



HILLINGDON  
LONDON



# Major Applications Planning Committee

## 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

**Date:** WEDNESDAY, 16  
NOVEMBER 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

**Published:** Tuesday, 8 November 2016

**Contact:** Luke Taylor  
**Tel:** 01825 250693  
**Email:** democratic@hillington.gov.uk

This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

*Putting our residents first*

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

# 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.

Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

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



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

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

## *Travel and parking*

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short way away. Limited parking is available at the Civic Centre. For details on availability and how to book parking space, please contact Democratic Service. Please enter from the Council's main reception where you will be directed to the Committee Room.

## *Accessibility*

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

## *Emergency procedures*

If there is a FIRE, you will hear a continuous alarm EXIT and assemble on the Civic Centre forecourt. Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



# A useful guide for those attending Planning Committee meetings

## Security and Safety information

**Fire Alarm** - If there is a FIRE in the building the fire alarm will sound continuously. If there is a SECURITY INCIDENT follow the instructions issued via the tannoy, a Fire Marshall or a Security Officer.

**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 1 - 14
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

---

## Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Waterloo Wharf, Waterloo Road, Uxbridge  43016/APP/2016/1975	Uxbridge South	Erection of 47 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road.  <b>Recommendation: Approval, subject to a S106 agreement</b>	15 - 80  212 - 236

---

## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	The Old Vinyl Factory, Blyth Road, Hayes  59872/APP/2016/1930	Botwell	Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775, dated 31/07/2014.  <b>Recommendation: Approval</b>	81 - 100  237 - 238
8	1 Nobel Drive, Harlington  46214/APP/2016/2397	Heathrow Villages	Variation of condition 2 (Approved Plans) of planning permission ref. 46214/APP/2014/2827, dated 28 August 2015: Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three-storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.  <b>Recommendation: Approval, subject to a S106 agreement</b>	101 - 132  239 - 257

9	<p>The Straight, Southall Gas Works Site, Hayes-By-Pass, Hayes</p> <p>54814/APP/2016/3398</p>	Townfield	<p>Details pursuant to Condition 33 (Bird Hazard Management Plan) of planning permission 54814/APP/2009/430; Outline application: Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed-use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. Full application: New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p> <p><b>Recommendation: Approval</b></p>	<p>133 - 136</p> <p>258 - 259</p>
---	---	-----------	---	-----------------------------------

10	<p>The Straight, Southall Gas Works Site, Hayes-By-Pass, Hayes</p> <p>54814/APP/2016/3399</p>	Townfield	<p>Details pursuant to condition 40 (Security Arrangements) of planning permission 54814/APP/2009/430; Outline application: Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed-use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space. Full application: New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p> <p><b>Recommendation: Approval, subject to a S106 agreement</b></p>	<p>137 - 140</p> <p>260 - 261</p>
11	<p>Bridge House, Denbridge Ind. Estate, Oxford Road, Uxbridge</p> <p>40050/APP/2016/852</p>	Uxbridge South	<p>Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).</p> <p><b>Recommendation: Approval, subject to a S106 agreement</b></p>	<p>141 - 196</p> <p>262 - 280</p>

12	Fassnidge Bowls Club, Rockingham Parade, Uxbridge  44771/APP/2016/3585	Uxbridge South	Removal of the existing Bowls Pavilion and erection of a new single storey building with canopy, flag pole and associated external works.  <b>Recommendation: Approval</b>	197 - 210  281 - 288
----	--	----------------	--	----------------------------

**Plans for Major Applications Planning Committee**

**211 - 288**



# Agenda Item 3

## Minutes



HILLINGDON  
LONDON

MAJOR Applications Planning Committee

24 August 2016

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Henry Higgins, John Morgan, Brian Stead, Peter Curling (Labour Lead), Janet Duncan, John Oswell, Jem Duducu and Raymond Graham</p> <p><b>LBH Officers Present:</b> Nicole Cameron (Legal Advisor), Richard Conroy (Senior Planning Officer), Peter Loveday (Highway Development Engineer), Alex Quayle (Democratic Services Officer), James Rodger (Head of Planning, Green Spaces and Culture) and Luke Taylor (Democratic Services Officer)</p>
43.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Ian Edwards and Councillor David Yarrow, with Councillor Jem Duducu and Councillor Raymond Graham acting as substitutes.</p>
44.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor John Morgan declared a non-pecuniary interest in Item 8. He remained in the room for the duration of this item.</p>
45.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p>The Committee noted that changes to the minutes of the previous meeting, which took place 21 June 2016, were required.</p> <p><b>Resolved:</b></p> <ul style="list-style-type: none"><li>- That the agreement of minutes of the meeting which took place 21 June 2016 was deferred.</li><li>- That the minutes of the meeting of 14 July 2016 were agreed.</li></ul>
46.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
47.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p>

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

48. **MUSIC BOX CAR PARK, TOVF, BLYTH ROAD, HAYES - 59872/APP/2016/1930**  
(Agenda Item 6)

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

Officers introduced the report, highlighting that the original outline consent proposed a multi-storey car park within a circular building in this location. The current proposal is for a rectangular building as the design as approved, for a circular car park with a continuous curved ramp, was found to be unviable.

A model of the proposal was available for the Committee to view, and officers highlighted the location of the application and surrounding area. Officers also informed Members that the rectangular building had just one less carparking space, which was considered acceptable, and was lower in height than some of the surrounding buildings. Landscaping was featured in the application and the building would be decorated with aluminium cladding, which would also feature a design that would recognise the previous use of the site.

The Committee noted that the new design was in context with the surrounding area, and while they liked the original circular proposal, the rectangular building would result in less wasted space and prove more viable.

Members also asked for clarification on the landscaping included in the proposal, preferring that trees be included to help reduce the air pollution in the area. Officers advised that a significant number of trees were included in the scheme, some of which were semi-mature trees ranging from 2.5m upwards in height, and confirmed that the Council's Landscape Architect had reviewed the proposals and raised no objections.

The Committee questioned what design would be used on the side of the building, and commented that they would like an image that would be in keeping with the site. Officers confirmed that the image would be relevant to the site, and the pattern would be subtle with the intention of adding interest to the car park. Members noted that they would like to ensure a suitable image was chosen. It was decided that the image could be secured and delegated for approval to the Head of Planning and Enforcement, to be agreed by the Chairman and Labour Lead Member.

A motion to move the Officers' recommendation was seconded, and upon being put to a vote, it was unanimously agreed.

**RESOLVED:**

- **That the application be approved, subject to confirmation of image for use on external cladding, which has been delegated to the Head of Planning and Enforcement, to be agreed with the Chairman and Opposition Lead Member.**

49. **276 BATH ROAD, SIPSON - 35293/APP/2015/3693** (Agenda Item 7)

**Minor material amendment to planning permission dated 28/05/2010 ref: 35293/APP/2009/1938: Erection of 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor, and alterations to the parking/landscaping layout.**

Officers introduced the report and provided an overview of the application, confirming that the amendments would not increase the number of bedrooms, nor the external footprint, of the previously approved building. The application proposed an improvement from that of a budget hotel as originally designed, to four-star accommodation. Two hotels would be branded at the site but both would be operated together under the same parent group, sharing a number of facilities and staff.

Members commented that the height of the proposal was critical, so the building does not breach the Heathrow beacon signal. The Head of Planning and Enforcement confirmed that a condition could be added to ensure protrusion past the planned building height is not allowed.

The Committee questioned whether more customers were likely to arrive by car under the new proposals, thus impacting upon traffic flow and parking. Officers confirmed that this was not likely to be the case, and the proposal provided 0.7 parking spaces per unit, which was deemed acceptable. Members noted that no motorcycle parking was mentioned in the report and this should be provided. It was agreed that the Head of Planning and Enforcement be given delegated powers to agree motorcycle parking at the site.

The recommendation for approval was then proposed, seconded, and unanimously agreed.

**RESOLVED:**

- **That the application be approved, subject to additional condition.**

50. **RUISLIP LIDO, RESERVOIR ROAD, RUISLIP - 1117/APP/2016/2759** (*Agenda Item 8*)

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

Officers introduced the report and provided an overview of the application, which sought a change of use of existing disused public conveniences to a kiosk, which the applicant verbally suggested might be used to sell snacks and ice creams.

Members heard that Planning also wished for an additional condition on external planting to be added to the proposal due to the proximity of the sit to No.44 Reservoir Road.

The Committee supported the change of use, allowed a disused site to be regenerated and benefit the community. Councillors wanted to ensure that food hygiene standards were met, and Officers confirmed that a food hygiene informative could be added to the proposal.

**RESOLVED:**

- **That the application be approved, subject to additional condition and**

	<b>informative.</b>
	The meeting, which commenced at 6.00 pm, closed at 6.47 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250833. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

## Minutes



### MAJOR Applications Planning Committee

13 September 2016

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

	<p><b>Committee Members Present:</b> Councillors John Morgan (Chairman), Beulah East, Duncan Flynn, Peter Curling, Raymond Graham, Henry Higgins, Brian Stead, David Yarrow and John Oswell.</p> <p><b>LBH Officers Present:</b> Nicole Cameron (Legal Advisor), Ed Laughton (Planning Officer), James Rodger (Head of Planning and Enforcement), Syed Shah (Principal Highway Engineer) and Khalid Ahmed (Democratic Services Manager).</p>
51.	<p><b>APPOINTMENT OF CHAIRMAN</b></p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"><li>– That Councillor John Morgan be appointed Chairman for this meeting.</li></ul>
52.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillors Edward Lavery (Councillor Ray Graham substituting), Ian Edwards (Councillor Duncan Flynn substituting) and Councillor Janet Duncan (Councillor Beulah East substituting).</p>
53.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 3 AUGUST 2016</b> (<i>Agenda Item 3</i>)</p> <p>Agreed as an accurate record.</p>
54.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART I WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART II WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items on the agenda would be heard in public.</p>
55.	<p><b>WORLD BUSINESS CENTRE, 4 NEWALL ROAD, HEATHROW - 71487/APP/2016/2029</b> (<i>Agenda Item 6</i>)</p> <p><b>Reserved matters (Details of landscaping) in compliance with condition 2 of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant.</b></p> <p>Officers introduced the report and informed Members that the principle of the development, together with the siting, design and scale of the proposed building had already been approved, by virtue of the outline planning permission. Only landscaping</p>

	<p>details fell to be considered under this application.</p> <p>The Committee was informed that the Council's Tree / Landscaping Officer had advised that given the site constraints, no objections had been raised to the proposed landscaping scheme. Heathrow Airport Limited had been consulted but officers were awaiting their comments.</p> <p>The Committee proposed, seconded, and upon being put to a vote, unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved, subject to no objections being received from Heathrow Airport Limited.</li> </ul>
56.	<p><b>UNIT 3, MILLINGTON ROAD, HAYES</b> (<i>Agenda Item 7</i>)</p> <p><b>Erection of 3281sq.m GEA industrial/warehouse unit (Use Classes B1c, B2, B8) and erection of 1327sq.m GEA coach maintenance/servicing unit and depot (Sui Generis); together with alterations to adjacent highway accesses, creation of associated service and customer yards, car parking and landscaping.</b></p> <p>Officers introduced the report and highlighted the addendum. The Committee was informed that there had been dialogue between the agent of the developer and officers regarding the proposed S106 contribution relating to the £50,000 contribution relating to improvements to the local highway network.</p> <p>The Committee was informed that a contribution of £30,000 had been agreed in principle. In reaching this sum, it was noted that a £20,000 contribution had already been received by the Council from an earlier permission to address air quality issues.</p> <p>Members confirmed they were happy with the plans and moved, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
57.	<p><b>PLOT 6, RACKSPACE CITY, NORTH HYDE ROAD, HAYES</b> (<i>Agenda Item 8</i>)</p> <p><b>Erection of a part single storey, part four storey building to provide a 150 bed hotel and restaurant including 75 car parking spaces, 1 coach parking space, 11 cycle parking spaces, associated landscaping and ancillary development.</b></p> <p>Officers introduced the report and highlighted the addendum. Reference was made to the amendment of the description of development which should refer to 11 cycle parking spaces rather than 32.</p> <p>The Committee proposed, seconded, and upon being put to a vote, unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul> <p>-</p>

The meeting, which commenced at 6.00pm, closed at 6.20pm
--

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895250833 . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

This page is intentionally left blank



## Minutes



**MAJOR Applications Planning Committee**

**4 October 2016**

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Henry Higgins, Brian Stead, David Yarrow, Peter Curling (Labour Lead), Janet Duncan, John Oswell and Raymond Graham</p> <p><b>LBH Officers Present:</b> Nicole Cameron (Legal Advisor), Richard Conroy (Senior Planning Officer), Roisin Hogan (Planning Lawyer), Neil McClellan (Major Applications Team Leader), James Rodger (Head of Planning and Enforcement), Syed Shah (Principal Highway Engineer) and Luke Taylor (Democratic Services Officer)</p>
1.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor John Morgan, with Councillor Raymond Graham substituting.</p>
2.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
3.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p>There were no minutes from previous meetings.</p>
4.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
5.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items on the agenda would be heard in public.</p>
6.	<p><b>36-40 RICKMANSWORTH ROAD</b> (<i>Agenda Item 6</i>)</p> <p><b>Demolition of three detached dwellings and redevelopment to provide 24 residential flats (13 x one bedroom units, 8 x two bedroom units and 3 x three bedroom units), amenity space and associated car parking.</b></p>

Officers introduced the report and highlighted the addendum.

A petitioner spoke in objection to the application, citing the over-dominant appearance of the application, its visually intrusive nature, and access concerns as reasons for refusal. The petitioner argued that there would be an impact on both privacy and lighting for neighbouring residents, while proposed access to the site was on a hazardous bend that could create traffic issues.

The agent for the application then addressed the Committee, informing them that speed surveys were carried out on the road to ensure traffic concerns did not become an issue and the applicant had agreed to a road safety audit. The proposed landscaping by the road would be low in height to ensure better visibility for drivers, enhancing vehicle safety, and the proposal provided a high quality landscape and amenity setting with acceptable design and impact on the surrounding area.

Responding to questioning from the Chairman, the representative for the application confirmed that previous applications had been refused on the site, but those applications had less visibility for the access to the site.

Members expressed concern that the application had not done enough to allay fears on highways, with vehicles sometimes being required to cross two or three lanes of traffic when entering or exiting the proposed site, while cars often travelled around the bend at speeds which could make the access road dangerous to use.

The Principal Highways Engineer stated that hatching was painted on the road to move cars away from the kerb and improve visibility on the bend, and speed surveys that were undertaken by the applicant reported that around 85% of traffic passed through the area at 39mph. The proposal also achieved 70m of visibility for the access road, which was a large improvement on previous refused schemes and met the traffic requirements. Members were also informed that a proposed Road Safety Audit would be undertaken by an independent safety auditor and any road safety issues would prevent the scheme from going ahead.

The Committee confirmed that it was still uneasy with the traffic plan and would like to see a more detailed design to ensure road safety was no longer an issue. It was proposed the application be deferred until the applicant can provide a more detailed traffic plan and a road safety audit takes place. This proposal was seconded, and upon being put to a vote, was unanimously agreed.

**RESOLVED:**

- That the application was deferred.

7. **IAG CARGO CAMPUS** (*Agenda Item 7*)

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

Officers introduced the report and highlighted the addendum. Members confirmed they were happy with the plans and moved, seconded and unanimously agreed the officer's recommendation.

**RESOLVED:**

- That the application was approved.

8.	<p><b>IMPERIAL HOUSE &amp; UNITS 1&amp; 2, VICTORIA ROAD, SOUTH RUISLIP</b> (<i>Agenda Item 8</i>)</p> <p><b>Construction of a 2,554sq.m GIA (1,687sq.m sales area) Class A1 discount food store with associated access arrangements car parking and landscaping (involving the demolition of Imperial House, former Comet building and vacant Value Windows Ltd building) and external refurbishment / re-cladding of Bensons for Beds unit.</b></p> <p>Officers introduced the report and noted the substantial addendum for the item.</p> <p>A petitioner spoke, having submitted a petition in objection to the application, and confirmed that he planned to withdraw the petition following discussions with representatives of the applicant. The Committee heard that the petitioner's main concerns were surrounding access and large vehicles operating near Stonefield Way, but he believed these fears were now allayed.</p> <p>The representative for the agent confirmed that the applicant would look at the revised amendment, and believed that there was now an agreement with the objectors.</p> <p>The Chairman commented that, while there was no longer an objection, the scheme before the Committee had now changed and the Members could not make a decision on an application without the revised plans available to them. As such, it was proposed to defer the item to see the revised plans, and also allow the applicant to comment on how they intend to deal with the Greater London Authority's concerns on the application. This proposal was seconded and put to a vote, where it was unanimously agreed.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was deferred.</li> </ul>
9.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 9</i>)</p> <p><b>Submission of details for condition 3 (Bridge Construction) and 4 (Details of Materials) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</b></p> <p>Officers introduced the report and the Committee proposed the officer's recommendation; it was seconded and unanimously agreed when put to a vote.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
10.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 10</i>)</p> <p><b>Details pursuant to condition 7 (Construction Management Plan) of planning permission 54814/APP/2009/430; outline application.</b></p> <p>Officers introduced the report and the officer's recommendation was proposed, seconded, and upon being put to a vote, unanimously agreed.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>

11.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 11</i>)</p> <p><b>Submission of Details for condition 12 (Detailed Design of Western Link to Pump Lane) and 15 (Details of construction and surfacing of Pump Lane) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks redevelopment.</b></p> <p>Officers introduced the report, and the officer's recommendation was proposed, seconded and unanimously agreed when put to a vote.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
12.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 12</i>)</p> <p><b>Discharge of Condition 19 (remediation) of planning permission ref 54814/APP/2009/430 dated 29 September 2010.</b></p> <p>Officers introduced the report, and the officer's recommendation was proposed, moved and, when put to a vote, was unanimously agreed.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
13.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 13</i>)</p> <p><b>Submission of details for condition 24 (Invasive Species) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.</b></p> <p>Officers introduced the report, and Members proposed, seconded and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
14.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 14</i>)</p> <p><b>Discharge of Condition 30 (Ecological Management Plan), Condition 31 (Ecological Clerk of Works - relating solely to the appointment of the Ecological Clerk of Works) and Condition 32 (Habitat Surveys) of planning permission ref 54814/APP/2009/430 dated 29 September 2010.</b></p> <p>Officers introduced the report, and the Committee proposed, seconded, and upon being put to a vote, unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved.</li> </ul>
15.	<p><b>SOUTHALL GASWORKS SITE</b> (<i>Agenda Item 15</i>)</p> <p><b>Submission of Details for Condition 34 (Flood Relief Channel) and 35 (Flood Storage Area) for planning permission ref 54814/APP/2009/430 dated 29</b></p>

**September 2010; hybrid planning application for Southall Gasworks Redevelopment.**

Officers introduced the report to the Committee, and, following questioning from Members, confirmed that the Environment Agency and Flood/Water Management Officer were happy with the new flood management plans.

The officer's recommendation was proposed, seconded, and unanimously agreed when put to a vote.

**RESOLVED:**

- That the application was approved.

16. **WATERLOO WHARF, UXBRIDGE** (*Agenda Item 16*)

**Demolition of existing buildings, erection of four storey building containing 53 apartments and commercial unit together with associated car parking, access and landscaping.**

Officers provided an overview of the report and noted the addendum.

A petitioner spoke in objection to the application, commenting that the size and scale of the application does not complement the surrounding area due to its imposing height. There were also concerns regarding parking, as only one space was provided per unit, and fears that noise pollution from a residential development and emissions from cars would impact on residents' quality of life. Finally, the petitioner stated that an additional 53 apartments would put a huge strain on local amenities and services.

The agent for the application then addressed the Committee, confirming that the application design, including the wharf design and materials, were welcomed by the Conservation Design Officer. There was a complex planning history on the site, and the current application offered an increase in car parking to provide one space for each apartment, an improvement on previous applications. Access to the site would also be moved further from the junction and HGVs would no longer operate on the site, which has impacted upon current traffic in the area.

Councillor Tony Burles, Ward Councillor for Uxbridge South, then confirmed to Members his fears of the impact the application would have on local residents, and commented that the application needed to be looked at in greater detail.

The Principal Highways Engineer informed the Committee that the site currently generates around 50 trips per day under its existing use, and while the proposed new usage of the site may require more vehicles, there would no longer be HGVs operating in the area. He also confirmed that the proposed parking meets the Council's standards.

Councillors expressed concern that the height of the proposed building would result in overshadowing and have an adverse impact on neighbouring properties. Although Members agreed that the scheme was much improved on previous applications, the large scale of the design and its effect on residents in the area could not be ignored.

The Committee commented that the illustration highlighting the proposed building height did not include the gables, which made it difficult to fully understand the height of the building and its impact on neighbouring properties. To better understand the site, it

	<p>was proposed that the application be deferred to allow for further details on the height, size and mass of the proposed building, while illustrations indicating the height of the gables and potential overshadowing could also be provided.</p> <p>The proposal was moved, seconded, and unanimously agreed when put to a vote.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was deferred.</li> </ul>
17.	<p><b>COUNCIL CAR PARK ON CENTAL AVENUE AND FORMER HAYES SWIMMING POOL, BOTWELL LANE, HAYES - 1942/APP/2015/4127</b> (<i>Agenda Item 17</i>)</p> <p><b>Construction of an A1 discount food store with associated car parking and landscaping, re-configuration and resurfacing of Council car park with new access/exit.</b></p> <p>Officers introduced the report and noted the addendum.</p> <p>The Chairman noted that there was a petition in support of the application, and a representative for the applicant was in attendance to answer questions if necessary.</p> <p>Members questioned the proposed route for the articulated lorries which would be using the site, and officers confirmed that there was no particular delivery route in place, although a condition was preventing deliveries from taking place in peak times. The Committee heard that the proposed plan for the lorries had been accepted on other sites and was considered acceptable.</p> <p>Members moved, seconded, and unanimously agreed the officer's recommendation.</p> <p><b>RESOLVED:</b></p> <ul style="list-style-type: none"> <li>- That the application was approved, subject to conditions confirmed in the addendum.</li> </ul>
	<p>The meeting, which commenced at 6.00 pm, closed at 8.15 pm.</p>

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

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

# Agenda Item 6

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

<b>Address</b>	WATERLOO WHARF WATERLOO ROAD UXBRIDGE
<b>Development:</b>	Erection of 47 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road.
<b>LBH Ref Nos:</b>	43016/APP/2016/1975
<b>Drawing Nos:</b>	SUB 01 Location Plan (Rev B) SUB 02 Existing Survey Site (Rev A) SUB 03.1 Site Plan (Rev G) SUB 04 Ground Floor Plan (Rev J) SUB 05 First Floor Plan (Rev H) SUB 06 Second Floor Plan (Rev H) SUB 07 Third Floor Plan (Rev J) SUB 08 Roof Plan (Rev J) SUB 101 North + East Elevation Block A (Rev F) SUB 102 West + South Elevation Block A (Rev F) SUB 103 West + South Elevation Block B (Rev F) SUB 104 East + North Elevation Block B (Rev G) SUB 105 Previous & Proposed East + North Elevation Blocks A & B SUB 201 Existing Sectional Elevations AA + BB (Rev C) SUB 201. 1 Existing & Proposed Sectional Elevations AA + BB (Rev C) SUB 201. 2 Sectional Elevations AA + BB (Rev G) SUB 202 Existing Sectional Elevations CC + DD (Rev A) SUB 202. 2 Sectional Elevations CC + DD (Rev G) SUB 203 Existing Sectional Elevations EE + FF (Rev A) SUB 203. 2 Sectional Elevations EE + FF (Rev F) SUB 204 Existing Sectional Elevations GG + HH (Rev A) SUB 204. 2 Sectional Elevations GG + HH (Rev F) 01O External Works Masterplan 3' 02K External Works Masterplan Sections 3' Sorbus Aucuparia Streetwise Example Loss of Employment Land Briefing Paper Flood Risk Assessment (revised) Proposed Access Arrangements Plan SK20_5 9 16 Waterloo Road Bat Report_22082016 Geoarchaeological monitoring of borehole: Energy strategy Design and Access Statement Daylight sunlight and overshadowing assessment Sustainable homes pre assessment Archaeological desk based assessment Arboricultural statement and tree condition survey Waterloo Wharf air quality assessment Photomontages 1 - 5 Site views A, B and C Supplementary Noise Assessment Planning statement Waterloo Wharf Planning Statement Errata - June 2016

Transport statement  
Phase II geoarchaeological monitoring of evaluation trenches  
Noise assessment  
Landscape design statement  
Heritage statement  
Geoenvironmental study  
Topographical survey 19839/1

<b>Date Plans Received:</b>	24/05/2016	<b>Date(s) of Amendment(s):</b>	05/10/2016
<b>Date Application Valid:</b>	01/06/2016		06/10/2016
			24/08/2016
			26/05/2016
			14/09/2016
			09/09/2016
			16/06/2016

## 1. SUMMARY

Planning permission is sought for the erection of 2 separate part 3, part 4, storey blocks of flats at the site of Goldburg's Timber Yard, Waterloo Warf, at the junction of Rockingham Road and Waterloo Road. The proposal involves the demolition of the existing structures on the site, including the warehouse building, office building, main house and annex and redevelopment for residential purposes for 47 flats.

91 surrounding occupiers were consulted. 16 representations and one petition bearing 53 signatures have been received objecting to the scheme, mainly for the following reasons:

- (i) significant impact on residents living in the surrounding area due to the design, height and scale,
- (ii) limited parking planned,
- (iii) the poor access on a busy road and
- (iv) associated noise and pollution.

The site is not identified as being required to meet the Council's housing targets. However, the application has justified the loss of employment land in this case. 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 47 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

Because of the site's proximity to the adjoining boat yard and dry dock, future occupiers of the scheme may be subject to high levels of noise, with the potential for noise complaints, thereby prejudicing the long-term future of this important canal related operation. In order to address this issue, a range of noise attenuation measures are proposed, including works to the boat yard to prevent the escape of noise and measures to the fabric of the proposed buildings to mitigate against excessive noise (mechanical ventilation and high performance acoustic windows/doors).



The proposal is considered to have addressed the previous reasons for refusal with regard to its design, built form, height and scale. The new buildings are well designed and will make a positive contribution to the location and surrounding area. In particular, they would be sympathetic to the character and appearance of the Uxbridge Moor Conservation Area, whilst the impact of the development upon the setting of the Grade 2 listed General Elliott public house opposite and the adjacent locally listed boat yard would not harm those buildings' historic interest.

The proposal includes improvements to the canal setting, including a 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.

The proposed buildings have been positioned away from neighbouring properties and officers are satisfied that their 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. A landscaped strip is proposed to the rear of the site along the boundary with the rear gardens of properties in Waterloo Road.

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 and detailing of various elements of the scheme.

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 proposed development meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy and the NPPF.

It is recommended that the application be approved subject to conditions and the satisfactory completion of a S106 Legal Agreement securing on/off site Affordable Housing, Canalside Improvements, 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:**

**i) S278/S38 agreement to secure access and pavement modifications, traffic orders, signage and road markings.**

**ii) Affordable Housing:**

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

**iv) Noise Attenuation Scheme for the Uxbridge Boat Centre: This scheme shall be agreed by the Local Planning Authority and the land owner of the boat yard (Canal & River Trust). Once completed, another Environmental Noise Assessment shall be**

carried out to confirm that the upgrades to the Boat yard and dry dock area as detailed in Environmental Noise Assessment Ref: M3130HH (e.g. new acoustic shutters, upgraded external walls and suitable enhanced roof) and Noise Attenuation Scheme have protected the proposed development. This assessment must be submitted and approved in writing by the Local Planning Authority prior to residential occupation of the proposed development.

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

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

vii) 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 30 November 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of noise mitigation, canal contributions, highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

1 COM3 Time Limit

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

REASON

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- SUB 03. 1 - Site Plan (Rev G)
- SUB 04 - Ground Floor Plan (Rev J)
- SUB 05 - First Floor Plan (Rev H)
- SUB 06 - Second Floor Plan (Rev H)
- SUB 07 - Third Floor Plan (Rev J)
- SUB 08 - Roof Plan (Rev J)
- SUB 101 - North + East Elevation - Block A (Rev F)
- SUB 102 - West + South Elevation - Block A (Rev F)
- SUB 103 - West + South Elevation Block B (Rev F)
- SUB 104 - East + North Elevation Block B (Rev G)
- SUB 105 - Previous & Proposed - East + North Elevation Blocks A & B
- SUB 201. 2 - Sectional Elevations - AA + BB (Rev G)
- SUB 202. 2 - Sectional Elevations - CC + DD (Rev G)
- SUB 203. 2 - Sectional Elevations - EE + FF (Rev F)
- SUB 204. 2 - Sectional Elevations - GG + HH (Rev F).
- 01O External Works Masterplan 31-08-16
- 02K External Works Masterplan Sections 31-08-16

REASON

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

**3 COM5 General compliance with supporting documentation**

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

- Arboricultural Statement and Tree Condition Survey
- Transport Statement & Appendices
- Flood Risk Assessment & Appendices (Curtins) Ref: LO1653 Revision: 02
- Geo-Environmental Site Appraisal, Phase 1 - Detailed Desk Top Study (Curtins)
- Geoarchaeological Monitoring of Evaluation Trenches (ARCA - Dept of Archaeology, University of Winchester)

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

REASON

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

**4 OM19 Demolition and Construction Management Plan**

Prior to commencement of development, the applicant shall submit a demolition and

construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

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

#### REASON

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

#### **5 COM6 Levels**

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

#### **6 RES8 Tree Protection**

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course

of the works and in particular in these areas:

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

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

#### REASON

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

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

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

##### 1. Details of Soft Landscaping

- 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
- 1.b Replacement tree planting to compensate for the loss of existing trees,
- 1.c Written specification of planting and cultivation works to be undertaken,
- 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

##### 2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensible space at the front, side and rear of flats to ensure the privacy of these residents.
- 2.b Hard Surfacing Materials
- 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

##### 3. Details of Landscape Maintenance

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

##### 4. Schedule for Implementation

##### 5. Other

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

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

#### REASON

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

**8 CA2 Demolition - requirement for development contract**

The works of demolition, including partial demolition hereby approved shall not be commenced before contract(s) for the carrying out of the completion of the entire scheme of works approved under planning permission Ref:43016/APP/2016/1975, including the works contract, have been made and evidence of such contract(s) has been submitted to and accepted in writing by the Council as local planning authority.

**REASON**

To ensure that premature demolition does not occur in accordance with Policy BE4 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**9 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, in accordance with a scheme shall be submitted to, and approved in writing by the Local Planning Authority. .

**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).

**10 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).

**11 COM15 Sustainable Water Management**

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

**Manages Water**

The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by Ambiental dated demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

b) Receptors

- i. Where infiltration techniques (soakaway) are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

c) Minimise water use.

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

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

d) Long Term Management and Maintenance of the drainage system, including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

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

**REASON**

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

**12 NONSC Energy**

Prior to the commencement of development, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consolidate all the information provided in the Wallace Whittle Energy Strategy Issue 4 dated March 2016 and clearly set out the maintenance arrangements for the Combined

Heat and Power (CHP) plant. The development will proceed in accordance with the approved scheme.

**REASON**

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan (2016) are met.

**13 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).

**14 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).

**15 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).

**16 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).

#### **17 NONSC Flood Mitigation**

Prior to occupation of the development hereby approved, details of the the proposed works to ensure an appropriate flood defence and a flood evacuation plan shall be submitted to and and agreed in writing with the Local Planning Authority.

#### REASON

To demonstrate that the site is safe as required by:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012).
- Policy DMEI 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies.
- Policy 5.12 Flood Risk Management of the London Plan (2016)
- National Planning Policy Framework (2012) and
- Planning Practice Guidance (March 2014).

#### **18 NONSC Cycle Storage**

The development shall not be occupied until 47 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).

**19 RES16 Car Parking**

The development shall not be occupied until 39 car parking spaces, including 5 disabled bays, 8 electric charging bays with a further 8 bays with passive provision and 2 motor cycle bays 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).

**20 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).

**21 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).

**22 NONSC Outdoor Amenity Areas**

Prior to occupation of the development, the outdoor amenity areas including roof terraces 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).

### **23 NONSC Details of Finish**

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

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing and projecting rear wings.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, reveals, 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, privacy screens 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 for so long as the development remains in existence, 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).

### **24 NONSC Noise mitigation for future occupiers**

Prior to first occupation of the development, the construction of the west elevation of the proposed development shall 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
- 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. 8.4/16/10.4A 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).

### **25 NONSC Noise - Assessment**

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 public house, noise from the adjoining boatyard and (other) noise. This assessment must be submitted and approved in writing by the Local Planning Authority prior to the occupation of the proposed development.

**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).

**26 NONSC Noise - Balconies**

The undersides of the balconies on the west elevation of the proposed buildings 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).

**27 NONSC Noise Acoustic Wall**

Prior to first occupation of the development, an acoustic wall or fence (2 meters high and travelling the full length between the Southern Elevation of the proposed development and boatyard shed) shall be erected, details of which shall be submitted to and approved in writing by the Local Planning Authority.

**REASON:** To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the adjoining 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).

**28 NONSC Noise - Acoustic Glazing**

Prior to first occupation of the development hereby approved, full length acoustic glazing barriers e.g. Winter garden barriers, shall be installed in the balconies serving the four flats at first and second floor level facing the western elevation, (plots F11, F12, S11 and S12), details of which shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by 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).

**29 NONSC Noise - Roof Gardens**

Roof gardens, terraces and outdoor living areas shall feature solid glazed balustrades to the perimeter, 1.2 M high with no gaps to the sides or base, details of which shall be

submitted to and approved in writing by the Local Planning Authority.

#### 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).

#### **30 NONSC Noise - Boatyard**

Once completed, another Environmental Noise Assessment shall be carried out to confirm that the upgrades to the adjacent Boatyard and Dry Dock Area, as detailed in Environmental Noise Assessment Ref: M3130-S1 (e.g. new acoustic shutters, upgraded external walls and suitable enhanced roof), agreed with and approved by the owners/occupiers of the boatyard, shall protect 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.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the boatyard and dry dock 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).

#### **31 NONSC Noise - Plant**

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

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

#### **32 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).

**33 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).

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

### **6            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            I21            Street Naming and Numbering**

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

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

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

**9            I45            Discharge of Conditions**

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

**10          I48          Refuse/Storage Areas**

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

**11**

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

**12**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy (CIL) which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition the development hereby approved represents chargeable development under the Hilligdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738).

### 13

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

### 14

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

### 15

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property>

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

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

### 16

You are advised that the Environment Agency recommends that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

### 17

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.

## 18

With regard to condition 34, the following measures should be incorporated into the scheme to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of this site:

### Public Realm

- . Routes for pedestrians, cyclist and vehicles should be open, direct and not segregated from one another.
- . Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings.
- . Communal areas, such as playgrounds, seating or drying areas should be designed to allow supervision from nearby dwellings with safe routes for users to come and go. Windowless gable end walls adjacent to spaces for which the public have access should be avoided, as this prevents natural surveillance.

### Boundaries / Gates

- . Side and rear boundaries should be 2.1m in height (minimum), be positioned where possible at the front of the building line (if a recess is necessary, then not to exceed 600mm) and designed to avoid climbing aids. This can be achieved in a variety of different ways, i.e. closeboard, panel, etc. but if a trellis topping is to be used, this should be diamond style trellis.
- . Fencing between rear gardens should be 1.8m in height (minimum) and designed to avoid climbing aids. Chain link style fencing is not an acceptable option.
- . Slide gates should provide vision, be positioned where possible at the front of the building line, (if a recess is necessary, then not to exceed 600mm) 2.1m in height (minimum) and designed to avoid climbing aids, particularly around the hinges and locking mechanism.

### Balconies / Terraces

- . Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies.
- . Drainpipes/soil pipes that provide access to flat roofs or balconies will require metal shrouds to prevent climbing (regardless of whether they are PVCu or not).

### Parking

- . Car parking areas should be close to the properties they serve, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.
- . Basement parking facilities should have secure, controlled access, incorporating full height gates or barriers, accessed via key, key code, key fob, proximity reader or combination thereof. Electronic access control proximity 'keys' and readers should be security encrypted to protect against unauthorised copying.

### Refuse / Cycle Storage

- . Bin storage areas should be enclosed and incorporate a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.

. Cycle storage areas should, ideally be enclosed and built into the fabric of the building, be visibly permeable, incorporating a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn. Where this is not possible, it should be sited in a secure communal area, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.

#### External Lighting / Alarm Systems, etc

. All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489.

. The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The

colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required.

. External lighting should be switched using a photoelectric cell (dusk to dawn) with a manual override.

. Utility meters should, where possible, be sited outside the front of the dwelling - alternatively they should be sited on the ground floor, between access-controlled doors (air lock system).

. A 13amp non-switched fuse spur, suitable for an alarm system, should be provided - if a full alarm system is provided, it should comply with BS EN 50131 & PD6662 (wired system) BS 6799 (wire free system). If complete systems are installed and a police response is required, reference should be made to the ACPO Security Systems Policy, a copy of which can be obtained from the SBD website [www.securedbydesign.com](http://www.securedbydesign.com)

### 19

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

### 20

The combined heat and power (CHP) plant should have regard to the emission limits detailed in the Greater London Authority's (GLA's) 2014 Sustainable Design SPG.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The site relates to land known as Waterloo Wharf, currently occupied by Y. Goldberg & Sons Ltd., who operate a timber yard. The 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. The site is located at the junction of Waterloo Road and Rockingham Road and is bounded on the west by the Grand Union Canal, to the south by a working boat yard and dry dock, while to the east lie two-storey maisonettes fronting Waterloo Road.

The site is one of the oldest wharves in Uxbridge. The adjacent Uxbridge Wharf and its drydock is principally devoted to boat building and repair, leaving Waterloo Wharf as the

only general wharfage left in Uxbridge.

The site is within the Uxbridge Moor Conservation Area. It is also opposite the Grade II Listed General Elliot Public House which along with the boatyard and its dry dock is on Hillingdon's Local List of Buildings of Architectural or Historic Importance. The site is considered to be highly sensitive. The immediate area is characterised by the waterside industrial/commercial nature of the canal and wharf buildings, together with the suburban nature of the inter-war housing.

### **3.2 Proposed Scheme**

The proposal involves the demolition of the existing structures on the site, including the warehouse building, office building, main house and annex and redevelopment for residential purposes for 47 flats.

The residential units will be provided in 2 separate blocks. Block A is located towards the northern corner edge of the site and junction between Rockingham Road and Waterloo Road. Block A is a part 2, part 3 and part 4 storey building accommodating 8 units, comprising 1 x 1 bedroom, 2 x 3 bedroom and 1 x 3 bedroom apartments. Building A will front both Waterloo Road and Rockingham Road, with an element of the western facing side towards Rockingham Bridge being below bridge level.

Block B is the larger of the two blocks and commands the most prominent canal views, with an east west orientation maximising on the canal frontage. This block is now a part 3 part 4 storey building accommodating 39 units comprising 27 x 1 bedroom, 11 x 2 bedroom and 1 x 3 bedroom apartments. Block B forms one long rectangular shaped block, synonymous with historical industrial canal front buildings. This block has been reduced in height, with the removal of the upper level. The building has been moved further away from the canal side over a series of design revisions, in order to accommodate additional amenity space along the canal front.

There are no south facing windows facing the boatyard, in order to address potential noise issues emanating from the boatyard. The final location of block B the applicant submits, is a balance between a greater separation from the east-side neighbouring residents (fronting Waterloo Road) and sufficient space for private and public amenity space facing the canal.

The proposed development includes a mixture of shared and private amenity space at ground level and the canal front has been made fully accessible for residents. The roof space has been configured to accommodate extensive communal roof terraces, to provide additional amenity space.

The existing listed Pillbox will be made habitable internally, with lighting and services, for leisure use by residents. Seating has also been introduced to the various external areas. The hard paved areas are intended in part to be used as multi-use shared space.

### **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

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

The timber yard has been in operation at this site for over 50 years, being established in 1954. Waterloo Wharf was one of the first wharves in Uxbridge having been established over two centuries ago.

Digging at this site commenced for the then Grand Junction Canal on 1st May 1793. Waterloo Wharf was almost certainly the Uxbridge terminus when the Canal was opened on 3 November 1794. For the first 150 years, Waterloo Wharf, which was originally known as Canal Wharf was a coal wharf, operated by Fellows Morton & Clayton Ltd. until 1949.

The adjacent Uxbridge Wharf was and still is principally devoted to boat building and repair, leaving Waterloo Wharf as the only general wharfage left in Uxbridge. 80 Rockingham Road (formally known as 1 Waterloo Road) was built in the mid 1800's. It was privately occupied at first, but by 1901 is shown as being in part occupied by the Wharf Manager. The building has been extended over time and for many years has been in use as offices.

In 2003 an application ref: 13550/APP/2003/2427 for a part 3, part 4 storey block of 38, 2 bedroom flats with 38 associated car parking spaces, together with refuse and cycle storage facilities was refused for the following reasons:

1. Impact on the character of the Uxbridge Moor Conservation Area, the visual qualities of the Grand Union Canal and the visual amenities of the street.
2. Detrimental to the canal side setting of the Listed Building known as the General Elliot Public House,
3. Inadequate provision for on site car parking
4. Inadequate access prejudicial to the free flow of traffic and will be detrimental to highway and pedestrian safety.
5. Unacceptable levels of noise and vibration from adjoining boat yard
6. Failure to address additional educational provisions, due to the shortfall of places in schools serving the area.
7. Lack of affordable housing.

An application for the erection of 2 blocks containing 52 one, two and three bedroom apartments, together with associated parking access and landscaping, involving demolition of existing buildings (Ref No: 43016/APP/2014/4486) was refused on 05-02-2016 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 or 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 UDPPolicies (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), 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, canal environment and tow pathimprovements 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'sSupplementary Planning Document on Planning Obligations.

This application is subject to an appeal.

#### **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.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:- **25th October 2016**

**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. The application has been advertised as a development that affects the character and appearance of the Uxbridge Moor Conservation Area and the setting of the Grade 2 listed building, the General Elloit Public House.

91 surrounding occupiers were consulted. At the time of writing the report 16 representations have been received objecting to the scheme, mainly for the following reasons: significant impact on

residents living in the surrounding area due to the design, height and scale, limited parking planned, the poor access on a busy road and associated noise and pollution. The contents are summarised below:

- The height of the proposed new development blocks are much taller and imposing than the existing 'shed' type building that the development will replace.
- Little relief to the sky line
- The proposal will dominate the area
- There is not enough space on the site for 48 flats with amenities and parking spaces or refuse collection.
- Loss of sunlight in my garden.
- Overlooking to both my garden and bedroom.
- The ratio of flats planned vs car parking spaces is a concern.
- The entrance to Waterloo Road (from Rockingham Road) gets very busy and congested, especially during 'peak hours'. The additional traffic generated from the development will only add to this congestion.
- The reasons for refusal of the previous application still stand.
- The proposed widening of the pavement on the corner of Rockingham Road and Waterloo Road will be much appreciated.
- The extra volume of people and cars will cause noise and pollution.
- Waterloo Road has limited parking spaces, the proposal is for less spaces than the number of properties, therefore spaces on Waterloo Road and surrounding roads will become even more limited.
- Impact on local infrastructure and amenities been considered?
- Impact on the local wildlife.
- Why are there two concurrent applications for this site.

In addition, one petition with 53 signatures has been received objecting on the following grounds: "We object on the grounds that if the development went ahead it would have a significant impact on those living and visiting the surrounding area, due to its design, height and scale plus limited parking planned as well as the poor access on a busy road and additional traffic generation/congestion and associated noise and pollution".

Local residents were re-consulted following receipt of amended plans and additional information. One additional representation was received.

#### CANAL AND RIVER TRUST

The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Trust is a company limited by guarantee and registered as a charity. It is separate from government but still the recipient of a significant amount of government funding.

The Trust has a range of charitable objects including:

- To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;
  - To protect and conserve objects and buildings of heritage interest;
  - To further the conservation, protection and improvement of the natural environment of inland waterways; and
  - To promote sustainable development in the vicinity of any inland waterways for the benefit of the public
- The Trust has the following comments to make on this application:

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. 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 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 this.

#### Design and Heritage

The Trust has no objection to the proposed design and the relationship between the new dwellings and the canal setting.

#### Moorings

The Trust remains disappointed that the scheme's landscaping plan does not propose any visitor mooring rings to allow boats to safely moor on the canal adjacent to the site and a route through the site for boaters. 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 accepts locally native plant species to be planted 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). We note that it is proposed that six oak trees will be planted alongside the canal as part of the development. The Trust suggests that these are planted in tree pits.

#### Waterway Wall

The masterplan shows that the existing capping beam is to be retained. A survey of the 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), 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 para 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 and CIL Regulation 122, the Trust considers that towpath upgrade works are required to make this development acceptable. We would suggest that a contribution of £30,000 for towpath and access improvements broadly opposite the proposed development site is proportionate. This contribution should be included within the s106 negotiations for the site and the Canal & River Trust should be named within the agreement, on which we would welcome further consultation.

After due consideration of the application details, the Canal & River Trust has no objections to the proposed development, subject to the Council being satisfied that the noise levels within the proposed development will not put at risk the future of the Uxbridge Boat Centre, the imposition of suitably worded conditions and the applicant first entering into a legal agreement, as described above.

The Trust would want to be consulted on details submitted to discharge these 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 the repairs identified 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. The 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 over the noise attenuation measures to the Uxbridge Boat Centre these should be secured through a planning obligation to which we are a signatory.

#### Informatives

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property> The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. In addition, in order for the Canal & River 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.

#### INLAND WATERWAYS ASSOCIATION

Our principal interest is the relationship between the proposed development and the adjoining Grand Union Canal. We strongly object to the Planning Application (Application Ref:43016/APP/2016/1975) for the following reasons:

- Although we welcome the reduction of in scale of Block B from the earlier application made in December 2014, we still consider that the scheme disappoints in its interaction with the canal as the architectural design completely fails to respond to the wharf setting.
- Loss of sky to the canal side and the garden of the General Eliot public house.
- Inappropriate scale and harm to the Uxbridge Moor Conservation Area.
- Loss of heritage-the General Elliot public house together with the former Fellows Morton and Clayton Uxbridge dock and the existing timber warehouse collectively form a group of buildings which are an important heritage asset and typical of an historic urban canal setting.
- The inclusion of a communal roof terrace that will overlook exiting properties in Waterloo Road and the public house garden.
- Sterile and inappropriate landscape design next to the canal edge.
- Residential use close to the former Fellows Morton and Clayton boat yard, which may cause operational problems for the boat yard operator due to future residents complaining about noise.

## HISTORIC ENGLAND

### Historic England Advice

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 contribute 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 indetermining 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 a heritage related public benefit.

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 at the south end of the residential building to respond to the adjacent dry dock sheds, in terms of scale and materiality. 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.

### Recommendation

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. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).



## **External Consultees (Additional)**

METROPOLITAN POLICE

I have reviewed the development plans / CAD drawings and I have the following concerns:

The rear of the ground floor properties backing on the canal have no natural or formal surveillance, this makes them very vulnerable to attack even with a tested door.

The sides of the blocks show no pedestrian gates. In the absence of a pedestrian gate anybody can access the canal amenity area. Due to ecology reasons, there will be limited lighting at the rear of the properties, this makes it more of a crime risk.

Where relevant, I would expect this development to incorporate all of the Secured by Design requirements detailed in the New Homes 2014 / 2016 Guide.

(Officer Note: Informative added).

## **Internal Consultees**

URBAN DESIGN AND CONSERVATION OFFICER

The scale and massing of the proposed buildings are much improved, although the larger building now appears significantly deeper than that previously proposed. However, it is not considered that this would have a negative impact on the overall setting of the Conservation Area or that of the listed building opposite. I note the associated archaeological and heritage reports.

Block B: this still looks bulky along the canal, this frontage needs to have a "break", ideally by splitting it visually into 2, this could be done by introducing a glazed central section to allow views to the canal, although I note that this isn't a point that we have raised to date. If this is not possible, then the frontage should be stepped to break up its massing or articulated in some other way. As noted previously, I would like to see the top floor set back from the elevations so that there is a definite break between second and third floors.

