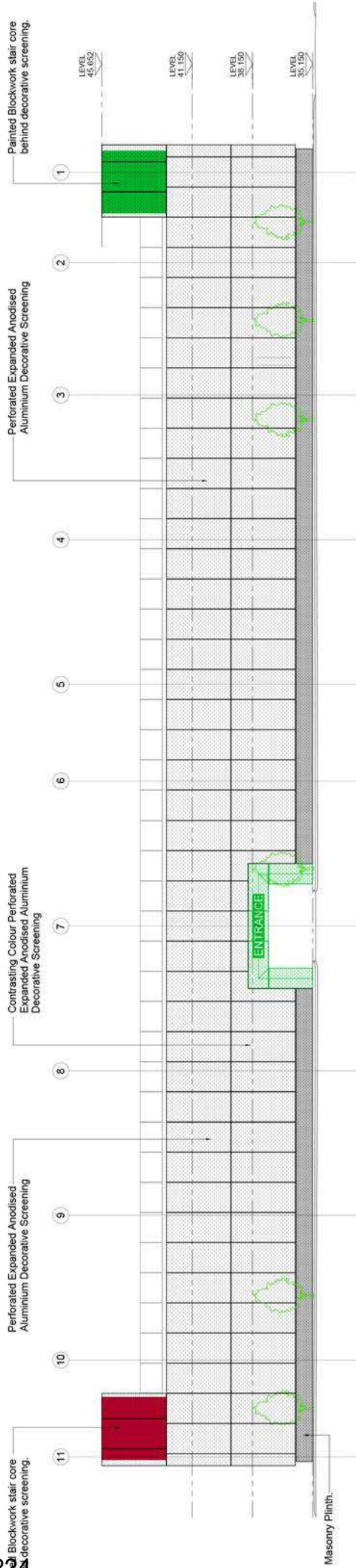
BCAST
Brand Creator for Advanced Solidification Technology

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21/12/15, p.w. 54-11-15



① PROPOSED CARPARK WEST ELEVATION



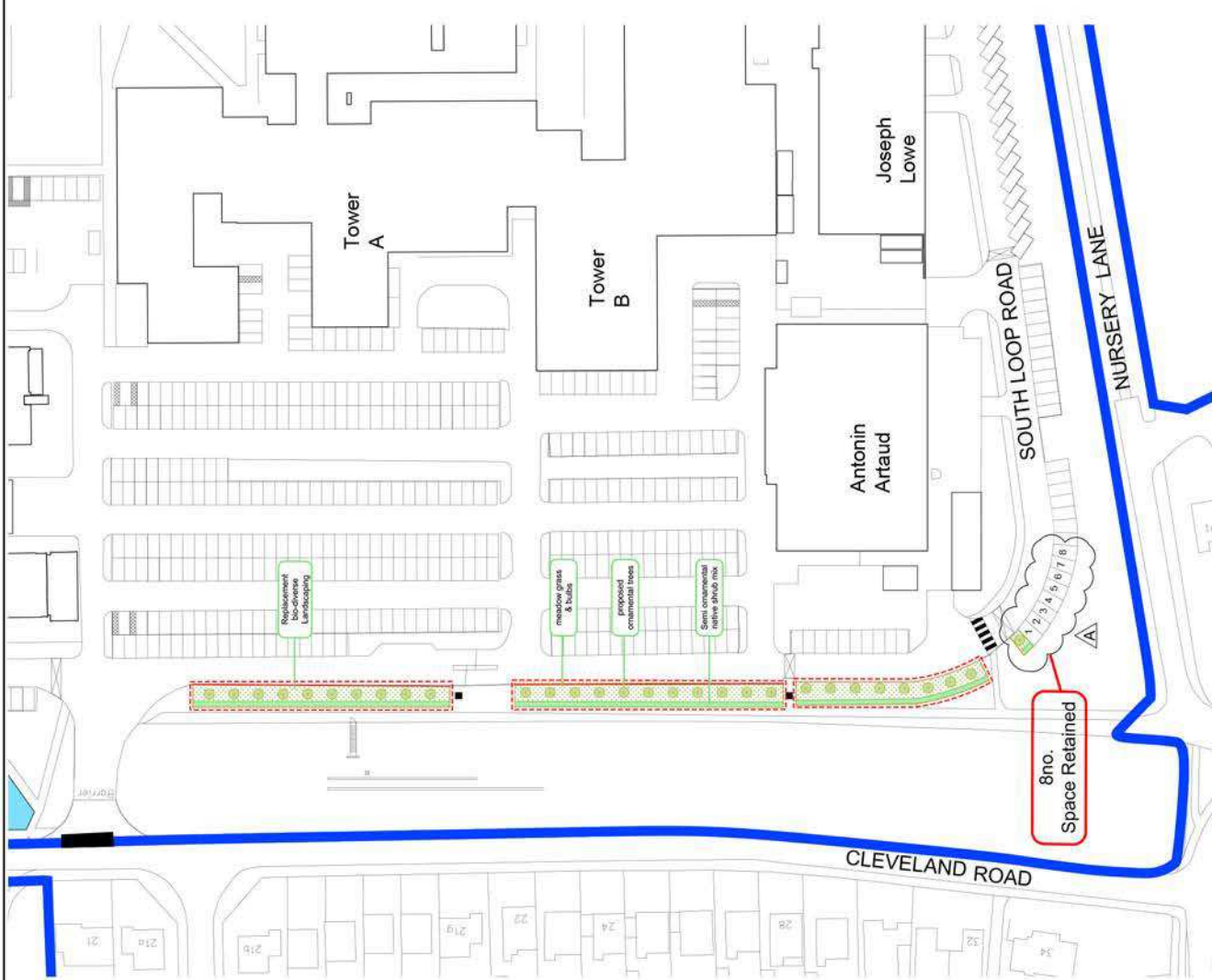
② PROPOSED CARPARK NORTH ELEVATION

PASCALL + WATSON
The Warehouse 10 Black Friers Lane London EC4A 3ER
T +44 (0)20 3857 2600 www.pascall-watson.co.uk