Block A: the corner feature would be rather dominant and the block needs to step down more towards the two storey houses and to reflect the scale of the more modest buildings opposite. This could be achieved by omitting flat S2 and by reducing the height of the parapet on the corner. The top floor across this block also needs to be set back as noted above, which would reduce its apparent bulk in the street scene.

The hard landscaping scheme for the car park and adjacent areas looks busy in terms of the materials proposed, and the car park still needs more soft landscaping. I suggest that the path along the canal is in bound resin rather than asphalt and a more natural landscaping is considered for this frontage. The roof level gardens also look to incorporate a lot of hard surfacing and could do with more planting and a variety of usable areas, including some more private spaces, for the residents. The existing railings on the approach to the bridge should be retained and the Waterloo Wharf plaque salvaged and installed on the new building.

The WWII Pill Box should be shown as retained on the drawings.

Officer comments:

Revised plans have been submitted addressing the Conservation Officer's concerns addressing the following:

- A 'break' has been introduced to the canal frontage via a glazed central section to visually split the building

- The top floor has been set back to provide a definite break between second and third floors
- The corner building at the junction of Rockingham Road and Waterloo Road has been stepped down to reflect the scale of the buildings opposite and the height of the parapet has been reduced
- The setting back of the top floor at the corner of the building at the junction of Rockingham Road and Waterloo Road
- The labelling of the World War II pillbox for retention and also the annotation re the plaque;
- The labelling of plans show that the existing railing to Dolphin Bridge will be retained and refurbished
- Change in materials for the landscaping path on the canal frontage to bound resin
- A more natural landscaping scheme to the canal frontage

#### Comments on revised plans

The proposals have been subject to extensive discussion with the Conservation Team. No objections are raised to the scheme in principle, however, the projecting rear wings need to be partially clad in a different material, possibly metal as per the other elements of the building, to break up their bulk and reduce their visual impact. This should be covered by condition. Samples of all external materials should be required to be submitted for agreement via condition and details provided of the roof top balustrade and handrail- ideally the former should be in obscured glass, so that rooftop clutter can be screened from longer views. Details of the design and detailing of the balconies and means of enclosure; external doors, windows and window reveals/openings should all be required by condition

No demolition should take place until a contract for the development has been let, to avoid premature demolition (standard condition) Details of the work to the Pill Box, relocation of the plaque and works to restore the railings to the bridge to be required and ideally these works completed prior to the occupation of the development.

A more detailed landscaping scheme should be required by condition, particularly with regards to the proposed areas of soft landscaping below the projecting wings, the spaces adjacent to flats G1 and G2 and also along the boundary of the site and the canal side. Please ensure that GLAAS are content with the results of the archaeological bore hole analysis and that a condition is attached to any approval which requires the recording of the buildings to be demolished up to HE level 3.

#### FLOOD AND DRAINAGE OFFICER

Revised Flood Risk Assessment dated 25th July 2016 from Curtins Rev 03.

The Flood Risk Assessment (FRA) now acknowledges the Canal Capping adjacent to the canal within the development in Section 5.1. The FRA states that this provides protection from flooding to the site and is therefore a defence. It confirms the condition of this 'defence' as insufficient and proposes 4 options to deal with this risk. The preferred solution is to provide a barrier within the site to protect the development. There is no provision of a management or maintenance plan as a Flood Defence.

If this is to be maintained as a defence then the applicant should acknowledge the need to 'designate' the structure under the Flood and Water Management Act and that this letter is notice of this intention to designate the structure.

A Flood Evacuation plan should also be submitted in addition to the Flood Risk Assessment. The following condition should therefore be applied:

Prior to occupation, details of the the proposed works to ensure an appropriate flood defence to be submitted to and agreed with the Local Planning Authority.

## REASON

To demonstrate that the site is safe as required by:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1-Strategic Policies (Nov 2012).
- Policy DME1 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies.
- Policy 5.12 Flood Risk Management of the London Plan (March 2016)
- National Planning Policy Framework (March 2012) and
- Planning Practice Guidance (March 2014).

The information submitted in the Surface Water Drainage Assessment also produced by Curtins regarding surface water reducing the surface water run off from the site is considered acceptable. However there is no information about the level of the outfall and its condition and if the outfall is submerged and therefore the implications of this to the drainage plans. There is no information about the rain water harvesting and reuse which is a key element that Hillingdon are looking for, which is an important consideration to include at this stage, so that it can be incorporated. Therefore the following condition is also requested:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Curtins 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).

lii 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

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

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

commencement on site including any clearance or demolition works.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding 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 (March 2016)
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016);
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and
- Planning Practice Guidance (March 2014).

#### TREE AND LANDSCAPE OFFICER

##### LANDSCAPE CHARACTER / CONTEXT:

Site description:

The 0.82 acre (0.33ha) plot is occupied by a canalside industrial site comprising a large warehouse, ancillary buildings and concrete hard standing currently operating as a saw mill and timber merchant

It is bounded to the north (west) by the abutment of the Rockingham Road over bridge and to the north (east) by Waterloo Road, from which the site is accessed.

The east boundary backs onto the rear gardens of house numbers 11-22 which front onto Waterloo Road and the southern boundary is shared with a smaller warehouse and boat yard fronting on to Uxbridge Wharf.

The Grand Union Canal defines the west boundary of the site and this location is situated just outside Uxbridge Town centre in an area of mixed residential and business uses.

This site has a distinctive sense of place, due to its association with canal and its location within a designated Conservation Area.

Landscape Planning designations:

There are no trees on, or Tree Preservation Orders affecting, the site.

However, there are a few off-site trees close to the site boundaries and the site lies within the Uxbridge Moor Conservation Area.

Landscape constraints / opportunities:

Adopted Local Plan, Policy BE1, seeks high quality design of the built and external environment.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

##### PROPOSAL:

The proposal is to erect 48 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving the demolition of existing warehouses, offices and 80 Rockingham Road. This application is an amended proposal, following the refusal of application ref. 2014/4486.

##### LANDSCAPE CONSIDERATIONS:

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.

A Tree Survey by Ruskins, dated November 2014, has been re-submitted with the current application. Although not updated, for planning purposes the contents remain valid.

The report confirms that there are 4No. specimen trees and 1No. group. All are off-site and all are poor quality (graded C1), according to the assessment. The report confirms that none of these trees should be adversely influenced by the development.

Detailed landscape objectives are set out in document ref. 1482/14/RP01 Rev E, Landscape Design Statement by the landscape consultant, Barry Chinn Associates.

The landscape statement describes the design strategy, enhancement of the Rockingham Road / Waterloo Road boundaries, the landscape treatment of the eastern boundary, the canal interface, the provision of the external spaces for the benefit of the residents including communal roof terraces and the selection of hard landscape materials.

The application is supported by BCA drawing No. 01 Rev L: External Works Masterplan, which includes the retained off-site trees, the provision of 14No. new trees, multi-stem trees / specimen shrubs, pleached trees (on the Rockingham Road frontage), hedges and ornamental groundcover planting.

BCA drawing No. 02 Rev H: External Works Masterplan Sections, provides a range of sections through the site and the proposed landscape.

BCA drawing Nos. 03 Rev F, 04 Rev G, 05 Rev B, 06 RevB and 07 show the roof terraces with paved / artificial grass surfaces, seating and occasional free standing plant pots. Three roof zones have been designated for biodiversity with sedum / brown roof treatments.

It is noted that this proposal does not propose a play area.

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 - in accordance with the Masterplan.

#### RECOMMENDATIONS:

In terms of site layout and landscape provision this scheme is similar to the previous proposal.

The quality of the external works / landscape is compromised by the extent of hard surfacing required to accommodate the quantum of parking.

If the application is approved conditions should include: RES6, RES7, RES8 (to protect the above ground spread of the tree to the rear of Waterloo Road), COM9 (parts 1,2,3,4,5, and 6) and RES10.

#### HOUSING SERVICES

I note no Affordable Housing is proposed on this site, Hillingdon Planning Policy requirement is for 35% Affordable Housing.

This should be a mix of rented and shared ownership units split in ratio 70:30 in favour of rented unit

On this scheme that would equate to 16 units or 39 habitable rooms.

S106 OFFICER

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all

highways works will be required to be met by the applicant.

2. Affordable Housing: In line with the SPD and current planning policy 35% of the scheme is required to be delivered as affordable housing with the tenure and mix to be agreed by the Council.

3. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

4. Canal Contributions: The Canals and Rivers Trust will likely seek a contribution towards maintenance of the canal environment.

#### SUSTAINABILITY OFFICER

The development represents possible bat habitats- consequently, the applicant should as engage a specialist to undertake a preliminary investigation as to the likely presence or absence of bats. Full surveys will only be required if the bat specialist confirms that bats are 'likely to be present'.

No objections to the energy assessment or other information subject to conditions.

#### ENVIRONMENTAL PROTECTION UNIT

##### NOISE

The Environmental Protection Unit (EPU) have reviewed the Ian Sharland Limited supplementary assessment of canal side noise in an interim report Ref: M3130-S1, dated 5th October 2016. This follows, but does not replace, the Environmental Noise Assessment Ref: M3130, dated 18th May 2016, in which EPU raised concerns regarding noise which were not adequately addressed in this report. Therefore, with reference to the interim report Ref: M3130-S1, we have no objections to this proposal subject to the following conditions/informatives respectively:

Conditions:

1. The construction of the West elevation should be increased to at least the following specifications, in order to ensure acceptable conditions internally when windows are closed:

External walls A brick or masonry external leaf, with either masonry or timber frame inner leaf (as before)

Glazing to Living Rooms 32 dB Rw + Ctr, e.g. 8/12/6 configuration

Glazing to Bedrooms 38 dB Rw + Ctr, e.g. 8.4/16/10.4A configuration Min.

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 by road traffic, noise from the General Elliot and noise from the boatyard, and (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

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: M3130-S1 and the Environmental Noise Assessment Ref: M3130 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 General Elliot and noise from the boatyard, and (other) noise in

accordance with policy OE5 of the Hillingdon Unitary Development Plan.

3. 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: M3130-S1 (e.g. new acoustic shutters, upgraded external walls and suitable enhanced roof), agreed with and approved by the owners/occupiers of the boatyard shall protect 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.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the boatyard and dry dock in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

4. 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. Acoustic absorbent soffit to the balcony area (e.g. perforated board with a mineral fibre slab in the void above should also be fitted. Details of which should be submitted to and approved in writing by the Local Planning Authority.

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 Unitary Development Plan.

5. An Acoustic wall (2 meters high and travelling the full length between the Southern Elevation of Block B and boatyard shed) should be erected. Details of which should be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the boatyard, and (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

6. Full length acoustic glazing barriers e.g. Winter garden barriers, should be installed in the balconies in the four flats (first floor and second floor) facing the western elevation, and nearest the Southern elevation, details of which should be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the boatyard, and (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

7. Roof gardens, terraces and outdoor living areas should feature solid glazed balustrades to the perimeter, 1.2 M high with no gaps to the sides or base.

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 Unitary Development Plan.

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

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

Informatives:

Standard Control of environmental nuisance from construction work

#### AIR QUALITY

This application is outside the Uxbridge Air Quality Focus Area. Whereas there is a small decrease in the number of HGVs in relation to the previous use it increases the number of traffic on the network which may have an impact on the Focus area itself.

Therefore will need the following:

Energy provision - Boiler and CHP Plant

The energy plant flue is required to conform with the specifications to minimise air quality impacts set out in the GLA. Sustainable Design and Construction Supplementary Planning Guidance , which includes the following requirements:

- a) the CHP will have a single flue terminating at least 2 m above the roof level and must be designed such that it will operate with a minimum efflux velocity of 10 m/s to allow for good initial dispersion of emissions; and
- b) all stacks should discharge vertically upwards and be unimpeded by any fixture on top of the stack

The boiler and CHP required specification is set out in the appended document to this email. If the installed plant does not conform to these parameters, additional assessment and/or mitigation may be required.

c) The EPUK/IAQM guidance advises that good design and best practice measures should be considered, whether or not more specific mitigation is required. The proposed development is required to incorporate the following good design and best practice measures:

- c1 provision of electric vehicle charging points;
- c2 provision of pedestrian and cycle access to the new development;
- c3 provision of a green Travel Plan, encouraging the use and uptake of public transport and or usage of ultra low emission vehicles.

#### HIGHWAY ENGINEER

I have reviewed the relevant material in the above application and have the following comments:  
This is a similar application for the development of a timber yard at Waterloo Wharf Waterloo Road Uxbridge that was previously approved by Committee with 52 flats, 54 car parking spaces 56 cycle parking spaces and 3 motorcycle parking spaces.

The proposals relate to the redevelopment of a parcel of land on the corner of Waterloo Road and Rockingham Road (A4007 - a classified road) to provide 47 flats along with parking for 39 cars. This site was subject to a previous application for a similar residential development that was refused by Committee in February 2016. It was refused on the basis of scale and mass and not highway issues.

There was another scheme on the site that had 53 flats and 36 car parking spaces that was refused by Council and insufficient car parking was a reason for refusal.

A Transport Assessment by Entran dated March 2016 was provided in support of this application. The traffic counts from the existing site use showed that approximately 50 vehicles per day visited the



site. The site is currently a timber yard with the main access located close to the aforementioned junction. The adjacent footway to the site on Rockingham Road is sub-standard in width. The timber yard employs 26 people and has on-site parking for 18 cars. There are CPZ parking restrictions in place in Waterloo Road which controls parking stress in the area but there is on-street parking stress close to the site. The site has a PTAL value of 3 (moderate) which indicates that future residents will rely on the private car for trip making.

This application is a refinement of the previous application for the erection of new 47 residential dwellings in two blocks along with 39 car parking spaces (0.8 spaces per dwelling) which is the figure that was previously advised in a pre-app. The TS suggests that local car ownership levels are 0.59 spaces per dwelling so in their opinion there should be no additional parking stress as a result of the proposed development.

The proposed 48 cycle parking spaces should be conditioned. Two motorcycle spaces are provided on site and that is supported and should be conditioned. The vehicular access to the site will be moved 15m away further from the junction than the existing access which is an improvement in terms of road safety but the sight distances at the junction could be encroached by cars parked on the highway. In the worst case 12m (2 spaces) of on-street parking would be lost as parked cars would occupy the visibility splay. In this case the applicant would be responsible for the cost of implementing these parking controls through a S106 agreement.

The latest plans show that 8 EVCPs are provided on site which meets the 20% active requirements and the 20% passive requirement that should be conditioned. The daily traffic generation of the proposed dwellings will be similar to the existing use so there will be little traffic impact.

The development includes a new widened section of footpath along Rockingham Road which will see land under the applicants ownership dedicated to the Council under S38 of the Highways Act which is supported.

If the development proceeds a Construction Management Plan should be conditioned. In the light of the above comments I have no significant concerns over this application in relation to the amount of on-site car parking but there are a number of S106 and S278 issues that I would like addressed should the development proceed.

#### ACCESS OFFICER

The proposal involves demolition of the existing development comprising warehouse and offices. It would be replaced with a residential development of 47 flats with a mix of one, two and three bedroom apartments, including car parking facilities.

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).

The Design & Access Statement references 39 car parking spaces of which 5 would be designated accessible. Lifts would be provided in accordance with Approved Document M to the Building Regulations.

There is no evidence on plan to demonstrate that the development would provide wheelchair accessible and wheelchair adaptable accommodation in accordance with the above policy requirements.

(Officer Note: five wheelchair-accessible flats have been incorporated into the scheme, with five accessible bathrooms and five accessible parking spaces. This has been secured by conditions).

## **7. MAIN PLANNING ISSUES**

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

The applicant has submitted a Loss of Employment Land briefing paper to demonstrate that the principle of loss of employment land to accommodate the application proposal for residential use is acceptable. It demonstrates that the proposal is in accordance with the relevant planning policies that allow loss of employment land subject to specific criteria. It also explains that the surplus of employment land in the Borough has continued to grow since the previous application (43016/APP/2014/4486) for 53 flats was submitted in December 2014 and that this overcomes the Council's reason for refusing the previous application on the grounds of loss of industrial and warehousing land.

Paragraph 22 of the NPPF states that "planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

London Plan Policy 4.4 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.

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 the Hillingdon Local Plan Part 1 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. The applicant submits that there is policy support for the site's redevelopment for non-employment generating uses in the London Plan and the UDP Saved Policies.

Since the previous application was submitted, the Council has published its emerging Hillingdon Local Plan Part 2: Site Allocations and Designations Revised Proposed Submission Version. This document identifies at paragraph 1.9 that the Council has completed an update to its 2009 Employment Land Study (ELS), which formed the basis of the Local Plan Part 1 and the employment sites and policies in the Local Plan Part 2. The 2014 update to the ELS identifies that there is now a surplus of employment land in the Borough of between 16.3 and 20.6 hectares. This demonstrates that the surplus designated employment land has increased significantly since the 17.58 hectares reported in the 2009 ELS and since the previous application was submitted.

Saved Local Plan Part 2 Policy LE4 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. This policy is substantially the same as emerging Policy DME2. 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 un-restricted 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. It should however 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 properties directly adjacent to the site fronting Waterloo Road.

(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 in support of this application. 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 applicants state that the site has been marketed since May 2014. The marketing report that accompanies this application explains that despite several enquiries, the marketing campaign has failed to attract an occupier.

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.

It is clear from the aforementioned report and submitted documentation that the current occupiers operate a viable commercial employment generating business, which would need to relocate, in order for the current residential development to go ahead. The applicant wishes to re-site the occupier of the site Y Goldberg and Sons to another location in Uxbridge, but this is entirely dependent on this application proposal, which if permitted will enable the relocation. It is therefore considered that the applicant has demonstrated that there is no realistic prospect of the land being redeveloped for industrial or warehousing purposes in the future, in accordance with Saved UDP policy LE4 (iii) of the Local Plan Part 2

(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). The site which is the subject of this application does not fall within a LSIS or LSEL.

In terms of the principle of residential development on this site, 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 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 48 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

Local Plan Part 2 Policy H8 sets out that change of use from non-residential to residential will be permitted provided that a satisfactory residential environment can be achieved, and provided that the existing use is unlikely to meet a demand for such accommodation in the foreseeable future.

The submitted plans, landscaping plans, Design and Access Statement and accompanying technical reports relating to matters such as air quality, noise, flood risk, and daylight and sunlight analysis clearly demonstrate that a satisfactory residential environment can be achieved. As stated above, the applicant has submitted that there is no realistic prospect of the land being redeveloped for industrial or warehousing purposes in the foreseeable future.

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. It is also noted that the Canal and River Trust have expressed disappointment

that the scheme does not proposed any mooring facilities, as the location is suitable for visitor moorings, which can enhance and enliven the water space. However, the applicants have indicated that they do not intend to provide morings along that stretch of the canal. Failure to do so is not considered to be a sustainable reason to refuse the application. However, as stated elsewhere in this report, the issue regarding the impact of the development on the continued use of the adjoining boat yard and dry dock needs to be satisfactorily addressed.

## Conclusion

There is local and London Plan support 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. It is considered that the applicant has justified the loss of employment land and demonstrated that the proposed scheme satisfies the criteria of Policy LE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). No objections are therefore raised to the principle of residential development on the site.

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

The application site has an area of 0.33 ha. The local area is considered to represent an suburban 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 150-250 hr/ha or between 50-95 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site. For an urban setting a density of 200-450 hr/ha or between 70-170 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site.

The proposal seeks to provide 47 residential units, totalling 112 habitable rooms. This equates to a density of 142 u/ha or 339 hr/ha. This level of development is above the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 for a suburban setting and would be more appropriate to an urban setting.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation and proximity to statutory and locally listed buildings.

## UNIT MIX

Saved Local Plan Part 2 Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. The Council's Emerging Development Management (Local Plan Part 2) Policy DMH2 'Housing Mix' requires a more balanced housing mix reflecting its latest information on housing mix, which shows a high need for more family sized accommodation, particularly 3 and 4 bed units. Whilst this document is subject to an Examination In Public, it has limited weight at present.

The unit mix is now 31 x 1-bed, 14 x 2-bed and 2 x 3-bed units. This mix of units is considered to be more appropriate to a town centre location and the lack of larger family units is considered to be a lost opportunity, particularly if some larger units may be required

as part of any affordable housing offer. However, this is not considered to be a sustainable reason to refuse the application on this basis.

### **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.

Although Historic England has not commented specifically on this resubmission with regard to archaeology, GLAAS advised on the previous similar scheme, 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 existing timber yard warehouse forms part of a group of buildings which are an important heritage asset and typical of an historic urban canal setting.

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. Although the three/four storeys of Block B would dwarf the historic sheds of the former Fellows Morton and Clayton dock, the southern end of the block has been reduced to three storeys and designed with a curved feature, to complement the round roof form of the adjoining dry dock.

Furthermore, it is considered that the impact upon the setting of the Grade II listed General Elliot PH opposite, would not harm that building's historic significance. The proposal therefore does generally meet the NPPF's core principles; particularly that planning should be seeking to ensure high quality design and seeking to conserve heritage assets in a

manner appropriate to their significance. It is not considered that the proposal will harm the significance of these heritage assets.

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.

## 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. However, the detached property, 80 Rockingham Road has some merit and should ideally have been incorporated into a new development scheme. Whilst slightly isolated within the context of the existing site, it forms part of the history of the area and has a relationship between the remaining properties on Rockingham Road. However, the applicant has indicated that this is not a viable option. On balance, the Urban Design and Conservation Officer considers that there are no objections in principle to the demolition, subject to replacement with an appropriate and good quality scheme.

### Layout

This development would result in 2 blocks (A and B), up to 4 storeys high. In terms of siting, the Urban Design and Conservation Officer considers that the location and footprints of both buildings are acceptable in principle.

### Scale and Massing

In terms of the scale and massing, the overall height of the blocks are generally a storey higher than the existing wharf buildings. However, it is considered that the proposed development in terms of its height and scale would respect the character or appearance of the conservation area.

With regard to Block A, the Urban Design and Conservation Officer recommended that the upper floor be set back and should drop gradually in scale down to 2 storeys on Waterloo Road, where the buildings are much smaller in scale. The stair tower on the corner would also be a very large and heavy looking element that would be a dominant element in the street scene and would therefore need to be reduced in height. The applicant has submitted amended plans incorporating the requested changes.

With regard to Block B, the Urban Design and Conservation Officer recommended that the top floor should be set back and the scale of the block to drop down to the existing warehouse structures. In response to these concerns the applicant has revised the scheme to reflect earlier feedback from officers. Block B would now be 3 to 4 storeys high, following revisions to reduce its height. This block is now considered compatible with the surrounding development, which predominantly comprises 2 storey residential properties and single storey commercial premises fronting the canal. Given the revisions to reduce its height, this block is considered to be appropriate within the existing townscape context.

A Heritage Statement has been submitted in support of the application which has been reviewed by the Urban Design and Conservation Officer. This document is considered to be a good report, which clearly describes the history, development and significance of the

Conservation Area and the buildings proposed for demolition.

Historic England recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice.

In conclusion, the proposed scale and mass of the new residential blocks would be in keeping with the established scale of buildings in the conservation area, in accordance with Saved Policies BE4, BE19 and BE32 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant policies of the London Plan.

It is also considered that the impact of the development upon the setting of the Grade 2 listed General Elliott public house opposite and the adjacent locally listed boat yard would not harm those building's historic interest, in accordance with Saved policy BE10 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and the provisions of the NPPF.

#### **7.04 Airport safeguarding**

There are no airport safeguarding issues related to this development.

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

There are no Green Belt issues associated with this site.

#### **7.06 Environmental Impact**

The Phase 1 Detailed Study submitted in support of this application concludes 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 Canal and River 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 the aforementioned conditions, it is considered that the scheme could 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 (November 2012).

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

Part 1 policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 seek to ensure that 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 indevelopment proposals.

In terms of design, development adjacent to canals should respect the particular character of the canal. Policy BE32 requires development to complement the visual qualities of the canal in terms of scale, bulk, layout and materials. Development should also enhance or create views through and from the development, from and towards the watercourse.

London Plan Policy 7.1 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. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

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 canal side. As such, the proposals need to be considered with regard to the impact on Waterloo Road and the Grand Union Canal.

The proposal is lower than the previously refused planning application. The scheme has generally undergone reduction in massing and density in order to address officer and Member comments on the previous design and the reasons given for refusal on the previous application, in order to achieve an appropriate design solution.

In relation to Block A, the upper floor has been revised specifically in response to the Conservation Officer comments, dropping in height in ascending steps to two storeys on the Waterloo Road frontage and incorporating a shorter stair tower, which now includes a greater degree of glazing.

In relation to Block B, the scale of the proposals has been reduced to allow the building to 'drop down' closer to the height of the existing warehouse structures at Uxbridge Boat Centre to the south. In compensation, and in order to maintain a financially viable scheme, two wings have been added over the two entrances to Block B, creating sheltered entrance canopies. Above ground floor level, the building overhangs to the east.

In addition, the proposed development is located a greater distance north from the existing buildings at Uxbridge Boat Centre than the existing warehouses on site, thereby removing the imposing presence of the existing warehouse's southern elevation from the immediate vicinity of Uxbridge Boat Centre.

With regard to layout, the relationship with the canal and site environs would be improved, by the provision of a landscaped garden with trees, hedges, and plants that would also improve ecology.

In terms of bulk and massing, the three to four storey buildings are 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**

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. 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.

### DAYLIGHT/OVERSHADOWING

Saved Policy BE20 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the HDAS - Residential Layout seek to ensure that new development does not result in harm to neighbouring occupiers through loss of daylight or sunlight. The application has been supported by a Daylight and Sunlight Assessment, which assesses the impact of the development on the level of sunlight and daylight reaching neighbouring properties and for future occupiers of the development.

It is considered unlikely that the proposal will result in substantial shading/overshadowing of the rear gardens of the nearest residential properties fronting Waterloo Road.

### OUTLOOK

Policy BE21 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS -Residential Layout provides further guidance on the interpretation of this policy. a setback of 15m should be maintained between habitable room windows and side boundaries to avoid loss of outlook to adjoining occupiers and to provide adequate outlook for future residents of the development.

Block B would measure a maximum height of 9 metres for the 3 storey element and 12 metres for the northern 4 storey element, which is greater in height than the existing buildings on site. However, the position of this replacement building would be further back than the current commercial building which would compensate for the additional height.

The main eastern facade of Block B would maintain an average distance of 23 metres to the boundaries of the rear gardens of properties fronting Waterloo Road and 30 metres to the rear windows of those properties. The 2 eastern projecting elements at first and second floor level would be closer to the adjoining Waterloo Road properties, at an average distance of 15 metres to the boundaries of the rear gardens and 22 metres to the rear windows of those properties. This is in contrast to the current situation where the existing steel clad 2 storey equivalent warehouse building is sited only 5 metres away from the site's eastern boundary. Notwithstanding the bulk and massing of block B, given the separation distance provided, it is not considered that the development would produce an oppressive impact, or have an adverse effect on the outlook of adjoining residents from their rear gardens, in accordance with Policy BE21 of the Local Plan Part 2 Saved policies.

### PRIVACY

In relation to privacy, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new residential developments to be designed so as to ensure adequate outlook and privacy for occupants of the site.

A distance of approximately 30 metres is maintained between the main rear eastern elevation of the proposed block B and the rear windows of properties fronting Waterloo Road, with a corresponding distance of between approximately 23 metres to the private amenity areas of those properties. The eastern facing bedroom windows at first and second floor level in the 2 eastern projections would be closer to the rear windows of properties fronting Waterloo Road at 22 metres, in compliance with policy and design guidance. However, these windows would be only 15 metres from the site's eastern boundary with the rear gardens. These windows have therefore been designed to be angled so as to avoid direct overlooking to neighbouring gardens.

The plans show a bank of windows on all the floors on the rear elevation of the proposed block B. The perception of residents of these adjacent properties would therefore be of a lack of privacy in their rear gardens, compared with the current situation, where they look onto a blank facade to the existing warehouse building. However, given that the separation distances between the proposed block B and adjoining dwellings meets the relevant design guidance, it is not considered that refusal of the scheme on the grounds of unacceptable loss of privacy to the adjacent properties is sustainable in this case. Screening of the roof terraces can be secured by condition in the event of an approval.

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**

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved.

External Amenity Space:

Policy BE23 of the Saved Policies UDP sets out that new developments should ensure adequate external amenity space. The HDAS -Residential Layouts sets out the following minimum requirements:

- Studio/1bed flats - 20sq.m
- 2 bed flats - 25 sq.m
- 3 bed flats- 30 sq. m

For the proposed development, a total of 1,030 sq.m of communal and/or private external amenity space would therefore be required. The current development proposal provides 1,514 m<sup>2</sup> of useable external amenity space in the form of ground floor private gardens,

shared communal terraces and private balconies. The overall amenity space provision would exceed the relevant standards contained in the HDAS.

#### 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.

On balance, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### Outlook and Light

The units have been designed with no north facing single aspect units. The single aspect units are generally orientated to ensure they receive good levels of lighting. All of the flats also either have a private garden or balcony as well as access to the two communal amenity areas within the scheme.

Each of the units benefits from a reasonable level of privacy, outlook and light and overall, it is considered that in relation to these issues, good environmental conditions can be provided for future occupiers, in compliance with relevant UDP saved policies and supplementary design guidance.

#### Unit size

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.

#### Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would provide an adequate level of privacy for future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

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

Of particular relevance to this application are Saved Policies AM7, AM14 and AM15. Policy AM7 requires developments not to prejudice the free flow of traffic or conditions of highway/ pedestrian safety whilst AM14 and AM15 set out the Council standards for car parking.

A Transport Assessment has been submitted as part of the application dealing with access, parking, traffic generation and public transport issues. The site has a Public Transport Accessibility Level (PTAL) score of 3 (on a scale of 1 to 6 where 6 is excellent).

### Traffic Generation

The proposal will introduce 18 new trips at this junction over 24 hours and less trips in the peak hours. Importantly, HGV trips are reduced from the existing sub-standard junction. The Highway Engineer has assessed the submitted Transport Assessment and is satisfied that traffic generated by the proposed development could be safely accommodated on the surrounding road network.

### Access

A new access is to be provided, to be located further away from the junction of Rockingham Road and Waterloo Road than the current access. The substantive unresolved issue relates to sightlines from the proposed new access. In this regard, the Highway Engineer recommended removing 2 parking bays from the right of the new access along Waterloo Road, in order to ensure that sightlines to both sides are maintained. This would have the potential to improve visibility without any significant reduction in on-street parking. However, these changes would be subject to approval by the Local Highway Authority.

Details of provision for delivery vehicles have been provided. Vehicle swept paths demonstrate that these vehicles can enter and leave the site in forward gear.

The proposed access is considered to be of significant highway safety benefit over the existing site access, in that it removes an existing access that is too close to the junction, reduces HGV traffic, removes HGV's waiting in the public highway (either on double yellow lines or within controlled parking bays) and removes existing hazardous turning manoeuvres from the site on to the public highway.

In addition, the applicant has agreed to the widening of the footway along Rockingham Road. The land will need to be dedicated as highway for this purpose and will require a s106 / s38 agreement. The extent/area of land required will need to be agreed as part of developing the traffic calming scheme for Waterloo Road that is currently in progress.

### Parking

39 car parking spaces and two motorcycle spaces have been provided, of which five car spaces are designated for disabled persons (13%). The parking bays will also include 20% active charging points and 20% passive charging points for future requirements. This equates to 0.83 spaces per unit. The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 70 spaces in this case. The site has a PTAL rating of 3 and is in close proximity to Uxbridge Town Centre, local facilities and local transport

opportunities. As such, it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via good public transport connections. In addition, the development proposals are for a predominance of 1-bed units. The proposed 0.83 parking spaces per dwelling therefore meets the NPPF policy guidance by being in line with expected existing and future need, taking into account the type, mix and use of the development.

It is also noted that the surrounding highway network is subject to a CPZ and the applicants agree that the occupants of the proposed units would not be eligible to apply for a parking permit. This will discourage car ownership. In addition the provision of electric charging points can be secured by condition. As such, the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that the parking spaces would be of sufficient dimensions and usable. The proposals are therefore considered to accord with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

The submitted plans indicate that secure cycle storage can be provided for 48 cycles and the form of cycle stores within the demise of Blocks A and B, together with 2 motorcycle parking spaces. The scheme would therefore be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

Subject to conditions and S106/Highway Agreements, in light of the above considerations, it is considered that the development would not give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety.

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

Issues of design and access are addressed elsewhere within this report.

In respect of security, the Metropolitan Police Crime Prevention Design advisor has commented on the proposals and there is no reason that the proposed development could not achieve appropriate standards of secure design.

#### **7.12 Disabled access**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers likely to have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The Access Officer has made a number of observations which are summarised in the Internal Consultee section of this report.

Although the wheelchair units have not been identified on plan, it is considered 5 of the units could be adapted to full wheelchair standards and the remaining units to appropriate standards. Subject to appropriately worded conditions, these standards could be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

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

The development would introduce a total of 47 dwellings, therefore triggering the affordable

housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, subject to the provision of robust evidence, it 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.

A Financial viability Appraisal (FVA) has been carried out in support of this application. The FVA concluded that no affordable housing could be afforded. The FVA has been independently assessed by the Council's third party FVA consultant who considers that a profit can be achieved, potentially enabling the delivery of on site affordable housing provision. The applicant has agreed to provide 4 units of affordable housing, comprising 2 x one bedroom, 1 x 2 bedroom and 1 x 3 bedroom ground floor wheelchair accessible units, or the equivalent in habitable rooms, on a shared ownership tenure.

A review mechanism would also be required, so that should value increases and/or cost savings arise, then financial contributions towards the shortfall in affordable housing should be required. In order to respond to the possibility of the business closing rather than relocating, a schedule of allowable costs would need to be attached to any planning agreement. If those costs do not arise, then the saving should be transferred to an affordable housing contribution.

The development would therefore meet policy requirements in terms of affordable housing, so long as an appropriate legal agreement were in place to secure this provision.

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

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments. An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site. Within the site there are few trees.

The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of the conservation area. One of the key design objectives is to provide an attractive visual setting to the canal side. This has partly been achieved by the introduction of a canal side landscaped area, providing accessible communal amenity space alongside the canal. The landscape design features also include improvements to the Rockingham Road / Waterloo Road boundaries, soft landscape screening between the car park and the Waterloo Road residents, private (defensible) space around ground-floor flats, and accessible roof terraces. The soft landscaping comprises features, such as hedging, which will provide 'instant' impact, while the planting of trees will provide a robust and attractive landscape that matures over time.

On balance, it is considered that the hard and soft proposals, including ground level details and roof gardens could provide a robust landscape which is both functional and attractive for residents of the site and adjacent properties which overlook it.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area. Subject to these conditions, it is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 -

Saved UDP Policies (November 2012).

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

Policy 5.17 of the London Plan 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. Bin stores have been located to each of the blocks and refuse vehicles would be able to access the site and exit in forward gear. The bin stores would have external access, would be convenient for use by residents and appropriate for servicing.

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

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Parts C & D of the policy require proposals to include a detailed energy assessment. The 2016 London Plan requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions for an approximate average of 35% reduction in CO2 over building regulations 2013. A number of sustainable features have been incorporated into the proposed development, including a range of passive design features and demand reduction measures to reduce carbon dioxide emissions.

The Sustainability Statement concludes that the 'Be Lean' and 'Be Clean' measures the proposed development achieves a 39% reduction from a compliant Part L 2013 baseline building. The scheme will not use any 'green' technologies as through thermal fabric, energy efficient mechanical & electric technologies and a centralised heat system led by a CHP engine the dwellings achieve the GLA London Plan targets.

It is considered that conditions securing the implementation of the sustainable design and construction and renewable measures set out in the Energy Statement, could satisfactorily address the issues relating to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan (2016), Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

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

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

Given the proximity of the canal, a Flood & Drainage Assessment has been submitted with the application to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A strip of the site next to the canal is within Flood Zone 2/3. However, the proposed buildings would be situated outside of these Flood Zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is with flood zone 1 on the Environment Agency maps. 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.

The Canal & River Trust maintains the water level of the adjoining Grand Union Canal using



reservoirs, feeders and boreholes, and thereafter manages the water by transferring it within the canal system. The level of the water in canals is normally determined predominantly by the use of weirs and is therefore controlled. It is acknowledged by the Canal and River trust of the existing outfall in to the Canal and therefore the continuance of the use of this outfall is acceptable.

Whilst it should be noted that the site is protected by the informal flood defence provided by the canal wall capping stone (set above the highest flood level predicted for the 1 in 100 year (+climate change) flood event of 31.80), officers raised concerns due to the condition of this wall. It is noted that the state of the canal wall is such that it may collapse, removing the flood defences and effectively increasing the sites flood risk.

To mitigate this risk, It is proposed to erect a new flood defence wall within the site that provides flood defence. A flood defence wall was preferred to a bund due to the lack of available space to construct a bund of sufficient width. This flood defence will be set back approximately 1250mm from the existing canal wall and will connect with the existing pill box to the north of the site and the upstand wall which runs along the southern boundary. The finished top level of the wall will be 32.10m which will provide 300mm freeboard above flood levels protecting the site from flooding in the same manor the existing capping does.

## DRAINAGE

All new development should incorporate sustainable drainage systems. The proposals need to include a clear drainage strategy that is reflected within the designs of the development. Policy 5.13 of the London Plan sets out a hierarchy to work towards, it also requires a greenfield run-off rate to be met.

New local surface drainage networks will be designed to not flood for a 1 in 100 year storm event inclusive of a 30% allowance for climate change in line with Environment Agency standing advice. As the site currently discharges into the Grand Union Canal, and the proposed discharge into the Grand Union Canal will be reduced to a greenfield runoff rate of 5 l/s, a reduction in flow will be imposed into the watercourse. Therefore, proposed discharge from the site will produce a positive impact and reduce the risk of flooding of the watercourse.

The Flood and Drainage officer raises no objections to the proposed drainage strategy, subject to a condition requiring a long term management and maintenance plan for the drainage system. It is considered that subject to appropriate conditions, the proposal would comply with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies (Nov 2012), Policies 5.12 and 5.13 of the London Plan (2016) and the NPPF.

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

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. A noise impact assessment has therefore been submitted in support of the application to assess the likelihood of complaints from future occupiers of the development of noise, from surrounding established commercial premises occurring in the future. Following an initial appraisal which considered general ambient noise levels, and the specific noise associated with the adjacent dry dock of the Uxbridge Boat Yard, further works were requested by the Local Planning Authority. A Supplementary Assessment of Environmental Noise has been submitted which considered noise on the canal arising from boat manoeuvring in connection with the boat yard operations, and noise related to the General Elliot public house, which faces the site from the far bank of the canal. In addition, the applicants have submitted a list of examples of allowed appeals for residential schemes adjacent to uses which provide a noise constraint.

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 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.

In order to address the above mentioned issues, 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 wall insulation and provision of a new roller shutter door to the canal), and measures to the fabric of the proposed buildings to mitigate from excessive noise. Windows in the south wall of Block B, overlooking the dry dock and boat yard have been deleted, whilst walls and windows will be insulated to achieve appropriate internal noise levels. Ventilation will also be provided for the proposed flats nearest to the dry dock, which will give future residents an option on the rare occasions when residents might prefer to close their windows. In addition, an acoustic boundary fence along the southern boundary and screening to the balconies and terraced areas are proposed. These mitigation measures are to be secured by way of conditions.

In combination, the provision of further noise surveys, the attenuation measures to the boat yard and the specifications of the proposed buildings 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 regard 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

The NPPF at para. 123 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

The site is located within an Air Quality Management Area and as such, an air quality assessment has been provided as part of the application. The assessment concludes that the location is considered suitable for residential use and air quality impacts will be negligible. Based on the assessment results and subject to the proposed CHP plant adopting a low emissions strategy, it is not considered that air quality would be a constraint

to planning consent for the proposed development.

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

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

#### **7.20 Planning obligations**

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Canal and River Trust. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. If the application is considered for approval, these heads of terms would be pursued:

1. Highways: S278/S38 highway works to secure access and pavement modifications, traffic orders, signage and road markings. Any and all off site highways works will be required to be met by the applicant.

2. Affordable Housing: In line with the SPD and current planning policy 4 units of affordable housing, comprising 2 x one bedroom, 1 x 2 bedroom and 1 x 3 bedroom ground floor wheelchair accessible units, or the equivalent in habitable rooms with the tenure and mix to be agreed by the Council.

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

3. 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.

4. Canal Contributions: The Canals and Rivers Trust seeks a contribution of £30,000 towards maintenance of the canal environment. The Canals and Rivers Trust submit that residents and visitors to the development will likely make use of the canal environment and its towpath, which will put additional pressure on this valuable open space. The trust also experiences increased complaints regarding wind blown litter in the water from new developments where occupants have raised expectations of the water space management. The request for a contribution towards canal environment from the development is considered justified, reasonable and consistent with other planning obligations secured for similar canal side developments within the Borough.

5. 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.

6. project management and monitoring fee.

**7.21 Expediency of enforcement action**

There are no enforcement issues relating to this site.

**7.22 Other Issues**

There are no other issues related to this site.

**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 objection is raised to the principle of residential development or the loss of employment land on this site. The scheme provides acceptable environmental conditions for prospective occupiers of the development without prejudicing the long-term future of the adjacent boat yard and dry dock.

It is considered that the proposal is acceptable in terms of its built form and scale, particularly in relation to its location within Uxbridge Moor Conservation Area and its proximity to the listed Public House opposite and adjacent locally listed boat yard. It is considered that the proposed development, would respect the character or appearance of the conservation area and the significance of the adjacent heritage assets.

Subject to S106/278 legal agreements the scheme could satisfactorily address the issue of planning benefits in relation to affordable housing, noise mitigation, canal enhancements, construction training and off site highway improvements.

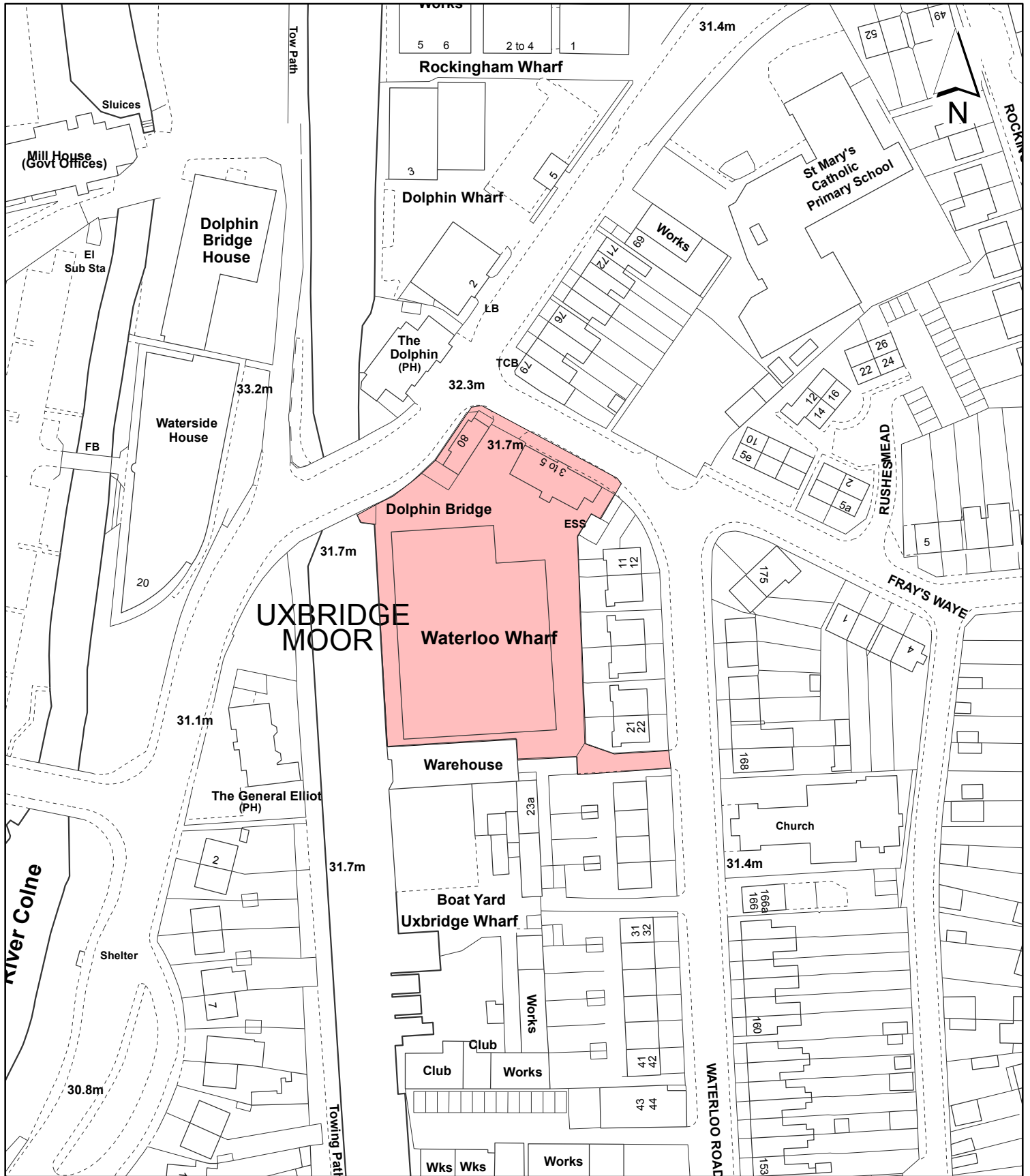
In relation to its design, built form, and scale, the new buildings have been thoughtfully designed and will make a positive contribution to the location and surrounding area. The scheme would be sympathetic to the character and appearance of the Uxbridge Moor Conservation Area and settings of the Statutory Listed Public House opposite and the Locally Listed boat yard adjacent to the site.

#### **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 (NPPF)  
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

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Waterloo Wharf  
 Waterloo Road  
 Uxbridge**

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

Planning Application Ref:

**43016/APP/2016/1975**

Scale:

**1:1,250**

Planning Committee:

**Major Page 79**

Date:

**November 2016**



**HILLINGDON**  
 LONDON

This page is intentionally left blank



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

**Address** THE OLD VINYL FACTORY BLYTH ROAD HAYES

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

**LBH Ref Nos:** 59872/APP/2016/1930

**Drawing Nos:** BPL 506\_T1 Deck level 2  
BPL 507\_T1 Deck levels 3, 4 & 5  
BPL 508\_T1 Deck level 6  
5344 TOVF Car Park Design Statement Rev E (2)  
5344-PL-07 Section Through Cladding rev E  
5344-PL-08 Context Elevations  
12606\_10 Revised Reserved Matters Cover Lette  
0245\_SEW\_RST\_7000  
0245\_SEW\_RST\_7100  
0245\_SEW\_RST\_7101  
0245\_SEW\_RST\_7102  
0245\_SEW\_RST\_7103  
0245\_SEW\_RST\_7104  
0245\_SEW\_RST\_7105  
0245\_SEW\_RST\_2200  
0245\_SEW\_RST\_2201  
0245\_SEW\_RST\_2202  
0245\_SEW\_Issue\_Sheet\_Planning  
5344-PL-06 Elevations Sheet 2 of 2 rev C  
BPL 501\_T1 Section AA  
BPL 502\_T1 Section BB  
BPL 503\_T1 Section CC  
BPL 510\_T1 Elevations stair 1  
BPL 511\_T1 Elevations stair 2  
BPL 504\_T1 GF layout  
BPL 505\_T1 Deck level 1  
5344-PL-05 Elevations Sheet 1 of 2 rev F

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

### 1. SUMMARY

This application has previously been presented to the Major Applications Planning Committee on the 24th August 2016. The resolution of the Committee at that time was to approve the application, delegated to the Head of Planning and Enforcement and subject to an agreement between the Committee Chairman and Opposition Lead of an appropriate image for the proposed building's external cladding. However it has not been possible to agree an appropriate image and as such the application is again presented to Major Applications Planning Committee with a proposed image. Members are asked to consider whether the proposed image is acceptable.