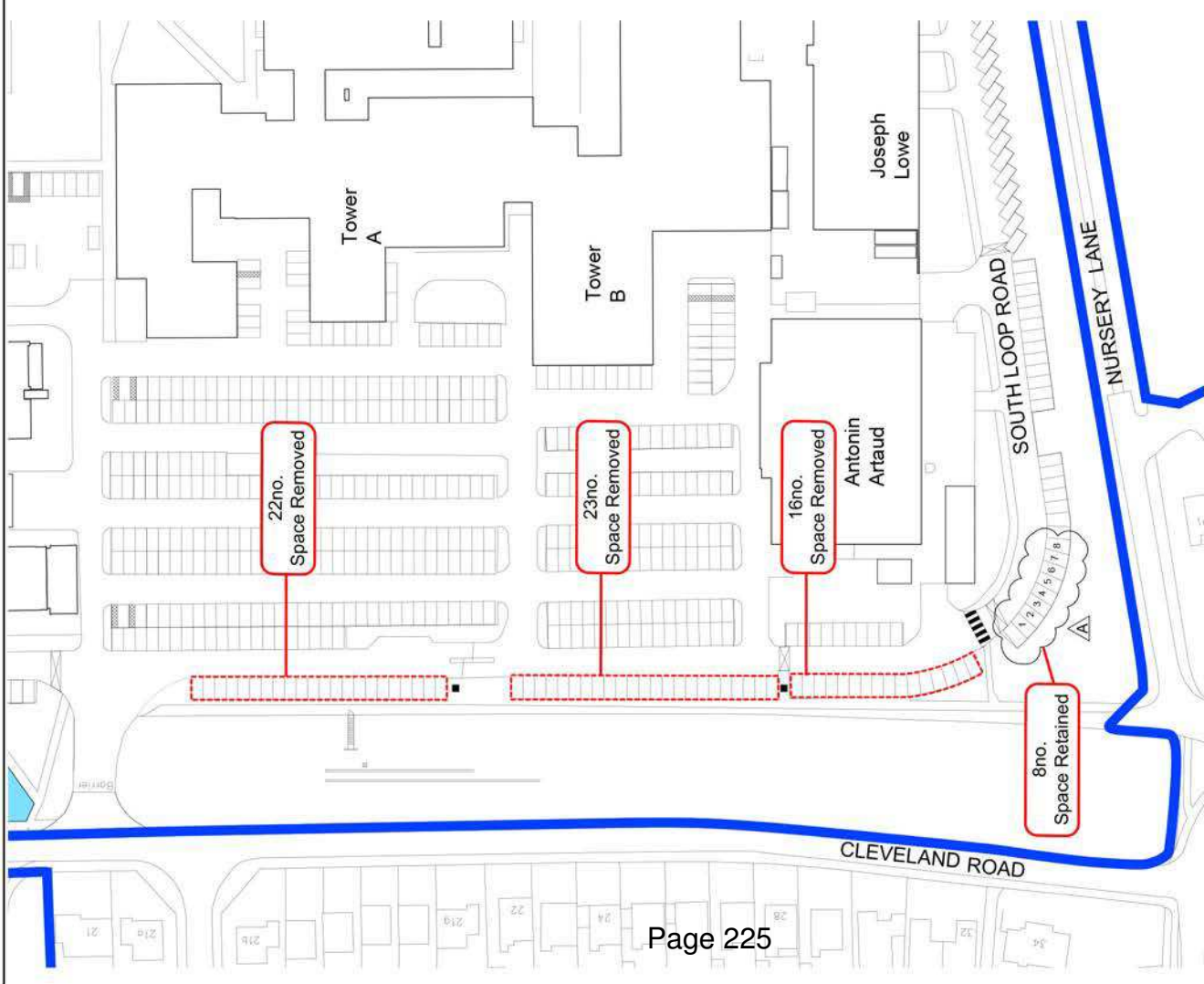
PLANNING

Rev	Disc	Date	Description
A	AC	15/09/15	FAÇADE HITCH-ARMERISE
J	AC	03/09/15	PLANNING ISSUE

Multi Storey Car-Park Project
Brunel University
Project of Work
Town Planning
Project Leader
M.M. MUM
Checked By
Pascal-Watson
Date
13/08/15
Drawing No.
5360
Scale
P+W
Author
A
PL
62
Revision
A



② EXISTING SURFACE CAR PARKING SPACES - LANDSCAPING PROPOSAL



① EXISTING SURFACE CAR PARKING SPACES - TO BE REMOVED

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The Workshops, 10 Bloor Street East, Toronto, ON M4W 1A7
Tel: +1 (416) 363-2500 | www.pascall-watson.com

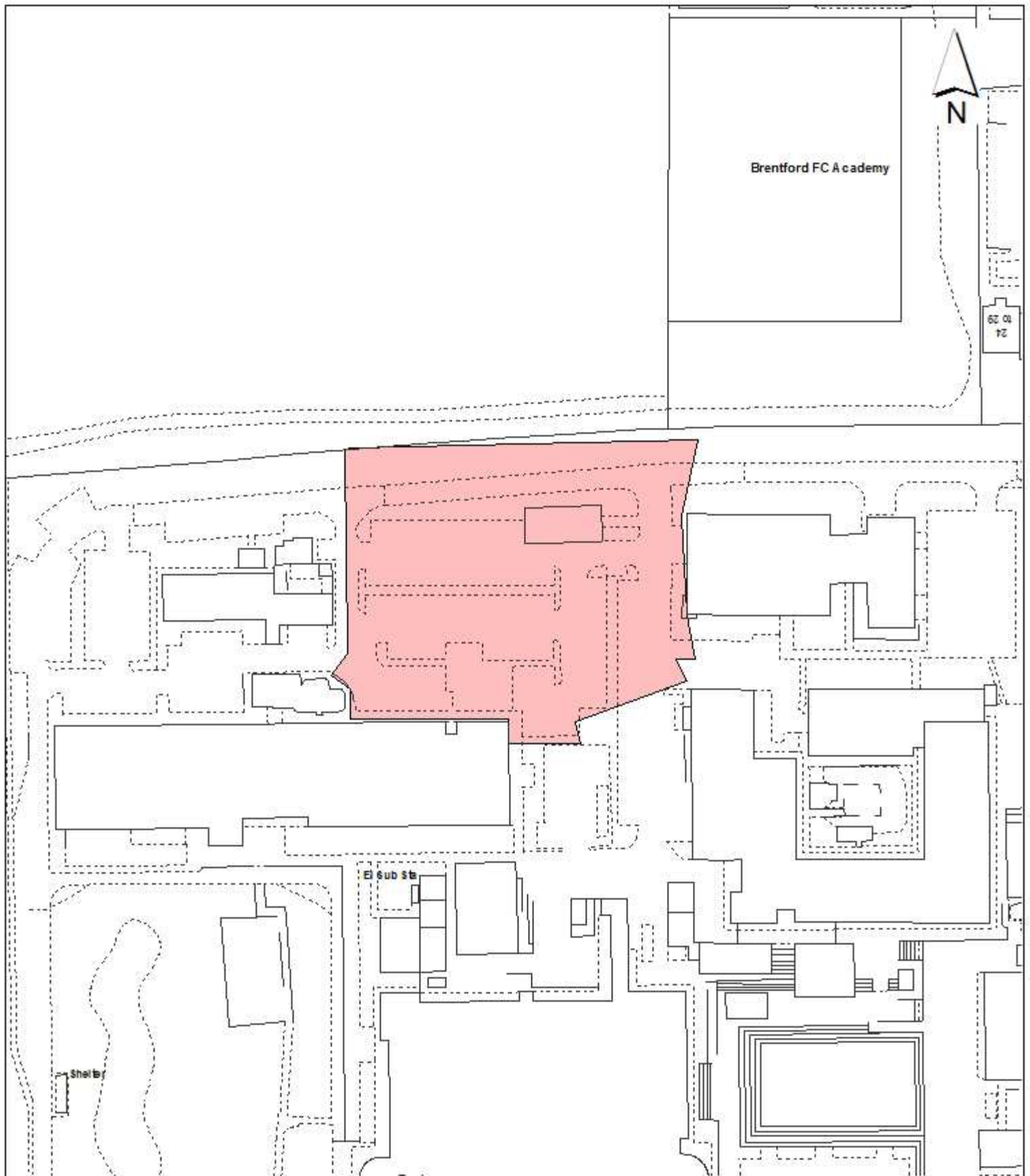
PLANNING

Ref.	Rev.	Date	Description
B	MM	07/10/16	PLANNING ISSUE Rev. Planning spaces retained to be removed
A	MM	15/07/16	PLANNING ISSUE Rev. Parking spaces removed to be retained
J	AC	03/09/15	PLANNING ISSUE

Key Plan
For context refer to Location Drawing S036257-17-14-10-1-01 Location Plan
Brunei University Campus
Proposed Site

Scale: 0 10 20 30 40 50 100

Project Name: BRUNEL UNIVERSITY MULTI-STORY CAR PARK PROJECT
Client: BRUNEL UNIVERSITY
Project Location: PLANNING
Scale: 1:500 @ A1
Drawn By: [Name]
Checked By: [Name]
Project Number: 53860-CP
Level: PL
Drawing No: 74