The original summary follows:

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

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

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

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

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

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

## **2. RECOMMENDATION**

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

#### **1 COM4 Accordance with Approved Plans**

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

0245\_SEW\_RST\_7000

0245\_SEW\_RST\_7100

0245\_SEW\_RST\_7101

0245\_SEW\_RST\_7102

0245\_SEW\_RST\_7103

0245\_SEW\_RST\_7104

0245\_SEW\_RST\_7105

0245\_SEW\_RST\_2200

0245\_SEW\_RST\_2201

0245\_SEW\_RST\_2202

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

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

BPL 501\_T1 Section AA

BPL 502\_T1 Section BB

BPL 503\_T1 Section CC

BPL 510\_T1 Elevations stair 1

BPL 504\_T1 GF layout

BPL 505\_T1 Deck level 1

BPL 511\_T1 Elevations stair 2

BPL 506\_T1 Deck level 2

BPL 507\_T1 Deck levels 3, 4 & 5

BPL 508\_T1 Deck level 6  
5344-PL-07 Rev B Section Through Cladding  
5344-PL-08 Context Elevations  
1615-181-100 Rev A  
0245\_SEW\_RST\_7100 Rev 01; and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**2 COM5 General compliance with supporting documentation**

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

5344 TOVF Car Park Design Statement Rev E  
1615/181/MT/mt Parking Note  
0245\_SEW\_RST\_9001 Specification of Planting and Soft Works

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

**REASON**

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

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies

LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

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

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

### **4 160 Cranes**

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for

crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

## 5

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

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

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

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

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

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

### 3.2 Proposed Scheme

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

The car park is served by 2 pedestrian staircase cores with enclosed lobbies, one on each side of the building. The core on the north east elevation includes a lift. The building will be clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

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

Each parking floor has an area of approximately 1,585m<sup>2</sup> to the inside of the main structure including circulation cores. The gross internal floor area for the whole building is 11,094m<sup>2</sup>. A commercial unit is proposed to the east of the main car park. The gross internal area of the commercial unit is 118m<sup>2</sup>.

#### - Parking numbers

Within the Music Box multi-storey car park:

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

Accessible: 12

Total: 424 within car park

Surface spaces outside of MSCP:

Standard spaces: 28

Accessible: 20

Motorcycle: 24

Total: 49 surface car parking spaces

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

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

### **3.3 Relevant Planning History**

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

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

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

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of the approved development.

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

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

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

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

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

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.CI2 (2012) Leisure and Recreation

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)

PT1.E7 (2012) Raising Skills

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM4 (2012) Open Space and Informal Recreation

PT1.EM5 (2012) Sport and Leisure



- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- LPP 2.13 (2015) Opportunity Areas and intensification areas

- LPP 2.17 (2015) Strategic Industrial Locations
- LPP 2.6 (2015) Outer London: vision and strategy
- LPP 2.7 (2015) Outer London: economy
- LPP 2.8 (2015) Outer London: Transport
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.12 (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.6 (2015) Children and young people's play and informal recreation (strategies) facilities
- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 4.1 (2015) Developing London's economy
- LPP 4.2 (2015) Offices
- LPP 4.3 (2015) Mixed use development and offices
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.15 (2015) Water use and supplies
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2015) Contaminated land
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.8 (2015) Innovative energy technologies
- LPP 6.1 (2015) Strategic Approach
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2015) Better Streets and Surface Transport
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime

- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.7 (2015) Location and design of tall and large buildings
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.9 (2015) Heritage-led regeneration
- LPP 8.1 (2015) Implementation
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

**5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **6th July 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

29th June 2016

## 6. Consultations

### External Consultees

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

#### HAYES CONSERVATION AREA ADVISORY PANEL

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

#### HEATHROW AIRPORT LIMITED (HAL)

We have now assessed the proposed Appearance and Landscaping for the above application against safeguarding criteria, and I can now recommend that these conditions are discharged from a Heathrow Airport Ltd point of view. However, we would like to make the following observation:

#### Cranes

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

#### METROPOLITAN POLICE

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

### Internal Consultees

#### CONSERVATION AND DESIGN OFFICER

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

#### S106 OFFICER

No comments or objections.

#### SUSTAINABILITY OFFICER

No objection

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

#### HIGHWAYS

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

#### LANDSCAPE ARCHITECT

I confirm that drawing Nos 0245\_RST\_SEW\_7000, 7101-7105 and 0245\_SEW\_RST\_2200-2202 are acceptable. However, there is no supporting documentation in the form of Landscape Specification and Landscape Management/Maintenance Specifications (as required by the reserved matters/conditions). These are required to ensure that best practice is followed to secure the appropriate preparation, planting and subsequent establishment of the soft landscape.

#### Case Officers comments:

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

#### FLOOD AND WATER MANAGEMENT OFFICER

This information complies with the overall strategy discharge rates.

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

## **7. MAIN PLANNING ISSUES**

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

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

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

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

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

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

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

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

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

#### **7.04 Airport safeguarding**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **7.12 Disabled access**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **7.20 Planning obligations**

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

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

No enforcement action is required in relation to this application.

#### **7.22 Other Issues**



None

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

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

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

None

#### **10. CONCLUSION**

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

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

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

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

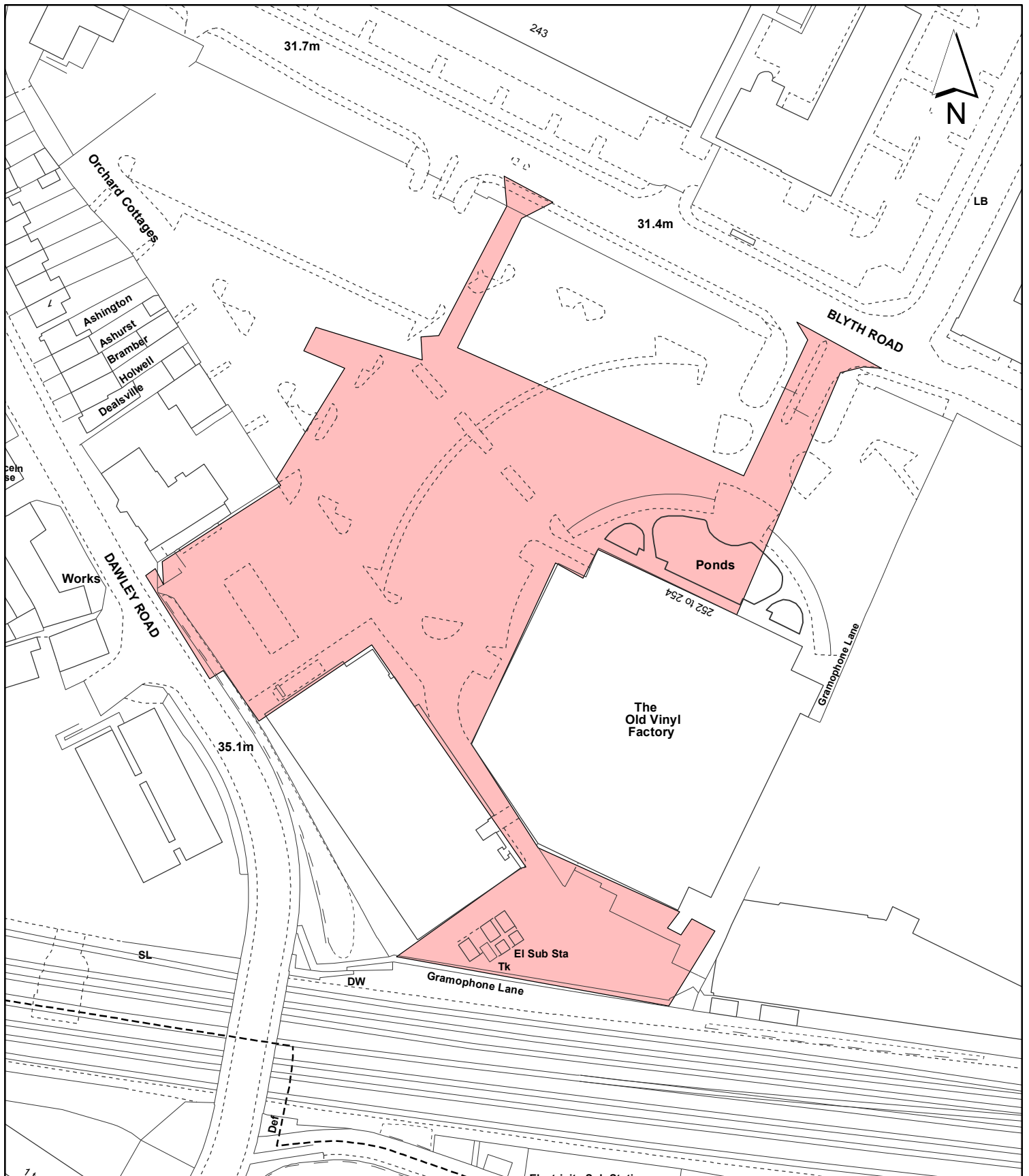
The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

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

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

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**The Old Vinyl Factory  
 Blyth Road  
 Hayes**

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

Planning Application Ref:  
**59872/APP/2016/1930**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 99**

Date:  
**November 2016**



**HILLINGDON**  
 LONDON

This page is intentionally left blank

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

- Address** 1 NOBEL DRIVE HARLINGTON
- Development:** Variation of condition 2 (Approved Plans) of planning permission ref. 46214/APP/2014/2827 dated 28-08-2015: Conversion and extension of existin office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.
- LBH Ref Nos:** 46214/APP/2016/2397
- Drawing Nos:** PL(00)001 existing site layout  
PL(00)003 location plan  
PL(00)100 existing ground  
PL(00)102 existing second  
PL(00)103 existing third  
PL(00)101 existing first  
PL(00)104 existing plan  
PL(00)121 existing south & west elevation  
PL(00)122 existing north & east  
PL(00)002B proposed site layout  
PL(00)200 proposed ground & first  
PL(00)201 proposed second & third  
PL(00)202 proposed fourth & fifth  
PL(00)203 proposed sixth & roof  
PL(00)220 proposed east and south elevation:  
PL(00)221 proposed west and north elevation:  
PL(00)250 proposed sections

**Date Plans Received:** 20/06/2016                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 16/08/2016

### 1. SUMMARY

The application seeks permission to vary planning permission ref: 46214/APP/2014/2827 to provide i) additional 44 rooms - 244 rooms in total; ii) additional 19 car parking spaces - 100 in total; iii) reduction in footprint of building to allow for additional parking spaces; iv) The approved first floor layout has been rationalised, by replacing the proposed meeting rooms and gym with bedrooms. The extent of the floorspace associated with the banqueting operation is proposed to be increased marginally and v) increase in height of the building by 1.2 m from 23m.

Given the site's context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing or proposed developments on the adjacent sites. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest drop off/collection.

The height of the proposal is consistent with the surrounding development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate.

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

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the relevant conditions set out below:**

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

**1. Highways: to secure all necessary works (including new access points and relocation or removal of on-street parking bays including associated works) and the provision of a Travel Plan (including £20,000.00 Bond), including Sustainable Transport Measures (such as a hopper bus service), and a Construction Logistics Plan and a Delivery & Service Plan.**

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

**3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.**

**4. Hospitality Training**

**5. An Employment Training Strategy**

**6. Carbon Fund offsite contribution of £12,600.00 (@£60/tCO<sub>2</sub> for 30years) to offset against the shortfall (which equates to 7 tonnes of carbon per year)**

**7. 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 Legal Agreement and any abortive work as a result of the agreement not being completed.**

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

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 16/03/2015, or such other date as agreed by the Head of Planning and Enforcement delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the**

following reason:

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

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under CIL Regulations and other appropriate powers with the applicant.

F) That the applicant shall pay the required levy on the additional floorspace created under the Council's Community Infrastructure Levy.

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

**1 COM3 Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL14A, PL13A, PL12A, PL11A, PL10A, PL09A, PL08A, PI07A, PL06A, PL05A, PL04A, PL03A, PL02B, ae1449-01a and ae1449-02deck-04-prop 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 (March 2016).

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:  
Heathrow Top Hotel - Planning Statement 080814,  
GEA-Ground Contamination Report,  
Design & Access Statement Rev.B.

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: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2016).

**4 NONSC Facilities for People with Disabilities**

The hotel use hereby approved shall not commence until the development has been provided with a layout and facilities which meet the requirements set out in BS 8300:2009 (Code of Practice on Design of buildings and their approaches to meet the needs of disabled people), including:-

- a. the development shall be Disability Discrimination Act compliant ensuring that step and ramp free access are provided within the primary access areas and landscaped amenity spaces;
- b. sufficient numbers of lifts able to accommodate wheelchair users;
- c. 10% of all rooms as a percentage of the total number of bedrooms should be accessible by disabled users with:
  - i. 5% of these rooms being fully accessible from the outset and equipped with all fittings necessary to facilitate use by people with limited mobility including interconnecting doors and fully accessible bathrooms;
  - ii. 5% of the rooms being standard accessible rooms suitable for wheelchair circulation and include ensuite wetrooms and interconnecting doors to accommodate for carers of disabled guests or larger families
- d. 5% of all rooms should be standard rooms with interconnecting doors to twin rooms suitable for families, the elderly and guests with limited mobility
- e. 20 ensuite bathrooms to be specified to BS 8300:2009 standard.

The layout and all facilities which form part of the scheme shall be retained and maintained in good working order for so long as the building remains in use.

#### REASON

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

#### **5 NONSC Air Quality - Energy Provision**

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark, with a low emission CHP.

#### REASON:

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

#### **6 NONSC Air Extract System**

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 Two Saved UDP Policies (November 2012).

**7 NONSC Extract Systems**

No hot cooking shall take place within the premises until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;
- (iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

**REASON**

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy OE1 Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

**8 COM15 Sustainable Water Management**

Prior to the commencement of the development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. and demonstrate capacity into the receiving foul sewer network
- iii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including

appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iv. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

v. incorporate water saving measures and equipment.

vi. provide details of water collection facilities to capture excess rainwater;

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

#### **9 NONSC Amplified Music/ Control of site noise rating level**

No music and/or other amplified sound from the premises shall be audible inside surrounding residential premises between 2300 hours and 0700 hours. At all other times, the rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

#### REASON

In the interests of residential amenity in compliance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)..

#### **10 COM27 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate signage, carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, alterations of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may

share an unloading area.

#### REASON

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

#### **11 NONSC Construction Management Strategy (Aircraft Safety)**

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp) ).
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp) ).
- height of storage areas for materials or equipment.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

#### REASON

To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, and; to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

#### **12 NONSC Car Parking for guests only**

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

#### REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2016).

#### **13 COM30 Contaminated Land**

- (i) The development hereby permitted shall not commence until a scheme to deal with

contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A 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.

(iv) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### REASON

To ensure that 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 Archaeology**

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written

Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

**REASON**

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

**15 NONSC Energy Efficiency**

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO2 emissions in accordance with the approved energy strategy submitted with the planning application. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. In particular, the assessment shall provide full details of the proposed CHP unit, including inputs and outputs, location and how it connects to the development. The assessment shall also include full details of any further low or zero carbon technology including type, specification, and detailed plans and elevations where appropriate.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO2 reductions are being met.

The development must proceed in accordance with the approved scheme.

**REASON**

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

**16 NONSC Building Height**

No building or structure of the development hereby permitted shall exceed 50 metres AOD

**REASON**

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

**17 COM7 Materials (Submission)**

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

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

**REASON**

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

**18**        **COM31**        **Secured by Design**

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

**REASON**

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

**19**        **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 Refuse Storage (which shall be covered and secure)

2.b Cycle Storage (including secure storage for at least 20 cycles)

2.c Means of enclosure/boundary treatments (including details of the heights and design of balustrading around roof terraces)

2.d Car Parking Layouts (including the provision 83 car parking spaces and 4 motorcycle spaces. 64 parking spaces allocated for the hotel and 19 spaces for the banqueting/conference rooms, including at least 8 disabled parking spaces, and demonstration that at least 10 parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials (including a kerbed access route from Bath Road to the main entrance of the building and crossover alongside the new vehicular access fronting Nobel Drive)

2.f External lighting including for the car parking areas

2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a A scheme for the inclusion of living walls, roofs and screens, in particular at roof level and at first floor level within the roof terrace. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary

4. Details of Landscape Maintenance

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

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

## 5. Schedule for Implementation

### 6. Other

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

6.b Proposed finishing levels or contours

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

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality, provide adequate facilities and provide adequate privacy in compliance with policies BE13, BE24, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 5.11 and 5.17 of the London Plan (March 2016).

### **20 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.

### **21 COM8 Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected

in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

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

2.b No materials or plant shall be stored;

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

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

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

#### REASON

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

#### **22 NONSC Bird Hazard Management Plan**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

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

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

#### REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### **23 NONSC Fire Evacuation Plan**

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (March 2016).

#### **24 NONSC Non Standard Condition**



No occupation of the development hereby approved shall take place until a noise management and mitigation scheme to address the impacts of noise from the open spaces (terraces and balconies) on the nearest residential occupiers has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved scheme shall be implemented prior to occupation and maintained for the life of the development hereby approved.

#### REASON

To ensure the development does not have an adverse impact on the amenity of the nearest residential occupiers in accordance with Policies OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **25 NONSC Non Standard Condition**

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

#### REASON

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

#### **26 NONSC Non Standard Condition**

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

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

### **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 (March 2016). and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions

LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations

**3**            I14C            **Compliance with Building Regulations Access to and use of**

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

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

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

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

#### **4 115 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

#### **5**

The written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

#### **6 128 Food Hygiene**

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

#### **7 158 Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical

installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

## **8 I60 Cranes**

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

## **9**

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

## **10**

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)).

## **11**

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

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

## **12**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate

liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

### **13 159 Councils Local Plan : Part 1 - Strategic Policies**

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

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site comprises a roughly rectangular shaped plot located on the north side of Bath Road in Harlington. The existing four-storey office building on the site sits towards the southern half of the site, fronting Bath Road and Nobel Drive. The office building has been vacant since February 2013 and was last occupied by the Border Agency.

The site is bounded to the east by Nobel Drive, which is accessed at both ends via Bath Road and provides access to both commercial and residential properties. Beyond Nobel Drive to the east is a large 1960s built single-storey building which is used as a bowling alley. To the north are three-storey residential properties, beyond which is land falling within the Green Belt.

The site is bounded to the west by the 4/5 storey Holiday Inn Hotel, and to the south by the A4 dual carriageway, beyond which are relatively small scale commercial and industrial buildings within the Heathrow Airport boundary.

The north side of Bath Road is largely characterised by commercial office buildings and hotels, and there are several other hotels, including the Ibis, Holiday Inn, Sheraton, Marriott and Radisson Edwardian, within the vicinity. The southern side of Bath Road is more characterised by smaller scale commercial and industrial buildings, and large car parks associated with Heathrow Airport.

The site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. Bath Road is designated as a Strategic Route and open land beyond the residential properties to the north is designated as Green Belt.

### **3.2 Proposed Scheme**

The proposal is to vary condition 2 (Approved Plans) of planning permission ref. 46214/APP/2014/2827 dated 28-08-2015 for the Conversion and extension of existing office

building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.

This is to allow a number of changes to the approved scheme. these include:

- i) Additional 44 rooms - 244 rooms in total
- ii) Additional 19 car parking spaces - 100 in total.
- ii) Reduction in footprint of building to allow for additional parking spaces.
- iii) The approved first floor layout has been rationalised, by replacing the proposed meeting rooms and gym with bedrooms. The extent of the floorspace associated with the banqueting operation is proposed to be increased marginally.
- iv) Increase in height of th building by 1.2 m from 23m.

The application was submitted speculatively, without an operator attached. The proposed internal layout was therefore based on generic operator requirements. Since planning permission was granted, the developer has decided to use Marriott Hotel branding. Marriott, like all major hotel franchises, has brand standards, specifying the size and layout of rooms, as well as other requirements.

### **3.3 Relevant Planning History**

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

46214/APP/2014/2827 - Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping. Permission granted 28/08/2015.

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

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

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

Part 1 Policies:

Part 2 Policies:

- |      |  |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  |
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM8  | Priority consideration to pedestrians in the design and implementation of road   |

	construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.13	(2011) Safety, security and resilience to emergency



- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations

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

**5.1** Advertisement Expiry Date:- **20th September 2016**

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

## **6. Consultations**

### **External Consultees**

#### GLA

I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues. Transport for London has provided separate comments (attached here), which should be taken into account when assessing and determining the application.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. I will be grateful, however, if you would send me a copy of any decision notice and section 106 agreement.

#### TFL

The applicant should resolve the following matters with Hillingdon Council and TfL in line with the transport policies of the London Plan:

- i) To undertake a Parking Accumulation Assessment to justify the need to increase the provision of car parking;
- ii) Review the proposed cycling provision with the objective of meeting requirements as set out in the LCDS;
- iii) Improve the content of the travel plan and secure a finalised version by s106 agreement;
- iv) To secure a DSP by condition, which also outlines suitable vehicles which may be used to service the site;
- v) To secure a CMP and CLP by condition.

#### EXISTING HOTEL ON BATH ROAD - 118 BATH ROAD

- 1. Overlooking, loss of light, loss of privacy
- 2. Noise
- 3. Inadequate waste management

#### METROPOLITAN POLICE

I reviewed this proposed development and in principle I have no objections providing the security is tight and adhered to. I have carried out extensive crime surveys due to the adjacent building being the Airport Bowl. The Airport Bowl is a crime generator and as a result of the

proposed development not being a new build, it is imperative that the existing building has all the requisite security items installed according to the Secured by Design design guide. As such, I would like a planning condition imposed to achieve Secured by Design.

### **Internal Consultees**

#### **HIGHWAYS**

##### **TRIP GENERATION AND TRAFFIC IMPACT ASSESSMENT**

The trip generation associated to the revised proposals has been calculated using the same methodology adopted for the first submission. The comparison sites used for the first submission appear to be applicable to the revised proposals. The results suggest that the maximum hourly flow would increase from 39 to 47 vehicles / hour. Since the lower figure has been deemed not to have a significant impact on traffic operations, it is concluded that the increase is too small to result in significantly different impacts compared to the original figure. It is therefore concluded that the revised development proposals would not have any detrimental impact on local traffic operations.

Parking spaces are increased from 81 to 100. The new Parking spaces allocation is calculated using the same standards used for the first submission, i.e. 1 parking space each 3 rooms plus 1 parking space for each 50m<sup>2</sup> of banqueting floor area. This equates to:  
 $246 / 3 + 950 / 50 = 82 + 19 = 100$  parking spaces.

As the calculation uses the same standards approved for the first submission, it is considered acceptable.

The other parking provisions should be revised accordingly:

- 10 disabled bays (10%)
- 5 EV charging points (5%)
- A minimum of 5 motorcycle spaces (1 in 20 car parking spaces);
- Cycle parking spaces should increase from 20 to 25 in order to reflect increased number of bedrooms and potentially increase staff levels.

##### **ACCESS AND LAYOUT**

There are no changes in the access /egress arrangements and layout of the external areas compared to the already approved layout. As a result, the proposed arrangements are deemed acceptable.

Highway works to alter the splitter island along Nobel Drive adjacent to the roundabout and the formation of the new site access off Nobel Drive will be required. Vehicular swept paths with 300mm safety margin will be required to support the detailed design of these works for prior approval by Hillingdon Council

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement.

This should include (but not limited to):

- Construction traffic generation by development;
- Access routes;
- Contractor parking;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan

The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

##### **CONDITIONS AND S106 OBLIGATIONS**

The issues above regarding on-street car parking, motorcycle parking and access layout should be appropriately covered through planning conditions. The highways/transport obligations listed below

should be covered within the S106 agreement:

1. Access works
2. Part carriageway and footway resurfacing and associated works along Nobel Drive
3. Removing/relocating on-street car parking bays, amending parking restrictions and associated costs
4. Travel Plan
5. Car parking allocation and management scheme
6. Construction Logistics Plan
7. Refuse and delivery management scheme.

#### FLOOD WATER MANAGEMENT OFFICER

The proposed variation appears to reduce the landscaped area to increase the parking and therefore impacts could impact on the ability to provide sustainable drainage proposals for the site. The management of Surface water is a material planning consideration for all major development. Therefore an assessment or drainage statement is required with all Major applications. As one has not been submitted, the application should therefore be refused.

#### Officer Note:

The plans have been amended and the landscaping has been reinstated as per the previously approved scheme. Therefore the current proposals have no additional impact in terms of flooding over and above what was previously approved.

#### URBAN DESIGN & CONSERVATION

Whilst the resulting building would now look quite different to that originally approved, there are no objections in principal to the changes in the design and external cladding materials of the structure. The original conditions appear to be adequate to cover these matters. It is noted that the proposed building is taller than the original.

There is, however, an objection to the loss of the area of soft landscaping on the southern frontage of the site where it runs alongside the Bath Road. It is important to retain and encourage planting and additional greenery along the Bath Road, which is sadly lacking in landscaping at present.

#### TREES & LANDSCAPING

This application to vary the condition 2 is unacceptable. My comments of 2 October 2014 to the original application (2014/2827) remain unaddressed. There has never been any submission of a tree survey, impact assessment of trees / soft landscape to be lost or proposals to provide landscape enhancement for this site.

The D&AS of the current application (clause 2.3) casually refers to the removal of some (more) trees, without any explanation or justification. The net effect will be to the detriment of the site and the setting of the Bath Road, the environmental quality of which the Council has sought to improve over many years

#### Officer Comment:

The plans have been amended and the landscaping has been reinstated as per the previously approved scheme. Therefore the current proposals have no additional impact in terms of trees and landscaping over and above what was previously approved.

#### ACCESS

The proposed revisions to the original planning permission include no less than 21 accessible bedrooms which appear to be in compliance with BS 8300:2009. No objection to this proposal is

raised from an accessibility perspective.

## **7. MAIN PLANNING ISSUES**

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

The principle of development was established under the original original planning permission ref:46214/APP/2014/2827.

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

The density matrix under Table 3.2 of the London Plan (March 2016) is only applicable to residential uses falling within Class C3. In the case of the proposed scheme incorporating a 200 bed hotel with conferencing facilities and a restaurant it will be the height and bulk of the development that will be crucial in determining whether an acceptable design response for this site and its immediate setting has been achieved.

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

In considering the original planning application English Heritage confirmed that whilst the site lies in an area where archaeological remains may be anticipated, they have no objections to the proposed development subject to an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation. The Council's Conservation Officer has raised no objection to the proposal. It is considered that given the relatively minor nature of the proposed changes and the reduction in the footprint of the building.

### **7.04 Airport safeguarding**

BAA Safeguarding, National Air Traffic Services (NATS) and Heathrow Airport have been consulted and confirmed that the proposed development would not conflict with airport safeguarding criteria subject to conditions.

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

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed extensions to the building would be visible from the Green Belt to the north, the existing two-storey and three-storey residential properties in Marlborough Crescent and David Close provide a buffer between this land and the proposed building. Seen in context with other large buildings along Bath Road, and Heathrow Airport beyond, it is not considered that the proposed development would have any significant visual impact on the Green Belt.

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

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The approved scheme was deemed to not cause a material loss of amenity to neighbouring properties, as the proposed extensions would be sited a sufficient distance away from adjoining properties. The approved extensions were not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings. The proposed alterations to the approved scheme are relatively minor, only increasing the height of the building by 1.2m. It is not considered that this difference would be discernible in anyway and as such is considered acceptable.

The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

## **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

It was established in the assessment of planning permission ref: 46214/APP/2014/2827 that the extensions were not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties from loss of light, over-dominance or loss of privacy.

Furthermore at the time the applicant also carried out a daylight and sunlight assessment in order to assess the impact of the proposed development on its surroundings, particularly in respect of the Holiday Inn hotel to the west and the residential properties in 1-19 Marlborough Crescent to the north. The report showed that the proposed development would have a negligible impact on the residential properties as it would not result in a decrease in the lighting levels below the recommended percentages of annual daylight or sunlight hours received at these properties below the limits stated in the BRE Report.

A number of bedroom windows on the eastern side of the Holiday Inn hotel will experience a material reduction in the levels of daylight but will still receive the recommended percentage of annual sunlight hours. This is not considered to be an issue given the transient nature of the hotel residents. As such, the impact of the proposed development on these properties, in terms of daylight and sunlight, is considered to be acceptable.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

The proposed amendments to the previously approved hotel development are considered to be consistent with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

The proposal is for a hotel and there will be no permanent future occupiers. There are no policies or standards that relate to hotel accommodation.

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

The scheme approved under planning permission ref: provided 81 parking spaces for 200 rooms and a 950sq metre function space. This equated to a car parking ratio 1 space per 2.47 hotel rooms. The amendments to the original scheme propose 91 car parking spaces for 244 hotels rooms and a 595sq metre banqueting hall. This equates to a parking ratio of 1 space per 2.68 hotel rooms.

It is considered that the slight reduction in the parking ratio from the approved scheme, is acceptable given that the hotel will generally service airport commuters who would most likely arrive at the hotel by taxi and sufficient would still be provided for any future patrons wishing to come by car. The reduction in the size of the size of the banqueting/function

space is also welcomed as it will reduce traffic flows and parking demand during events. A condition is recommended requiring a parking management plan for event days.

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

The proposed changes to the scheme approved under planning permission ref: 46214/APP/2014/2827 are not considered to have a significant impact on access and security of the site. The proposals are therefore considered acceptable in this regard.

#### **7.12 Disabled access**

Additional information was requested with regard to level access into the building, wheelchair access evenly distributed between the proposed elements of the hotel building and manoeuvring areas within the bathrooms, to allow for wheelchair use.

The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Disability Discrimination Act, Part M of the Building Regulations, BS8300:2009, BS8300:2009+A1:2010 and BS.9999:2008.

Subject to an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

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

There are no requirements for commercial schemes to provide or contribute towards affordable or special needs housing provision in the borough.

#### **7.14 Trees, Landscaping and Ecology**

The proposed changes to the scheme approved under planning permission ref: 46214/APP/2014/2827 are not considered to have a significant impact on the landscaping on the site. The proposals are therefore considered acceptable in this regard.

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

The proposed changes to the scheme approved under planning permission ref: 46214/APP/2014/2827 are not considered to have a significant impact on the waste management on the site. The proposals are therefore considered acceptable in this regard.

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

The proposed changes to the scheme approved under planning permission ref: 46214/APP/2014/2827 are not considered to have a significant impact on renewable energy/sustainable on the site. The proposals are therefore considered acceptable in this regard.

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

The proposed changes to the scheme approved under planning permission ref: 46214/APP/2014/2827 are not considered to have a significant impact on sustainable drainage or flooding on the site. The proposals are therefore considered acceptable in this regard.

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

- Air Quality

The site is located within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. In the opinion of the Council's Air Quality Officer a number of measures have been put forward, such as the shuttle bus system and dedicated cycle parking, to off-set the impact on air quality. Nonetheless there will still be an increase in nitrogen dioxide in an area that is already suffering from very poor air quality.

It is therefore considered that the applicant, given the scale of development, should contribute towards the upkeep and maintenance of a nearby air quality monitoring. A contribution of £25,000 is suggested to enable continued monitoring at the site. It is considered that the applicant should also be encouraged to investigate the use of an electric or alternative fuel bus for the shuttle runs.

- Noise

Given that the proposed building is a hotel, the Council's Noise Officer has confirmed that internal noise levels are not an issue. However, should approval be granted a condition to ensure external noise levels do not exceed 5dB below the background noise level should be added.

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

#### **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.

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Highways Works S278/S38 to include the costs associated with the re-location or otherwise removal of the on-street parking in Nobel Drive, including the alterations to the traffic management order, removal and/ or re-location of parking bays and removal or re-location of ticket machine(s)

. A full and formal Travel Plan with associated £20,000.00 bond and including Sustainable Transport Measures (such as a hopper bus service) is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

. A Construction Logistics Plan

. A Delivery & Service Plan.

. A full Employment Training Strategy

. Hospitality Training

Monetary contributions:

. Air Quality: a contribution in the sum of £25,000.00 is sought

. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + £9,600.00 per phase or an in kind scheme) 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.

. Carbon Fund: offsite contribution of £12,600.00 (@£60/tCO<sub>2</sub> for 30years) to offset against the shortfall (which equates to 7 tonnes of carbon per year)

. 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 extensions in excess of 100m<sup>2</sup>. 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**

None.

#### **7.22 Other Issues**

None.

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

General

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

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

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

Planning Conditions

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



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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

### **10. CONCLUSION**

The principle of the proposed development was considered to be acceptable under the original planning permission ref: 46214/APP/2014/2827. The size and scale of the building resulting from the proposed amendments is considered to be appropriate for this location, and the overall building design would enhance the character and appearance of the street scene. The parking is considered to be acceptable and it is not considered that it would have any significant detrimental visual impacts on the residential amenity of neighbouring properties. The proposal complies with relevant Local Plan and London Plan policies and, as such, approval is recommended.

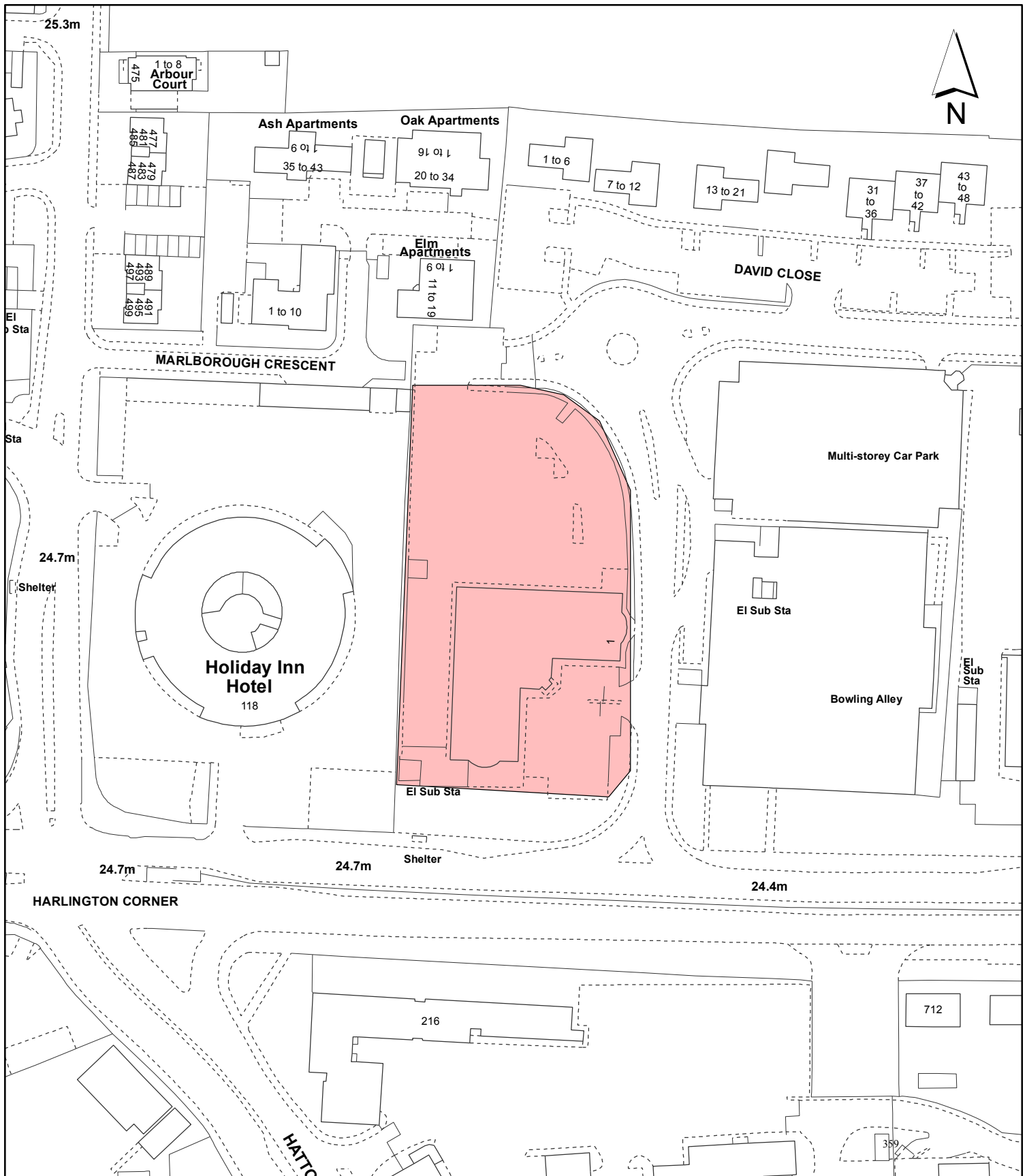
### **11. Reference Documents**

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

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

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**1 Nobel Drive  
 Harlington**

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

Planning Application Ref:  
**46214/APP/2016/2397**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 131**

Date:  
**November 2016**



**HILLINGDON**  
 LONDON

This page is intentionally left blank

## Report of the Head of Planning, Building Control, Sport & Green Spaces

<b>Address</b>	THE STRAIGHT, SOUTHALL GASWORKS SITE HAYES BY PASS HAYES
<b>Development:</b>	<p>Details pursuant to Condition 33 (Bird Hazard Management Plan) of planning permission 54814/APP/2009/430; Outline application</p> <p>Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.</p> <p>Full application</p> <p>New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and</p> <p>Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.</p>
<b>LBH Ref Nos:</b>	<b>54814/APP/2016/3398</b>
<b>Drawing Nos:</b>	Ramboll Enviro Bird Hazard Management Plan UK11-21406 dated August 2016
<b>Date of receipt:</b>	14/09/2016
<b>Date(s) of Amendment(s):</b>	

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging

over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

#### The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

#### Proposal

The applicant seeks to discharge conditions 33 (Bird Hazard Management Plan) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

#### Condition 33 requires:

Prior to Commencement of Development on site, a detailed Bird Hazard Management Plan shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. Any trees, plants, shrubs or other vegetation to be planted or grown on the site shall so far as practicable be selected from species and planted and grown in such a manner as shall minimise the attraction hereof to birds.

Reason: To help minimise the risk of bird collision with aircraft operation associated with Heathrow Airport in the interests of human safety.

The following details have been submitted in support of the discharge of condition application:

- Bird Hazard Management Plan

#### Consults

#### BAA Safeguarding:

I have now assessed the proposed Bird Hazard Management Plan for the above

application against safeguarding criteria and I can now recommend that this condition is discharged from a Heathrow Airport Ltd point of view.

It is therefore recommended that the condition be discharged.

## **2. RECOMMENDATION**

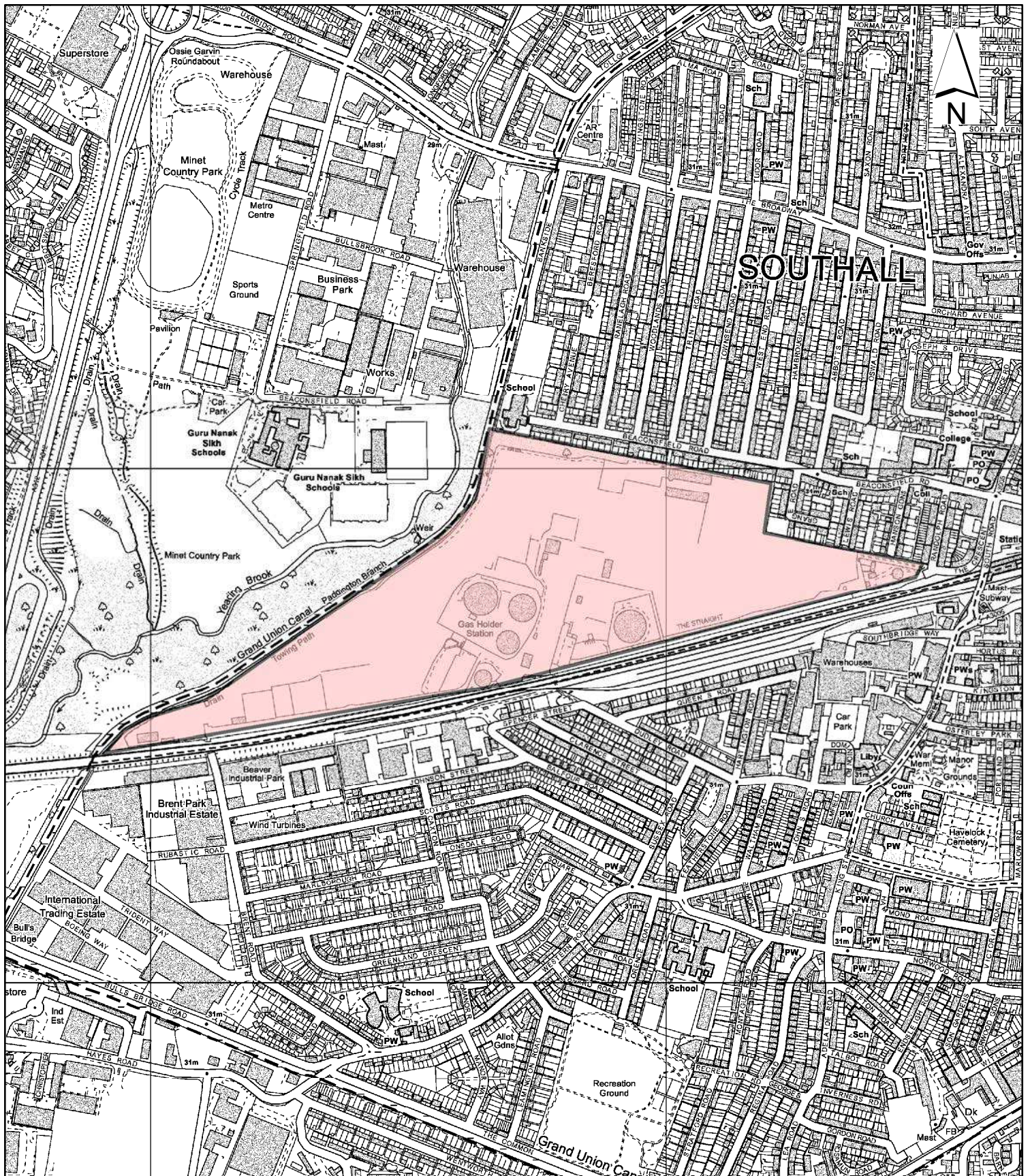
### **APPROVAL**

#### **INFORMATIVES**

- |          |     |   |
|----------|-----|---|
| <b>1</b> | I52 | The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).   |
| <b>2</b> | I53 | The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.   |
| <b>3</b> | I59 | On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions. |

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Southall Gasworks  
Hayes**

Planning Application Ref:

**54814/APP/2016/3398**

Planning Committee:

**Major Page 136**

Scale:

**1:10,000**

Date:

**November 2016**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON



## Report of the Head of Planning, Building Control, Sport & Green Spaces

- Address** THE STRAIGHT, SOUTHALL GASWORKS SITE HAYES BY PASS HAYES
- Development:** Details pursuant to condition 40 (Security Arrangements) of planning permission 54814/APP/2009/430; Outline application  
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
Full application  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and  
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.
- LBH Ref Nos:** 54814/APP/2016/3399
- Drawing Nos:** Security Arrangements Statement - Pump Lane Part-1  
Security Arrangements Statement - Pump Lane Part-2  
Cover Letter - Planning Fees for LB Hillingdon Co
- Date of receipt:** 14/09/2016 **Date(s) of Amendment(s):**

### 1. MAIN PLANNING CONSIDERATIONS

#### Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m<sup>2</sup> of residential, up to 14,200m<sup>2</sup> for non-food retail, up to 5,850m<sup>2</sup> of food retail, up to 1,750m<sup>2</sup> of Class A2-A5 uses, up to 9,650m<sup>2</sup> of hotel, up to 3,000m<sup>2</sup> of conference and banqueting, up to 4,700m<sup>2</sup> of leisure forming a cinema, up to 2,550m<sup>2</sup> of health care facilities, up to 3,450m<sup>2</sup> of education facilities, up to 3,500m<sup>2</sup> of office/studio units, up to 390m<sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park

Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet Country Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

## The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

## Proposal

Details pursuant to condition 40 (Security Arrangements) of planning permission ref 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 40 requires:

Full details of security arrangements including the potential to link to the CCTV network, for the Pump Lane Link Road Bridge, the Minet Country Park Cycle/pedestrian Bridge and the Springfield Road Cycle/pedestrian Bridge shall be submitted to and approved by the London Borough of Hillingdon as the local planning authority prior to each part being implemented.

Reason: In the interests of crime prevention on each of the bridges.

The following details have been submitted in support of the discharge of condition application:

- Security Arrangements Statement - Pump Lane Part-1
- Security Arrangements Statement - Pump Lane Part-2

## Consults

Metropolitan Police Crime prevention Adviser:  
I have reviewed this proposal and in principle I have no objections.

It is therefore recommended that the condition be discharged.

## 2. RECOMMENDATION

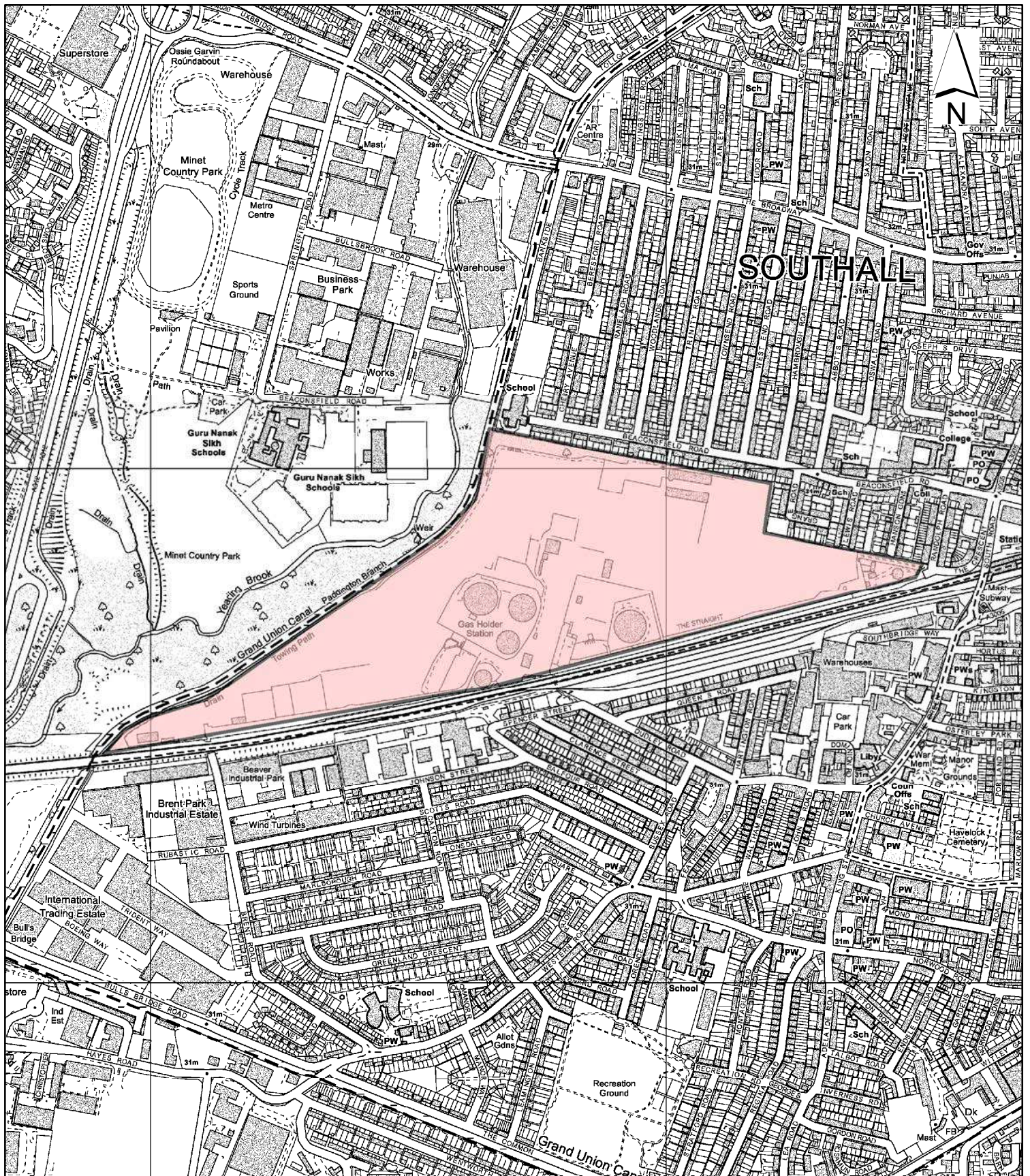
### APPROVAL

#### INFORMATIVES

- 1 I52 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 I53 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.
- 3 I59 On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Southall Gasworks  
 Hayes**

Planning Application Ref:

**54814/APP/2016/3399**

Planning Committee:

**Major Page 140**

Scale:

**1:10,000**

Date:

**November 2016**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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



**HILLINGDON**  
 LONDON

# Agenda Item 11

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

**Address** BRIDGE HOUSE, DENBRIDGE IND. ESTATE OXFORD ROAD UXBRIDGE

**Development:** Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)

**LBH Ref Nos:** 40050/APP/2016/852

**Drawing Nos:** 13035\_(01)-E-001\_Existing West and North Elevation  
Bridge House D and A Statement Part ;  
Bridge House D and A Statement Part ;  
Bridge House D and A Statement Part ;  
MA\_3041\_1001 Landscape Masterplan  
MA\_3041\_2000 Landscape Masterplan Roof Level  
MA\_3041\_2001 Level 7 Roof Terrace Illustrative Masterplan  
13035\_(03)-P-008\_Proposed Roof Plan\_PL2  
13035\_(03)-P-0B0\_Proposed Basement Floor Plan\_PL2  
13035\_(03)-X-001\_Proposed Site Section\_PL2  
13035\_(03)-X-002\_Proposed Section\_PL2  
13035\_Bridge House\_Area Schedule\_Planning Submission  
13035\_(03)-E-001\_Proposed West Elevation\_PL2  
13035\_(01)-E-002\_Existing East and South Elevation  
13035\_(01)-P-001\_Existing Typical Floor Plan\_PL2  
13035\_(01)-X-001\_Existing Bridge House Section\_PL2  
13035\_(03)-E-002\_Proposed North Elevation\_PL2  
13035\_(03)-E-003\_Proposed East Elevation\_PL2  
13035\_(03)-E-004\_Proposed South Elevation\_PL2  
13035\_(03)-E-005\_Proposed Multi Storey Car Park Elevation  
13035\_(03)-P-001\_Proposed First Floor\_PL2  
13035\_(03)-P-002\_Proposed Second Floor Plan\_PL2  
13035\_(03)-P-003\_Proposed Third Floor Plan\_PL2  
13035\_(03)-P-004\_Proposed Fourth Floor\_PL2  
13035\_(03)-P-005\_Proposed Fifth Floor Plan\_PL2  
13035\_(03)-P-006\_Proposed Sixth Floor Plan\_PL2  
13035\_(03)-P-007\_Proposed Seventh Floor Plan\_PL2  
Site Access Survey Summary  
MA\_3041\_1000 Rev F Illustrative Masterplan  
13035\_(03)-P-0G0\_Proposed Ground Floor Plan\_PL2  
13035\_(03)-S-001\_Proposed Location Plan\_PL2  
MA-3041-3000 Rev A Landscape Section C  
MA-3041-3001 Rev A Landscape Section B  
MA-3041-3002 Landscape Section C  
13035\_(03)-S-002\_Proposed Site Plan\_PL2

<b>Date Plans Received:</b>	29/02/2016	<b>Date(s) of Amendment(s):</b>	11/10/2016
<b>Date Application Valid:</b>	08/03/2016		29/02/2016
			02/11/2016
			02/08/2016

**Major Applications Planning Committee - 16th November 2016**  
**PART 1 - MEMBERS, PUBLIC & PRESS**

## 1. SUMMARY

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm plus landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

The development proposals accords with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

## 2. RECOMMENDATION

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

**A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,**

**B) 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:**

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Contribution towards improvements to the local highway network with an upper limit of £150,000.**
- 3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.**
- 4. Employment Training Initiatives**
- 5. Refuse & Delivery Management Scheme**
- 6. Canal Towpath/Canal and River Trust, as follows:-**
  - a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;**
  - b) a survey of the condition of the waterway wall and schedule of the repairs;**
  - c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.**
- 7. Travel Plan: to include £20,000 Bond**
- 8. Public Realm Contribution of £150,000**
- 9. Off-site sustainability contribution of £95,400 to a carbon fund.**
- 10. Project Management & Monitoring Fee: A financial contribution equal to 5% of**

the total cash contributions.

C) 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.

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

E) If the Legal Agreements have not been finalised by 31st March 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 (relating to highway works (including Travel Plan), construction training, employment training and project management. The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

13035\_(03)-S-001\_Proposed Location Plan\_PL3

13035\_(03)-S-002\_Proposed Site Plan\_PL5

13035\_(03)-P-0B0\_Proposed Basement Floor Plan\_PL2

13035\_(03)-P-0G0\_Proposed Ground Floor Plan\_PL4

13035\_(03)-P-001\_Proposed First Floor\_PL2

13035\_(03)-P-002\_Proposed Second Floor Plan\_PL2

13035\_(03)-P-003\_Proposed Third Floor Plan\_PL2

13035\_(03)-P-004\_Proposed Fourth Floor\_PL2  
13035\_(03)-P-005\_Proposed Fifth Floor Plan\_PL2  
13035\_(03)-P-006\_Proposed Sixth Floor Plan\_PL2  
13035\_(03)-P-007\_Proposed Seventh Floor Plan\_PL2  
13035\_(03)-P-008\_Proposed Roof Plan\_PL2.  
13035\_(03)-E-001\_Proposed West Elevation\_PL2  
13035\_(03)-E-002\_Proposed North Elevation\_PL2  
13035\_(03)-E-003\_Proposed East Elevation\_PL2  
13035\_(03)-E-004\_Proposed South Elevation\_PL2  
13035\_(03)-E-005\_Proposed Multi Storey Car Park  
13035\_(03)-X-001\_Proposed Site Section\_PL2  
13035\_(03)-X-002\_Proposed Section\_PL2  
MA\_3041\_1000 Rev F Illustrative Masterplan  
MA\_3041\_1001 Landscape Masterplan  
MA\_3041\_2000 Landscape Masterplan Roof Level  
MA\_3041\_2001 Level 7 Roof Terrace Illustrative  
MA-3041-3000 Rev A Landscape Section A  
MA-3041-3001 Rev A Landscape Section B  
MA-3041-3002 Landscape Section C;

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

#### REASON

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

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

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

Design and Access Statement February 2016

Planning Statement

Environmental Assessment April 2013

Verified Views February 2016

Landscape Strategy February 2016

Historic Environment Assessment January 2016

Construction Ecology Management Plan (RT-MME-119773-04)

Demolition and Construction Logistics Appraisal February 2016

Daytime Bat Survey (RT-MME-119773-02)

Drainage Management Plan October 2015

Ecological Assessment (RT-MME-119773-01)

Energy Strategy Rev E

Flood Risk Assessment 2015

5 Year Habitat Management Plan (RT-MME-119773-06)

Sustainability Appraisal Rev E

Site Access Survey Summary

Arboricultural Survey (RT-MME-119773-03)

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

#### **4 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of glazing, decorative brickwork, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins, external terracing and ramps 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 plus maintenance plans.

#### **REASON**

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

#### **5 COM8 Tree Protection**

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

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

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

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

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

#### **REASON**

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

#### **6 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 Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 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 a scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary
  - 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

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

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

#### **8 COM31 Secured by Design**

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

#### REASON

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

#### **9 NONSC Accessible Shower**

Prior to the commencement of development a scheme for the inclusion of a minimum of one accessible self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, shall be submitted to and approved in writing by the Local Planning Authority. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. The development must proceed in accordance with the approved scheme.

#### REASON

To ensure that the development is in accordance with London Plan Policy 3.1 and the Council's 'Accessible Hillingdon' Supplementary Planning Document.

#### **10 NONSC Ecology Enhancements**

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

#### **11 NONSC Roof Plan/PVs**

Prior to the commencement of development a roof plan showing the incorporation of 400m<sup>2</sup> of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

## Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

### **12 COM14 No additional internal floorspace**

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

## REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

### **13 COM15 Sustainable Water Management**

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

The scheme shall clearly demonstrate how it, Manages Water 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. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

#### c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and grey water will be recycled and reused in the development.

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

i. Provide a management and maintenance plan

ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
  - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

#### REASON

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

#### **14 COM30 Contaminated Land**

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

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

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

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

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

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

(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).

**15 N12 Air extraction system - noise and odour**

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15.

**16 NONSC Construction Environmental Management Plan**

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

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

**17 OTH2 Archaeology**

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation

assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

#### REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of any remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (March 2016) and The National Planning Policy Framework.

#### **18 NONSC Bird Hazard Management Plan**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The submitted plan shall include details of:

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

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

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### 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.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of

AM11	highway improvement schemes, provision of cycle parking facilities 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
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
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
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
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE6	Major office and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 2.15	(2016) Town Centres
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land



LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2016) 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	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

### 3

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

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

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

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

#### 4

The Council's Waste Management Officer has provided the following guidance:

##### Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 litre bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin

Height - 1370mm

Depth - 990mm

Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. 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.

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

i) If using 1,100 litre bulk bins 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. 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). 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.

## Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

## 5

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

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

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

## 6

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

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

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

## 7

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk).

## 8

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations.

## 9

1. 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-andour-code-of-practice>).

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

3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

## 10

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

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The broader island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The application site includes the existing Bridge House building to the north of the site that is in a prominent position on Oxford Road, considered to be a 'gateway' site into Uxbridge. The building is 6 storeys in height plus an additional storey of plant and provides GIA 9,009 sqm (GEA 10,199 sqm) of office use plus a small existing ancillary cafe on the ground floor. To the south of Bridge House is a multi storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application. Bridge House was constructed in 1967 and was reclad around 1998.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

### **3.2 Proposed Scheme**

The Proposal is for the demolition of the existing office building (Use Class B1(a)) GIA 9,009 sqm (GEA 10,199 sqm) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) Office GIA 20,646 sq m (GEA 22,874 sqm), Cafe GIA 71 sqm (GEA 87 sqm) and associated multi-storey car park, surface parking and landscaping works.

There are two principal parts to the development; The new Bridge House would be an 8 storey (plus basement) office building and an adjacent 7 floor split level multi-storey car park.

The new office building would replace the existing Bridge House and increase the office provision by GIA 11,637 sqm. The building would utilise a modern design to provide contemporary office accommodation. There have been lengthy pre-application discussions on the proposals that have contributed towards the final submission. The building would incorporate a three storey projection on the western elevation with timber fins and bronze cladding. This would be replicated to a lesser degree on other elevations. These protruding wrap around elements would be heavily glazed to provide floor to ceiling glazing in these areas maximising daylight to the office plate with the fins preventing any glare or overheating from low lying afternoon sun. A fully glazed atrium runs through the core of the building and aims to bring in light to the heart of the deepest part of the office floor plate. A new cafe is proposed on the ground floor of the office building that would face out onto the landscaped towpath.

The car park building would be linked at each floor level to the new Bridge House. It would be clad with vertical timber slats that have a random spacing layout to give it a more free flowing design, improving the visual impact of this functional structure. The openings between the timber slats would allow views through the car park as per the existing structure.

and also allow for it to be naturally ventilated.

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 Electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future.

Cycle parking facilities would be improved to provide 187 spaces with 28 showers and changing facilities, including 198 lockers. Access arrangements from Oxford Road are also proposed to be improved to provide better turning facilities into and out of the site.

At present the site is bordered by the Grand Union Canal which has a tow path on its western bank. However there is no connection to the towpath from the site at present. Landscaping works are proposed to enhance the towpath and increase connectivity, allowing access from the site and the southern side of Oxford Road onto the towpath.

### 3.3 Relevant Planning History

40050/AA/98/1387            Xerox (Uk) Ltd 80    Oxford Road Uxbridge  
Erection and retention for a limited period of a two storey portable building for office use

**Decision:** 04-09-1998    ALT

40050/N/95/1966            Rank Xerox, Bridge House    Oxford Road Uxbridge  
External alterations (recladding) to building

**Decision:** 05-03-1996    Approved

40050/T/97/3024            Bridge House, Denbridge Ind. Estate    Oxford Road Uxbridge  
Installation of internally illuminated signage

**Decision:** 07-04-1997    Approved

#### Comment on Relevant Planning History

The original Bridge House building is approximately 50 years old and the site has very limited recent planning history. Consent was granted under application reference 40050/N/95/1966 for External Alterations (recladding) to building on the 28-12-95.

### 4. Planning Policies and Standards

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

**UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E4 (2012) Uxbridge
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- 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
- 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
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- 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
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE6	Major officer and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.15	(2016) Town Centres
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
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 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature



- LPP 7.24 (2016) Blue Ribbon Network
- LPP 7.25 (2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
- LPP 7.26 (2016) 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 (2016) Restoration of the Blue Ribbon Network
- LPP 7.3 (2016) Designing out crime
- LPP 7.30 (2016) London's canals and other rivers and waterspaces
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

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

- 5.1** Advertisement Expiry Date:- **13th April 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

4th April 2016

## 6. Consultations

### External Consultees

Consultation letters were sent to circa 30 local owner/occupiers on 10/03/16. The application was also advertised by way of site and press notices.

A single response to the proposal has been received that states 'we have no formal objection to the application'. However it does raise the following concerns:

- Increased traffic, especially during peak hours, leading to potential highway safety issues.
- Increased demand for public parking spaces due to insufficient parking
- Disruption to utilities
- Use of canal-side areas should be protected during demolition and construction
- Noise and disturbance during demolition and construction phases

Case Officer's comments:

Highways, parking and the impact of the proposal on neighbouring occupiers and the canal are covered within the body of the report. A concern regarding the supply of utilities is not deemed to be a material planning consideration in this instance.

### GREATER LONDON AUTHORITY

Conclusions - London Plan policies on land-use principle, urban design, inclusive access, sustainable development-energy, flood risk management and transport are key strategic issues relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, on balance, the application does not fully comply with the London Plan. The following changes might, however, remedy the above mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

#### Land-use principle

The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.

#### Urban Design

The proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.

#### Inclusive access

The proposed scheme accommodates inclusive design and all the proposed measures should be secured.

#### Sustainable development-energy

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, in liaison with the Council the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO<sub>2</sub> per annum, is met off-site.

#### Flood risk management

Whilst the recommended mitigation measures are supported, these should be secured to comply fully

with Policies 5.12 and 5.13 of the London Plan. In addition the applicant is advised to consult The Lead Local Flood Authorities that oversee local surface water flood risk issues.

#### Transport

The proposed additional 135 car parking spaces and the methodology used to calculate trip generation are not supported. TfL is concerned about the impact of congestion on local roads, and how this will affect bus reliability. A full travel plan should be secured, enforced, monitored, reviewed and funded through the section 106 agreement in accordance with the London Plan.

#### Case Officer's comments:

The supporting comments on principle and design are noted. Measures related to inclusive access, sustainable development and flood risk management will be secured by condition or through a legal agreement with the developer. Concerns raised regarding transport are noted and the reduction in parking, additional survey work and Travel Plan requirements are covered in detail in section 7.10 of this report.

#### TRANSPORT FOR LONDON (TfL)

(Conclusions) TfL is currently not in a position to support the principle of the development due to the following reasons:

- a) An unacceptably high provision of car parking spaces that far exceeds the maximum London Plan standards
- b) Incorrect methodology for calculating predicted trip generation for the increase in office space due to the usage of sites from outside of the Greater London boundary
- c) Strong concerns over the robustness of junction modelling and the potential negative impact the site will have on the highway given the current sensitivity to any further volume of traffic
- d) Insufficient quantum of standard cycle parking spaces to meet the London Plan standards.

#### Case Officer's comments:

The above points are noted and the subsequent reduction in parking, additional survey work/methodology for calculating predicted trip generation and Travel Plan requirements are covered in detail in section 7.10 of this report.

#### BUCKS NEW UNIVERSITY

Our concern at present is around traffic flow in and out of the site during both the construction and operational phases of the development. Recently offices have become occupied close to our site in Uxbridge and this has led to long delays for our staff leaving in an evening. We have had reports from staff heading towards the M40 that it has added up to an hour to their commute home. As this development has only recently become occupied traffic volumes within the completed traffic assessments might now be outdated for the volume of traffic using the A4020, particularly at peak times.

As the proposed development is between our site and the M40, increases in traffic volumes leaving the development along the A4020 would affect our staff. As the proposal is to increase parking provision on the site from 276 to 416 spaces (+51%) traffic volumes will increase adding further congestion in the local area, particularly at peak times. If suitable traffic abatement measures could be implemented for the site entrance/exit onto Oxford Road then the University would fully support the proposal.

#### Case Officer's comments:

The University's full support the proposal subject to traffic is noted. The traffic concerns are covered in detail within section 7.10 of this report.

#### SOUTH BUCKS DISTRICT COUNCIL

The details of the scale of the existing buildings on this site are unclear and it appears that although the maximum height of the proposed buildings would not exceed the maximum height of the existing buildings on this site, the existing buildings that do not front onto Oxford Road are at a lower height than the frontage building and so the proposed building would appear to result in additional bulk to the rear of the site.

Any additional bulk on this site would be more visible as viewed from the adjacent Green Belt and Colne Valley Park within South Bucks District and from the Green Belt within Hillingdon and from this stretch of the River Colne, which also comprises a Nature Reserve and it would not be possible to soften the impact of the proposed increase in bulk.

The Council is reminded of the need to assess the likely impact of additional vehicular activity manoeuvring onto and off the site and using Oxford Road.

The Council is also reminded of the need to assess the potential impact on any archaeological remains on this site, which is designated within the Hillingdon Unitary Development Plan as an Archaeological Priority Area.

#### Case Officer's comments:

The impact of the proposal on the surrounding area, highways and archaeology is considered within the body of the report.

#### METROPOLITAN POLICE

Section 5.16 of the Design and Access Statement (Secure By Design) is appropriate. No objections.

#### NATIONAL AIR TRAFFIC SERVICES (NATS)

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

#### HEATHROW AIRPORT LIMITED (HAL)

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

#### Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:  
-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Informative

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

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

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

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

HIGHWAYS ENGLAND

No objection

THAMES WATER

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

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk).

HISTORIC ENGLAND/GLAAS

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

heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. Paragraph 139 says that non-designated heritage asset of archaeological interest demonstrably equivalent to a scheduled monument should be considered subject to the policies for designated heritage assets. Great weight should be given to such assets' conservation in accordance with NPPF paragraphs 132-134. The planning application involves major development including extensive new basements within Hillingdon Council's Colne Valley Archaeological Priority Zone and Uxbridge Archaeological Priority Area. These Local Plan policy areas are based on information held in the Greater London Historic Environment Record and recognise the sensitivity and potential of the locality for buried archaeological remains primarily of two distinct periods:

1. Early prehistoric hunter-gatherer (Late Upper Palaeolithic/Early Mesolithic) occupation of which there is a significant concentration along the river Colne and a site of recognised national importance nearby at Three Ways Wharf. Such sites typically comprise scatters of worked flints, animal bone and charred plant remains with associated environmental evidence which represent the locations of hunting encampments. Well preserved undisturbed sites of this period are rare both in Greater London and across England and are critical to understanding re-colonisation and adaption to changing climate and natural environment at the end of the last Ice Age.
2. Medieval/post-medieval activity along the river and associated with the historic town of Uxbridge. The site lies alongside the London-Oxford highway where the medieval High Bridge crossed the Colne. Structural remains might be found of the bridge itself or associated water management structures such as mills. Timber structures could survive in waterlogged conditions in such a low-lying location adjacent to the river.

The applicant's historic environment assessment (HEA) submitted with the application has modelled the local topography indicating that the site lies on what would have been slightly higher ground adjacent to the main river floodplain - i.e. a similar location to the early prehistoric occupation at Three Ways Wharf and at the nearby former Sanderson Site and New Denham quarry in South Bucks District. I therefore agree with the HEA that there is moderate to high potential for early prehistoric remains of high to very high significance. If present, the auger survey indicates that such remains will probably lie at a depth of about 1.5 - 2.9 m below the existing ground surface. Intact medieval structures (such as remains of a mill) could also be considered of high significance. Whilst the foundations of the existing buildings would have caused some harm the experience at Three Ways Wharf site shows that meaningful nationally important archaeology can survive subsequent disturbance if that is localised (for example to piles). However, although the site's archaeological potential is high it must be acknowledged that the distribution of early prehistoric evidence across this landscape is by its very nature 'patchy' - it is simply not known at present whether the application site actually includes such a heritage asset or not.

The proposed construction of a large basement across much of the site would remove all archaeological interest within its footprint. I therefore conclude that the proposed development could cause significant harm to heritage assets of archaeological interest and specifically that there is a risk of substantial harm or the complete loss of a non-designated heritage asset of archaeological interest equivalent to a scheduled monument. Further information in the form of a field evaluation is therefore necessary to reach an informed judgement on the impact of this development on heritage assets of archaeological interest. The evaluation of a site such as this would normally take the form of a grid of archaeological test pits which would be excavated by hand below modern made ground and sieved/sampled to recover artefacts and environmental remains. From pre-application discussion I am aware that site access is problematic and of course the existing buildings provide a physical constraint. Nevertheless, the risk of substantial harm posed by the development (and particularly the basement) is such that planning permission should not be granted without a better understanding of the archaeological interest.

The nature and scope of evaluation should be agreed with GLAAS and carried out by a developer-appointed archaeological practice before any decision on the planning application is taken. In addition it would be helpful to examine the sediments from the auger cores, correlate them with information from nearby archaeological interventions and refine the wider topographical model presented of fig 16. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been better defined a recommendation will be made by GLAAS. As noted above, 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. Therefore if archaeological safeguards do prove necessary, these could involve re-design to preserve remains in situ e.g. reduction or removal of basements, re-use of existing piles. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

**Case Officer's Comments:**

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

**ENVIRONMENT AGENCY**

We object to the granting of planning permission because the proposals fail to provide an 8m buffer zone between the River Colne. In addition the proposed development fails to restore the ecological value of the river corridor.

The site is partially affected by flood zone 3a and 3b (functional floodplain). Having reviewed the submitted proposed drawings the proposed development is located outside of these areas; we therefore have no concerns in relation to flood risk. The western boundary of the site is located adjacent to the heavily modified River Colne. In order to comply with the European Water Framework Directive (WFD) and the River Basin Management Plan (RBMP) we expect the development to comply with recommendations of the Catchment Plan. At this location there is an action for the following:

- Remove hard bed/banks. Replace with soft engineering solution if necessary.
- Increase sinuosity and morphological diversity
- Enhance in-channel, marginal aquatic and bank habitats and retain woody debris where possible
- Establish and manage riparian buffer zones

**Objection - Inadequate buffer zone and ecological enhancements**

We object to the proposed development because there is an inadequate buffer zone to the River Colne, in addition the proposed development as submitted due to the failure to restore the ecological value of the river corridor and River Colne, we therefore recommend that planning permission should be refused on this basis.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate

change.'

In this instance the proposed development would have an adverse impact on the wildlife corridor if an 8m buffer is not provided to the River Colne. In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. We would expect the proposal to contribute towards the recovery of the River Colne by taking the opportunity to provide an 8m, natural buffer zone. Engineered river channels are one of the most severe examples of the destruction of ecologically valuable habitat. We seek to restore and enhance watercourses to a more natural channel wherever possible. No proposals have been included to enhance the banks of the River Colne and the habitat of the river channel. It is unknown whether the bank is natural or reinforced. If it is reinforced, we would expect to see it naturalised as part of any development on this site. There are water voles upstream and possibly at this site, so this is particularly important for improving their habitat and range.

Paragraph 118 of the NPPF states that opportunities to incorporate biodiversity in and around developments should be encouraged. Policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan states that the council will 'continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals'.

#### Overcoming our objection

It may be possible to overcome this objection if the development:

1. Is moved back to provide a 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the River Colne.
2. Includes a scheme is submitted by the applicant demonstrating how the watercourse will be restored and enhanced to a more natural state and maintained as such thereafter.

The buffer zone will help to reduce shading, and should be free from all built development including lighting, hardstanding and parking. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings to achieve a lux level of 0-2 within the buffer zone and river (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes For The Reduction of Obtrusive Light".

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme. The buffer zone and river corridor should form a valuable part of green infrastructure. Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

#### Flood Defence Consent

##### Advice to applicant

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations.

Case Officer's comments:



Following discussions with the Environment Agency regarding the validity of their objections, covered in section 7.14 of this report, the EA have provided the following second response:

#### ENVIRONMENT AGENCY 2ND RESPONSE:

We would like to work with you to formulate a condition (similar to the one below) relating to the requirement of an 8m buffer which should include landscaping/enhancements and maintenance:

The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to protect an 8 metre wide buffer zone around the River Colne.

#### Condition

No development shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the River Colne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- details of any proposed footpaths, fencing, lighting etc.

#### Reasons

Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

#### Case Officer's comments:

The Council's Sustainability Officer has proposed a condition which seeks to improve the ecological value of the development proposals. For the reasons set out in Section 7.14 of this report there is considered to be insufficient justification in planning terms to prevent any development within the 8m buffer zone.

#### (MIDDLESEX BRANCH OF) THE INLAND WATERWAYS ASSOCIATION

Our principal interest is the relationship between the proposed development and the adjoining Grand Union Canal. The existing office is already very prominent six-storey building at the Oxford Road bridge crossing over the Grand Union Canal. We strongly object to the planning application for the following reasons:

- The application proposes that the gross internal area of the existing offices is more than doubled in size (an increase of 129% over the existing GIA).
- The larger office building results in an extra floor level and the overall height being increased by 4.5

metres (15ft).

- In addition the proposed office building also has a much longer frontage to the canal and has projections (at second, third, and fourth floor levels), which extend much closer to the towpath than the existing building.
- The proposed office building will be some two storeys higher than Prospect House on the other side of the canal.
- The existing multi storey car park (246 cars) next to the canal is on three levels and as the footprint of the proposed new multi storey car park (390 cars) is squeezed to the southern end of the site by the extended office building the new car park will have 6 levels and be 9.1 metres (30ft) higher than the existing car park.
- The increased height and length of the frontage will have the effect of enclosing the canal in a narrow corridor of space and reducing afternoon solar penetration at towpath level.
- The proposed scheme is an over development of the site and as a result will have a very negative impact on the canal and the adjoining Uxbridge Lock Conservation Area.

Case officer's comments:

The impact of the development proposals on the adjacent canal are discussed in Section 7.07 of this report.

## CANAL AND RIVER TRUST

### Height along canal

We are concerned that the proposed office building will be taller, and closer to the canal, than the existing building, and with the existing office development on the opposite side of the canal, could create a canyoning effect. We also do not support the additional height of the multi-storey car park, which presents a blank frontage to the canal. We generally do not support the principle of car parking along the canal frontage, as this is a poor neighbour to the canal and towpath, with little opportunity for interaction or overlooking.

### Access to canal

We support the improved access to the canal and its towpath, and for the opening up of the canalside area. We also support the proposed location of a cafe on the canal side, which will add animation to the towpath, provide a canal side destination and offer passive surveillance of the water. The applicant should be aware, however, that any new accesses onto the canal towpath will require an agreement with the Trust's Estates team.

### Basement Carpark Ventilation

We note that grills from the carpark ventilation are proposed to be located against and within the canalside landscaping. We are concerned that the detail of these will be important and have an impact on the canalside, so should be incorporated into the landscaping scheme. Also, there must be no mechanical ventilation on the canalside.

### Landscaping

While we are supportive of the application's proposal to improve the landscaping along the canal edge, and for this to be incorporated into the application, we have not yet agreed the specific detail of this, and would like any subsequent permission to require further consultation and agreement with the Trust, with the involvement of our Urban Design team.

It is also not clear from the application, how this will be maintained going forward. The Trust has a limited maintenance programme with our landscape contractors, and the illustrated works may require some additional resources, which it may be more appropriate for the future tenant to take on. We have therefore requested a further planning condition to agree details of the canalside landscaping with the Trust, to include a maintenance schedule.

### Lighting

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.

### Other Environmental matters

We have asked for further information on whether a ground contamination investigation has been conducted for the site, and would be pleased to receive any information on this.

We would also like to see a Construction Environmental Management Plan for the proposal, although we accept this may only be produced once the main contractor has been appointed. We have therefore requested a condition regarding this.

### Offsite works

In addition to the proposed towpath works within the red line boundary, we would request a financial contribution towards towpath works in the vicinity of the site, to ensure there is not an obvious 'start and finish' to the towpath alongside the development. This amount may depend on the scope of proposed works to the towpath, however, as we estimate that standard resurfacing will generally be in the region of £150 per linear metre.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice:

### Conditions

#### Construction Environmental Management Plan

Prior to the commencement of development hereby permitted, a Construction Environmental Management Plan must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the ecology of the site and waterway.

### Risk assessment

Prior to the commencement of development hereby permitted, 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.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the waterway.

### Landscaping

Notwithstanding the details submitted for the canalside landscaping, no development shall take place on site until full details of the proposed canalside landscaping scheme along the canal edge have been agreed in consultation with the Canal & River Trust, and submitted to and approved in writing by the Local Planning Authority. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, the proposed basement car park ventilation, any signage and information boards together with the means of on-going maintenance. The approved landscaping scheme shall be implemented by the first planting season after the development commences.

Reason: To mitigate the impact of the proposed development by improving the canal towpath and its boundary treatment. 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.

### Lighting

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.

### Waterway Wall

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 the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust. Details shall include treatment of the wall to improve its appearance, and removal of submerged waterway wall material from the river. The 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.

### Surface Water Drainage

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.

### Waterborne Freight

Prior to the commencement of the development hereby permitted, 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 waterways is not physically or economically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with the London Plan.

### Informatives

1. 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-andour-code-of-practice>).
2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement.
3. The applicant/developer is advised that any surface water discharge into waterspace belonging to

the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (nick.pogson@canalrivertrust.org.uk).

Case Officer's comments:

Conditions requiring contamination details, a construction environmental management plan, further landscaping and external lighting details and sustainable drainage are recommended to be attached to any planning consent. Conditions requiring a risk assessment of works adjacent to the canal and the use of Waterborne Freight are not deemed to conform to the requirements of paragraph 206 of the NPPF. A contribution towards enhancements to the canal side area is recommended as a requirement within the S106 that accompanies any consent. This would include a condition survey of the waterway wall.

#### CANAL AND RIVER TRUST (Contamination)

Thanks for this ground contamination report. This was produced in 2013 and it appears to form part of a due diligence review at the time, I assume in support of an acquisition. It is important to note that it has not been produced to support this planning application.

The report concludes the following:

'No further contaminated land assessment work is considered necessary for the current on-going commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Other particularly relevant comments are as follows:

- Given the presence of the permeable geology directly underlying the site, there is the potential for any mobile contaminants within soils to impact groundwater. Shallow groundwater within alluvial deposits underlying the site is likely to be in hydraulic continuity with the adjacent River Colne and Grand Union Canal.

- On the basis of the conceptual site model, the potential for contamination on the subject site to migrate and impact third party land cannot be discounted.

- The site has been subject to a history of potentially contaminative activities in particular a former mill, Timber Yard, depot, and warehouses. Typical contaminants may potentially include (but may not be limited to) metals, hydrocarbons and volatile organic compounds.

- Previous site investigations have found the site to be free from significant contamination. However, slight soil and groundwater contamination was identified; furthermore, the potential exists for further contamination to exist in areas not previously investigated.

- The report concluded that the site was not considered a significant source of contamination, on the basis that it was not being re-developed. This conclusion is not valid now as the site is being re-developed, and contaminants may therefore be mobilised (e.g. with the ingress of rainwater, percolation of contaminants down to the shallow groundwater & lateral migration of contaminated perched groundwater on-site) and new pollution pathways may be created (e.g. contaminated run-off from the site).

I would ask that the recommendations of this report be followed up as part of this planning application i.e. 'It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Case Officer's comments:

A condition requiring further details on dealing with contamination on the site is recommended to be attached to any planning consent.

### **Internal Consultees**

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

The Flood Risk Assessment submitted shows the site lies in Flood Zone 1 and therefore the proposed development is acceptable. I have no objections to the in principle location of the development.

The pre-application meetings have been useful to achieve a sensitive landscaping and access design along two key Blue Ribbon Corridors, opening and encouraging the use of the River Colne and the Grand Union Canal to comply with the Blue Ribbon Policy for the Council.

However, there are concerns with the existing surface water strategy and that changes to the point of discharge may increase the risk to the River Colne. The current proposal to reduce run off from the site by 50% but to direct all that flow to the River Colne where it previously drained to the Canal is not considered to meet the requirements to reduce flood risk, particularly in an area as critical as this for flooding from the River Colne. Future plans to discharge this condition must control surface water run off to greenfield run off rates for the variety of return periods.

#### **Condition:**

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

The scheme shall clearly demonstrate how it, Manages Water 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. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

#### **c) Minimise water use.**

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

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

- i. Provide a management and maintenance plan
- ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
  - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

#### REASON

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

#### ENVIRONMENTAL PROTECTION UNIT

With regards to the above planning application I have no objections but recommend the following conditions and informative:

##### Air extraction system noise and odour

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

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

##### Construction environmental management plan

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

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

## INF 20 Control of environmental nuisance from construction work

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

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

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

### ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

The report is a Phase 1 desk study and is comprehensive with data up to 2013. The desk study assesses Bridge House and its car park and also the wider site next to the application area west of the canal. I do not have any further site investigation data on this site. The Phase 1 desk study references some older site investigation reports in section 4.1. These date back to 1997 and 1998 and were reviewed by 'WSP' in 2003 concluding there was a low/medium risk. This is the level of risk concluded in the submitted new report. I recall the work and it may be in the Council records but I have been unable to access the old site investigations. As detailed in the report this general area of industrial land has a number of contaminative past uses. The industrial land was identified in our contaminated land strategy. The report indicates a depot, warehouse and a mill being present on the wider site after agricultural use ceased in 1938. Bridge House was built around 1973. There was more industry in the past on the eastern side of the canal adjacent to the site, and these nearby uses are listed in the report. On the site itself there has been a diesel storage which may have caused some contamination (3,630 litre storage tank and associated 750 litre day tank for back up power if needed to gas boilers).

The above report was carried out for due diligence in property investment matters. However the desk study is detailed and is as will be required under a planning permission given for the site. I think that there are unknowns as regards the ground investigation and further investigation is required. I would advise applying our contaminated land condition as below. The desk study will need to be submitted in compliance with the condition, it may require a slight change in text to be considered under the planning regime rather than as a due diligence document. The desk study's recommendations are based on liability and these will be different if made in consideration of a demolition and rebuild.

As regards the C&RT's officer's comments I would agree with the bullet points in that investigation is necessary. The 'WSP' desk study (Phase 1) does recommend investigation in the event of redevelopment. The other points seem reasonable as the alluvial deposits (Secondary B aquifer) could allow mobile contaminants to affect third part land particularly the water bodies, and there are



likely typical contaminants from the past uses as indicated by the officer. It is correct that the new development can create pathways if there are new drainage systems including soakaways positioned near or in contaminated ground. I think the old investigations are from 1997 and 1998 and further investigation is probably likely to fill in gaps and update the reports to current standards, although I do not have the reports to hand. I think landfill gas was looked at in the area previously as there is a filled canal feeder on the east side of the canal where the greater amount of old industry was located, I recall some work on this side of the canal.

Overall I cannot see a problem with office redevelopment subject to a further ground investigation clarifying existing contaminant levels and updating the conceptual site model. The desk study requires an update in the light of the proposed redevelopment but is of a good standard and sufficient to support the planning application.

#### Contaminated Land Condition

(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 Unitary Development Plan Saved Policies (November 2012).

#### WASTE OFFICER

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

#### Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 litre bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin

Height - 1370mm

Depth - 990mm

Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. 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.

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

i) If using 1,100 litre bulk bins 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. 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). 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.

#### Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

#### HIGHWAYS ENGINEER

The existing total current floor area is 16,759 sq m. (Bridge House 9009sqm, River View Building 3874 sqm, Waterside 3876sqm) The development proposal comprising the reconstruction of Bridge

House will result in an additional area of 11,637 sqm.

#### Car Parking

There are 547 car parking spaces, 301 in the surface car park and 246 in the existing multi storey car park. An additional 129 car parking spaces are proposed bringing the total site provision to 676 spaces.

Two consecutive video surveys of the site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. The maximum observed parking accumulation was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sq m. based on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

The Council's current parking standards permit a maximum of 1 space per 100 sq m of floor area. Notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces

TfL are objecting to the level of parking being provided. It is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, the Bucks County Council's current standards of 1 space per 25 sq.m could permit 471 spaces for the additional floor area or 942 overall, subject to being able to mitigate the impact of resulting higher trip generation on traffic congestion on the highway network and air quality issues.

The site as a whole has a PTAL rating ranging between 1b and 3. The Bridge House building is located in PTAL 3 and Riverview and Waterside buildings in PTAL 1b.

Around 51% of the trips are from the west, from the M40 and Buckinghamshire, and as such are unlikely to benefit much from the site's PTAL rating. Whilst not agreeing to accept the car parking demand in full, it would seem reasonable to consider a level of operational parking to make the site viable.

#### Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards together with 198 lockers and 28 showers. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this site.

#### Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

#### Accident Analysis

The Transport Assessment provides accident data for a 5 year period to 31/03/2014. A total of 6 accidents, all of low severity were recorded. 4 of these were at the site access. None of these could be attributed to any shortcomings in the highway infrastructure. These records are old, currently records up to 31/03/2016 are available and should be examined and any remedial action required should be undertaken.

#### Public Transport

Bus service 331 serves the site from Uxbridge station to Ruislip via Denham. TfL are not seeking any public transport contributions towards enhances to public transport.

### Trip Generation

The recent traffic survey at the site access shows that during the PM peak the traffic flows on Oxford Road west bound are 11,766 pcu's (passenger car units) and eastbound are 10,450 pcu's. Vehicles leaving the site eastbound are 405 and west bound 160. During the AM peak traffic flows in Oxford Road, past the site access, are 937 pcus eastbound and 543 pcus westbound.

### Site Access Junction (priority junction)

An assessment of the site access junction shows a current RFC (ratio of flow to capacity) of 0.79. With development it increases to 0.98 whilst the recommended acceptable figure is 0.85. The site access is being improved, providing separate left and right turn lanes at the exit from the site which should improve the RFC at this junction. This junction does not appear to present any significant concerns .

The existing right turn lane into the site is to be extended in length. This together with highway works at the site access should be covered within a S278 agreement.

### A4020 Oxford Road/Sanderson Road (signal controlled junction)

This junction is currently heavily congested with saturation levels on the A4020 E of 121.2% and 168.7%, A 4020 W of 103.9%, the recommended maximum being 85%-90%. Similarly the PM peak saturation levels are 127.8% for A4020E and 143.7% for A4020W with very significant queues on the approaches on A4020 in both directions. No information has been received as to how the model has been calibrated and validated. The developer's intended mitigation is to increase the cycle time of the signals at this junction in which neither LBH nor TfL have any confidence. This junction cannot be treated in isolation and we require a network model from the site access to the Mahjacks roundabout. This model could be linked to the modelling work being undertaken by RAF Uxbridge, to provide a robust picture of the traffic impact on the upstream junctions. In order to provide a robust assessment, modelling needs to consider all committed developments.

Revised trip rates have been derived taking into consideration the restricted proposed parking. However there is a surplus of 57 existing parking spaces which are likely to be occupied by the additional traffic and as such ought to be reflected in the trips rates.

In order to move forward we suggest the Section 106 should require the developer to carry out a study of the network, scope to be agreed with LBH, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

### SECTION 106 OFFICER

Suggested Heads of Terms:

1. Highway Works: S278/S38 for required Highways Works
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. Employment Training Initiatives
5. Car Parking Allocation & Management Scheme.
6. Refuse & Delivery Management Scheme.
7. Construction Traffic Management Scheme
8. Financial Contribution Towards Improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath (subject to comments)
9. Travel Plan: to include £20,000 Bond
10. Public Realm Contribution

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

#### LANDSCAPE ARCHITECT

A Tree Survey, by Middlemarch Environmental has assessed the condition and value of 32No. individual specimens and 9No. groups of trees.

- There are no 'A' grade trees on the site.
- 8No. trees and 1No. group are rated 'B' (fair and worthy of retention).
- 24no. trees are 'C' grade and the remaining 5No. trees and 2No. groups are 'U' category - whose condition and value justify their removal in the interests of good arboricultural management.
- Several trees will be removed to facilitate the development and / or enhance the landscape layout. There is no objection to the removal and retention strategy and new or replacement tree planting forms an integral part of the landscape scheme.
- The new planting will provide visual amenity, ecological enhancement and better succession / age structure for the trees on site.
- The Design & Access Statement by Darling Associates, assesses the site context and describes the design process for the building and the wider site, which responded to pre-application discussion with the local planning authority.
- At 4.6 the design 'conclusion' for the Landscape Masterplan is illustrated. This drawing has, in fact, been superseded. (See drawings referred to below).
- On page 44, the three landscaped areas are highlighted: to the north the site frontage and links to the canal, to the east the canal frontage onto the towpath and, to the west, the treatment of the service road and riverside. However, these drawings do not represent agreed detailed layouts.
- At 5.13 (pp. 75- 80) sketches are provided by Macfarlane + Associates of some more detailed areas of study and illustrative materials which have been developed since our last meeting.
- In addition to the three ground level zones, an intensive green roof for use by tenants is indicated (p.80).
- The landscape design concept is described more fully in Macfalane's Landscape Strategy.
- Detailed landscape drawings by Macfarlane include dwg Nos. MA.3041.1000, Landscape Masterplan (Illustrative) and 1001 Landscape Masterplan (Details), and dwg Nos. 2000, Level 7 /Roof Terrace (Illustrative Masterplan), and 2001, Floor 7 / Roof Terrace (Details). These drawings have been refined and generally respond to pre-application discussions.
- The application is supported by a 5 Year Habitat Management Plan, by Middlemarch Environmental, includes maintenance and management objectives for the areas of meadow and native planting.
- Middlemarch Environmental have also produced a Preliminary Ecological Assessment and a Construction Ecological Management Plan, whose recommendations should be adhered to.
- This application has been subject to pre-application discussions and the tree retention and landscape masterplan proposals reflect the outcome of the discussions.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals are implemented in accordance with the approved plans and supported by the appropriate documentation, to safeguard and enhance the natural and built environment.

#### Recommendation:

No objection, subject to the above observations and appropriate Landscaping, Materials and Tree Protection Conditions.

#### SUSTAINABILITY OFFICER

##### Energy

The development does not meet the London Plan target of 35% reduction in CO2 from a 2013 building regulation baseline. However, the applicant has achieved a total reduction of 23% and

broadly justified the inability to achieve the remainder with limited scope for further photovoltaics than proposed. Other supporting low or zero carbon technology has been discounted and there is no reason to dispute these as the type of development does not lend itself well to alternative technologies (e.g. heat pumps and CHP).

As consequence, the development will be 53 tonnes short of the required savings. The alternative to onsite solutions is an offsite contribution as supported by Policy 5.2e of the London Plan.

The development is only acceptable with the following S106 contribution:

A sum of £95,400 shall be paid by the applicant on commencement of the development to the London Borough of Hillingdon. The contribution shall be a 'carbon reduction contribution' and shall be spent by the London Borough of Hillingdon on public buildings to broadly achieve the carbon shortfall of 53 tonnes elsewhere in the borough.

In addition to the above the following condition is required:

#### Condition

Prior to the commencement of development a roof plan showing the incorporation of 400m<sup>2</sup> of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

#### Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

#### Ecology

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

The site lies in close proximity to both the Grand Union Canal (a Metropolitan site of importance for nature conservation [Met SINC]) and the River Colne. With regards to the Met SINC, I support the request from the Canal and River Trust for S106 contributions to the Grand Union Canal. This contribution will in part help the development to mitigate for any additional Canal impacts.

The bank of the River Colne is partly included within the redline boundary. In order to satisfy the NPPF, London Plan Policies, Local Plan Part 1 policies, and emerging Part 2 policies, the development must demonstrate a positive contribution to the river corridor, including the banks and supporting land. The following condition is therefore required:

#### Condition

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

#### Living Walls and Roofs

Living walls and roofs can improve air quality, operate as carbon sinks and be of importance for nature conservation. The following condition is therefore necessary:

#### Condition

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

#### Reason

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

#### CONSERVATION AND DESIGN OFFICER

This site is particularly sensitive in conservation terms given its location adjacent to the canal, a non designated heritage asset and the Uxbridge Lock and Rockingham Bridge Conservation Areas. The Crown and Treaty Public House, a grade II\* listed building and the Swan and Bottle Public House, a Locally Listed building, are also located close by. The site is sensitive with regard archaeology, as it lies both within the Uxbridge APA and the Colne Valley APZ.

At present the development site comprises a 6 storey modern office block (with an additional storey housing plant) and a 3 storey car park located immediately to the south, neither of any architectural merit or historic interest. To the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions.

In terms of its potential effect on the setting of the adjacent heritage assets, it is considered that the structures would not impact negatively on either of the conservation areas. They would be largely screened from Fasnidge Park by trees and when seen from this and the Uxbridge Lock Conservation Area, would be viewed against a backdrop of other large modern buildings. From the latter, the full bulk of the structures would not be immediately obvious given their north-south orientation.

It is considered that the impact on the setting of the listed building would be no greater than that of the existing buildings, as much of the new structures would be screened by the Stanza Building (no. 97 Oxford Road). Whilst taller on the Oxford Road frontage, their orientation would mean that they would not have any significantly greater impact on the setting of the Locally Listed Public House than that existing. Views from the public footpath across the open fields in the adjoining borough have been considered. These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will of course be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.

Overall, whilst taller and larger in terms of bulk than the existing structures, the design of the proposed

buildings is considered to be a significant improvement on that existing. Care has been taken with the treatment of the facades, with an interesting use of angled elevations and projecting elements that help "break up" the mass of the structures. A view through to the canal will be achieved through the double height atrium and the proposed materials will be sympathetic to the surroundings, and similar to those of the adjacent Stanza building. The scheme will provide canal side improvements, in terms of landscape and greater access to the water side areas, and also a more active frontage along Oxford Road with improved planting.

It is important that any archaeological issues are resolved to the satisfaction of GLAAS.

If agreed, we will need to ensure that appropriate conditions are included that cover the external appearance of the buildings, in particular samples of materials to be submitted for agreement, details of the glazing, decorative brickwork detailing, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins. We should ensure that there is a maintenance plan in place re the timber cladding to both structures to ensure that it remains in good condition. The design and materials of the external terracing and ramps will also need to be covered.

#### ACCESS OFFICER

The proposal to develop a new office and multi-storey car park would necessitate the demolition of an existing office building. The Design & Access Statement makes reference to 416 car parking spaces of which 21 would be designated accessible bays.

The main approach to the building would be from Oxford Road which is said to have been designed to achieve level access using paving materials with slip resistance properties. There would be a secondary entrance via the canal path which would have steps and a compliant ramp necessary to overcome a significant level change.

The proposed building would be accessed via two sets of revolving doors, but a pass door is shown on plan to facilitate access by wheelchair users and others for whom negotiating a revolving would be difficult. Access to the lift with the main core is from basement car park which is understood would achieve a clear head height of 2.6m.

Internally, the key principles of inclusive design appeared to have been followed. An accessible toilet is shown on plan within the main floor plates and, on the ground floor, within the ancillary cafe. Provisions include lift access to all floors, accessible toilets, an understanding of the need to provide non-reflective flooring, refuge areas and vision panels.

It is however noted that there is no intention to provide a fully accessible showering facility. Given the scale of development, and as such facilities would be available to non-disabled people, the council is obliged under its Equality Act 2010 duties to require such provision:

Therefore:

A minimum of one accessible Self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, should be provided. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. However, careful consideration should be given to its location so that it would be convenient to use by disabled members of staff.

Recommended Informatives

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment



and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

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

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

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

Conclusion: acceptable, subject to a condition to secure the provisions set out in point 1 above.

## **7. MAIN PLANNING ISSUES**

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

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

The proposal consists of the creation of a commercial office building and ancillary car park to replace an existing commercial office building with ancillary car park, together with the refurbishment and upgrade of landscaping. As such, the use of the site is not altering in character, and is considered to be a suitable use for a building within this setting.

The Greater London Authority have also commented that 'The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.'