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Site Address:

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Kingston Lane**

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

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

Planning Application Ref:

532/APP/2016/3083

Scale:

1:1,250

Planning Committee:

Major Page 226

Date:

October 2016



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address KINGSWAY HOUSE HORTON ROAD YIEWSLEY

Development: Erection of a part 4 part 5 storey block of 34 new residential units, with associated car and cycle parking and amenity space, involving the demolition of the existing commercial buildings (outline application)

LBH Ref Nos: 70438/APP/2015/4424

Date Plans Received:	02/12/2015	Date(s) of Amendment(s):	09/09/2016
Date Application Valid:	05/01/2016		27/04/2016
			20/06/2016
			19/04/2016
			06/07/2016
			02/12/2015

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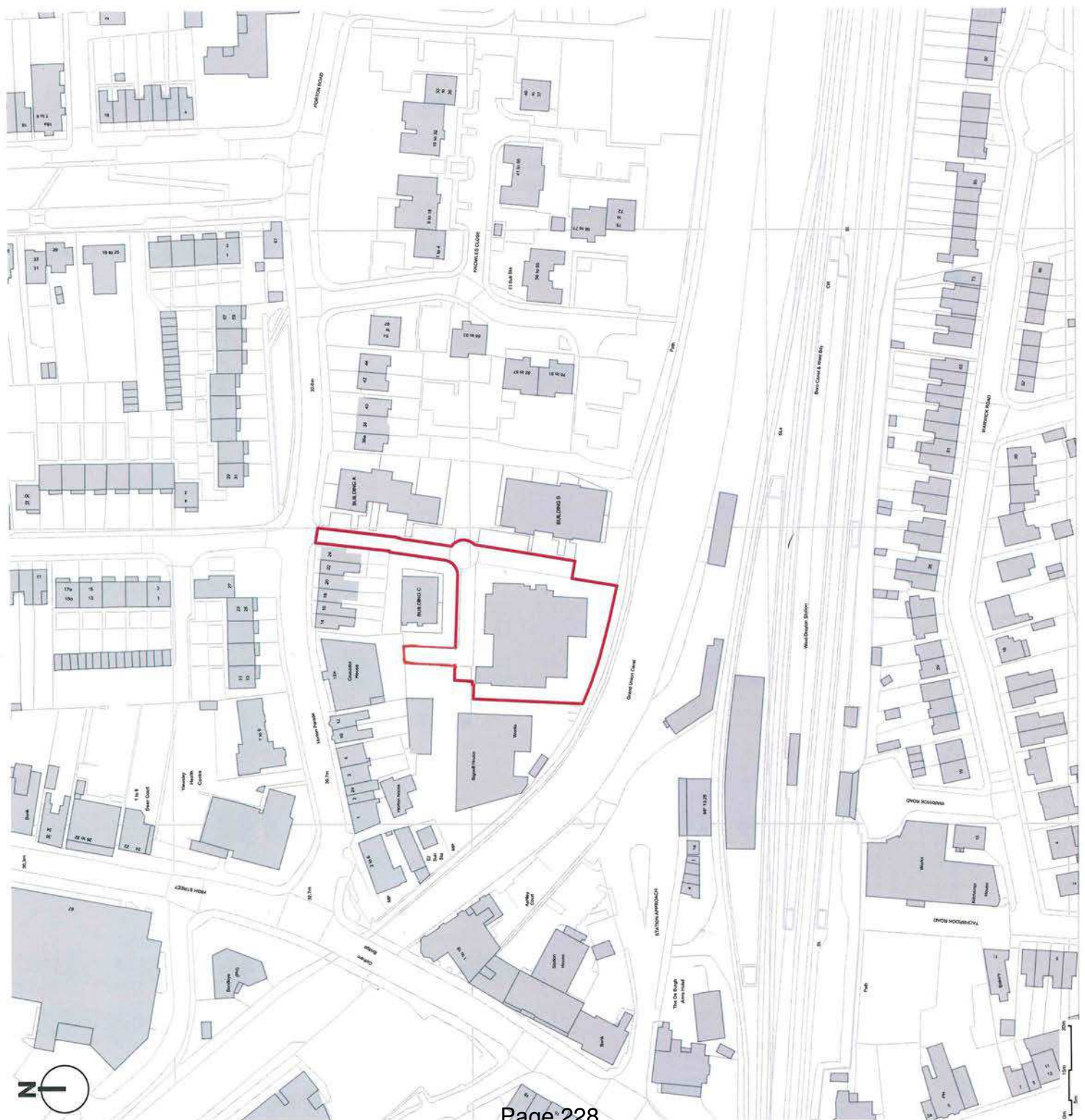
Revision: Status
 Pre-Preparation
 C-Contract
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Electronic file reference
 A2562 Impressions
 Status: R: Revision
 Date: DRN CHK COM
 1 For outline application 11/2015 BC DJ