The principle of the proposal is therefore deemed acceptable.

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

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

Conservation Areas

The Council's Conservation and Design Officer has been involved throughout the lengthy pre-application discussions for the proposals. They have reviewed the submitted details and raised no objections to the development, concluding that the proposed structures would not

impact negatively on either of the nearby conservation areas.

#### Listed Buildings

The nearest listed building is the Grade II\* Listed The Crown and Treaty Inn on Oxford Road this building is located approximately 150m to the east of the site. The Canal and modern office buildings lie between the listed building and the Proposal Site. It is considered that the separation is sufficient that the setting of the Grade II\* Listed Building would not be adversely affected.

The Swan and Bottle Public House on the northern side of Oxford Road is locally listed. The Council's Conservation and Design Officer has concluded that the proposed structures would not impact negatively on this building.

#### Archaeology

The proposed development lies on the edge of the Colne Valley Archaeological Priority Area. The Greater London Archaeology Advisory Service was consulted as part of the application process and has reviewed the site and development proposals. They have raised an objection to the proposals based on the lack of a sufficient information. Whilst the requirement of a archaeological assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment or further information is not deemed sufficient to warrant a recommendation of refusal of the application as such an assessment could be required by an appropriately worded planning condition should the application be approved.

#### **7.04 Airport safeguarding**

National Air Traffic Services and Heathrow Airport Limited were consulted on the proposed development and they have confirmed that they have no objections to the proposal subject to an appropriate condition regarding the implementation of a Bird Hazard Management Plan and supporting informative. As such, subject to the condition, the scheme is considered to have an acceptable impact on airport safeguarding.

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

The application site is on the eastern bank of the River Colne. The land on the western bank and beyond is within South Buckinghamshire and is designated as Green Belt. The proposed development will have a slightly increased bulk when viewed from the Green Belt, however this increase is considered minimal and not to have a significantly greater detrimental impact on the Green Belt than the existing large scale buildings on the site.

The Council's Conservation and Design Officer has considered the visual impact from public footpath within the Greenbelt and provided the following comments:

'These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.'

As such the minimal impact of the proposals is not considered to be sufficient to warrant a recommendation for refusal of the proposals.

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

The proposed office development will replace an existing office building within a mixed use area that includes a number of other large scale multi storey buildings. The Council's Design Officer has reviewed the scheme and commented that neither of the existing structures have

significant architectural merit. They go on to state that to the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions. The Council's Design Officer concludes that the proposed buildings are considerable improvement on the existing structures. As such they would have a positive impact on the character and appearance of the area.

The impact of the proposals on the character of the Conservation Areas, are discussed above in section 7.03 of this report.

#### Impact on the Canal

The Canal and River Trust and the Middlesex Branch of Inland Waterways have raised concerns over the impact of the proposals on the adjacent canal and towpath area. The principle concerns revolve around the relationship of the development to the canal. The proposals have been described as potentially creating a 'canyoning effect' by the Canal and River Trust and as 'over development' by the Inland Waterways.

It is accepted that the development will increase the height of the existing Bridge House by approximately 6m and the multi storey car park by approximately 7m. The new office building would also have a slightly closer frontage to the canal. The development will invariably increase the dominance of what is already a significant frontage on to the canal. However, the context of the existing development and neighbouring buildings should be taken into account. There is already a 'canyoning effect' at present which runs for approximately 100m from the Oxford Road bridge. The length will not materially change. The increase in heights will not have a material adverse change to the current situation. Furthermore, the canal runs on a south-west axis ensuring that the direct sunlight will penetrate the length of the canal towpath to remove concerns over perpetual shading, although there will be a slight detrimental impact from the current situation.

The marginal impacts are partly offset by an improved canal frontage at ground level as recognised by the Canal and River Trust. However, the activity at towpath level will be related to peak office working times and therefore the benefits recognised by the Canal and River Trust will not be present all of the time.

Outside peak working times, this area of the canal will continue to be less attractive than the more open stretches. The development does not materially worsen the situation, and therefore a refusal on this basis would be difficult to support. Notwithstanding that, the Council and its partners seek net improvements through development. In this instance there is a direct relationship between canal and the development and improvements should be sought offsite if not deliverable onsite. As a consequence, a contribution of £30,000 to the Canal and River Trust is sought through the S106 to fund improvements along this stretch of the Canal that offset the harm that remains as a result of this development.

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

The proposed buildings will replace existing buildings on the site within the same use classes. As such the proposed impact on neighbouring occupiers is considered to be minimal, especially as the site is separated from the surrounding buildings by the canal, Oxford Road and the River Colne.

The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road, approximately 72m from the proposed new building. As such the impact on residential occupiers is considered to be minimal.

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

The proposal is for an office building, accordingly there will be no future residential occupiers.

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

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future. 35 motorcycle spaces are proposed.

TfL have raised a number of concerns with the proposal, including the view that there is an excess of parking proposed and that incorrect methodology has been used for calculating predicted trip generation.

The Council's Highway Engineer has been involved throughout the lengthy pre-application discussions on the proposals and has reviewed the submitted details, raising no objection to the proposals.

##### **Car Parking and Trip generation**

Following concerns raised by TfL on the accuracy of the methodology used to calculate trip generation, the applicant in discussions with the Council's Highways Engineer, arranged for further surveys to be conducted. TfL's objection was based on the location of the sites used to calculate trip generation, stating that the sites used were not comparable to the application site. Therefore two consecutive video surveys of the application site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. It is worth noting that the surveys and consequent calculations cover the entire island site, rather than just the application site, as there is only one vehicular access off Oxford Road. The maximum observed parking accumulation for the whole island site was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sqm. based on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

TfL are objecting to the level of parking being provided for the proposed new development. A total of 405 car parking spaces have been proposed which equates to approximately 1 space to 51sqm. This is above the maximum parking standards of 1 space per 100-600sqm for B1 office use in outer London under the London Plan parking standards.

However, notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces. In addition, it is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, on the opposite side of the River Colne, the Bucks County Council's current standards of 1 space per 25 sqm could permit 471 spaces for the additional floor area or 942 overall.

The new survey information has been provided subsequent to TfL raising their concern. The applicant has also reduced the level of parking to 129 spaces rather than the 135 initially

proposed. These factors, plus the location of the site at the very limit of the Greater London Area, results in the conclusion that the level of parking being proposed is considered acceptable. The Council's Highway's Engineer has raised no objection to the proposal parking levels as submitted.

#### Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this location. Whilst TfL have objected to the use of 'Brompton' (folding) cycle storage facilities, a condition could be added to the consent to control the type of cycle storage provided. TfL have also noted that the applicant could enter into a Travel Plan scheme to provide/subsidise the use of Brompton/foldable bikes for staff. A Travel Plan is recommended to be secured through the S106 Agreement should the application be approved.

Complementing the cycle parking, a total of 198 storage lockers will be provided, along with 28 showers. The Council's Highway Engineer and TfL are satisfied with the quality and location of these facilities.

#### Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

#### Mitigation Works

In order to mitigate the impact of the proposal on the local highway network, the Council's Highways Engineer has requested that the Section 106 require the developer to carry out a study of the network, scope to be agreed with the Council, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

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

#### Urban Design

The Greater London Authority were consulted on the proposed development and concluded that 'the proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.'

#### Security

The Metropolitan Police Designing Out Crime Officer was consulted as part of the application process and has reviewed the submitted details, notably section 5.16 of the Design and Access Statement which refers to the Secure By Design requirements. They have raised no objections to the submitted details and as such the proposals are considered acceptable.

### **7.12 Disabled access**

The Council's Access Officer has reviewed the submitted details and raised no objections to the development subject to the attachment of an appropriate condition to secure an accessible shower cubicle. The Greater London Authority as concluded that 'The proposed scheme accommodates inclusive design'.

As such, subject to condition, the proposal is considered to be acceptable from an access perspective.

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

No residential units are proposed as part of this application. As such, this is not relevant to the application.

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

##### Landscaping

The Council's Landscape Architect has been involved in the lengthy pre-application discussions for the proposal, including the significant landscape improvement works proposed adjacent to the canal. They have reviewed the submitted details, support the proposals and subject to the attachment of a landscaping condition they raise no objections

##### Ecology

The Environment Agency (EA) initially objected to the proposals based on the lack of an 8m wide buffer zone to the River Colne and the failure of the proposed development to restore the ecological value of the river corridor.

However the red line boundary does not take in the top of the bank and the application boundary is set some distance back from the river. Furthermore, the design of the development as originally proposed and reviewed by the EA involved very little change to this area as it currently stands. The development therefore has a minimal impact on the river bank. Based on the EA comments, the reason for refusal would not be because of the development's impact on the current environment in that it is reducing or removing an 8m buffer - instead, the concerns appear to be based on the development failing to increase the existing buffer to 8m. Despite discussions between the Council's Sustainability Officer and the EA, and a request for further details from the EA, there is insufficient reasoning to believe that the continued failure to provide an 8m buffer zone near the car parking area is contributing to a detrimental impact to the river corridor. However, notwithstanding the small area in question and the fact the rest of the corridor in this area is considered to be as good in ecological terms as can be achieved in an urban setting, the Applicant has removed six existing car parking spaces within close proximity to the River Colne, as such the development is now proposing an improved impact over the existing situation.

With regards to the failure of the proposed development to restore the ecological value of the river corridor, despite requests to the EA, no evidence has been presented to confirm that the river corridor is failing in this area. As set out above, the application site does not include the river within the red line boundary and the Agency response does not clearly demonstrate that the development will have an adverse impact on the watercourse itself. It is therefore considered unreasonable to expect the developer to undertake significant works to a river that is not within their ownership, not within the red line boundary of their planning application, that is not been shown to be detrimentally impacted by the development and when the works have not been proven to be necessary. Therefore, there is considered to be insufficient justification for a reason for refusal on these grounds.

Notwithstanding the above, the Council recognises the need for sympathetic treatment of the development's boundary with the river bank. Enhancement opportunities and detailed riverside treatment can be secured through a suitably worded ecology condition which is recommended to be attached to this consent.

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

The Council's Waste Management Officer has reviewed the submitted details and subject to

the attachment of a suitable informative raises no objection to the proposals.

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

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO<sub>2</sub> per annum, is met off-site.

As such it is recommended that an off-site contribution of £95,400 is secured through the S106 agreement.

The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriate condition for the provision of Photovoltaic Panels and the off-site contribution of £95,400 being secured through the S106 agreement has raised no objections to the proposal.

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

The Environment Agency have confirmed that they have no objections to the proposals from a flood risk perspective.

The Council's Flood and Water Management Officer has reviewed the submitted details and subject to the attachment of an appropriate condition has raised no objections to the proposal, provided that any details submitted pursuant to that condition addresses the officer's concerns over the proposal for all run off to be directed into the River Colne where at present it also drains into the canal.

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

The Council's Environmental Protection Unit have reviewed the submitted proposals and subject to the attachment of appropriate conditions to cover noise mitigation, contamination and a Construction Environmental Management Plan have raised no objection to the development.

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

The issues raised by the public consultation process have been covered within the body of this report.

#### **7.20 Planning obligations**

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

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

The obligations sought are as follows:

1. Highway Works: S278/S38 for required Highways Works
2. Contribution towards improvements to the local highway network with an upper limit of £150,000.
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per

£1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

4. Employment Training Initiatives

5. Refuse & Delivery Management Scheme

6. Canal Towpath/Canal and River Trust, as follows:-

a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;

b) a survey of the condition of the waterway wall and schedule of the repairs;

c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.

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

8. Public Realm Contribution of £150,000

9. Off-site sustainability contribution of £95,400 to a carbon fund.

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

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £922,232.28.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £980,130.27.

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

No enforcement action is required in this instance.

#### **7.22 Other Issues**

None

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

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.



Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None

#### **10. CONCLUSION**

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm and associated landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the

development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

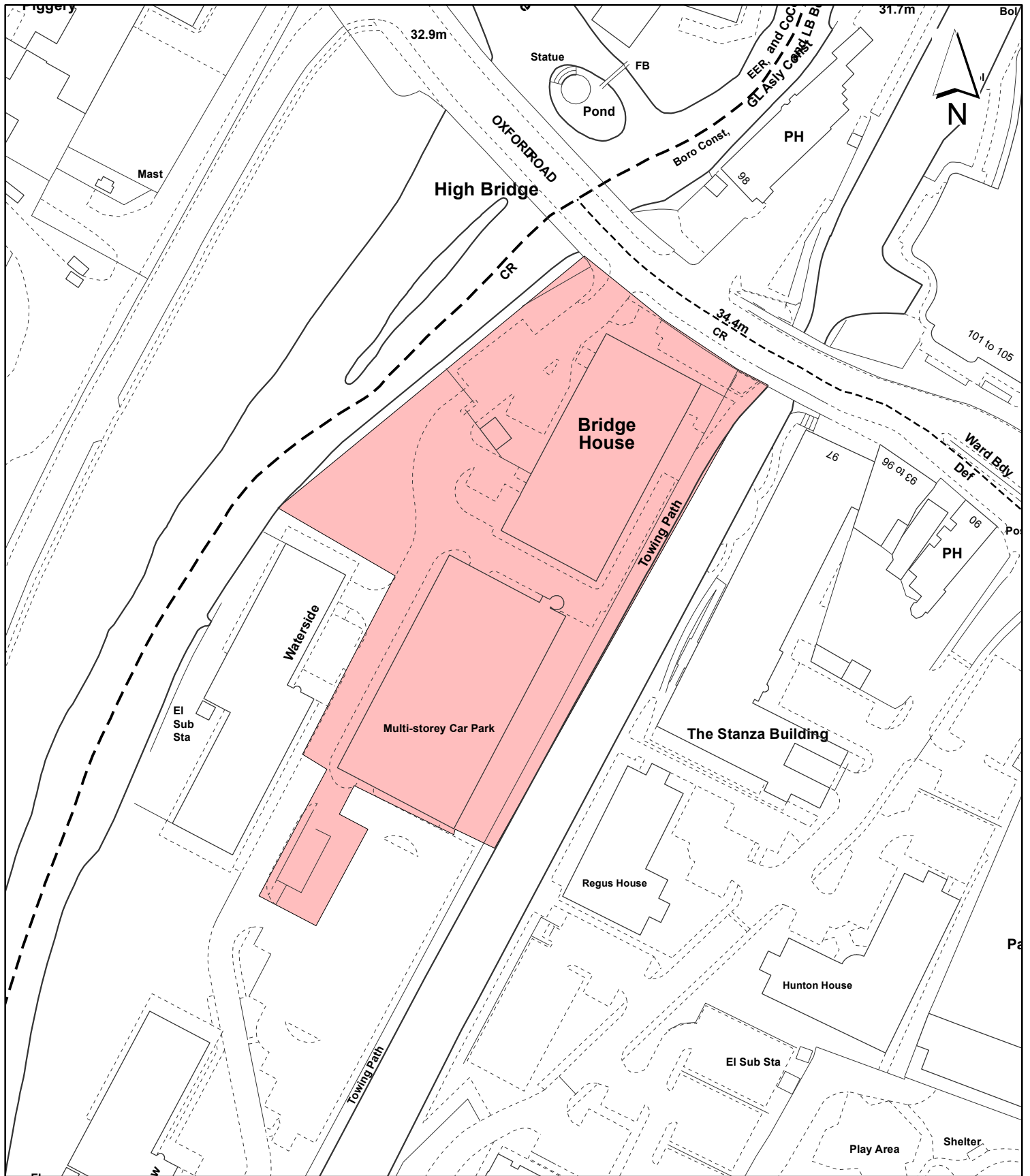
The development proposals accords with the saved Unitary Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

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

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

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address: **Bridge House  
 Denbridge Ind. Estate  
 Oxford Road  
 Uxbridge**

Planning Application Ref:  
**40050/APP/2016/852**

Planning Committee:  
**Major** Page 195

Scale:  
**1:1,250**

Date:  
**November 2016**

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



This page is intentionally left blank

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

**Address** FASSNIDGE BOWLS CLUB ROCKINGHAM PARADE UXBRIDGE

**Development:** Removal of the existing Bowls Pavilion and erection of a new single storey building with canopy, flag pole and associated external works.

**LBH Ref Nos:** 44771/APP/2016/3585

**Drawing Nos:** Design and Access Statement (ref: 2016/D/185/P  
2016/D/185/P/002 (Existing Site Plan  
2016/D/183/P/005 (Existing Bowls Pavilion Elevations  
2016/D/185/P/001 (Site Location Plan  
2016/D/185/P/004 Rev.A (Proposed Bowls Pavilion Plan  
2016/D/185/P/003 Rev.A (Proposed Site Plan  
2016/D/183/P/006 Rev.A (Proposed Bowls Pavilion Elevations

**Date Plans Received:** 28/09/2016                      **Date(s) of Amendment(s):** 28/09/2016

**Date Application Valid:** 28/09/2016

### 1. SUMMARY

This application seeks full planning permission for the demolition and replacement of the existing clubhouse building at Fasnidge Bowls Club in Uxbridge. The existing building is in a poor state of repair and the new building would replace those facilities which would be lost through its removal.

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 visual or 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/185/P/001, 2016/D/185/P/003 Rev.A, 2016/D/185/P/004 Rev.A & 2016/D/183/P/006 Rev.A, and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

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

### 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.

BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
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 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology

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

#### **7            I34                    Building Regulations 'Access to and use of buildings'**

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

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled

people - Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

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

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

## 8

You are encouraged to use a dark stain for the proposed timber cladding.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site comprises an approximately 0.2 hectare irregularly shaped plot located at the western side of Fassnidge Park in Uxbridge. It accommodates a bowling green and its timber construction clubhouse/pavilion, an associated detached building comprising changing rooms and WCs, and ancillary facilities.

The north west, north east and south east site boundaries are defined by well maintained mature hedges. The site is bounded to the north east by tennis courts associated with Fassnidge park; immediately to the south east by vegetation and two small out of use WC blocks, beyond which is the main park; to the south west by a small kiosk/cafe facility and new housing; and to the north west by industrial units located within the Highbridge Industrial Estate.



The site falls within the Rockingham Bridge, Uxbridge Conservation Area and forms part of a Green Link as designated in the Hillingdon Local Plan. The land immediately to the west is designated as an Industrial and Business Area.

### 3.2 Proposed Scheme

This application seeks full planning permission for the removal and replacement of the existing clubhouse/pavilion building, which is located towards the southern end of the site.

The proposed new building would be located in the same position as the existing and with maximum dimensions of approximately 15.7m by 7.5m by 3.4m high (to the top of the ridge) it would provide 108m<sup>2</sup> of floorspace, representing a small increase of 45m<sup>2</sup>.

The building would have a shallow pitched roof and would be finished in timber cladding with aluminium doors and windows, steel shutters and grey steel roof sheeting.

Externally, a canopy would be provided. New paving and hardstanding would be provided to replace existing areas of hardstanding and gravel. A replacement 5.5m high flag pole would also be provided.

### 3.3 Relevant Planning History

44771/APP/2001/36 Fasnidge Bowls Club, Fasnidge Park Rockingham Road Uxbridge  
INSTALLATION OF TOILET FACILITIES

**Decision:** 10-05-2001 Approved

44771/APP/2002/382 Fasnidge Bowls Club, Fasnidge Park Rockingham Road Uxbridge  
INSTALLATION OF 6 FLOODLIGHTS TO BOWLS CLUB

**Decision:** 28-05-2002 Approved

44771/APP/2003/422 Fasnidge Bowls Club, Fasnidge Park Rockingham Parade Uxbridge  
ERECTION OF SINGLE STOREY PITCHED ROOF BUILDING FOR USE AS TOILET/CHANGING  
ROOM BLOCK FOR BOWLS CLUB

**Decision:** 31-03-2003 Approved

44771/APP/2005/3102 Fasnidge Park Rockingham Parade Uxbridge  
ERECTION OF SINGLE-STOREY DETACHED BUILDING COMPRISING CHANGING ROOMS  
AND TOILET FACILITIES FOR USE OF BOWLERS AND NEW KIOSK COMPRISING  
KITCHEN/DINING AND TOILET FACILITIES FOR PUBLIC USE

**Decision:** 03-01-2006 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.HE1 (2012) Heritage

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE4 New development within or on the fringes of conservation areas
- 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 7.2 (2016) An inclusive environment
- LPP 7.4 (2016) Local character
- LPP 7.8 (2016) Heritage assets and archaeology

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

- 5.1** Advertisement Expiry Date:- **9th November 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

3rd November 2016

## 6. Consultations

### External Consultees

Consultation letters were sent to six local owner/occupiers and The Mall Pavilions Shopping Centre. A site notice was also posted. No responses have been received.

### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although within an Archaeological Priority Area, the proposed development is too small-scale to be likely to cause significant harm in this location.

No further assessment or conditions are therefore necessary.

### Internal Consultees

#### URBAN DESIGN/CONSERVATION OFFICER

The existing building is located with the Rockingham Bridge, Uxbridge Conservation Area and is adjacent to Fassnidge Park. The site is situated within the Uxbridge Archaeological Priority Area (APA) and Colne Valley Archaeological Priority Zone (APZ). Therefore, GLAAS would need to be consulted.

The existing modest sized building is of simple construction with some notable features. As existing the building is characterised by a timber clad external finish and a gable tiled roof which overhangs creating a canopied area to the front of the building facing onto the bowling green. This is supported by painted green timber posts on brick plinths.

The proposal would involve demolition of the existing building. Whilst the loss of the original bowls pavilion would be considered regrettable it is considered admissible in this instance. There are no objections to the proposed building with timber clad external finish and tiled gable roof and canopy. The timber clad should ideally be dark stained.

No objections are raised.

#### TREES/LANDSCAPE OFFICER

It does not appear that any trees will be affected by these proposals.

Recommendations: None.

Conclusion (in terms of Saved Policy BE38): Acceptable.

#### HIGHWAY ENGINEER

This application is for the demolition of the existing timber bowls pavilion at Fassnidge Bowls Club off Rockingham Parade, Uxbridge and replacing it with a slightly bigger single storey building. There is no car parking on the site and no vehicular access to the pavilion apart from emergencies.

Club members park in a nearby parking area off Rockingham Parade shared with the users of the allotments. The site has a PTAL value of 3 (moderate) which is a result of bus and rail services but the nearest bus stop is approximately 400m away. This PTAL value suggests there will be a reliance on private cars for trip making.

The proposals involve replacing the existing pavilion with a new version which is 45 sq.m larger. It is unlikely that the proposed increased size of pavilion will result in more trips to and from the site compared with the existing and consequently no greater demand for local car parking.

The existing use of the 20 car parking spaces in a nearby car park is the same arrangement that currently exists and is proposed to continue. It is assumed that the new pavilion will not be used for major social or sporting functions that will generate large volumes of traffic. In the light of the above comments no significant concerns are raised.

## **7. MAIN PLANNING ISSUES**

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

The impact of the development on community/sports provision, the green link and Rockingham Road, Uxbridge Conservation Area are key considerations in assessing the principle of the development in this location.

Local Plan: Part 1 policies CI2 and EM5 seek to support the provision of new and/or enhanced community, leisure, recreation and sporting facilities across the borough. Furthermore, Local Plan: Part 2 policy R5 confirms that the Local Planning Authority will not grant planning permission for the loss of existing buildings in such uses unless adequate, accessible alternative facilities are provided. The proposed development is considered to support the retention and ongoing viability of the bowling club in this location in compliance with these policy objectives.

With regard to the site's location within an area forming a link in a green chain, Local Plan: Part 2 policy OL11 confirms that within such areas "the Local Planning Authority will:-

- i) encourage the provision and improvement of suitable recreational facilities;
- ii) maintain their positive contribution in providing a visual and physical break in the built-up area;
- iii) conserve and enhance the visual amenity and nature conservation value of the landscape;
- iv) seek to improve public access to and through the area; and
- v) promote an overall identity for green chains throughout the borough."

The proposal is to improve and enhance an established facility through the replacement of an existing building, which is coming towards the end of its useful life. The proposal supports the recreational use of the area and provides an important and valued community and sporting facility. Furthermore, the development would not significantly increase the built-up nature of the site or impact on the visual amenities of the surrounding landscape. Accordingly, it is generally considered to comply with these policy criteria.

Local Plan: part 2 policy BE4 seeks to preserve and enhance features of conservation areas which add to their visual amenity. It confirms that development should avoid the demolition of

loss of such features and that there will be a presumption in favour of retaining buildings which make a positive contribution towards the character and appearance of the conservation area.

The existing timber construction building is typical of that found in many recreational areas across the borough and, whilst not unattractive, it is relatively understated and unremarkable in design terms. Furthermore, only limited views of it are available from outside the application site. Accordingly, it does not contribute significantly to the visual amenities of the conservation area and, in this regard, no objections are therefore raised to its demolition. Matters relating to the visual amenity and design of the proposed replacement building will be discussed later in this report.

The proposed development is considered to comply with relevant Local Plan policies, which seek to support the enhancement of sports and leisure facilities and safeguard key features of green chains and conservation areas. 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**

The site falls within an Archaeological Priority Area and also within the Rockingham Bridge, Uxbridge Conservation Area.

Local Plan: Part 2 policy BE1 seeks to safeguard the archaeological heritage of the borough. The Greater London Archaeological Advisory Service (GLAAS) have confirmed that due to the small-scale nature of the proposals their impact on archaeology is likely to be negligible. Accordingly, no objections have been raised in this respect.

Local Plan: Part 2 policy BE4 seeks to preserve and enhance features of conservation areas which add to their visual amenity. As discussed above, the existing building has no exceptional design merits which would warrant its retention and, therefore, no objections are raised to its demolition and replacement.

The proposed new building would be of a similar size, height and scale as the existing and it is considered to be acceptable in this respect. Furthermore, no objections are raised to the proposed use of timber cladding to assist in softening its visual impact.

Amended plans have been received which address initial concerns raised by the the Council's Urban Design and Conservation Officer regarding the proposed roof material and design of the canopy, such that no objections are raised to the overall design of the building. The

Whilst public views of the proposed building from outside the application site would be limited due to surrounding buildings and foliage, and so its visual impact would be limited, its design is nevertheless considered to appropriate for its location and to complement the visual amenities of this part of the conservation area.

The Council's Urban Design and Conservation Officer has notably raised no objections to the proposal in this instance and, accordingly, it is considered to comply with relevant policy criteria. An informative would be attached to encourage the applicant to use dark stained

timber cladding, as per the Urban Design and Conservation Officer's recommendation.

#### **7.04 Airport safeguarding**

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

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

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

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

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

The impact of the development on the visual amenities of the conservation area and its surrounds have been discussed in part 7.03 of this report. As mentioned above, public views of the application site are limited and, accordingly, it is not considered that the proposal would have any significant detrimental impact on the character or appearance of the surrounding area.

#### **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 immediately abut the site to the south. However, given the relatively minor nature of the proposals it is not considered that the scheme would lead to any significantly increased visual impact or intensification of the use, over and above the existing development on site, that it would have a 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.

Car parking is currently provided via a car park, which is shared with allotment holders, located at the northern end of nearby Rockingham Road. No alterations to the existing car parking or access arrangements are proposed as part of this application.

The proposal is for the replacement of an existing building at an established facility. Given the minor nature of the proposal, which would not result in any significant increase in floorspace, 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 or give rise to any significant increase in parking demand. Notably, the Council's Highway Engineer has raised no objections on these grounds. Accordingly, the development is considered to comply with the above mentioned policies.

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

Urban design

Issues relating to urban design have been discussed in parts 7.03 and 7.07 of the report.

## 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**

Level access would be provided to the building. 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.

No trees of landscape features of merit would be affected by the proposed works and the Council's Trees/Landscape Officer has notably raised no objections to the proposal and confirmed that no landscaping conditions are necessary 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 character or appearance of the conservation area or on the visual amenities of the surrounding area. Furthermore, it is not considered that it would have any significant adverse impact on residential amenity.

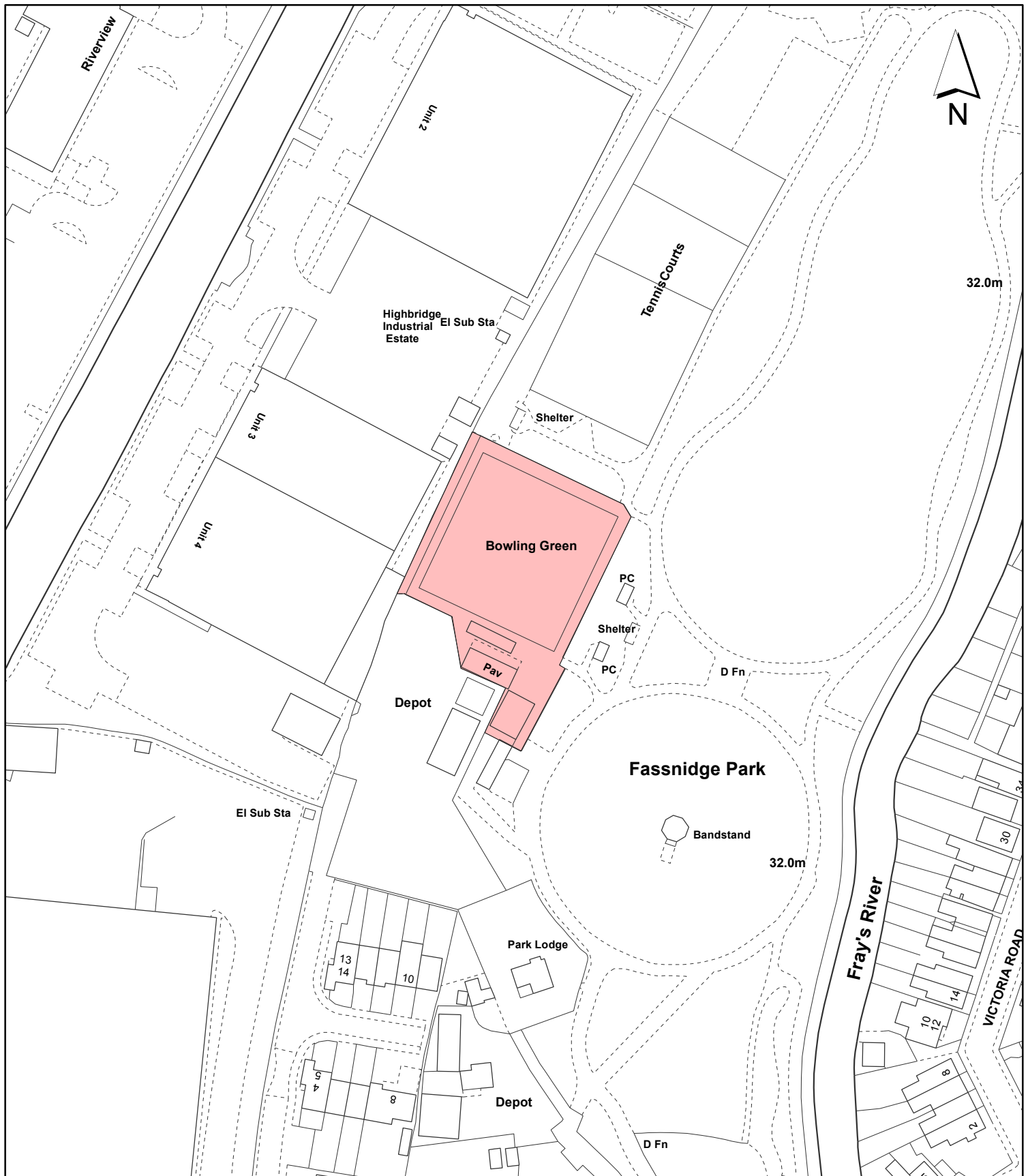
The proposal is considered to comply with relevant local, London Plan and NPPF planning policies and, accordingly, approval is recommended.

#### **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.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Fasnidge Bowls Club  
 Rockingham Parade  
 Uxbridge**

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

Planning Application Ref:

**44771/APP/2016/3585**

Scale:

**1:1,250**

Planning Committee:

**Major Page 210**

Date:

**November 2016**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Wednesday 16 November  
2016



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

Page 211

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

**Address** WATERLOO WHARF WATERLOO ROAD UXBRIDGE

**Development:** Erection of 47 flats in two blocks, with associated parking, new access, amenity space and landscaping, involving demolition of existing warehouse, offices and 80 Rockingham Road.

**LBH Ref Nos:** 43016/APP/2016/1975

THE COPYRIGHTS TO THE DESIGN ON THIS DRAWING REMAINS THE PROPERTY OF PREMIER FOREST INTERNATIONAL LIMITED



**SITE DEVELOPMENT BOUNDARY**



**PLANNING**

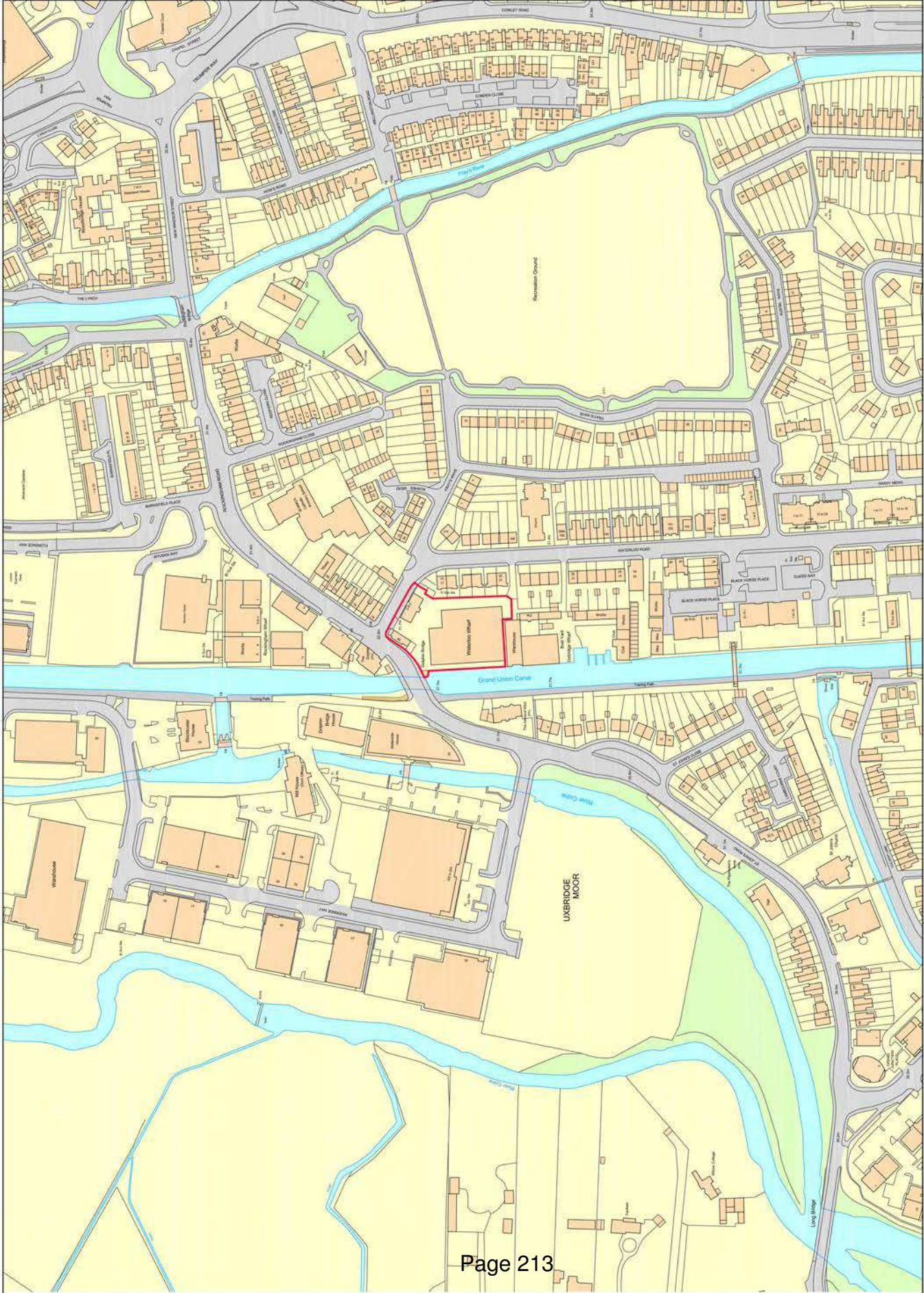
Revision	Date	Description
B	02-09-2016	update: site development boundary
A	14-11-2014	update: site development boundary

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR,  
WARWICKSHIRE CV38 4NJ  
TEL : 01608 863317  
www.frameinternational.co.uk

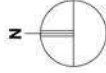
**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-01

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Location Plan**

**PREMIER FOREST ESTATES LTD**



— SITE DEVELOPMENT BOUNDARY



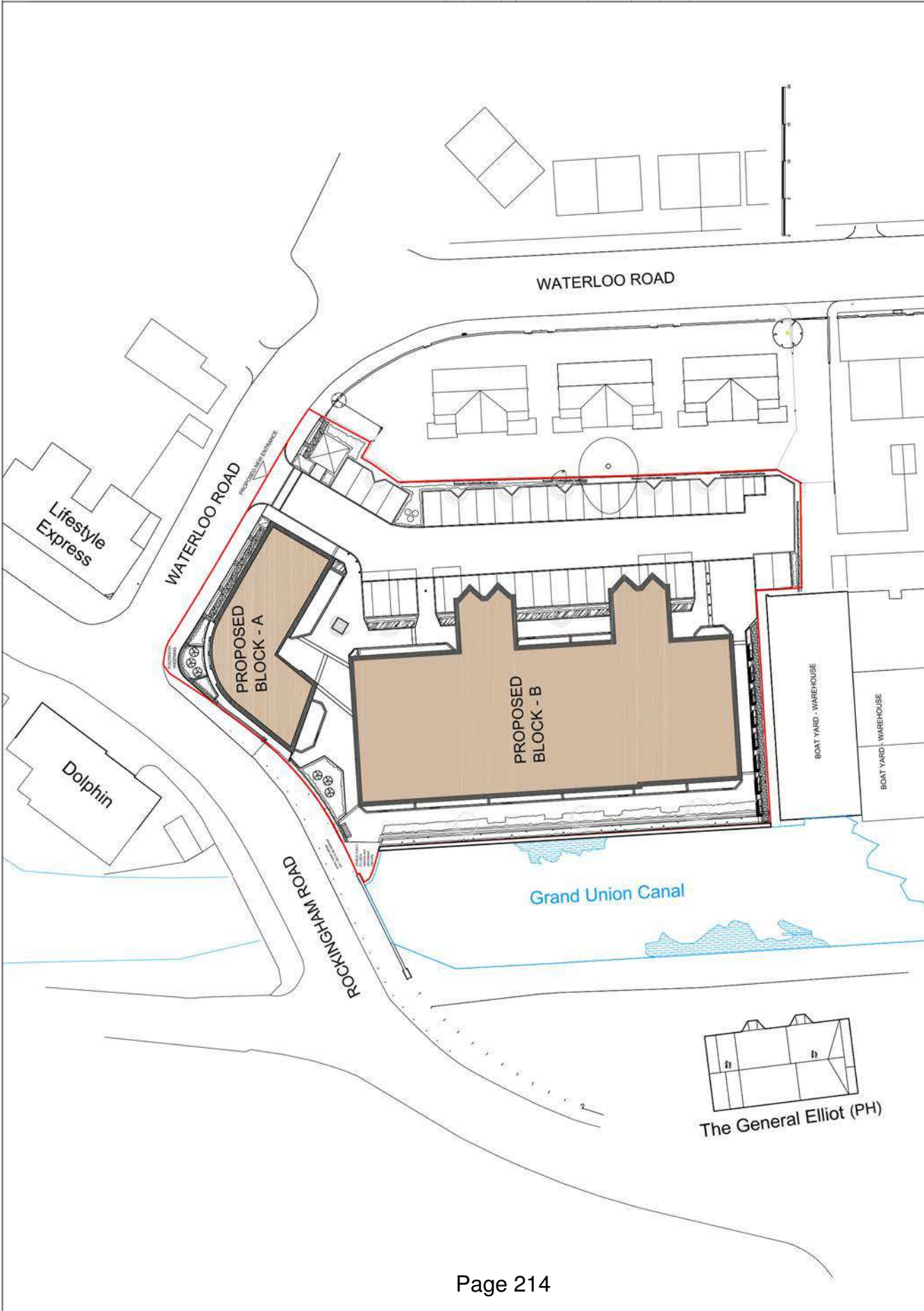
**PLANNING**

Revision	Date	Description
REVISION G	18-08-2014	Applied windows on new east wings
REVISION F	26-02-2014	Final Landscape Plan Final site plan including blocks A & B Revised paving & landscaping Revised parking & landscaping
REVISION E	27-10-2013	Remove pedestrian & vehicular gate Block C - removed Block B - substituted south to replace 'C'
REVISION D	04-06-2013	Block C - removed Block B - substituted south to replace 'C'
REVISION C	09-11-2014	Final site plan including blocks A & B Final Landscape Plan Final site plan including blocks A & B Final paving & landscaping Final parking & landscaping Final site plan including blocks A & B Final Landscape Plan Final site plan including blocks A & B Final paving & landscaping Final parking & landscaping
REVISION B	20-10-2014	Block C - revised 3rd floor removed Block B - revised 3rd floor removed Block A - revised 3rd floor removed Block B - revised 3rd floor removed
REVISION A	24-06-2014	Design Option P) Revised location of blocks on site Design Option P) Revised location of blocks on site Design Option P) Revised location of blocks on site Design Option P) Revised location of blocks on site

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV36 4NJ  
TEL: 01608 863317  
www.frameinternational.co.uk

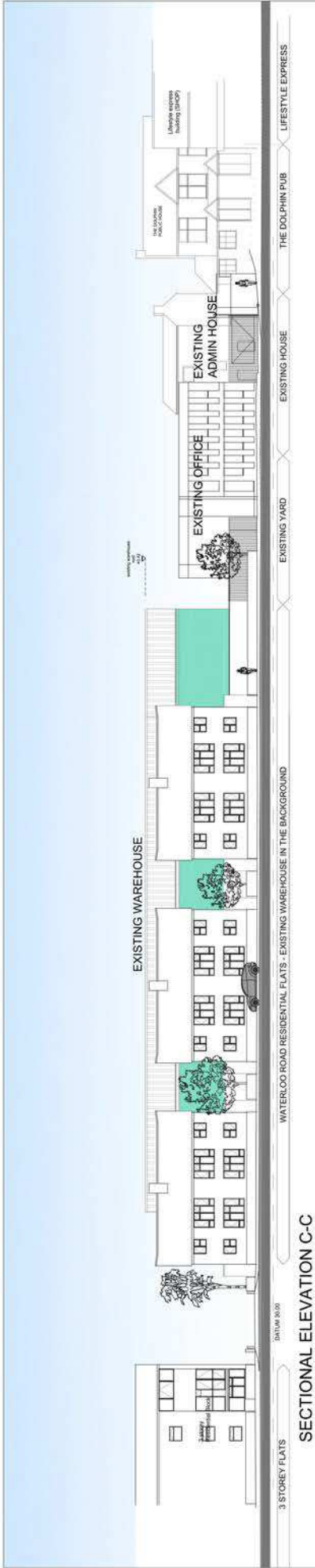
**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-03.1

**Date:** 20.10.2014  
**Scale:** 1:250 (A1)  
**Revision:** - G

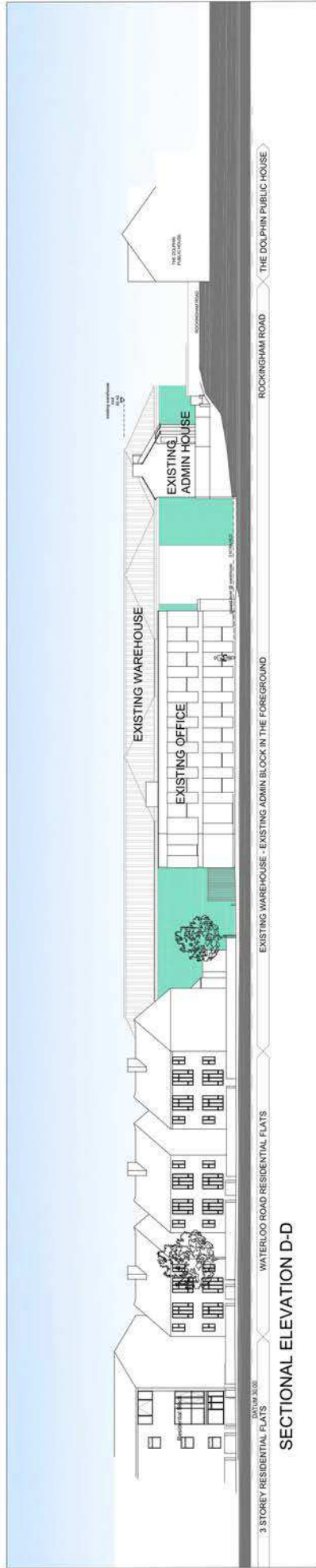


**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Site Plan**

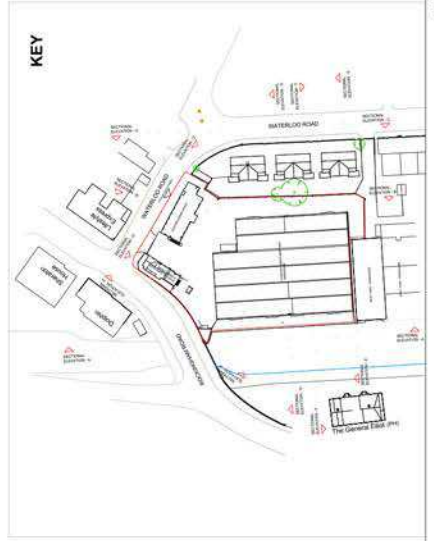
**PREMIER FOREST ESTATES LTD**



SECTIONAL ELEVATION C-C



SECTIONAL ELEVATION D-D



KEY

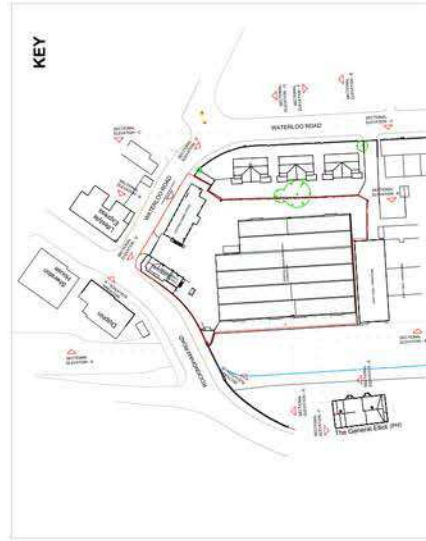
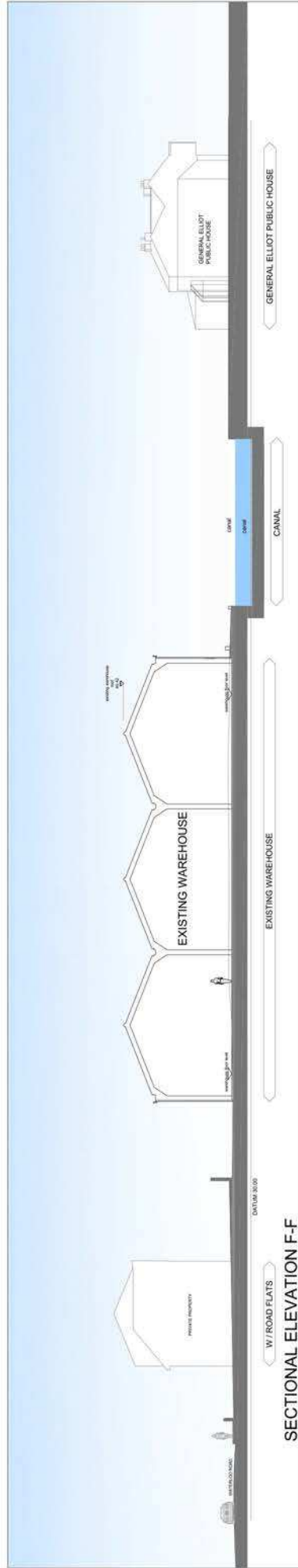
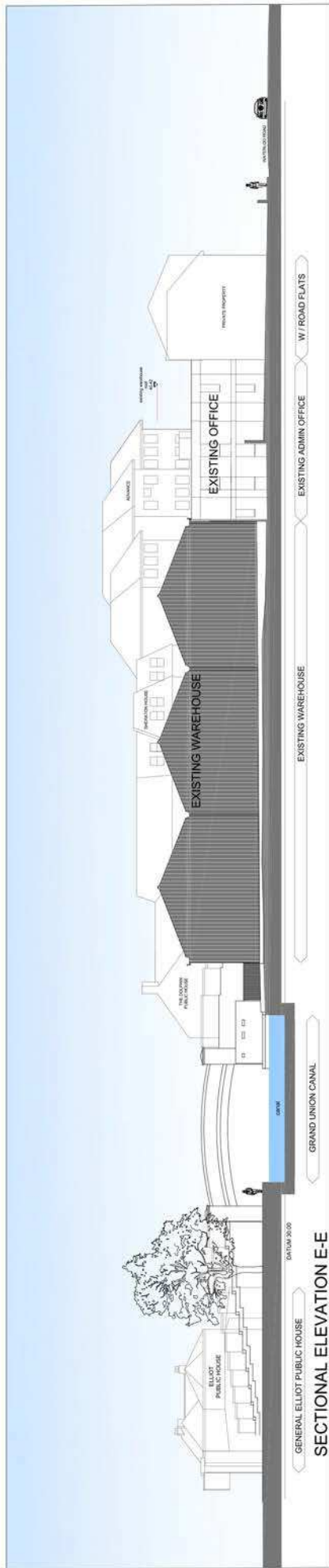
PLANNING

Reference	Date	Description

**Frame**  
INTERNATIONAL LTD  
MANOR FARM, TREDEINGTON,  
SWEPTON OVA STOUR,  
WIMBORNEHURST CYRIL RD  
WIMBORNE  
www.frameinternational.co.uk

PROJECT CODE : WATE  
Drawn: E. V.  
Author: Y. F.  
Drawing No: SUB 202

DATE: 20.10.2014  
Scale: 1:125 (A0)  
Revision: - A



**PLANNING**

Revision	Date	Description

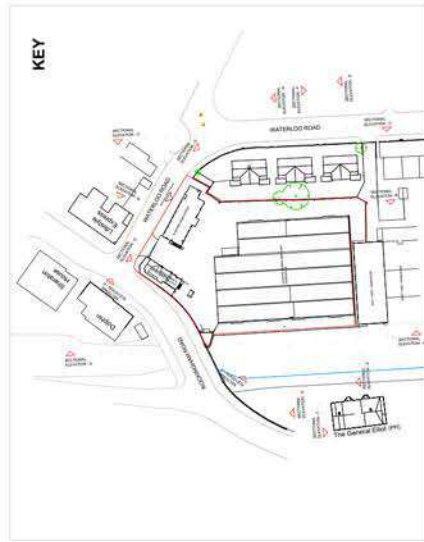
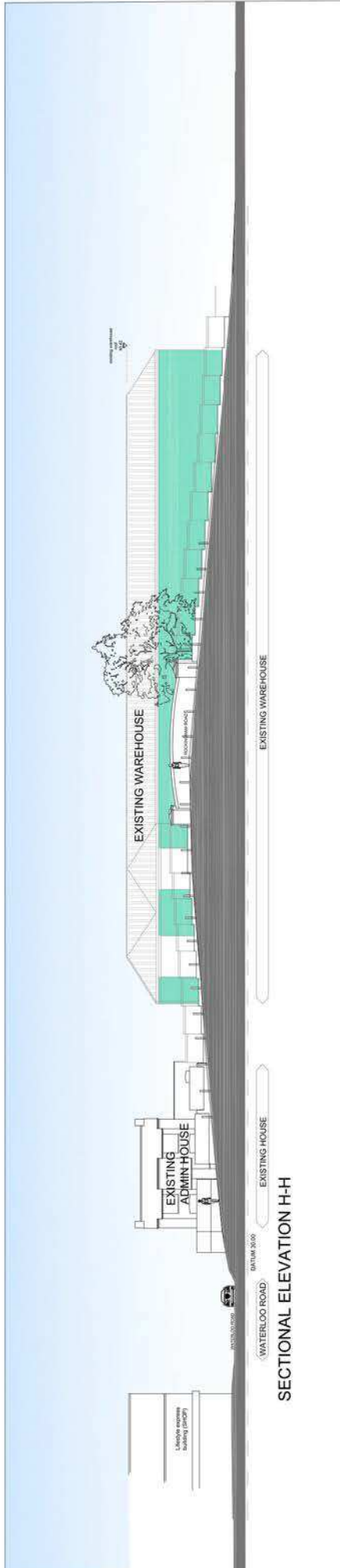
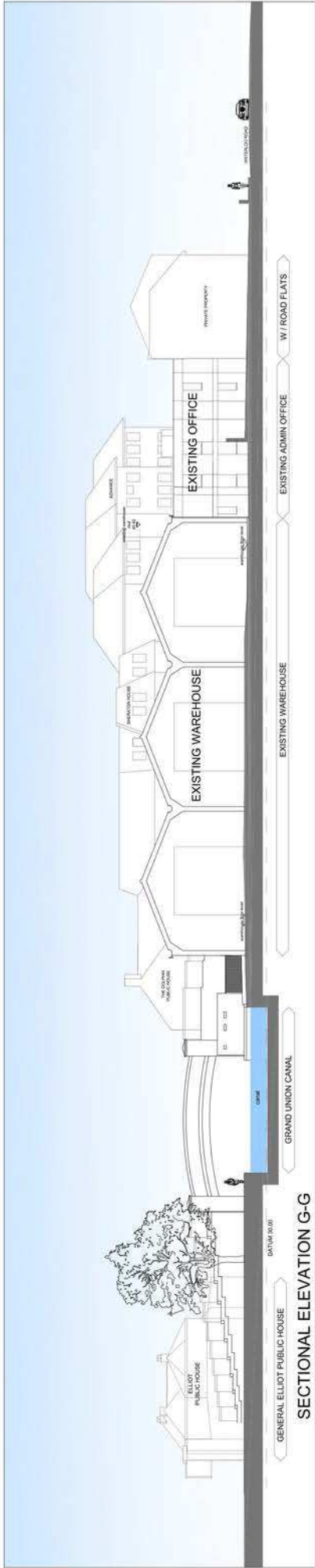
**Frame**  
 INTERNATIONAL LTD  
 MANOR FARM, TREDINGTON  
 SHIPSTON ON STOUR  
 WARRICKSHIRE CV34 4NJ  
 TEL: 01826 493317  
 www.frameinternational.co.uk

**PROJECT CODE**  
 Drawn: E. V.  
 Author: Y. F.  
 Drawing No: SUB 203

**WATE**  
 Date: 20.10.2014  
 Scale: 1:125 (A0)  
 Revison: - A

**PROJECT : RESIDENTIAL DEVELOPMENT - 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Existing Sectional Elevations - E-E, F-F**





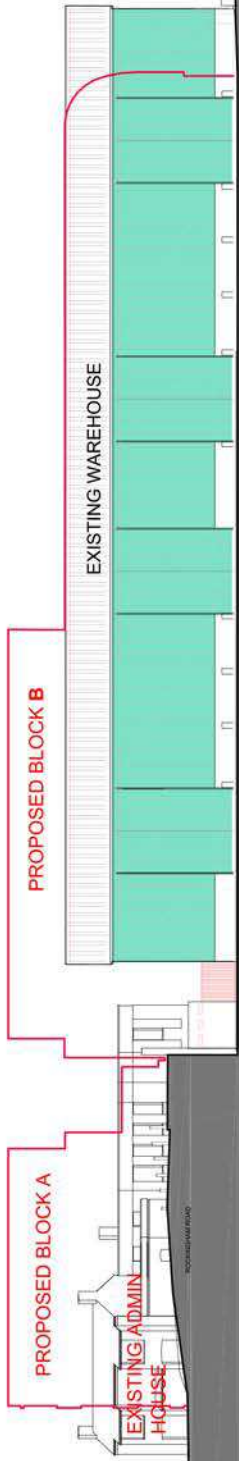
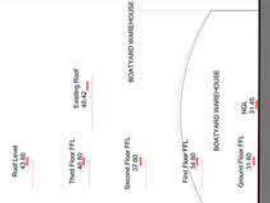
**PLANNING**

Reference	Date	Description

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON OIL STOR,  
WATERLOO ROAD, UXBRIDGE, MIDDLESEX, U.K.  
TEL: 01895 835177  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: E. V. Date: 20.10.2014  
Author: Y. F. Scale: 1:125 (A0)  
Revision: - A  
Drawing No: SUB 204

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Existing Sectional Elevations - G-G, H-H**



SECTIONAL ELEVATION A-A

COMMERCIAL BUILDINGS THE DOLPHIN PUBLIC HOUSE

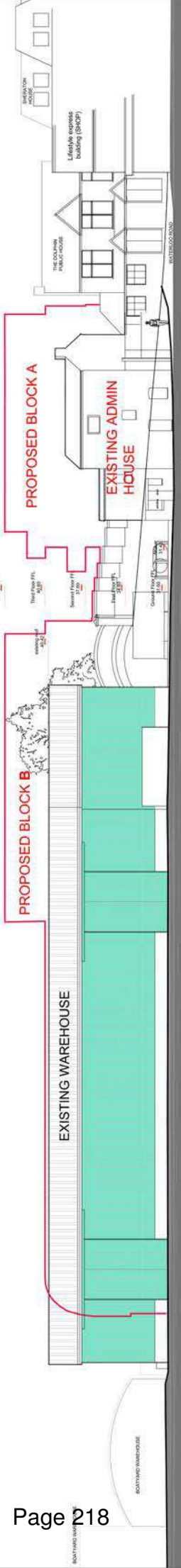
EXISTING HOUSE EXISTING ADMIN OFFICE

EXISTING WAREHOUSE

BOATYARD WAREHOUSE

DATUM 30.00

BOATYARD WAREHOUSE



SECTIONAL ELEVATION B-B

EXISTING WAREHOUSE

EXISTING HOUSE

EXISTING YARD

THE DOLPHIN PUB

LIFESTYLE EXPRESS

DATUM 30.00

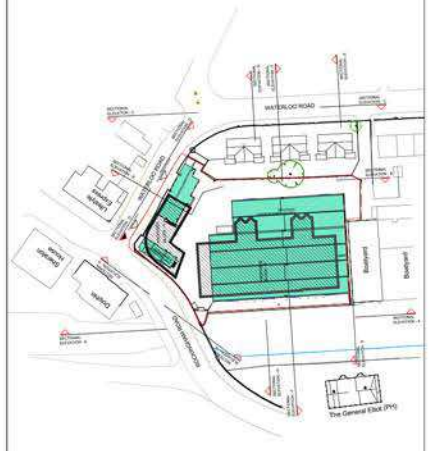
BOATYARD WAREHOUSE

PLANNING

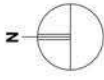
Revision	Date	Description
REVISED B	17.02.2014	1. New block 3-5 Waterloo Road A & B 2. Revised elevations, sections and details 3. Revised planning application A & B
REVISED C	13.03.2014	1. Revised elevations, sections and details 2. Revised planning application A & B
REVISED D	28.03.2014	1. Revised elevations, sections and details 2. Revised planning application A & B
REVISED E	28.03.2014	1. Revised elevations, sections and details 2. Revised planning application A & B

**Frame**  
INTERNATIONAL LTD  
MANOR PARK, TRENTHAM,  
SHEPSTON ONE STOUR,  
NORWICH, SUFFOLK, NR14 4JG  
Tel: 01603 883333  
www.frameinternational.co.uk

PROJECT CODE : WATE  
Drawn: E. V.  
Author: Y. F.  
Date: 20.10.2014  
Scale: 1:100 (A0)  
Revision: D  
Drawing No: SUB 201.1



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Existing and Proposed Outline - Sectional Elevations - A-A, B-B**



**PLANNING**

Revision	Date	Description
REVISION A	30-08-2016	Revised red line

**Frame**  
 INTERNATIONAL Ltd  
 MANOR FARM, TREDINGTON,  
 SHIPSTON ON STOUR  
 WARWICKSHIRE CV36 4NU  
 TEL: 01608 663317  
 www.frameinternational.co.uk

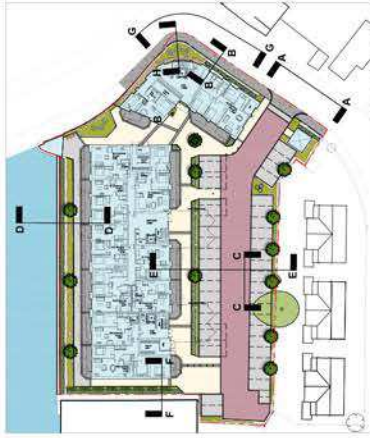
**PROJECT CODE** : WATE  
 Drawn: RM  
 Author: YF  
 Drawing No: SUB-02

**Date:** 20.10.2014  
**Scale:** 1:250 (A1)  
**Revision:** - A



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Survey - Existing Buildings on site**

**PREMIER FOREST ESTATES LTD**



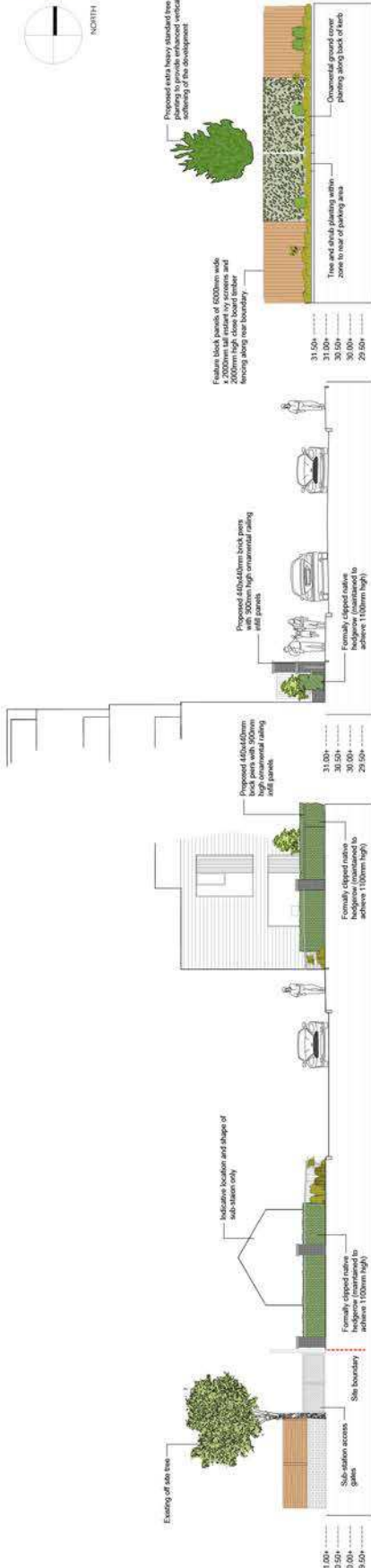
SECTION LOCATION PLAN  
DATE: 17/11/2014

- NOTES**
- REV. 1 17/11/14 MAB Site location plan updated
  - REV. 2 26/02/14 MAB General update of sections D-D and E-E
  - REV. 3 08/05/14 MAB Proposed plantings in the site with revised masterplan
  - REV. 4 27/05/14 MAB Proposed plantings in the site with revised masterplan
  - REV. 5 08/05/14 MAB Proposed plantings in the site with revised masterplan
  - REV. 6 16/05/14 MAB Proposed plantings in the site with revised masterplan
  - REV. 7 27/05/14 MAB Proposed plantings in the site with revised masterplan
  - REV. 8 27/11/14 MAB Proposed plantings in the site with revised masterplan
- DATE: 17/11/2014  
DRAWN BY: MAB

**ELEVATION A-A 1:100**

**ELEVATION B-B 1:100**

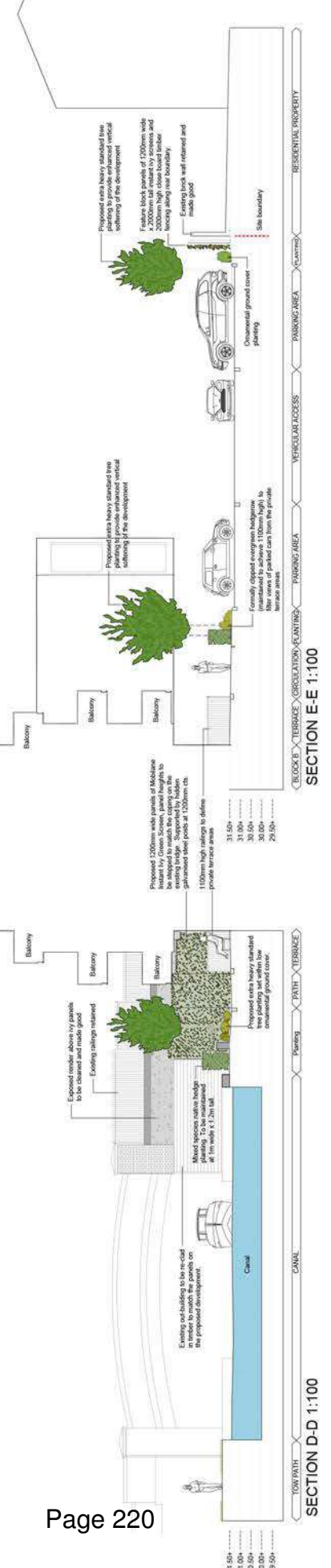
**ELEVATION C-C 1:100**



**SECTION E-E 1:100**

**SECTION D-D 1:100**

**SECTION F-F 1:100**



**BARRY CHINN** ARCHITECTS  
LANDSCAPE ARCHITECTS

<b>CLIENT</b>			<b>PREMIER FOREST ESTATES LIMITED</b>		
<b>PROJECT</b>			<b>3 - 5 WATERLOO ROAD, UXBRIDGE</b>		
<b>DRAWINGS</b>			<b>EXTERNAL WORKS MASTERPLAN SECTIONS</b>		
<b>CONTRACT</b>	<b>METH</b>	<b>DRS NO.</b>			
<b>DATE</b>	<b>14/11/14</b>	<b>DRSWR</b>	<b>MAB</b>	<b>02</b>	
<b>ISSUE</b>	<b>Planning</b>	<b>CHECKED</b>	<b>BRG</b>		
<b>SCALE</b>	<b>1:100</b>	<b>DRS SHEET AT</b>	<b>REV K</b>		
<b>CAD FILE</b>	<b>MAB-14-02.dwg</b>				



KEY

	Accessible parking unit
	Parking bay with electrical vehicle charging point



PLANNING

Revision	Date	Description
REVISION J	18-03-2015	Amendations 1. Flood Defence Wall 2. Access gates to flat 3 3. Access gates to flat 4 4. Access gates to flat 5 5. Revised ground floor plans A & B 6. Revised parking & Landscaping
REVISION H	25-02-2015	1. Revised ground floor plans A & B 2. Revised parking & Landscaping
REVISION G	15-01-2015	1. Revised ground floor plans to G7 - 2 bed
REVISION F	12-01-2015	1. Windows added to balconies ground floor 2. Flat G7 re-named: flat and bicycle store 3. Elevations revised to suit
REVISION E	27-10-2015	1. Revised parking & vehicular gate
REVISION D	10-08-2015	1. Block A - revised 2. Block B - extended north to replace 'C' 3. With revised core lines on subsidence footing 4. Revised ground floor plans to include site to collect refuse 5. Increased concrete quantity in site of 6. Over 'B' from north to gate
REVISION C	09-10-2014	1. Block A - all floors over entrance removed 2. Block C - raised 3rd floor removed 3. Block B - revised ground floor level increased back from 4. Design Option F1) Scheme bulk 5. Block B re-located from L-shaped 6. Block B re-located from L-shaped
REVISION B	20-10-2014	1. Design Option F1) Scheme bulk 2. Block B re-located from L-shaped 3. Block B re-located from L-shaped
REVISION A	20-08-2014	1. Design Option F1) Revised location of 2. Block B re-located from L-shaped 3. Block B re-located from L-shaped 4. Block B re-located from L-shaped

**Frame**  
INTERNATIONAL Ltd

MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV38 4NJ  
TEL : 01828 663317  
www.frameinternational.co.uk

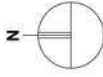
**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-04

Date: 20.10.2014  
Scale: 1:200 (A1)  
Revision: J



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Ground Floor plans - Block A & B**

**PREMIER FOREST ESTATES LTD**



**PLANNING**

Revision	Date	Description
REVISION: H	19-08-2015	Angled windows on two east wings. House glass to flat 5
REVISION: G	25-02-2015	Revised layout & elevations: blocks A & B Revised plans: 1st, 2nd, 3rd & roof Increased parking & landscaping
REVISION: F	12-01-2015	1. Block B north wall profile revised 2. Elevations revised to suit
REVISION: E	27-10-2015	Remove pedestrian & vehicular gaps
REVISION: D	03-08-2015	1. Block C - revised 2. Site plan - revised south to replace 'C' with 'D' and 'D' with 'E' 3. No opening windows or balconies facing 4. Refuse track to water site to collect refuse 5. Increased communal amenity in line of 6. Over 7m from curb to gate
REVISION: C	09-12-2014	1. Block A, all Block B and existing entrance and footpaths and revised back from 2. Block A, C - entire 3rd floor removed 3. Window elevations increased for code 4
REVISION: B	26-12-2014	Change Option F1) Scheme built Block B increased in line with code 4 Block B increased in line with code 4
REVISION: A	26-08-2014	Change Option F) Revised location of Block B increased in line with code 4 Block B increased in line with code 4 Block B increased in line with code 4

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV38 4NU  
TEL: 01608 663317  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-05

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed 1st Floor Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**





**PLANNING**

Revision	Date	Description
REVISION H	18-08-2014	Added windows to bar area edge Revised glass to the 3
REVISION G	27-03-2014	Revised layout & elevations blocks A & B Revised plans, 1st, 2nd, 3rd & roof Revised parking & landscaping
REVISION F	12-01-2014	1. Block B north wall profile created 2. Windows increased in size 3. Windows increased in height
REVISION E	27-10-2013	Remove protrusions & ventilator gills
REVISION D	02-06-2013	1. Block C - removed 2. Block C - replaced with window cover 3. No opening windows or ventilators facing 4. Added brick to cover site to collect rubble 5. Increased structural amenity in line of 6. Curt in from north to gate
REVISION C	09-12-2011	1. Block A - all floors were already constructed and Penwithes level increased back from ground level 2. Block C - extra 2nd floor removed 3. Windows increased in height 4. Windows increased in height for code 4
REVISION B	20-10-2011	Division Option F1 Scheme has been approved Block B removed from current edge revised and reduced
REVISION A	20-08-2011	Design Option F1 Revised location of various walls various gables from pen-appe meeting addressed

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV38 4NJ  
TEL : 01608 663317  
www.frameinternational.co.uk

**WATE**  
Date: 20.10.2014  
Scale: 1:200 (A1)  
Revision: H

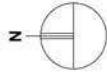
**PROJECT CODE**  
Drawn: RM  
Author: YF  
Drawing No: SUB-06

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed 2nd Floor Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**





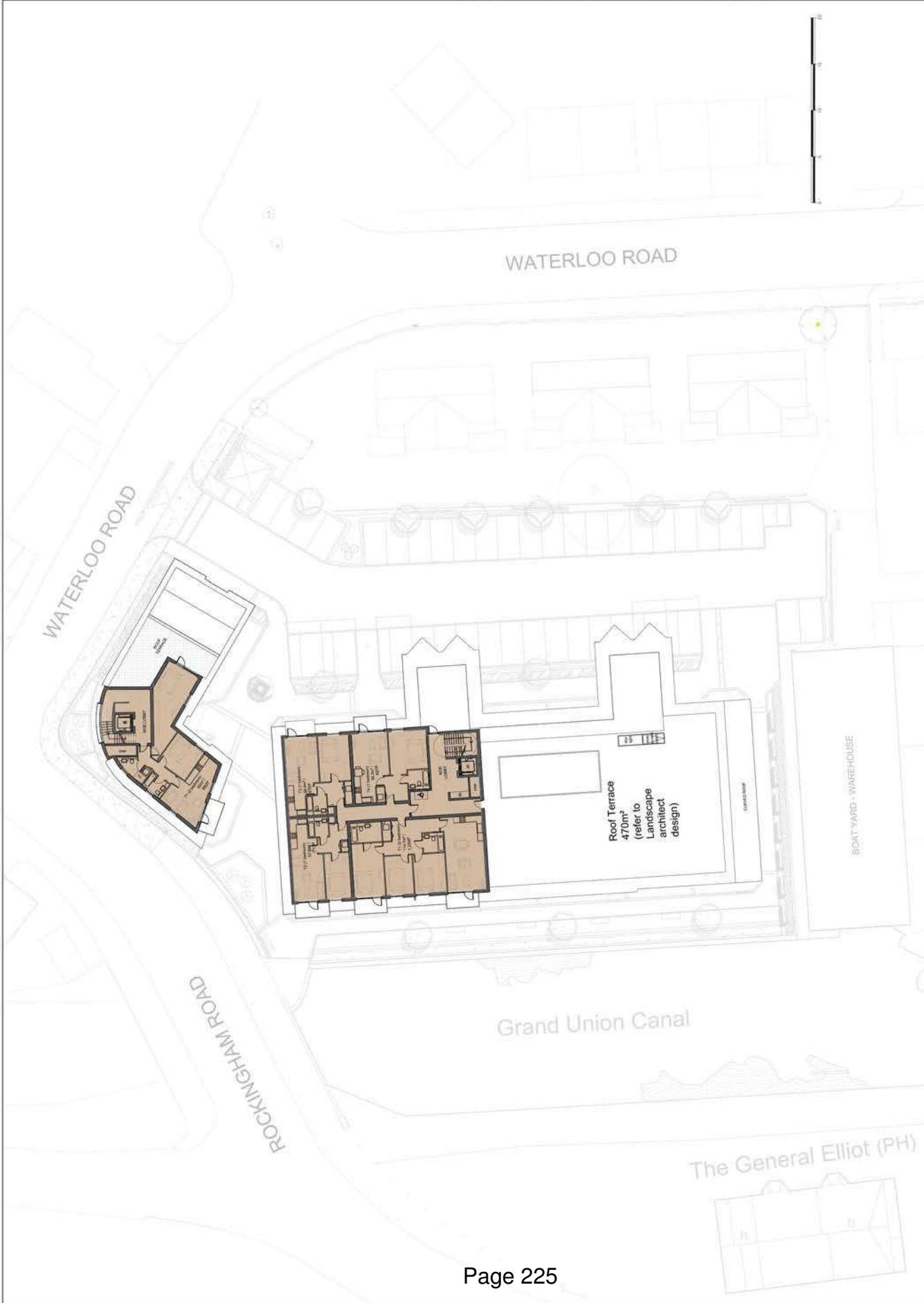


**PLANNING**

Revision	Date	Description
REVISION J	12-08-2014	Set back top floors on blocks A & B
REVISION H	15-02-2015	Revised First location on block B roof
REVISION G	25-02-2016	Revised height & elevations blocks A & B Revised roof structure Revised parking & Landscaping
REVISION F	12-01-2016	1. Block B room wall profile revised 2. Landscaping revised to full
REVISION E	21-10-2015	Remove pedestrian & vehicular gate
REVISION D	02-06-2015	1. Block C - removed 2. Block C - replaced south to replace 'C' with second core 3. Block C - replaced windows or balconies facing north 4. Added new block to Block C 5. Increased external amenity in lieu of Block C 6. Over 75% from curb to gate
REVISION C	09-12-2014	1. Block A - all floor over entrance removed and Penthouse level increased back from 2nd floor 2. Block C - extra 2nd floor removed 3. Block C - extra 2nd floor removed 4. Block C - extra 2nd floor removed 5. Block C - extra 2nd floor removed 6. Block C - extra 2nd floor removed 7. Block C - extra 2nd floor removed 8. Block C - extra 2nd floor removed 9. Block C - extra 2nd floor removed 10. Block C - extra 2nd floor removed
REVISION B	20-10-2014	(Design Option 7) Scheme built revised and reduced area of external amenity increased for code 4 revised to full
REVISION A	24-08-2014	(Design Option 7) Revised location of external amenity from per-appe meeting adopted

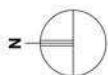
**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV36 4NJ  
TEL: 01608 663317  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: E. Vlijoen  
Author: YF  
Drawing No: SUB-07  
**Date:** 20.10.2014  
**Scale:** 1:200 (A1)  
**Revision:** J



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed 3rd Floor Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**



**PLANNING**

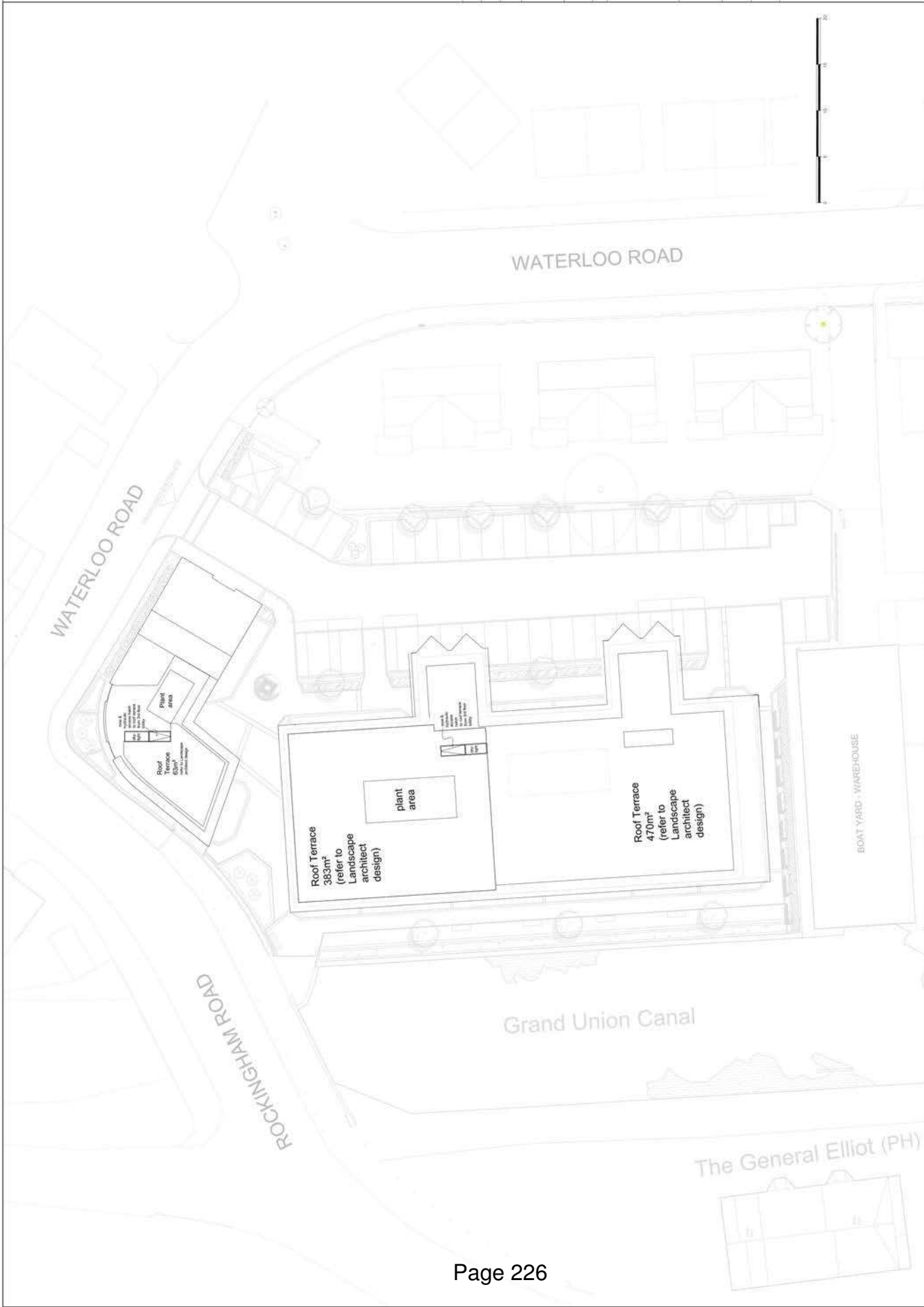
Revision	Date	Description
REVISION J	15-08-2015	Set back top floor - Blocks A & B
REVISION H	15-03-2015	Revised Flat location on block B roof
REVISION G	25-02-2015	Revised layout & dimensions blocks A & B Revised parking & landscaping Revised flat location on block B roof
REVISION F	12-01-2015	1. Block B south wall profile revised 2. Entrance changed (4m)
REVISION E	27-10-2014	Remove pedestrian & vehicular gate
REVISION D	03-08-2014	1. Block C - revised 2. Block C - revised south to replace 'C' with second core 3. Revised existing windows or structures facing courtyard 4. Revised flat location on block 5. Increased external amenity in line of 6. Over 7.5m from curb to gate
REVISION C	06-10-2014	1. Block A - all floors over entrance removed and Penthouse level increased back from 2. Block C - entire 3rd floor removed 3. Block C - entire 2nd floor removed 4. Block C - entire 1st floor removed 5. Penthouse level increased for code 4 6. Block B - revised flat location on block edge
REVISION B	20-10-2014	Design Option F1 Screens built Screens and penthouse removed Block B - revised flat location on block edge
REVISION A	26-08-2014	Design Option F1 Revised location of various points from pre-app meeting (addressed)

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR,  
WARWICKSHIRE CV36 4NJ  
TEL : 01608 663317  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
**Drawn:** RM  
**Author:** YF  
**Drawing No:** SUB-08

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Roof Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**





EAST ELEVATION



NORTH ELEVATION

**BUILDING FABRIC KEY:**

- Outer external layer - Straton 160/180 face brick
- Recessed external Dark patterned face brick
- Timber cladding
- Glazing
- Balcony balustrade - Timber clad posts
- Balustrade - Glass front
- Standing seam zinc aluminium or similar

Revision	Date	Description
REVISION G	14-08-2016	Set back top floor. Angled windows on first string.
REVISION F	24-02-2016	Revised height & elevations blocks A & B. Revised plans 1st, 2nd, 3rd & 4th floor. Revised sections & landscaping.
REVISION E	11-01-2015	Windows added to balconies: second floor. 1. First floor windows: 1st and 2nd floor above. 2. First floor windows: 1st and 2nd floor above. 3. Elevations amended to suit.
REVISION D	05-09-2015	1. Block C - retained. 2. Block B - extended south to replace 'C' with second storey. 3. Windows added to balconies: second floor. 4. Windows added to balconies: second floor. 5. Windows added to balconies: second floor. 6. Over 7th floor curb to gate.
REVISION C	09-12-2014	1. Block A - all floors over entrance removed and perimeter level increased back from edge. 2. Block C - entire 3rd floor removed and perimeter level increased back from edge. 3. Block B - retained for block A. 4. Block B - retained for block A.
REVISION B	20-10-2014	(Design Option F) Scheme built. Block B replaced 1st floor local edge.
REVISION A	20-08-2014	(Design Option F) Revised location of block on site. Revised location of various points from pre-proposal.

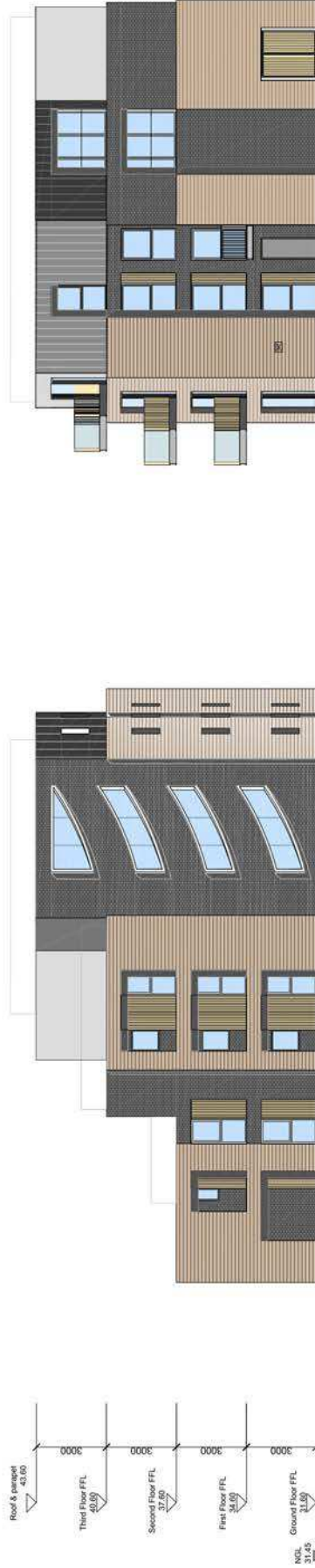
**Frame**  
INTERNATIONAL LTD  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV35E 4NJ  
TEL : 01609 663317  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
**Drawn:** RM  
**Author:** YF  
**Drawing No:** SUB-104

**Date:** 20.10.2014  
**Scale:** 1:100 (A1)  
**Revision:** G

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed East + North Elevations - Block 'B' -**

**PREMIER FOREST ESTATES LTD**



**EAST ELEVATION**

**NORTH ELEVATION**

NCL 31.60  
Ground Floor FFL

31.60

34.60

37.60

40.60

43.60

Revision	Date	Description
REVISION F	18-08-2016	Reduce height and re-align top back top floor
REVISION E	25-02-2016	Revised height & elevations Blocks A & B Revised plans to show 3rd & 4th floor Revised elevations to show 3rd & 4th floor
REVISION D	10-06-2015	1. Block C - removed 2. Block B - standard south to replace 'C' 3. With second core columns or balconies showing 4. Balcony - back to back able to be added relative to each block 5. Provide structural assembly in line of parapet 6. Over 75% from curb to gate
REVISION C	09-12-2014	1. Block A - all floors over entrance removed 2. Block C - entire 3rd floor removed 3. Block B - entire 3rd floor removed 4. Balcony - removed for Block A 5. Balcony - removed for Block B
REVISION B	26-06-2014	Design Option F3 Balcony built Block B relocated from front east edge Block A relocated from front east edge
REVISION A	26-08-2014	Block C - Design F1 Revised location of Block C - all spaces possible from parapet meeting (20/08/2014)

**PLANNING**

**Frame**  
INTERNATIONAL Ltd

MAJOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV36 4NJ  
TEL : 01608 863317  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-101

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed North + East Elevations - Block 'A' -**

**PREMIER FOREST ESTATES LTD**

Date: 20.10.2014

Scale: 1:100 (A1)

Revison: F

- BUILDING FABRIC KEY:**
- Outer external layer - Stratton Blend face brick
  - Recessed external Dark patterned face brick
  - Timber cladding
  - Glazing
  - Balcony balustrade - Glass front
  - Balcony balustrade - timber clad sides
  - Standing seam zinc cladding or similar



WEST ELEVATION



SOUTH ELEVATION

Revision	Date	Description
REVISION F	18-08-2018	Reduce height and massing Set back top floor
REVISION E	29-02-2018	Revised Block B, including Blocks A & B Revised ground to 202, 203, 204 & 205 Revised parking & Landscaping
REVISION D	03-08-2015	1. Block C - removed 2. Block B - extended south to 'redline' 3. No opening windows or balconies facing south 4. Balcony back to edge site to collect refuse 5. Increased ground level to 202, 203, 204 & 205 6. Increased ground level to 202, 203, 204 & 205 7. No opening windows or balconies facing south 8. No opening windows or balconies facing south
REVISION C	09-12-2014	1. Revised ground level to 202, 203, 204 & 205 2. Revised ground level to 202, 203, 204 & 205 3. Revised ground level to 202, 203, 204 & 205 4. Revised ground level to 202, 203, 204 & 205 5. Revised ground level to 202, 203, 204 & 205 6. Revised ground level to 202, 203, 204 & 205 7. Revised ground level to 202, 203, 204 & 205 8. Revised ground level to 202, 203, 204 & 205
REVISION B	20-10-2014	1. Revised ground level to 202, 203, 204 & 205 2. Revised ground level to 202, 203, 204 & 205 3. Revised ground level to 202, 203, 204 & 205 4. Revised ground level to 202, 203, 204 & 205 5. Revised ground level to 202, 203, 204 & 205 6. Revised ground level to 202, 203, 204 & 205 7. Revised ground level to 202, 203, 204 & 205 8. Revised ground level to 202, 203, 204 & 205
REVISION A	24-08-2014	1. Revised ground level to 202, 203, 204 & 205 2. Revised ground level to 202, 203, 204 & 205 3. Revised ground level to 202, 203, 204 & 205 4. Revised ground level to 202, 203, 204 & 205 5. Revised ground level to 202, 203, 204 & 205 6. Revised ground level to 202, 203, 204 & 205 7. Revised ground level to 202, 203, 204 & 205 8. Revised ground level to 202, 203, 204 & 205

**PLANNING**

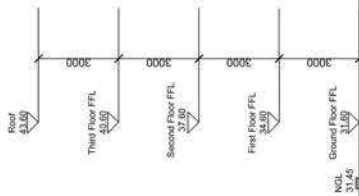
**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR,  
WARWICKSHIRE CV36 4NU  
TEL : 01609 663317  
www.frameinternational.co.uk

**PROJECT CODE :** WATE  
**Date:** 20.10.2014  
**Drawn:** RM  
**Author:** YF  
**Scale:** 1:100 (A1)  
**Revision:** F  
**Drawing No:** SUB-102

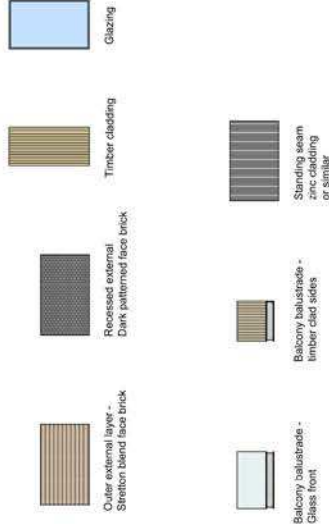
**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed South + West Elevations - Block 'A' -**

**BUILDING FABRIC KEY:**

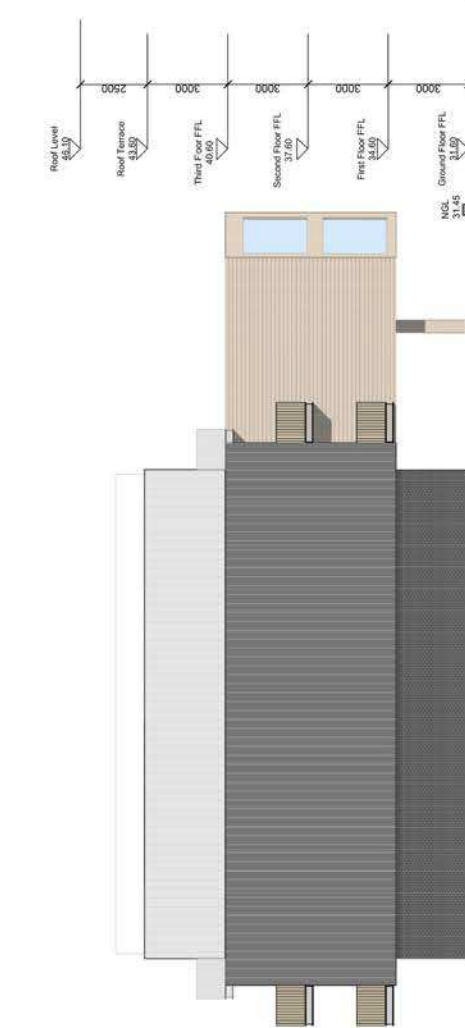
- Outer external layer - Stratton Blend face brick
- Recessed external - Dark patterned face brick
- Timber cladding
- Glazing
- Balcony balustrade - Glass front
- Balcony balustrade - timber clad sides
- Standing seam zinc cladding or similar



WEST ELEVATION



BUILDING FABRIC KEY:



SOUTH ELEVATION

Revision	Date	Description
REVISION F	18-08-2016	Glaze back in sand facing bricks. Set back top floor. Adjust windows on east wings
REVISION E	25-02-2016	Revised heights & elevations blocks A & B. Revised roof heights. Revised roof finished parking & Landscaping
REVISION D	02-08-2015	1. Block C - removed 2. Block B - extended south to replace 'C' 3. New opening windows of balconies facing 4. Revised back to enter site to collect refuse 5. Revised front garden boundary in line of private gardens 6. Over 1m from curb to gate
REVISION C	30-12-2014	1. Block A - all doors over entrance removed 2. Block A - all windows level increased back 100mm 3. Balcony 4. Window height increased for code 4 sustainable homes
REVISION B	20-05-2014	Design Option F1 balconies built Block B increased 8m from east edge
REVISION A	18-02-2014	Design Option F1 Revised location of blocks on site Revised windows from pre-app meeting approved

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV36 4NJ  
TEL : 01826 863317  
www.frameinternational.co.uk

PROJECT CODE : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-103

PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
DESCRIPTION : Proposed West + South Elevations - Block 'B' -

PREMIER FOREST ESTATES LTD

Date: 20.10.2014  
Scale: 1:100 (A1)  
Revision: F

Red line: profile line of previous application



EAST ELEVATION - BLOCK B

Red line: profile line of previous application



NORTH ELEVATION - BLOCK A

PLANNING

Member	Date	Description

**Frame**  
INTERNATIONAL Ltd  
MANOR FARM, TREDINGTON,  
SHIPSTON ON STOUR  
WARWICKSHIRE CV36 4NJ  
TEL : 01828 863317  
www.frameinternational.co.uk

PROJECT CODE : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-105

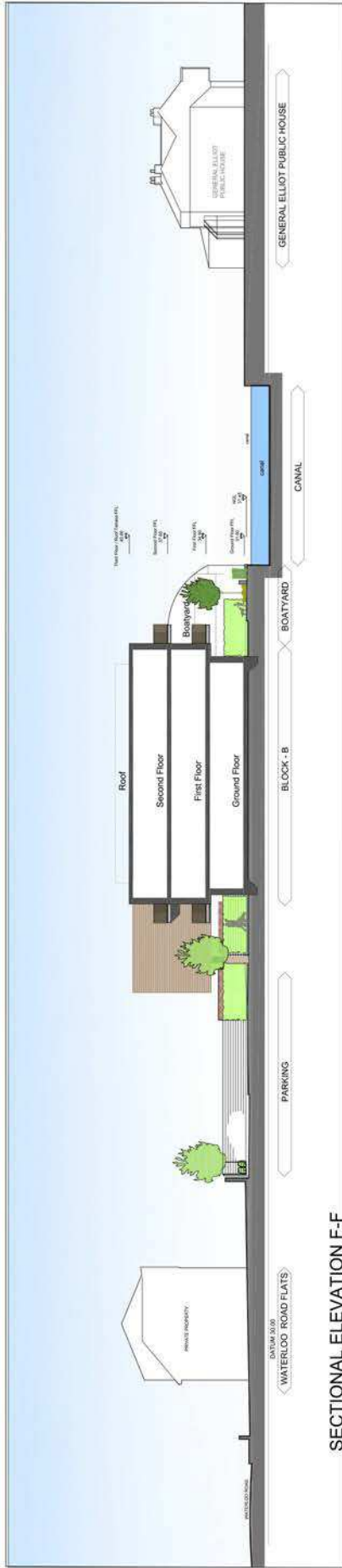
Date: 20.10.2014  
Scale: 1:100 (A1)  
Revision:

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Previous & Proposed East + North Elevations - Block A & B**