Client
Clearview Homes
 Project title
**Kingsway House
 West Drayton**
 Drawing title
OS Plan

Scale @ A3 size
1:1250
 Date
Dec '15
 Drawing N°
A2562 200
 Status & Revision
R1

Assael
 Assael Architecture Limited
 Studio 13
 Churchfields Road
 Lincoln LN6 3EG
 T +44(0) 20 738 7744
 F +44(0) 20 738 7747
 E info@assael.co.uk
 W www.assael.co.uk



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P1	Capacity study		31.10.14	BC	AJ	-
P2	For client information		24.11.14	BC	DJ	-
P3	For client information		25.11.14	BC	DJ	-
P4	For client information		05.01.15	BC	DJ	-
P5	For client information		07.01.15	BC	DJ	-

KEY



CLIENT

Clearview Homes

PROJECT TITLE

Impressions site
 Horton Rd, West Drayton

DRAWING TITLE

Ground Floor Plan

SCALE @ A3 SIZE

1:500

DATE

Oct '14

DRAWING N°

A2562 200

STATUS & REVISION

P5

Assael

Assael Architecture Limited
 Studio 13
 100 The Esplanade
 London SW8 3EG
 T +44(0) 20 7736 7744
 F +44(0) 20 7736 7777
 E info@assael.co.uk
 W www.assael.co.uk



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DRAWING NOTES

ELECTRONIC FILE REF. N°	STATUS	REVISION	DATE	DRN	CHK	COM
P1	Capacity study		31.10.14	BC	AJ	-
P2	For client information		24.11.14	BC	DJ	-
P3	For client information		25.11.14	BC	DJ	-
P4	For client information		05.01.15	BC	DJ	-
P5	For client information		07.01.15	BC	DJ	-

KEY



CLIENT

Clearview Homes

PROJECT TITLE

**Impressions site
 Horton Rd, West Drayton**

DRAWING TITLE

1st Floor Plan

SCALE @ A3 SIZE

1:500

DATE

Oct '14

DRAWING N°

A2562 201

STATUS & REVISION

P5

Assael

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 W www.assael.co.uk



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Revision Status: P-Preiminary C-Contract

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DRAWING NOTES

ELECTRONIC FILE REF. N°	STATUS	REVISION	DATE	DRN	CRK	COM
P1	Capacity study		31.10.14	BC	AJ	-
P2	For client information		24.11.14	BC	DJ	-
P3	For client information		25.11.14	BC	DJ	-
P4	For client information		05.01.15	BC	DJ	-
P5	For client information		07.01.15	BC	DJ	-

KEY



CLIENT

Clearview Homes

PROJECT TITLE

**Impressions site
 Horton Rd, West Drayton**

DRAWING TITLE

2nd Floor Plan

SCALE @ A3 SIZE

1:500

DATE

Oct '14

DRAWING N°

A2562 202

STATUS & REVISION

P5

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Revision Status: P-Preiminary C-Contract