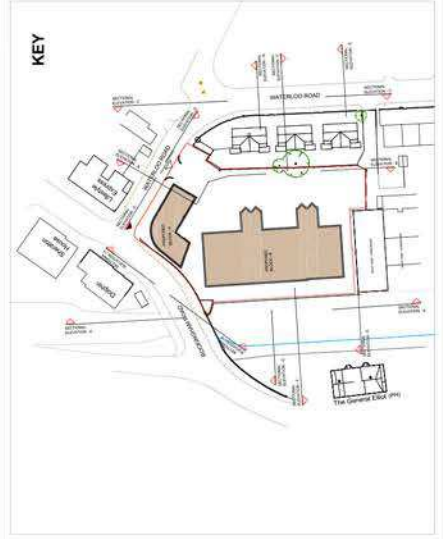
**PREMIER FOREST ESTATES LTD**



SECTIONAL ELEVATION E-E



SECTIONAL ELEVATION F-F



KEY

Revision	Date	Description
REVISION 1	20-10-2014	1. Issue for Block A, Block B, Block C, Block D, Block E, Block F, Block G, Block H, Block I, Block J, Block K, Block L, Block M, Block N, Block O, Block P, Block Q, Block R, Block S, Block T, Block U, Block V, Block W, Block X, Block Y, Block Z, Block AA, Block AB, Block AC, Block AD, Block AE, Block AF, Block AG, Block AH, Block AI, Block AJ, Block AK, Block AL, Block AM, Block AN, Block AO, Block AP, Block AQ, Block AR, Block AS, Block AT, Block AU, Block AV, Block AW, Block AX, Block AY, Block AZ, Block BA, Block BB, Block BC, Block BD, Block BE, Block BF, Block BG, Block BH, Block BI, Block BJ, Block BK, Block BL, Block BM, Block BN, Block BO, Block BP, Block BQ, Block BR, Block BS, Block BT, Block BU, Block BV, Block BW, Block BX, Block BY, Block BZ, Block CA, Block CB, Block CC, Block CD, Block CE, Block CF, Block CG, Block CH, Block CI, Block CJ, Block CK, Block CL, Block CM, Block CN, Block CO, Block CP, Block CQ, Block CR, Block CS, Block CT, Block CU, Block CV, Block CW, Block CX, Block CY, Block CZ, Block DA, Block DB, Block DC, Block DD, Block DE, Block DF, Block DG, Block DH, Block DI, Block DJ, Block DK, Block DL, Block DM, Block DN, Block DO, Block DP, Block DQ, Block DR, Block DS, Block DT, Block DU, Block DV, Block DW, Block DX, Block DY, Block DZ, Block EA, Block EB, Block EC, Block ED, Block EE, Block EF, Block EG, Block EH, Block EI, Block EJ, Block EK, Block EL, Block EM, Block EN, Block EO, Block EP, Block EQ, Block ER, Block ES, Block ET, Block EU, Block EV, Block EW, Block EX, Block EY, Block EZ, Block FA, Block FB, Block FC, Block FD, Block FE, Block FF, Block FG, Block FH, Block FI, Block FJ, Block FK, Block FL, Block FM, Block FN, Block FO, Block FP, Block FQ, Block FR, Block FS, Block FT, Block FU, Block FV, Block FW, Block FX, Block FY, Block FZ, Block GA, Block GB, Block GC, Block GD, Block GE, Block GF, Block GG, Block GH, Block GI, Block GJ, Block GK, Block GL, Block GM, Block GN, Block GO, Block GP, Block GQ, Block GR, Block GS, Block GT, Block GU, Block GV, Block GW, Block GX, Block GY, Block GZ, Block HA, Block HB, Block HC, Block HD, Block HE, Block HF, Block HG, Block HH, Block HI, Block HJ, Block HK, Block HL, Block HM, Block HN, Block HO, Block HP, Block HQ, Block HR, Block HS, Block HT, Block HU, Block HV, Block HW, Block HX, Block HY, Block HZ, Block IA, Block IB, Block IC, Block ID, Block IE, Block IF, Block IG, Block IH, Block II, Block IJ, Block IK, Block IL, Block IM, Block IN, Block IO, Block IP, Block IQ, Block IR, Block IS, Block IT, Block IU, Block IV, Block IW, Block IX, Block IY, Block IZ, Block JA, Block JB, Block JC, Block JD, Block JE, Block JF, Block JG, Block JH, Block JI, Block JJ, Block JK, Block JL, Block JM, Block JN, Block JO, Block JP, Block JQ, Block JR, Block JS, Block JT, Block JU, Block JV, Block JW, Block JX, Block JY, Block JZ, Block KA, Block KB, Block KC, Block KD, Block KE, Block KF, Block KG, Block KH, Block KI, Block KJ, Block KK, Block KL, Block KM, Block KN, Block KO, Block KP, Block KQ, Block KR, Block KS, Block KT, Block KU, Block KV, Block KW, Block KX, Block KY, Block KZ, Block LA, Block LB, Block LC, Block LD, Block LE, Block LF, Block LG, Block LH, Block LI, Block LJ, Block LK, Block LL, Block LM, Block LN, Block LO, Block LP, Block LQ, Block LR, Block LS, Block LT, Block LU, Block LV, Block LW, Block LX, Block LY, Block LZ, Block MA, Block MB, Block MC, Block MD, Block ME, Block MF, Block MG, Block MH, Block MI, Block MJ, Block MK, Block ML, Block MM, Block MN, Block MO, Block MP, Block MQ, Block MR, Block MS, Block MT, Block MU, Block MV, Block MW, Block MX, Block MY, Block MZ, Block NA, Block NB, Block NC, Block ND, Block NE, Block NF, Block NG, Block NH, Block NI, Block NJ, Block NK, Block NL, Block NM, Block NN, Block NO, Block NP, Block NQ, Block NR, Block NS, Block NT, Block NU, Block NV, Block NW, Block NX, Block NY, Block NZ, Block OA, Block OB, Block OC, Block OD, Block OE, Block OF, Block OG, Block OH, Block OI, Block OJ, Block OK, Block OL, Block OM, Block ON, Block OO, Block OP, Block OQ, Block OR, Block OS, Block OT, Block OU, Block OV, Block OW, Block OX, Block OY, Block OZ, Block PA, Block PB, Block PC, Block PD, Block PE, Block PF, Block PG, Block PH, Block PI, Block PJ, Block PK, Block PL, Block PM, Block PN, Block PO, Block PP, Block PQ, Block PR, Block PS, Block PT, Block PU, Block PV, Block PW, Block PX, Block PY, Block PZ, Block QA, Block QB, Block QC, Block QD, Block QE, Block QF, Block QG, Block QH, Block QI, Block QJ, Block QK, Block QL, Block QM, Block QN, Block QO, Block QP, Block QQ, Block QR, Block QS, Block QT, Block QU, Block QV, Block QW, Block QX, Block QY, Block QZ, Block RA, Block RB, Block RC, Block RD, Block RE, Block RF, Block RG, Block RH, Block RI, Block RJ, Block RK, Block RL, Block RM, Block RN, Block RO, Block RP, Block RQ, Block RR, Block RS, Block RT, Block RU, Block RV, Block RW, Block RX, Block RY, Block RZ, Block SA, Block SB, Block SC, Block SD, Block SE, Block SF, Block SG, Block SH, Block SI, Block SJ, Block SK, Block SL, Block SM, Block SN, Block SO, Block SP, Block SQ, Block SR, Block SS, Block ST, Block SU, Block SV, Block SW, Block SX, Block SY, Block SZ, Block TA, Block TB, Block TC, Block TD, Block TE, Block TF, Block TG, Block TH, Block TI, Block TJ, Block TK, Block TL, Block TM, Block TN, Block TO, Block TP, Block TQ, Block TR, Block TS, Block TT, Block TU, Block TV, Block TW, Block TX, Block TY, Block TZ, Block UA, Block UB, Block UC, Block UD, Block UE, Block UF, Block UG, Block UH, Block UI, Block UJ, Block UK, Block UL, Block UM, Block UN, Block UO, Block UP, Block UQ, Block UR, Block US, Block UT, Block UY, Block UZ, Block VA, Block VB, Block VC, Block VD, Block VE, Block VF, Block VG, Block VH, Block VI, Block VJ, Block VK, Block VL, Block VM, Block VN, Block VO, Block VP, Block VQ, Block VR, Block VS, Block VT, Block VY, Block VZ, Block WA, Block WB, Block WC, Block WD, Block WE, Block WF, Block WG, Block WH, Block WI, Block WJ, Block WK, Block WL, Block WM, Block WN, Block WO, Block WP, Block WQ, Block WR, Block WS, Block WT, Block WY, Block WZ, Block XA, Block XB, Block XC, Block XD, Block XE, Block XF, Block XG, Block XH, Block XI, Block XJ, Block XK, Block XL, Block XM, Block XN, Block XO, Block XP, Block XQ, Block XR, Block XS, Block XT, Block XU, Block XV, Block XW, Block XX, Block XY, Block XZ, Block YA, Block YB, Block YC, Block YD, Block YE, Block YF, Block YG, Block YH, Block YI, Block YJ, Block YK, Block YL, Block YM, Block YN, Block YO, Block YP, Block YQ, Block YR, Block YS, Block YT, Block YU, Block YV, Block YW, Block YX, Block YZ, Block ZA, Block ZB, Block ZC, Block ZD, Block ZE, Block ZF, Block ZG, Block ZH, Block ZI, Block ZJ, Block ZK, Block ZL, Block ZM, Block ZN, Block ZO, Block ZP, Block ZQ, Block ZR, Block ZS, Block ZT, Block ZU, Block ZV, Block ZW, Block ZX, Block ZY, Block ZZ

**Frame**  
INTERNATIONAL LTD  
MANOR FARM, TRESHINGTON,  
SHEPSTON ON STOUR,  
WARRINGTON, CHeshire, WA1 1JH  
www.frameinternational.co.uk

PROJECT CODE : WATE  
Drawn: E. V. Date: 20-10-2014  
Author: Y. F. Scale: 1:125 (A0)  
Drawing No: SUB 203.2 Revision: F

PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
DESCRIPTION : Proposed Sectional Elevations - E-E, F-F





SECTIONAL ELEVATION A-A

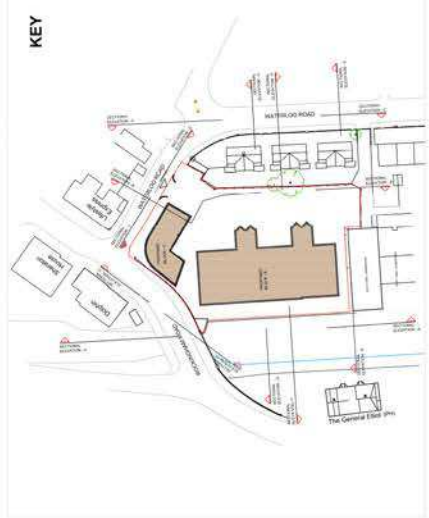


SECTIONAL ELEVATION B-B

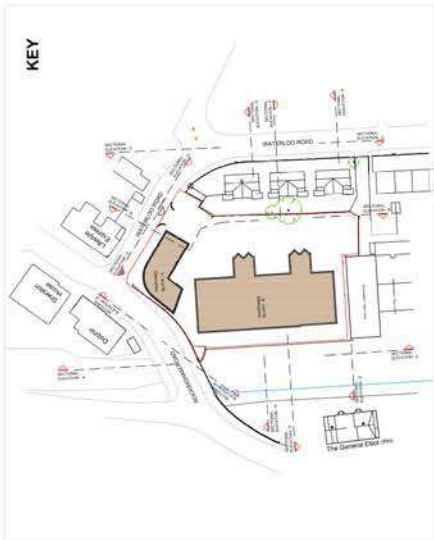
PLANNING	
Revision	Description
REVISION 1	1.00 2014/01/14
REVISION 2	2.00 2014/01/14
REVISION 3	3.00 2014/01/14
REVISION 4	4.00 2014/01/14
REVISION 5	5.00 2014/01/14
REVISION 6	6.00 2014/01/14
REVISION 7	7.00 2014/01/14
REVISION 8	8.00 2014/01/14
REVISION 9	9.00 2014/01/14
REVISION 10	10.00 2014/01/14
REVISION 11	11.00 2014/01/14
REVISION 12	12.00 2014/01/14
REVISION 13	13.00 2014/01/14
REVISION 14	14.00 2014/01/14
REVISION 15	15.00 2014/01/14
REVISION 16	16.00 2014/01/14
REVISION 17	17.00 2014/01/14
REVISION 18	18.00 2014/01/14
REVISION 19	19.00 2014/01/14
REVISION 20	20.00 2014/01/14
REVISION 21	21.00 2014/01/14
REVISION 22	22.00 2014/01/14
REVISION 23	23.00 2014/01/14
REVISION 24	24.00 2014/01/14
REVISION 25	25.00 2014/01/14
REVISION 26	26.00 2014/01/14
REVISION 27	27.00 2014/01/14
REVISION 28	28.00 2014/01/14
REVISION 29	29.00 2014/01/14
REVISION 30	30.00 2014/01/14
REVISION 31	31.00 2014/01/14
REVISION 32	32.00 2014/01/14
REVISION 33	33.00 2014/01/14
REVISION 34	34.00 2014/01/14
REVISION 35	35.00 2014/01/14
REVISION 36	36.00 2014/01/14
REVISION 37	37.00 2014/01/14
REVISION 38	38.00 2014/01/14
REVISION 39	39.00 2014/01/14
REVISION 40	40.00 2014/01/14
REVISION 41	41.00 2014/01/14
REVISION 42	42.00 2014/01/14
REVISION 43	43.00 2014/01/14
REVISION 44	44.00 2014/01/14
REVISION 45	45.00 2014/01/14
REVISION 46	46.00 2014/01/14
REVISION 47	47.00 2014/01/14
REVISION 48	48.00 2014/01/14
REVISION 49	49.00 2014/01/14
REVISION 50	50.00 2014/01/14

**Frame**  
INTERNATIONAL LTD  
MANOR FARM, TREDINGTON,  
BRISTON ON STOUR  
WILTSHIRE, WILTSHIRE BA12 9JH  
TEL: 01464 843117  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
**Drawn:** E. V. **Date:** 20.10.2014  
**Author:** Y. F. **Scale:** 1:125 (A0)  
**Drawing No.:** SUB 2012 **Revision:** G



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Sectional Elevations - A-A, B-B**



Revision	Date	Description
REVISION 6	19-10-2014	1. New Block 2nd Floor, Blocks A & B 2. New Block 3rd Floor, Block A 3. New Block 4th Floor, Block A 4. New Block 5th Floor, Block A
REVISION 7	19-10-2014	1. New Block 6th Floor, Block A & B 2. New Block 7th Floor, Block A & B 3. New Block 8th Floor, Block A & B 4. New Block 9th Floor, Block A & B
REVISION 8	19-10-2014	1. New Block 10th Floor, Block A & B 2. New Block 11th Floor, Block A & B 3. New Block 12th Floor, Block A & B 4. New Block 13th Floor, Block A & B
REVISION 9	19-10-2014	1. New Block 14th Floor, Block A & B 2. New Block 15th Floor, Block A & B 3. New Block 16th Floor, Block A & B 4. New Block 17th Floor, Block A & B
REVISION 10	19-10-2014	1. New Block 18th Floor, Block A & B 2. New Block 19th Floor, Block A & B 3. New Block 20th Floor, Block A & B 4. New Block 21st Floor, Block A & B
REVISION 11	19-10-2014	1. New Block 22nd Floor, Block A & B 2. New Block 23rd Floor, Block A & B 3. New Block 24th Floor, Block A & B 4. New Block 25th Floor, Block A & B
REVISION 12	19-10-2014	1. New Block 26th Floor, Block A & B 2. New Block 27th Floor, Block A & B 3. New Block 28th Floor, Block A & B 4. New Block 29th Floor, Block A & B
REVISION 13	19-10-2014	1. New Block 30th Floor, Block A & B 2. New Block 31st Floor, Block A & B 3. New Block 32nd Floor, Block A & B 4. New Block 33rd Floor, Block A & B
REVISION 14	19-10-2014	1. New Block 34th Floor, Block A & B 2. New Block 35th Floor, Block A & B 3. New Block 36th Floor, Block A & B 4. New Block 37th Floor, Block A & B

**Frame**  
INTERNATIONAL LTD  
MANOR FARM, TREDINGTON,  
SHERSTON ROAD,  
WAWOODSWARE CV46 6NJ  
www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: E. V.  
Author: Y. F.  
Drawing No: SUB 202.2  
Revision: G

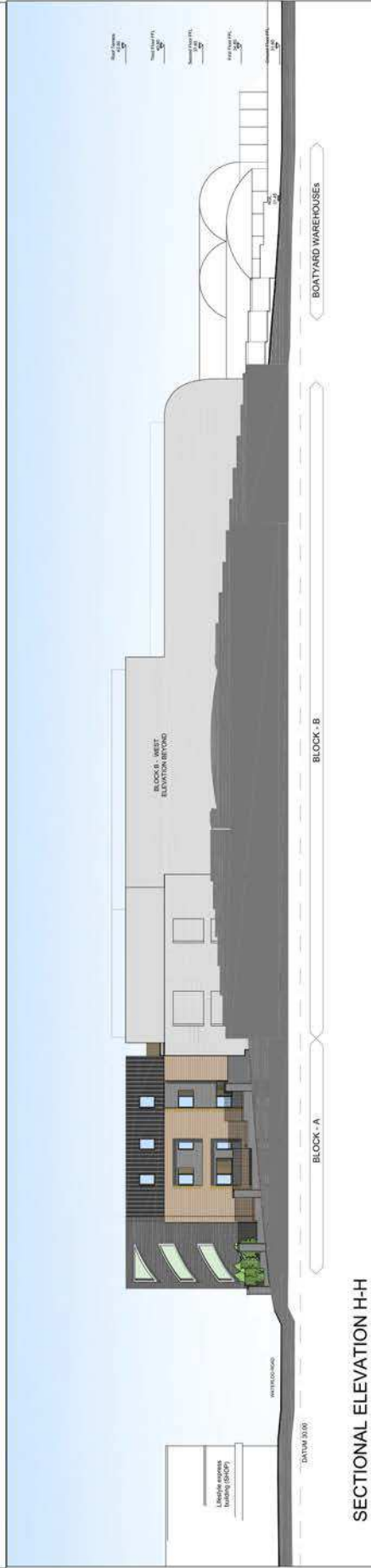
**Date:** 20.10.2014  
**Scale:** 1:125 (A0)

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Sectional Elevations - C-C, D-D**

**PREMIER FOREST ESTATES LTD**

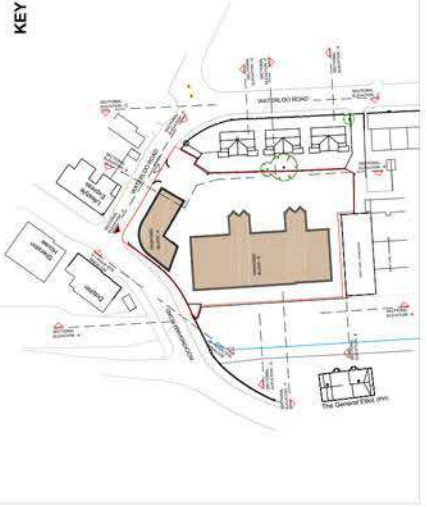


SECTIONAL ELEVATION G-G



SECTIONAL ELEVATION H-H

KEY



PLANNING

Revision	Date	Description
REVISION 1	27/08/2014	1. Finalised drawings for planning application 2. Finalised drawings for planning application 3. Finalised drawings for planning application 4. Finalised drawings for planning application
REVISION 2	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 3	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 4	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 5	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 6	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 7	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 8	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 9	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application
REVISION 10	27/08/2014	1. Revised drawings for planning application 2. Revised drawings for planning application 3. Revised drawings for planning application 4. Revised drawings for planning application

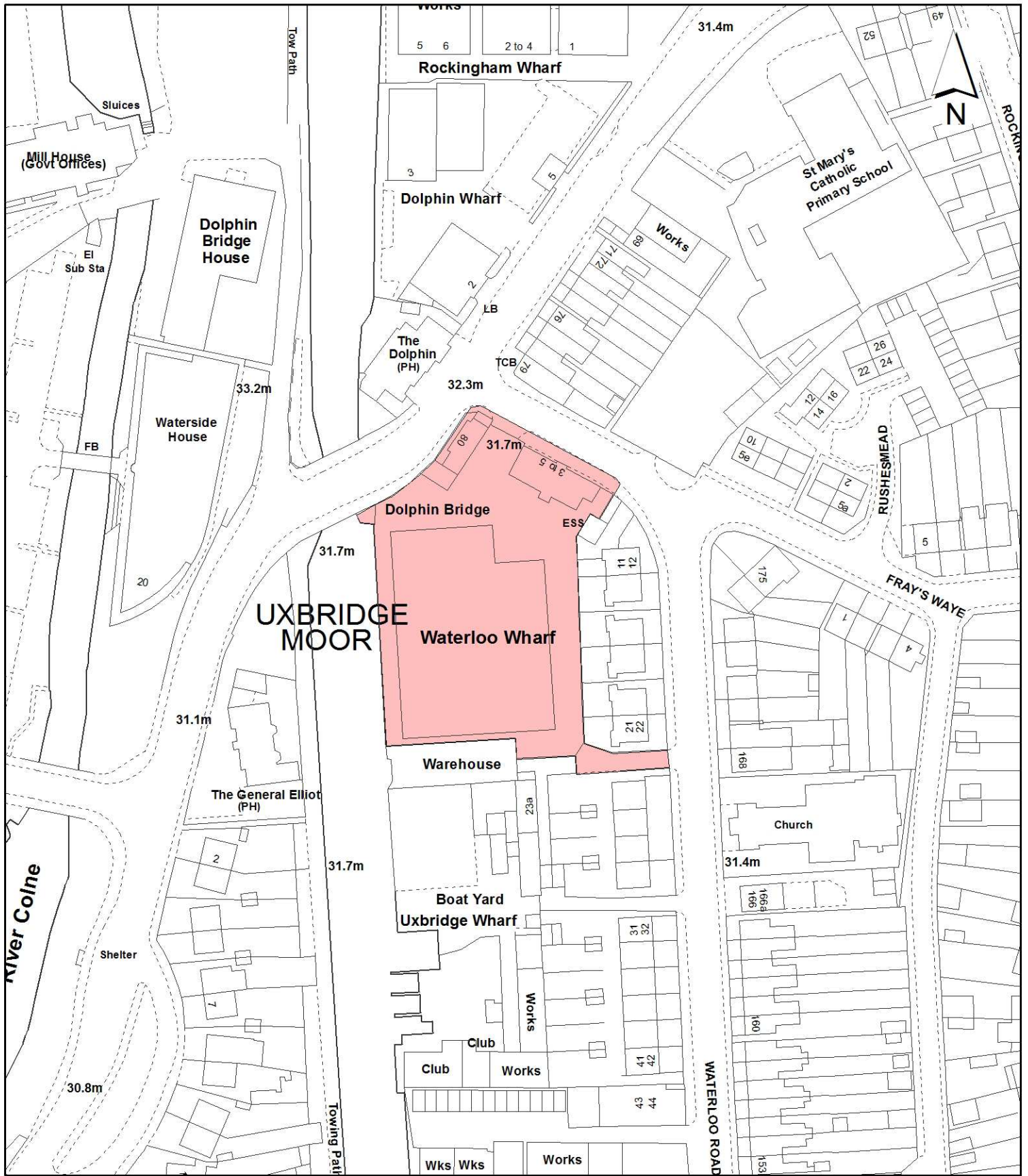
**Frame**  
INTERNATIONAL LTD  
MANOR FARM - FREDRINGTON,  
SHARDON ON STOUR  
WILTSHIRE - SN10 6AF  
TEL : 01600 663317  
www.frameinternational.co.uk

**PROJECT CODE**  
Drawn: E. V.  
Author: Y. F.  
Drawing No: SUB 204.2

**WATE**  
Date: 20.10.2014  
Scale: 1:100 (AO)  
Revision: F

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Sectional Elevations - G-G, H-H**

**PREMER FOREST ESTATES LTD**



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Waterloo Wharf  
 Waterloo Road  
 Uxbridge**

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

Planning Application Ref:

**43016/APP/2016/1975**

Scale:

**1:1,250**

Planning Committee:

**Major Page 236**

Date:

**November 2016**



**HILLINGDON**  
 LONDON

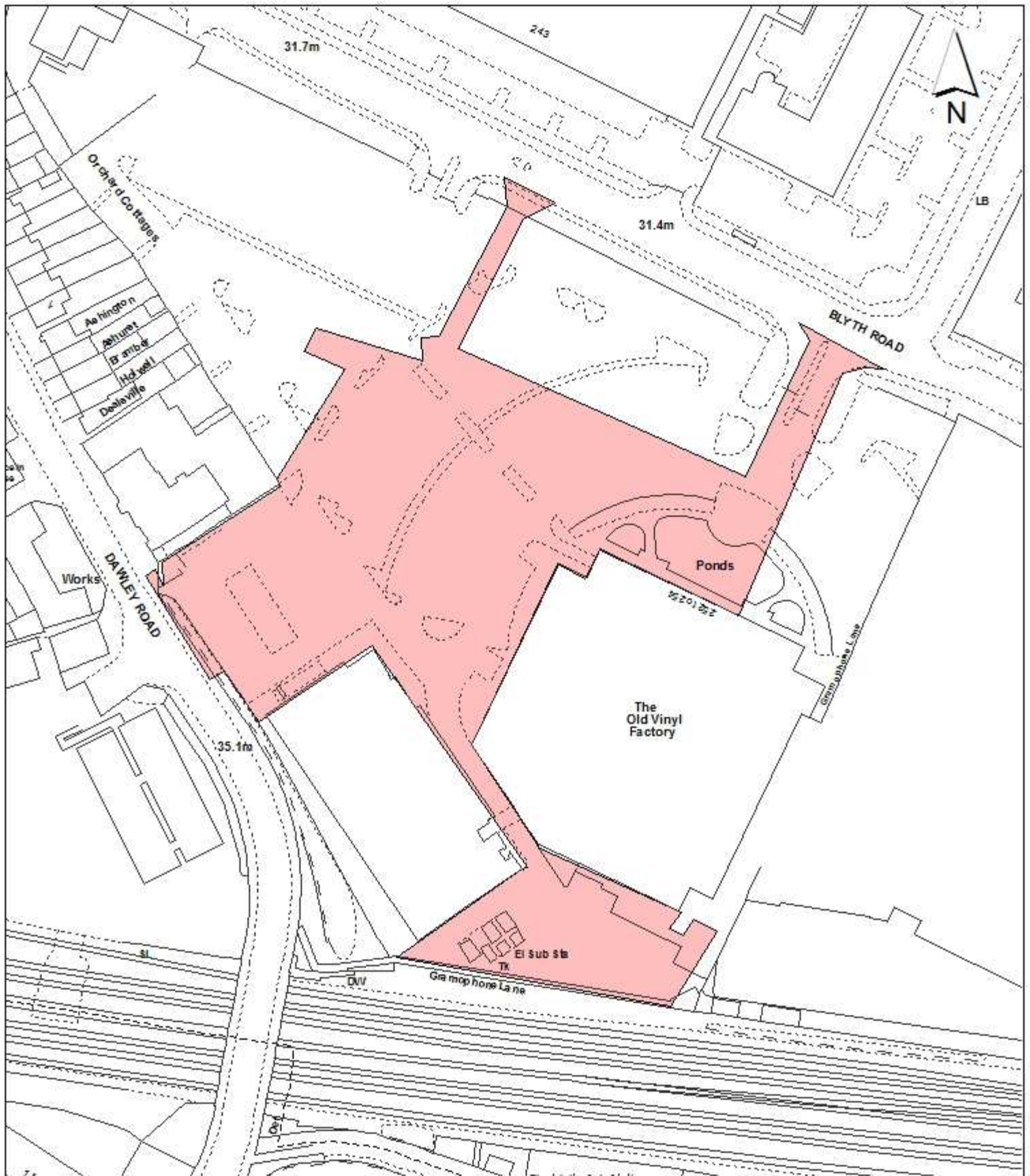
## Report of the Head of Planning, Sport and Green Spaces

**Address** THE OLD VINYL FACTORY BLYTH ROAD HAYES

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

**LBH Ref Nos:** 59872/APP/2016/1930

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



**Notes:**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**The Old Vinyl Factory  
Blyth Road  
Hayes**

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

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

Planning Application Ref:

**59872/APP/2016/1930**

Scale:

**1:1,250**

Planning Committee:

**Major Page 238**

Date:

**November 2016**



**HILLINGDON**  
LONDON

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

**Address** 1 NOBEL DRIVE HARLINGTON

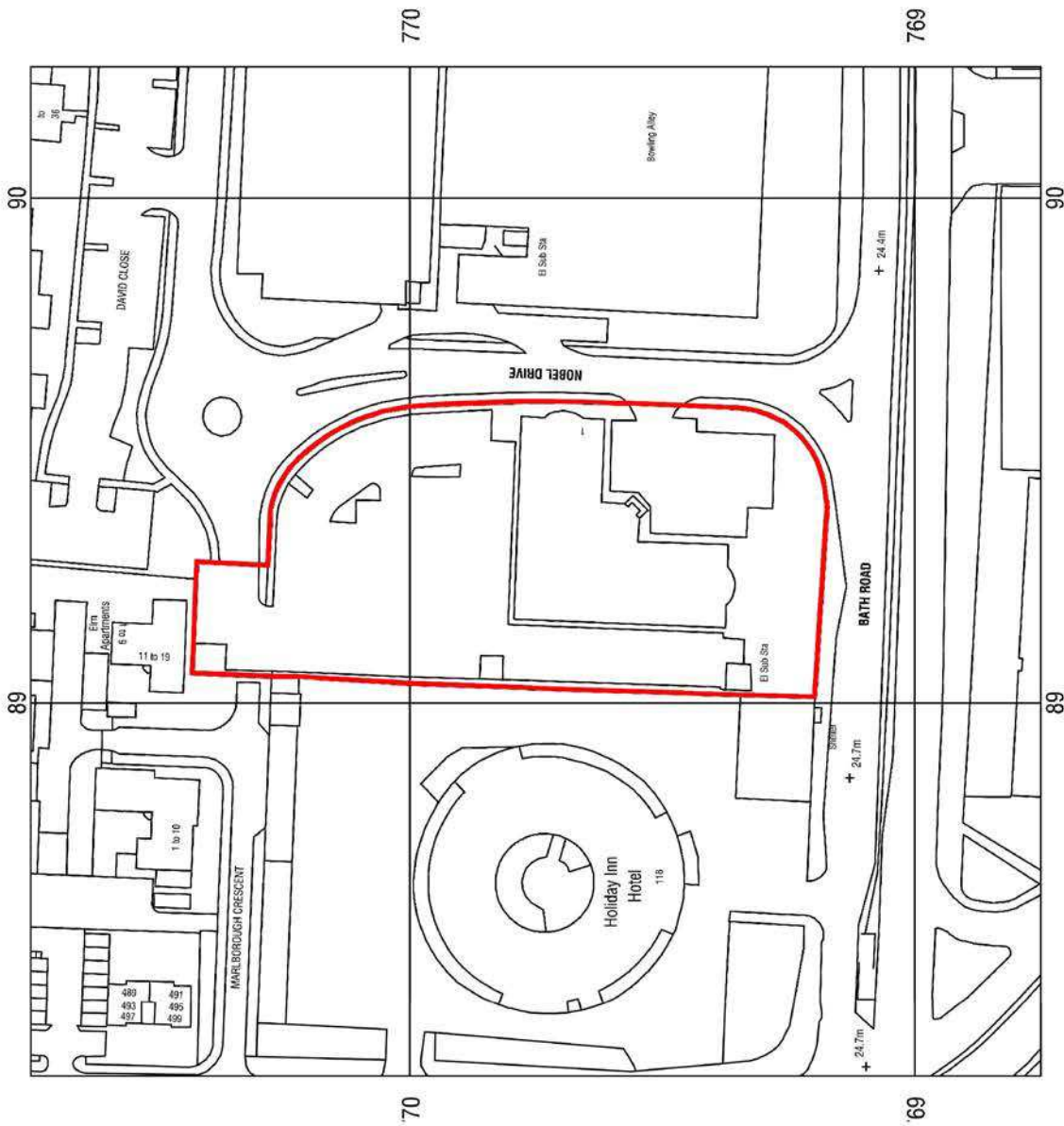
**Development:** Variation of condition 2 (Approved Plans) of planning permission ref. 46214/APP/2014/2827 dated 28-08-2015: Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.

**LBH Ref Nos:** 46214/APP/2016/2397

**Date Plans Received:** 20/06/2016

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

**Date Application Valid:** 16/08/2016



0m 10m 20m 30m 40m 50m

project: Heathrow Nobel Drive  
 client: Heathrow Top  
 drawing: location plan  
 scale @ A3: 1:1000  
 dwg number: PL009003  
 revision: 2016.06.20  
 date: planning  
 status:



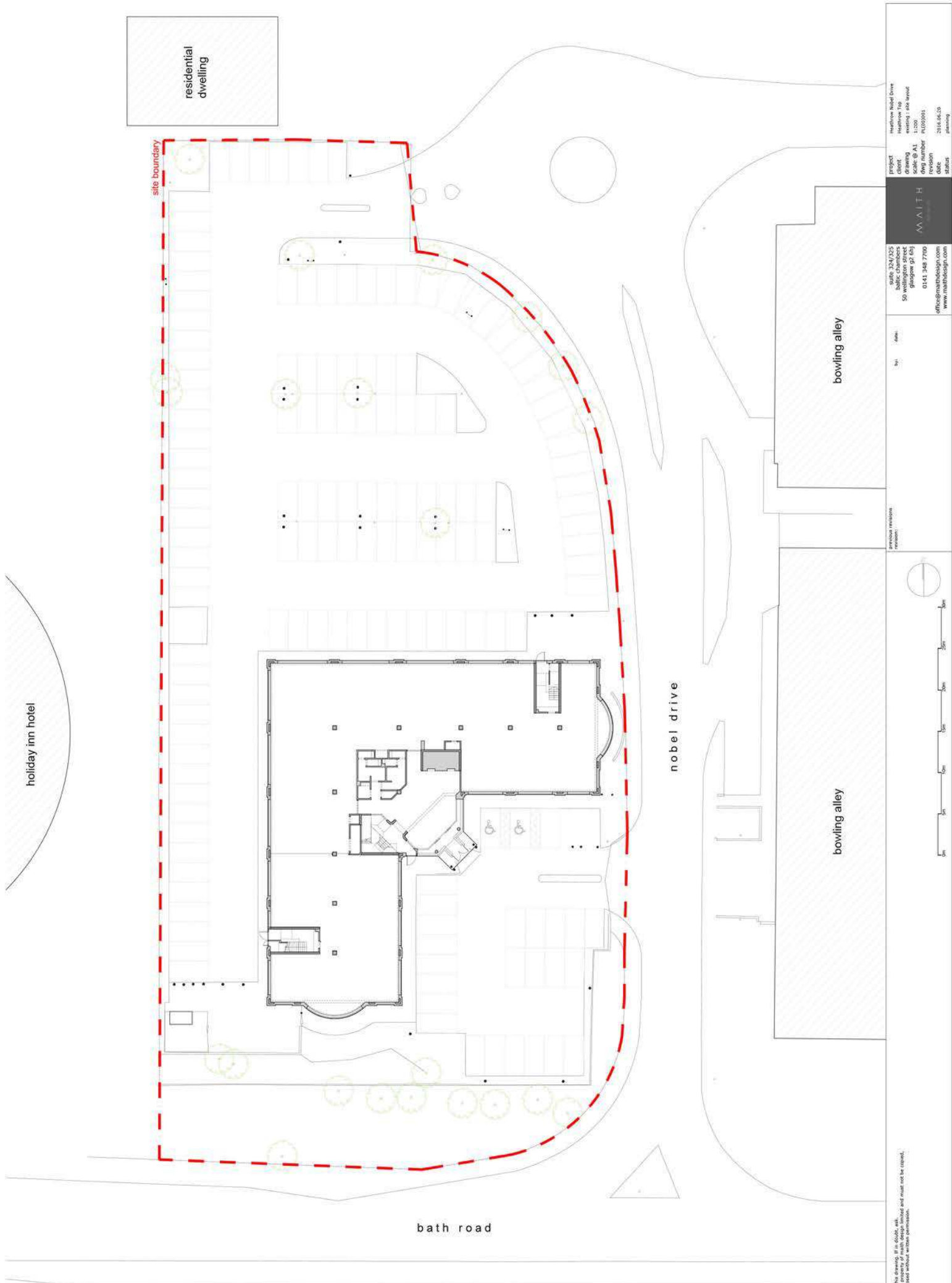
suite 324/325  
 baltic chambers  
 50 wellington street  
 glasgow g2 6hj  
 0141 348 7700  
 office@maithdesign.com  
 www.maithdesign.com

by: \_\_\_\_\_ date: \_\_\_\_\_

previous revisions:  
 revision: \_\_\_\_\_

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.





site boundary

residential dwelling

holiday inn hotel

bath road

nobel drive

bowling alley

bowling alley

Notes:  
 1. Please read this drawing, if in doubt, ask.  
 2. This drawing is the property of macth design limited and must not be copied, reproduced or distributed without written permission.

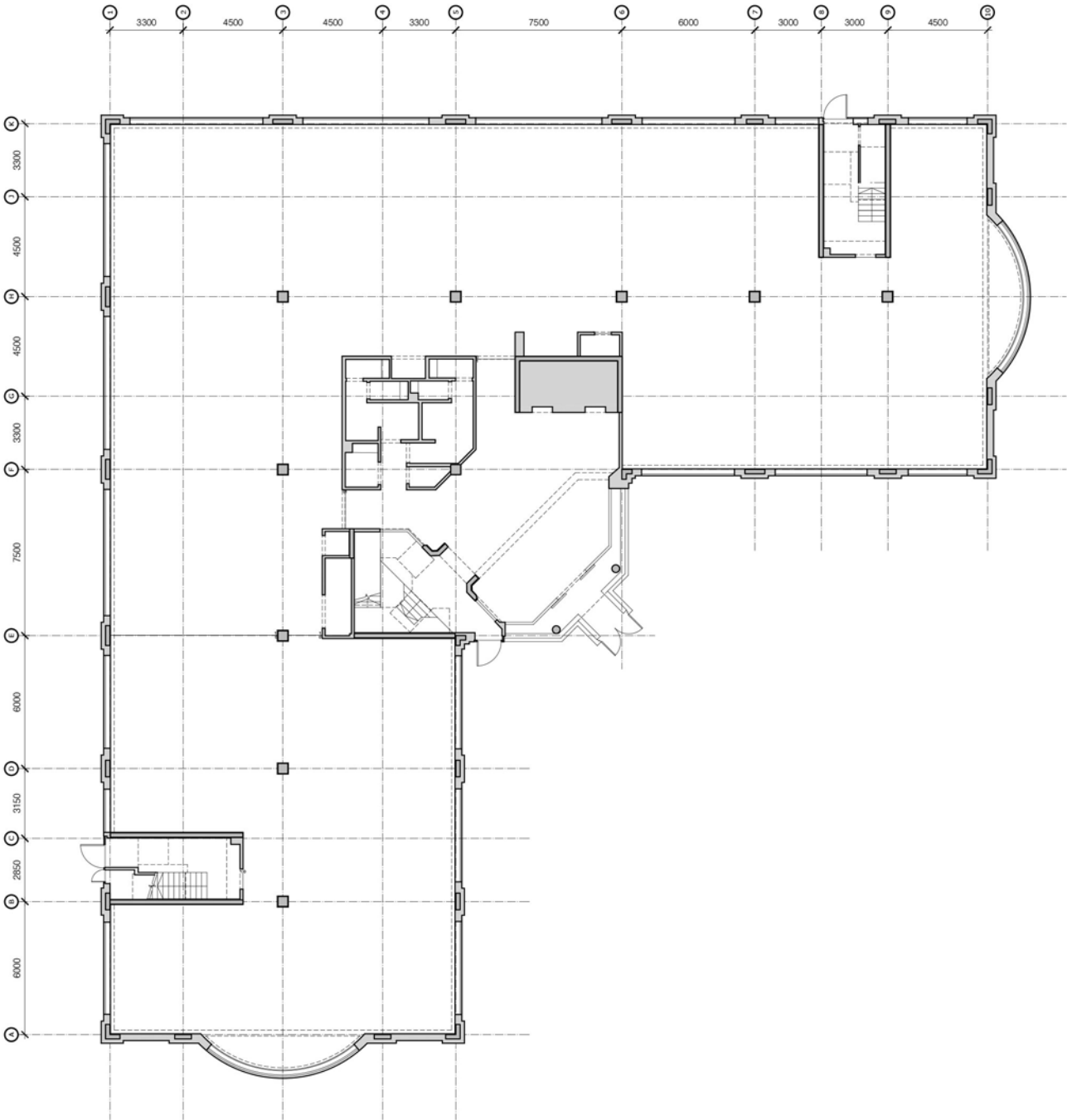
previous revisions

no.	date	description

MACTH  
 macth design limited  
 50 wellington street  
 glasgow g2 6jg  
 0141 348 7700  
 office@macthdesign.com  
 www.macthdesign.com

project: Highbury Hotel Drive  
 client: Highbury Top  
 drawing: 1200  
 scale: @ A1  
 dwg number: P1000001  
 revision: 2016.06.20  
 status: planning





**project** Heathrow Nobel Drive  
**client** Heathrow Top  
**drawing** existing : ground floor  
**scale @ A3** 1:200  
**dwg number** PL(00)100  
**revision**  
**date** 2016.06.20  
**status** planning

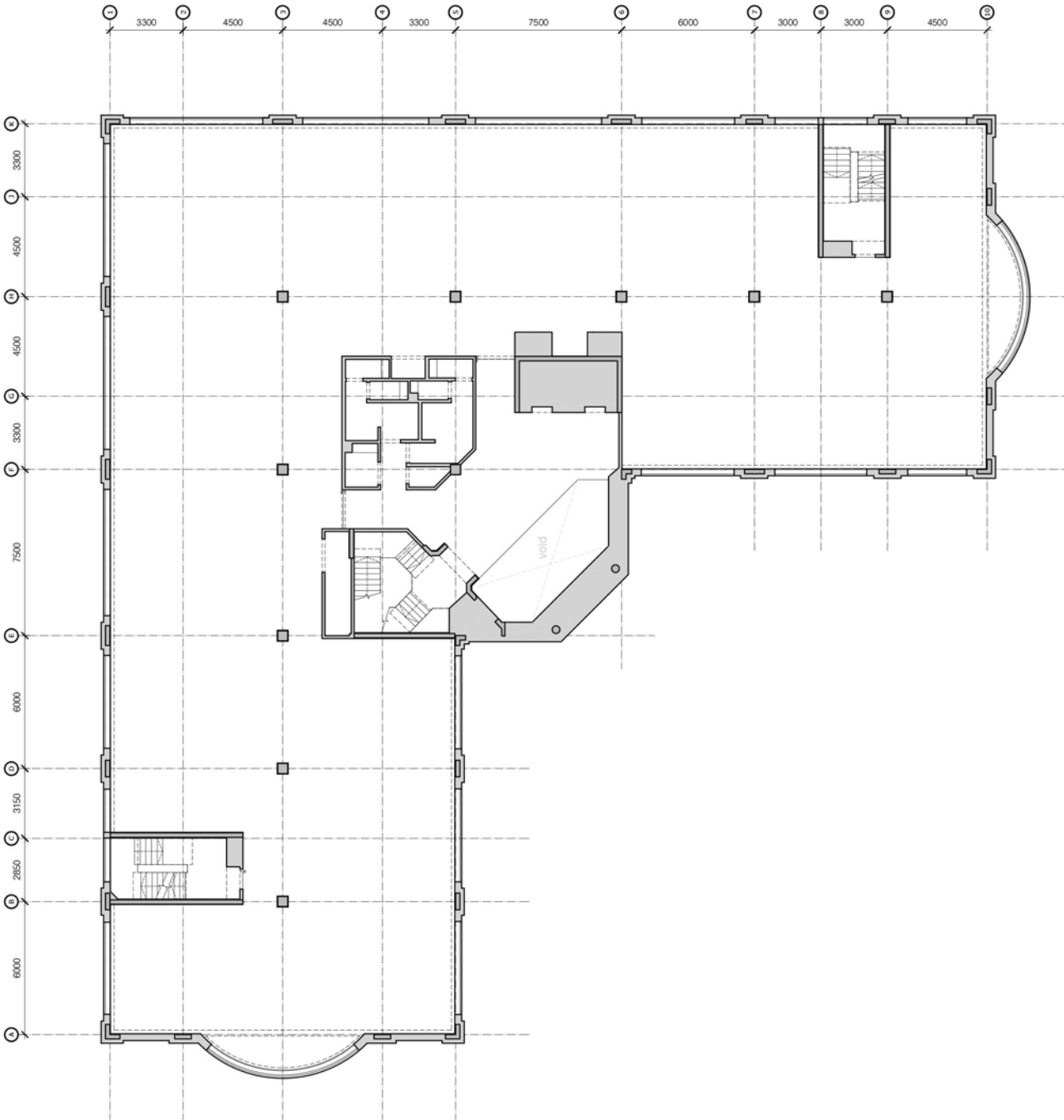


suite 324/325  
 baileic chambers  
 50 wellington street  
 glasgow g2 6hj  
 0141 202 0789  
 office@maithdesign.com  
 www.maithdesign.com

**previous revisions**  
 revision:

**by:**                      **date:**

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.  
 1.0 layouts based on survey information received on 2016 05 03 from 208 surveys



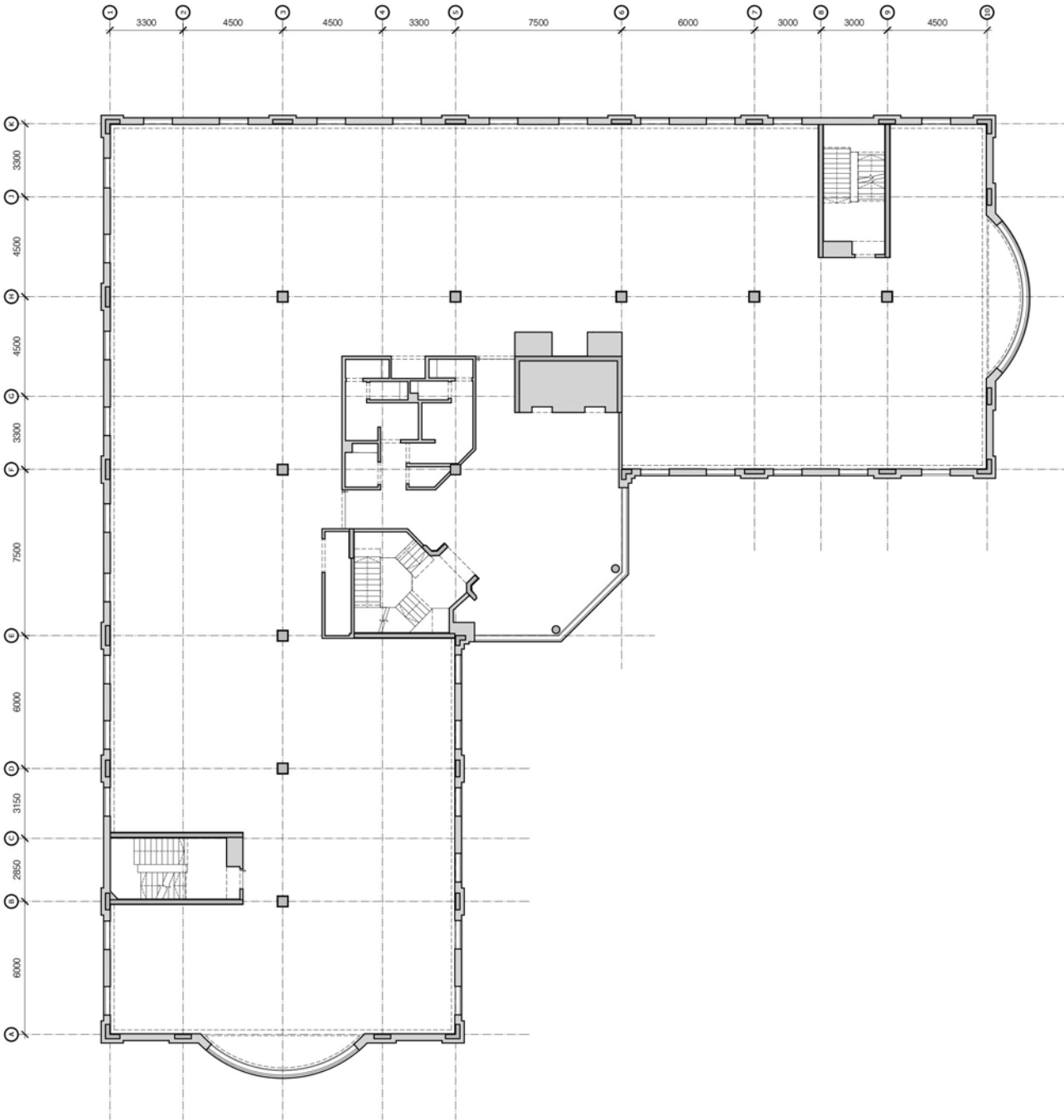
project	Heathrow Nobel Drive
client	Heathrow Top
drawing	existing : first floor
scale @ A3	1:200
dwg number	PL(00)101
revision	
date	2016.06.20
status	planning



suite 324/325  
 baileic chambers  
 50 wellington street  
 glasgow g2 6hj  
 0141 202 0789  
 office@maithdesign.com  
 www.maithdesign.com

previous revisions	
revision:	
by:	
date:	