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DRAWING NOTES

ELECTRONIC FILE REF. N°	STATUS	REVISION	DATE	DRN	CHK	COM
P1	Capacity study		31.10.14	BC	AJ	-
P2	For client information		24.11.14	BC	DJ	-
P3	For client information		25.11.14	BC	DJ	-
P4	For client information		05.01.15	BC	DJ	-
P5	For client information		07.01.15	BC	DJ	-

KEY



CLIENT

Clearview Homes

PROJECT TITLE

**Impressions site
 Horton Rd, West Drayton**

DRAWING TITLE

3rd Floor Plan

SCALE @ A3 SIZE

1:500

DATE

Oct '14

DRAWING N°

A2562 203

STATUS & REVISION

P5

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DRAWING NOTES

ELECTRONIC FILE REF. N°	STATUS	REVISION	DATE	DRN	CRK	COM
P1	Capacity study		31.10.14	BC	AJ	-
P2	For client information		24.11.14	BC	DJ	-
P3	For client information		25.11.14	BC	DJ	-
P4	For client information		05.01.15	BC	DJ	-
P5	For client information		07.01.15	BC	DJ	-

KEY



CLIENT

Clearview Homes

PROJECT TITLE

**Impressions site
 Horton Rd, West Drayton**

DRAWING TITLE

4th Floor Plan

SCALE @ A3 SIZE

1:500

DATE

Oct '14

DRAWING N°

A2562 204

STATUS & REVISION

P5

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General notes

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 The drawings are to be used in accordance with the Ordinance Datum Newlyn unless alternative Datum given.
 All fittings and weatherings must be checked on site.
 The drawings must be checked on site.
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 Calculated areas in accordance with Assael Architecture's construction documents and any other drawings issued for construction.
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Revision Status:
 P-Preiminary
 C-Contract

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 Drawing notes:

Electronic file reference
 A2562 Impressions

Status	R:	Revision	Date	DRN	CHK	CDM
1		For client information	8/11/15	BC		
2		For outline application	11/2/15	BC	DJ	

Client

Clearview Homes

Project title

**Kingsway House
 West Drayton**

Drawing title

Roof Plan

Scale @ A3 size

1:250

Date

Nov '15

Drawing N°

A2562 204

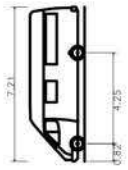
Status & Revision

R1



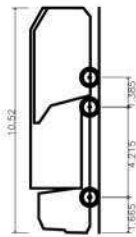
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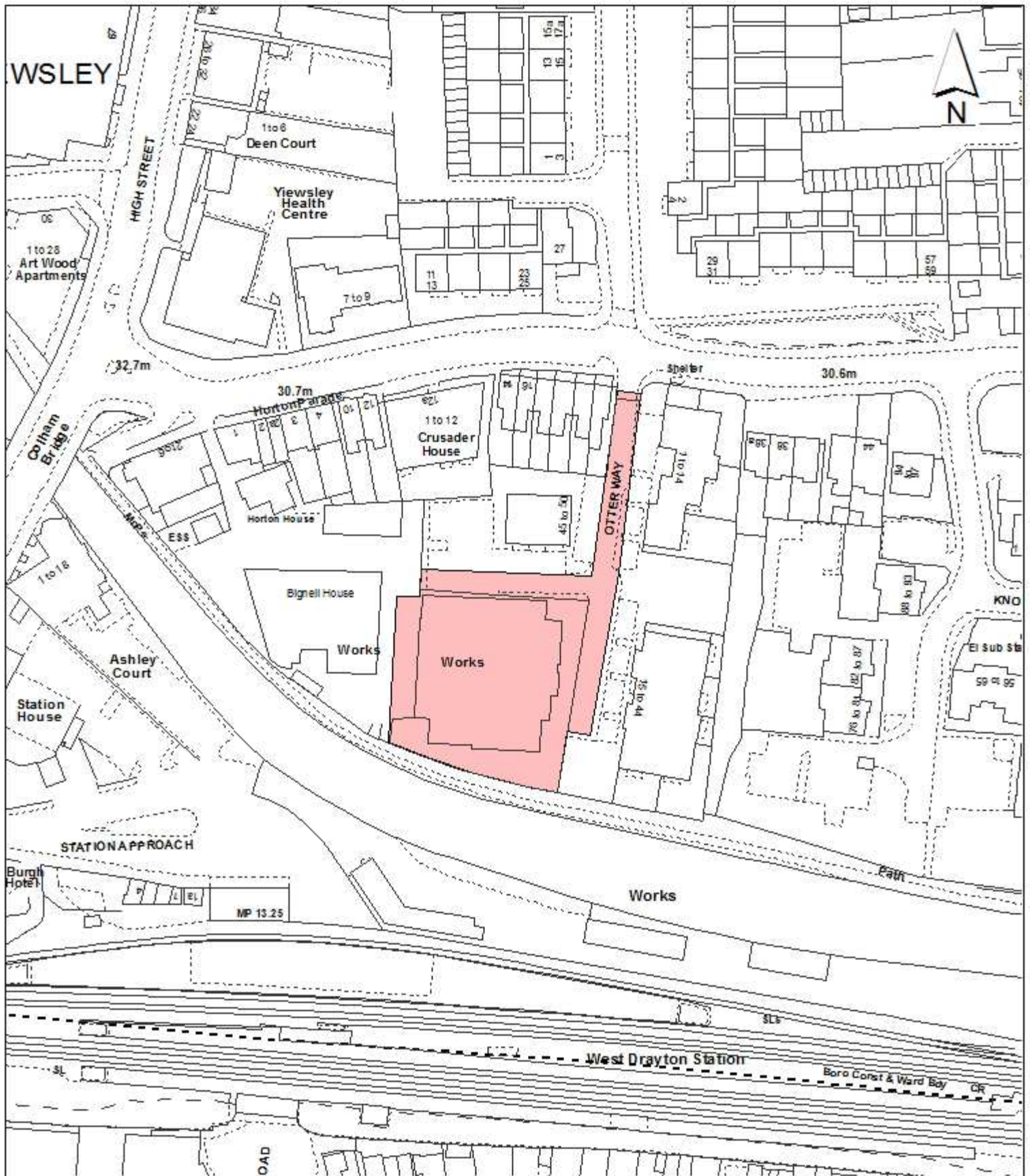
7.5t Panel Van
 Overall Length 7.210m
 Overall Width 4.250m
 Overall Body Height 2.900m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock-to-Lock time 4.00s
 Curb to Curb turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
					
CLIENT: Unit 108, The Maltings, Stansfeld Abbotts, Herefordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
ARCHITECT: CLEARVIEW HOMES					
PROJECT: KINGSWAY HOUSE, HILLINGDON WEST DRAYTON					
TITLE: SWEPT PATH ANALYSIS FOR A DELIVERY VEHICLE					
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1:500		TP		26.04.16	
PROJECT No:		DRAWING No:		SK01 B	



Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Min Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Lock-to-lock time 4.00s
 Curb-to-Curb Turning Radius 9.950m

REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
					
CLIENT: CLEARVIEW HOMES ARCHITECT: KINGSWAY HOUSE, HILLINGDON WEST DRAYTON PROJECT:					
TITLE: SWEPT PATH ANALYSIS FOR A REFUSE VEHICLE WITH 300mm OFFSETS					
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1:500		TP		26.04.16	
PROJECT No:		DRAWING No:		SK01 REV C	



Notes:

 Site boundary

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Site Address:

**Kingsway House
Horton Road**

Planning Application Ref:

70438/APP/2015/4424

Planning Committee:

Major Page 237

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



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