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.  
 1.0 layouts based on survey information received on 2016 05 03 from 208 surveys



**Project** Heathrow Nobel Drive  
**Client** Heathrow Top  
**Drawing** existing : second floor  
**Scale @ A3** 1:200  
**Dwg number** PL(00)102  
**Revision**  
**Date** 2016.06.20  
**Status** planning

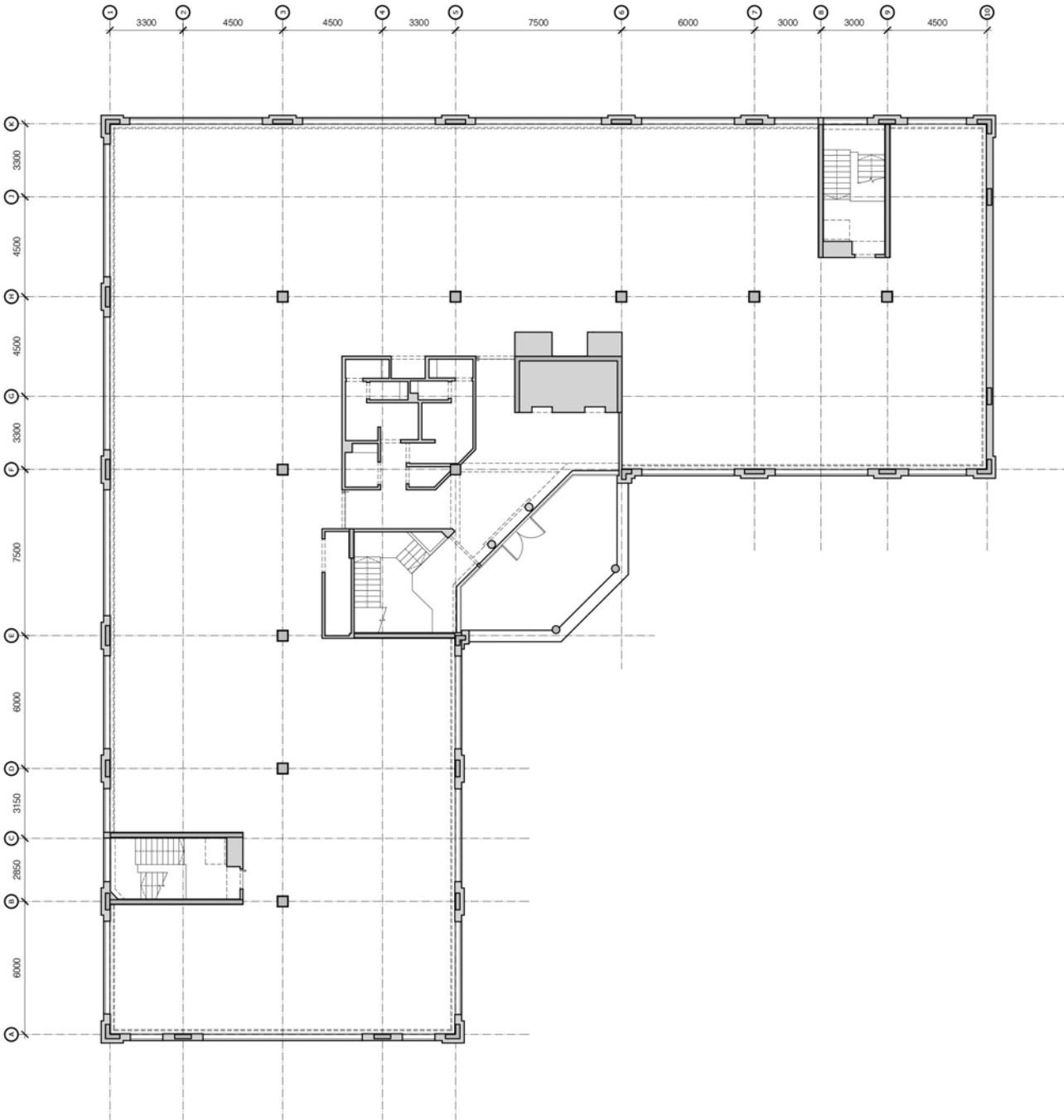


suite 324/325  
 baileic chambers  
 50 wellington street  
 glasgow g2 6hj  
 0141 202 0789  
 office@mathdesign.com  
 www.mathdesign.com

previous revisions  
 revision:

by:                      date:

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of math design limited and must not be copied, reproduced or disclosed without written permission.  
 1.0 layouts based on survey information received on 2016 05 03 from 208 surveys



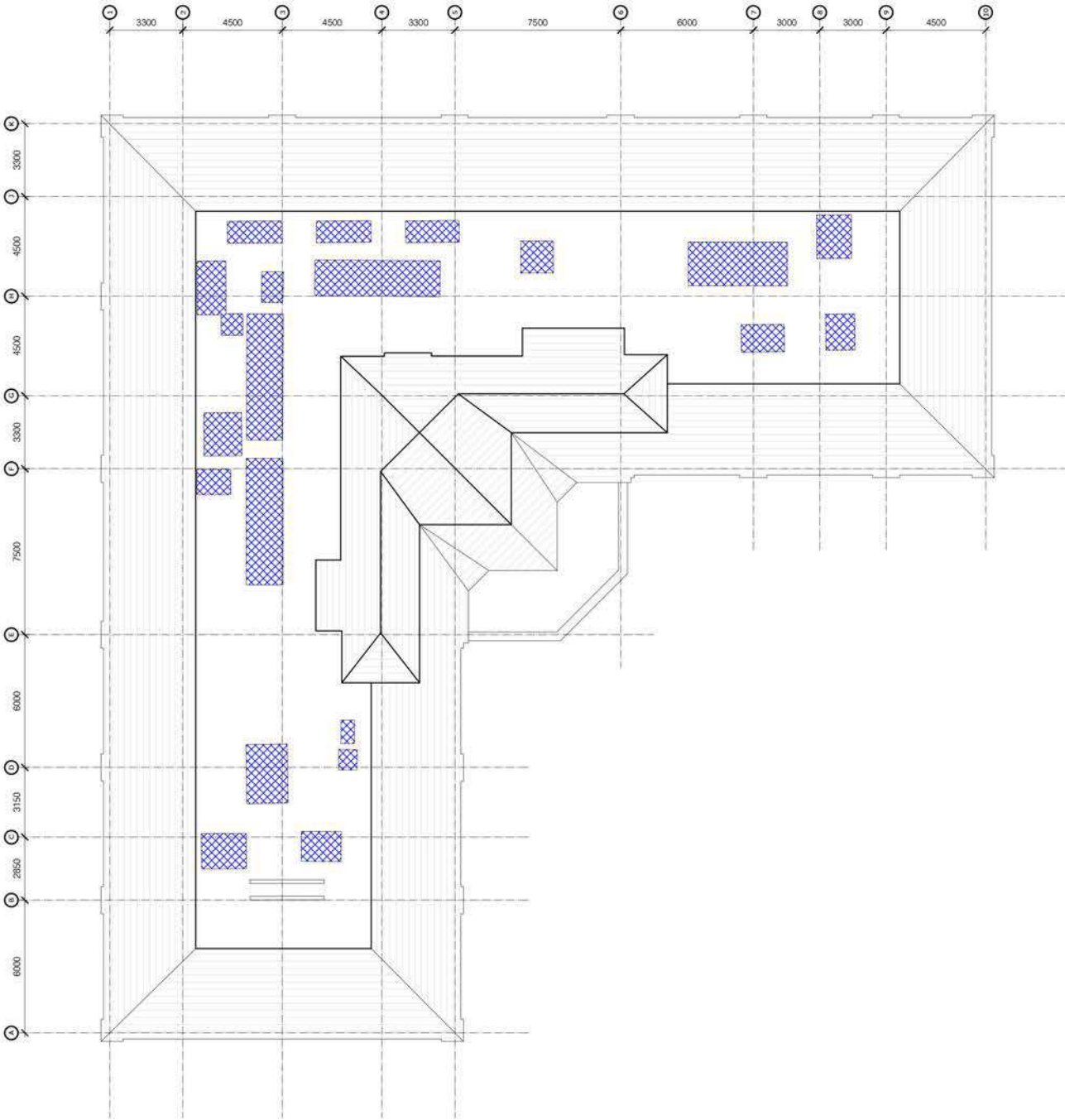
**Project** Heathrow Nobel Drive  
**Client** Heathrow Top  
**Drawing** existing ; third floor  
**Scale @ A3** 1:200  
**Dwg number** PL(00)103  
**Revision**  
**Date** 2016.06.20  
**Status** planning



suite 324/325  
 baileic chambers  
 50 wellington street  
 glasgow g2 6hj  
 0141 202 0789  
 office@mathdesign.com  
 www.mathdesign.com

**by:** \_\_\_\_\_  
**date:** \_\_\_\_\_  
 previous revisions  
 revision: \_\_\_\_\_

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of math design limited and must not be copied, reproduced or disclosed without written permission.  
 1.0 layouts based on survey information received on 2016 05 03 from 208 surveys



<b>Project</b>	Heathrow Nobel Drive
<b>Client</b>	Heathrow Top
<b>drawing</b>	existing : roof plan
<b>scale @ A3</b>	1:200
<b>dwg number</b>	PL(00)104
<b>revision</b>	
<b>date</b>	2016.06.20
<b>status</b>	planning

**M A I T H**  
DESIGN LTD

suite 324/325  
baltic chambers  
50 wellington street  
glasgow g2 6hj

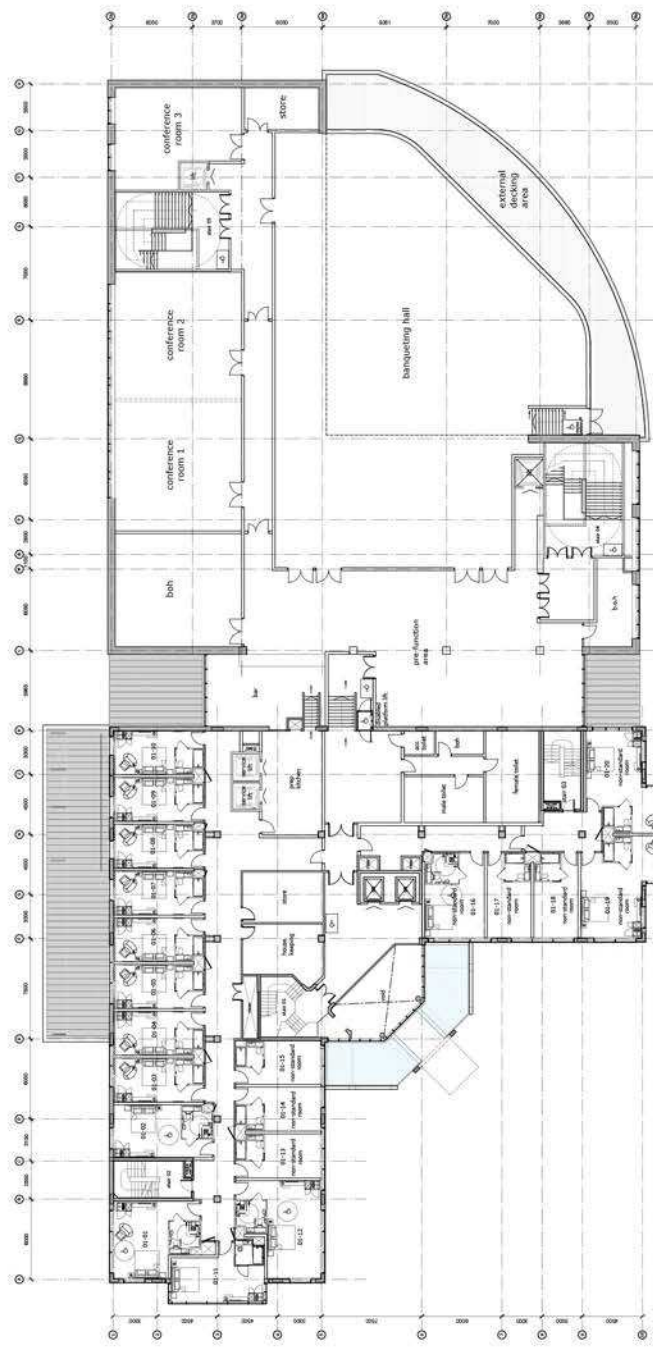
0141 202 0789  
office@maithdesign.com  
www.maithdesign.com

previous revisions	revision:	date:
by:		

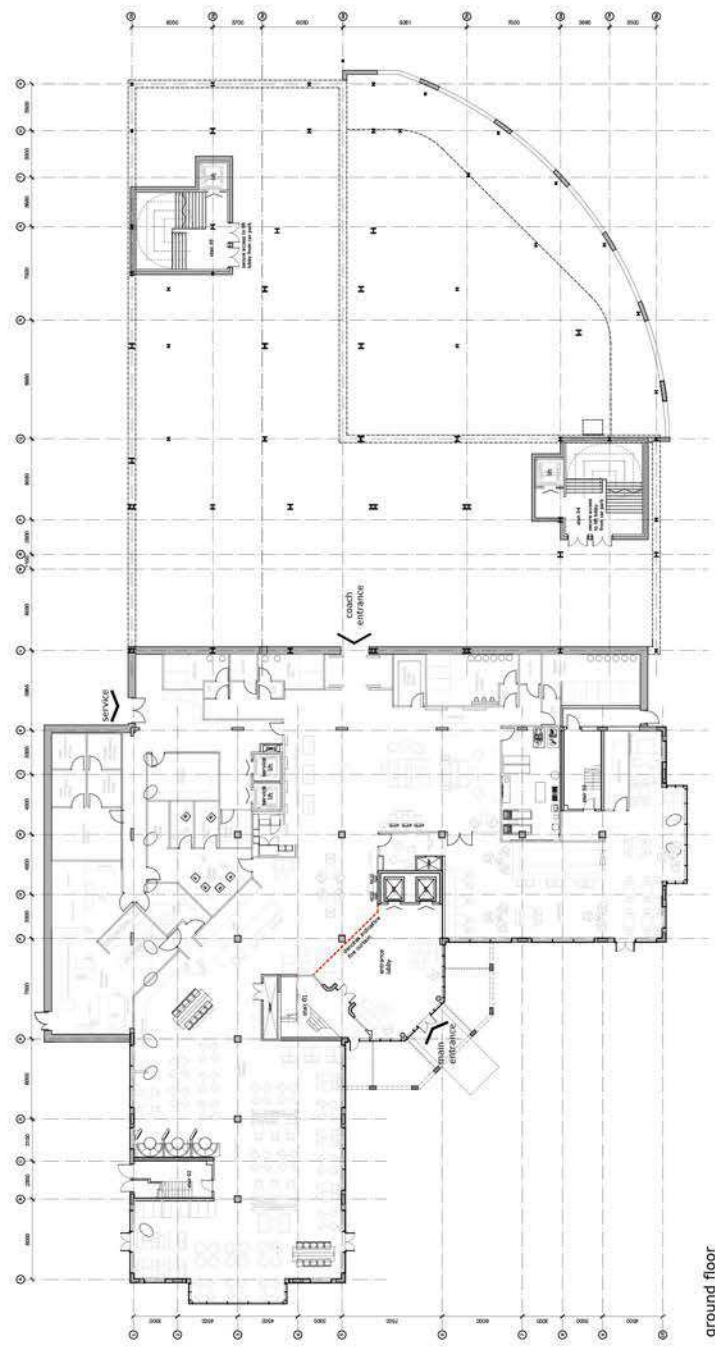
Do not scale from this drawing. If in doubt, ask.  
This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.  
1.0 layouts based on survey information received on 2016 05 03 from 208 surveys

**existing plant**





first floor



ground floor

Accommodation Schedule		
Floor level	standard	accessible
Ground	-	-
First	16	4
second	22	4
third	14	5
fourth	53	6
fifth	49	4
sixth	25	2
<b>Total</b>	<b>219</b>	<b>25</b>

Total guest rooms 244

project: Heathrow Hotel Drive  
 location: Heathrow T5  
 client: Heathrow Airport Limited  
 scale: @ A1  
 drawing number: P1000292  
 revision: 2016.06.20  
 date: 2016.06.20  
 author:

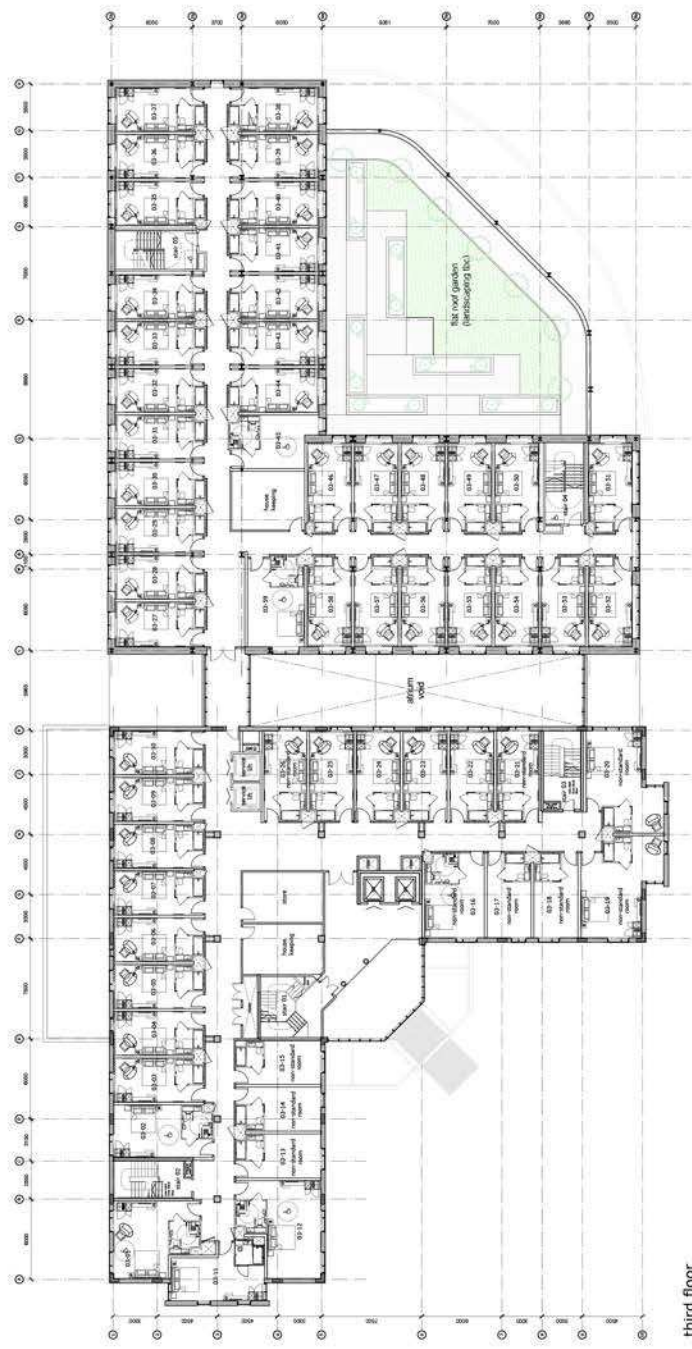
suite: 234/235  
 address: 50 Wellington Street  
 Glasgow G2 6JY  
 phone: 0141 348 7700  
 email: office@maifdesign.com  
 website: www.maifdesign.com

previous revisions:  
 01/16

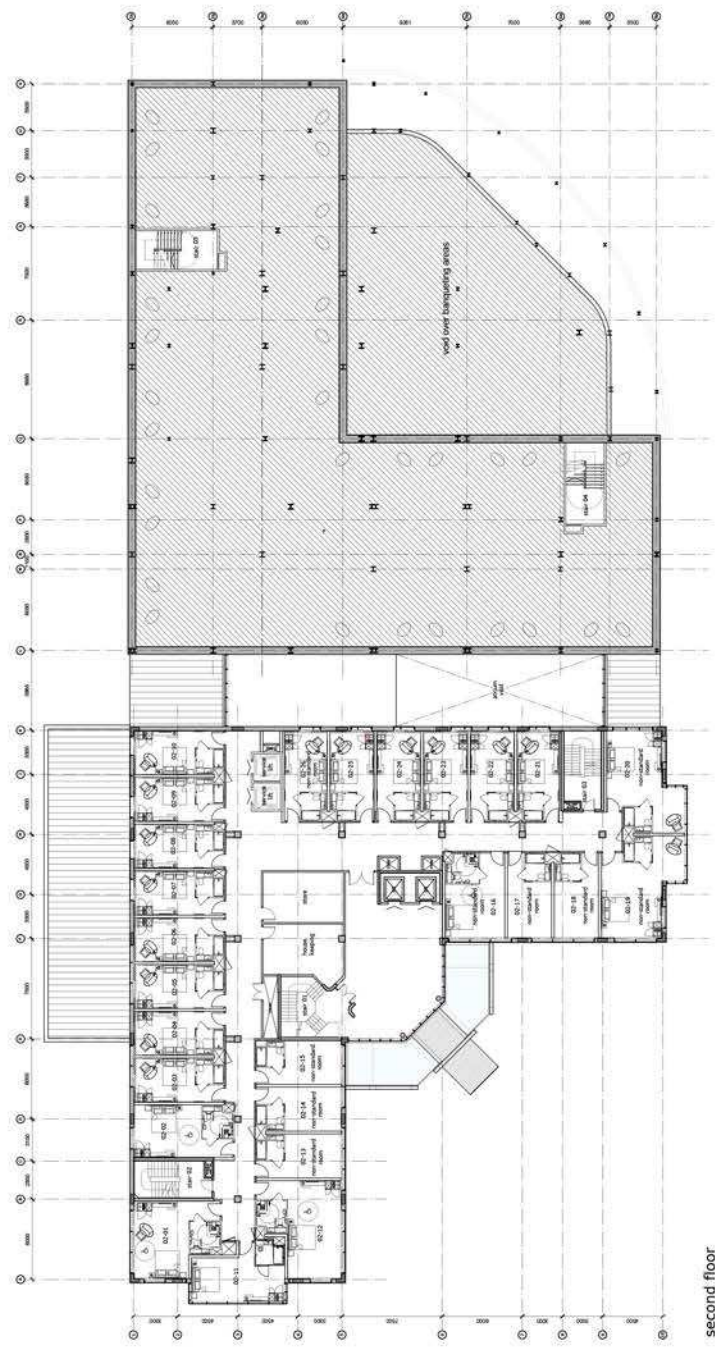


do not scale from this drawing, if in doubt, ask.  
 this drawing is the property of maif design limited and must not be copied, reproduced or distributed without written permission.  
 maif design is not responsible for any errors or omissions in this drawing. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained for the design and construction of the project.  
 this drawing is for information only and is not to be used for construction purposes. It is the responsibility of the contractor to ensure that all necessary permissions and approvals are obtained for the design and construction of the project.





third floor



second floor

Accommodation Schedule		
Floor level	standard	accessible
Ground	-	-
First	16	4
second	22	4
third	14	5
fourth	53	6
fifth	49	4
total	259	29

total guest rooms 244

project: Headrow Hotel Drive  
 location: Headrow Top  
 client: Headrow Hotel & Food  
 scale: @ A1  
 drawing number: P1000203  
 revision: 01  
 date: 2016.06.20  
 author: JAH  
 checker: JAH

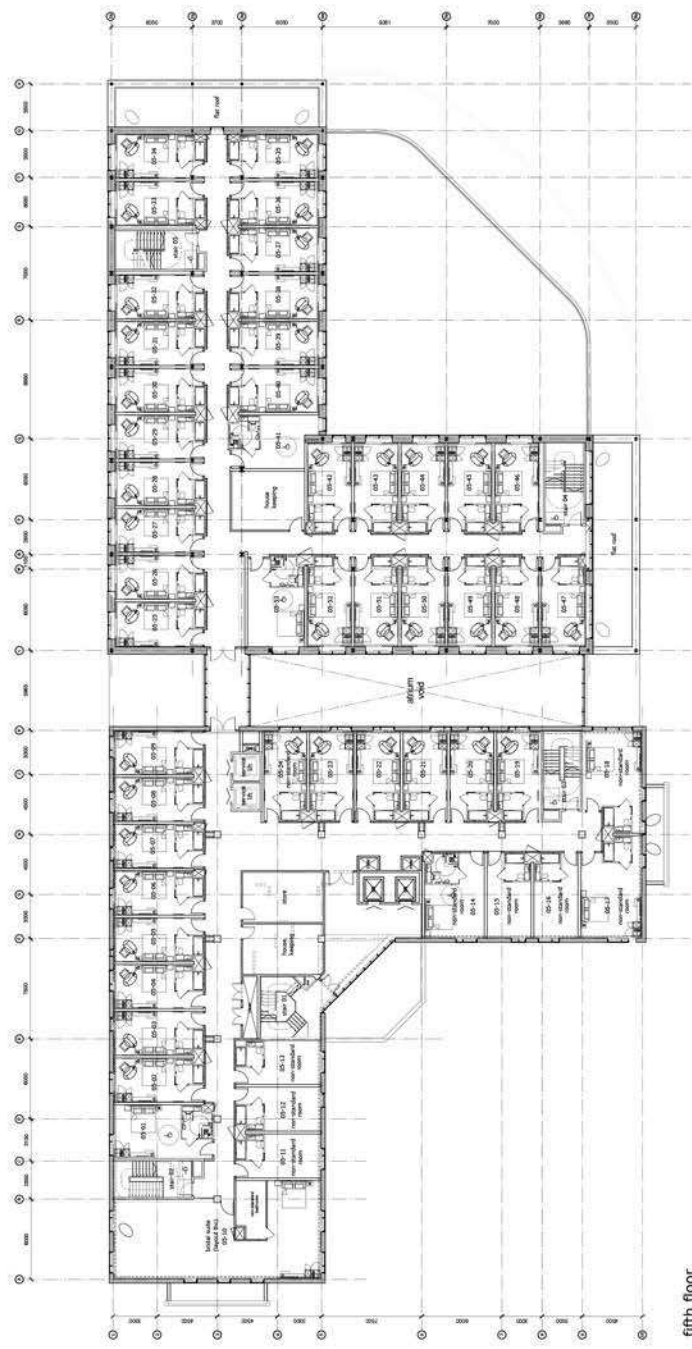
suite: 234/235  
 50 Wellington Street  
 Glasgow G2 6JY  
 0141 348 7700  
 office@maafdesign.com  
 www.maafdesign.com

MAAF | T H  
 architectural design

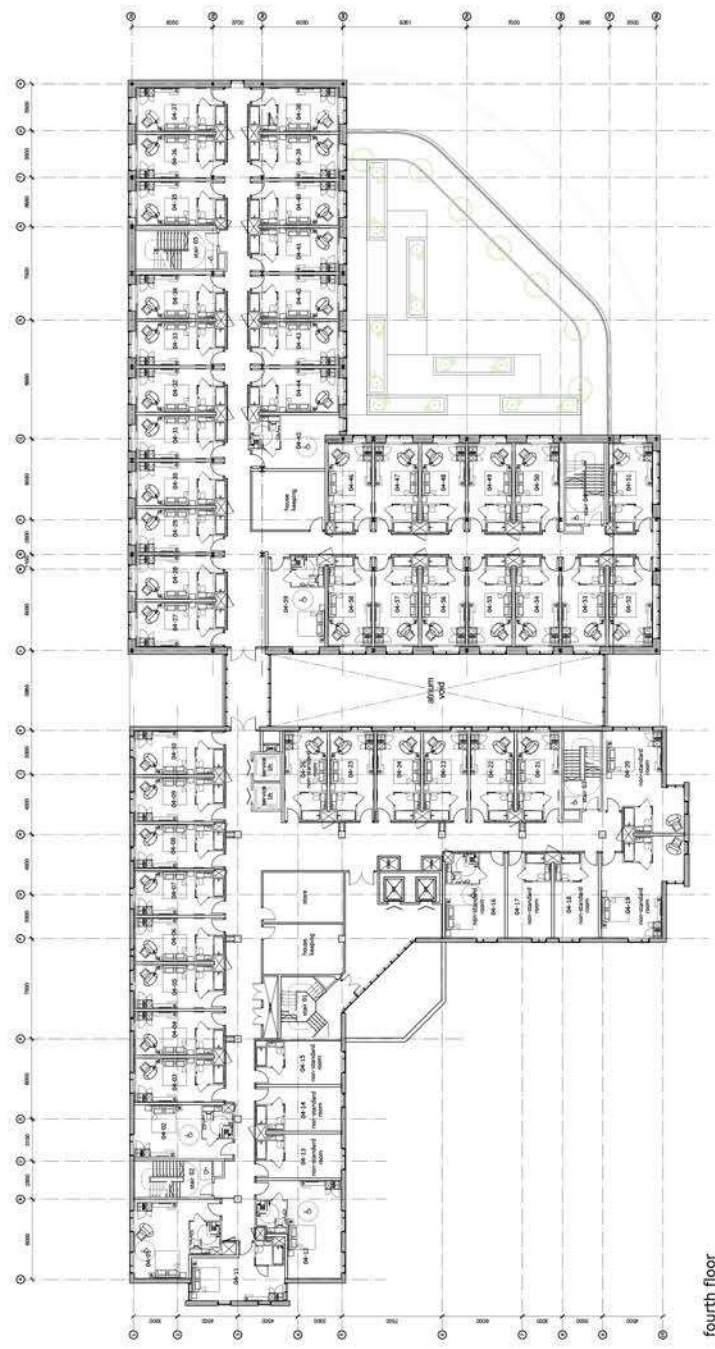


previous revisions:  
 01/16/16

This drawing is the property of the architect and must not be copied, reproduced or distributed without written permission.  
 The drawing is for information only and is not to be used for construction.  
 The architect is not responsible for any errors or omissions in the drawing.  
 The architect is not responsible for any delays or cancellations of the project.  
 The architect is not responsible for any costs incurred by the client.  
 The architect is not responsible for any claims or damages.  
 The architect is not responsible for any legal proceedings.  
 The architect is not responsible for any other matters.  
 The architect is not responsible for any other matters.



fifth floor



fourth floor

Accommodation Schedule		accessible	
Floor level	standard	standard	accessible
Ground	-	-	-
First	16	4	4
second	22	4	4
third	14	5	5
fourth	53	6	6
fifth	49	4	4
total	219	25	25

total guest rooms 244

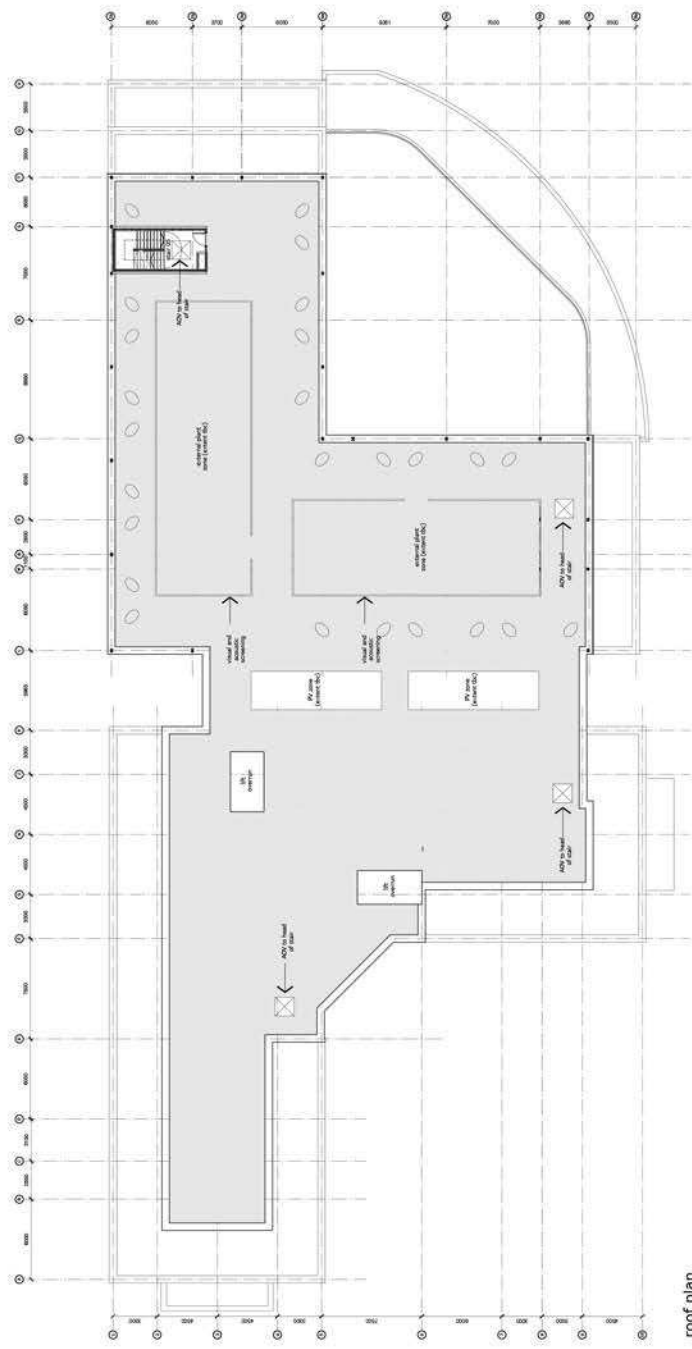
project: Heathrow Hotel Drive  
 location: Heathrow To  
 client: Heathrow Airport Ltd  
 scale: 1:1000  
 scale @ A1: 1:200  
 dwg number: P1000352  
 revision: 2016.06.20  
 date: 2016.06.20  
 author: JAH

scale: 2:24 (2:25)  
 location: 50 Wellington Street  
 Glasgow G2 6JH  
 0141 348 7700  
 office@naifdesign.com  
 www.naifdesign.com

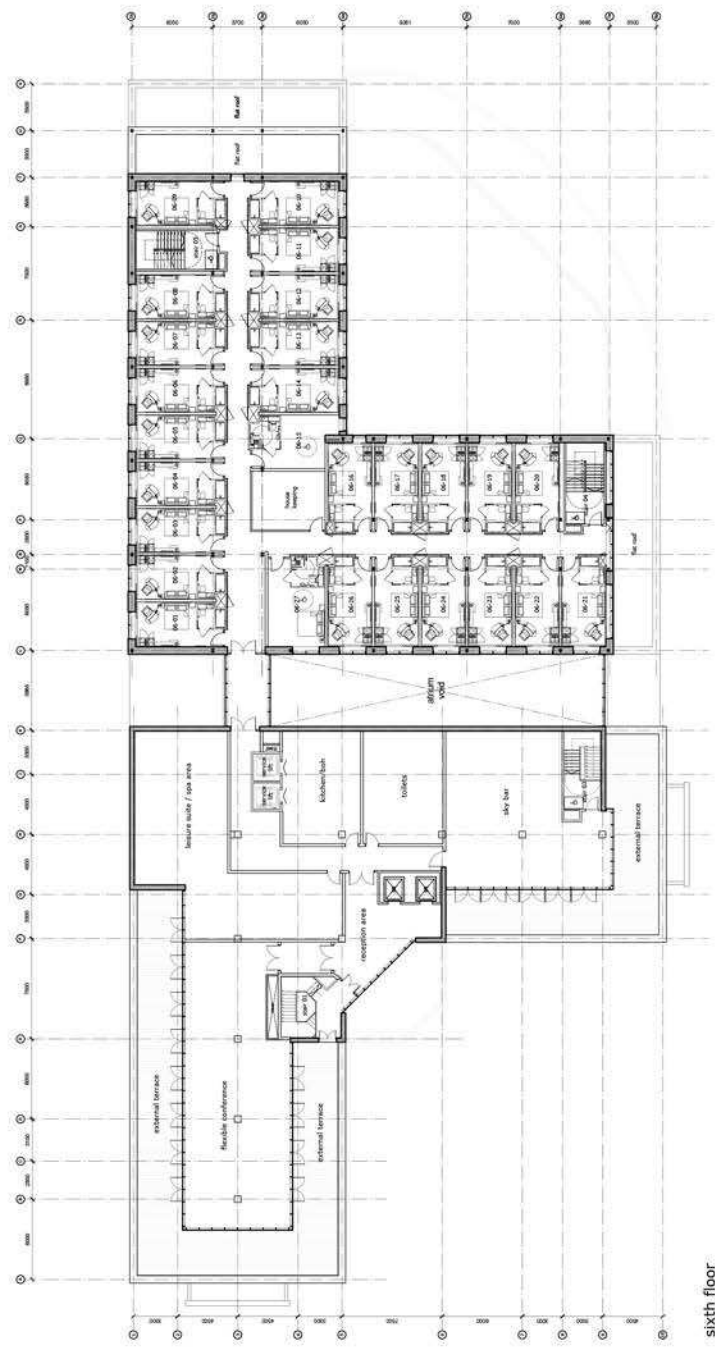
AA | T | H  
 previous revisions:  
 1/16: AHA



do not scale from this drawing, if in doubt, ask.  
 this drawing is the property of naif design limited and must not be copied,  
 reproduced or disclosed without written permission.  
 naif design is not responsible for any errors or omissions in this drawing. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained for the design and construction of the project.  
 naif design is not responsible for any errors or omissions in this drawing. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained for the design and construction of the project.



roof plan



sixth floor

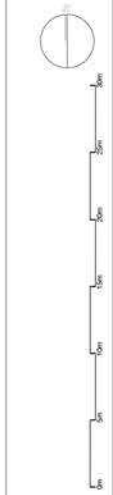
Accommodation Schedule		
Floor level	standard	accessible
Ground	-	-
First	16	4
second	22	4
third	14	5
fourth	53	6
fifth	49	4
sixth	25	2
<b>total</b>	<b>219</b>	<b>25</b>

total guest rooms 244

project: Heathrow Hotel Drive  
 location: Heathrow T5  
 client: Heathrow Airport Ltd  
 scale: 1:500  
 drawing number: P1000209  
 revision: 2016.06.20  
 date: 2016.06.20  
 author: planning

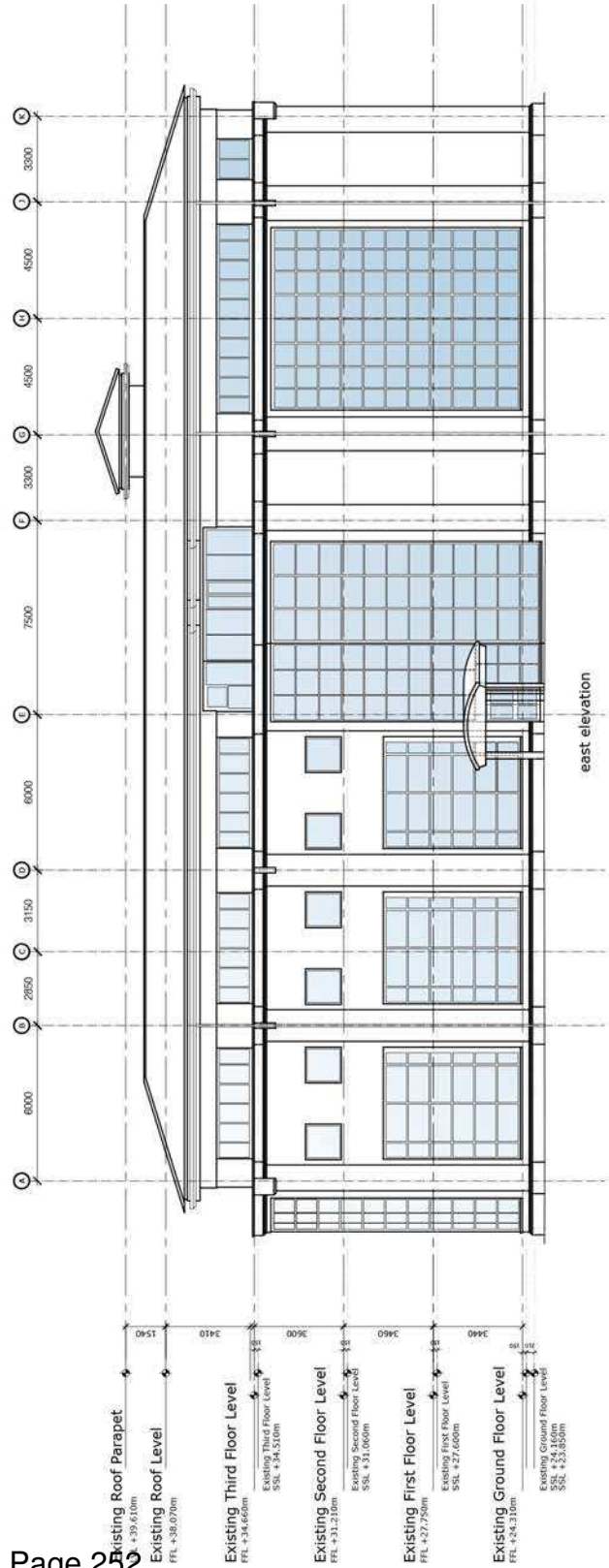
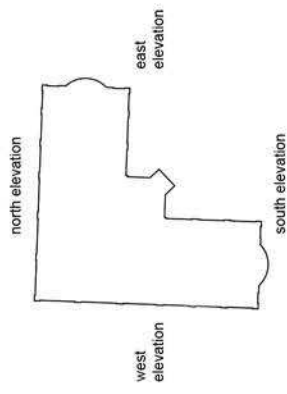
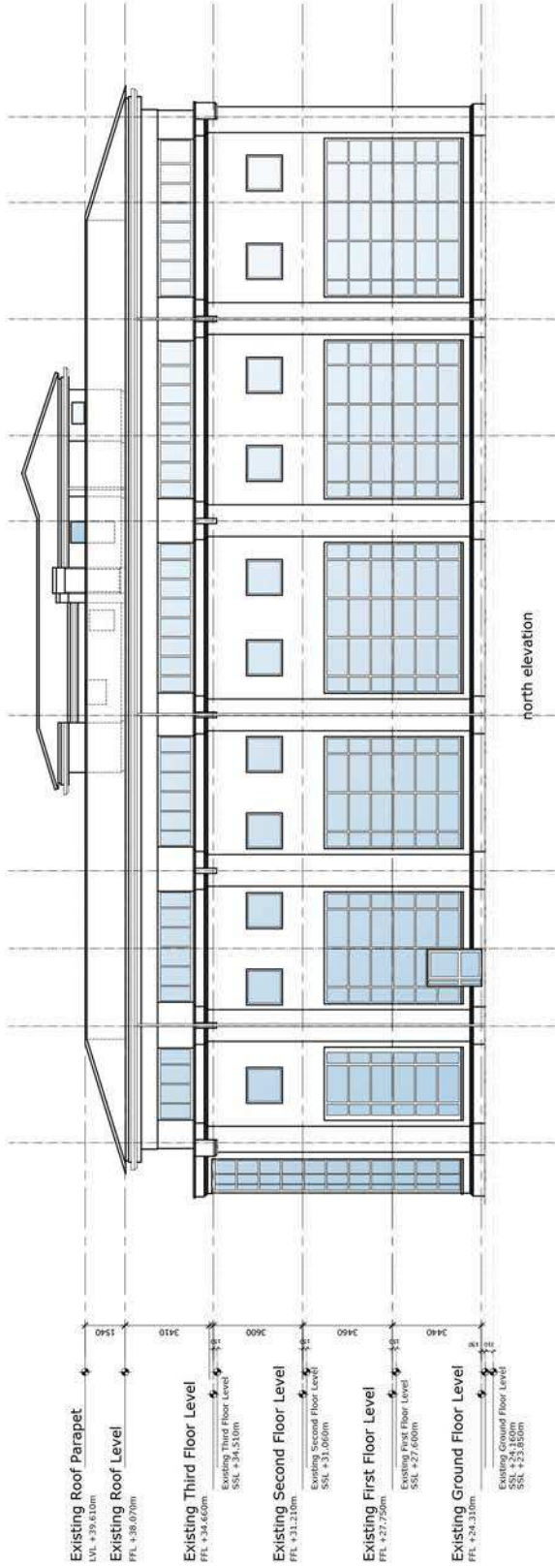
AAAJTH  
 50 Wellington Street  
 Glasgow G2 6JY  
 0141 348 7700  
 office@aaajth.co.uk  
 www.aaajth.co.uk

scale: 250/225  
 50 Wellington Street  
 Glasgow G2 6JY  
 0141 348 7700  
 office@aaajth.co.uk  
 www.aaajth.co.uk



previous revisions:  
 1/16/16

do not scale from this drawing, if in doubt, ask.  
 this drawing is the property of aaajth and must not be copied, reproduced or published without written permission.  
 aaajth is not responsible for any errors or omissions in this drawing. It is the responsibility of the client to ensure that all information is correct and up to date.  
 proposals are subject to approval through the relevant planning authorities. All proposals are subject to the relevant planning authorities' requirements and conditions.  
 this drawing is for preliminary design purposes only. It is not intended for construction and should not be used for any other purpose.



suite 324/325  
 baltic chambers  
 drawing  
 50 wellington street  
 glasgow g2 6hj  
 0141 202 0789

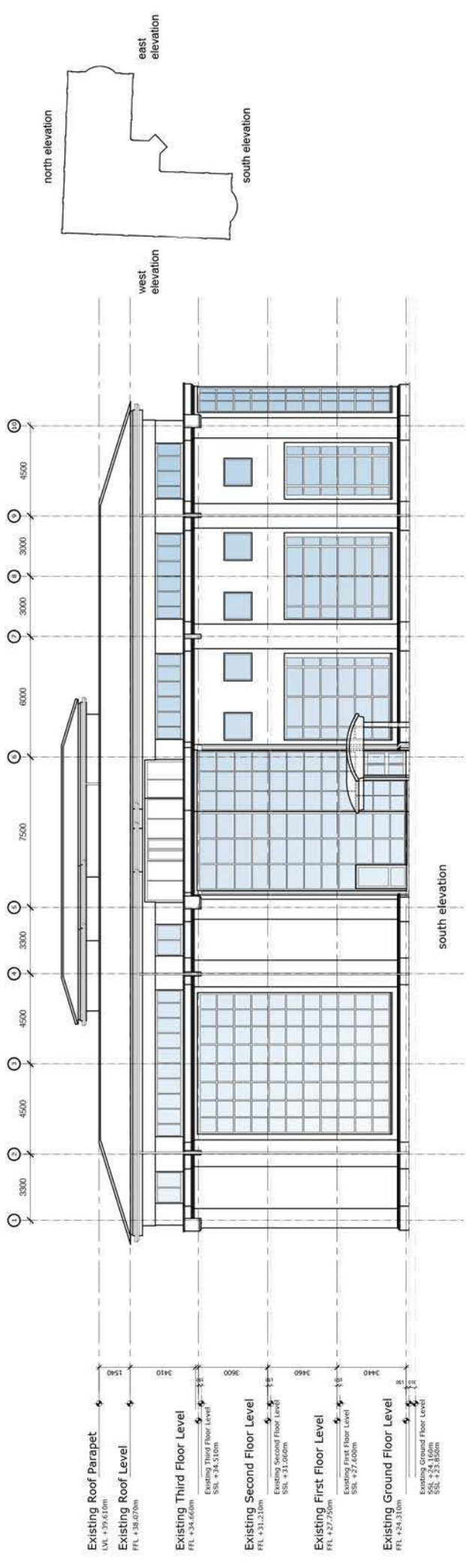
project  
 client  
 drawing  
 scale @ A3  
 dwg number  
 revision

Heathrow Nobel Drive  
 Heathrow Top  
 existing - north & east elevation  
 1:200  
 PL(00)122

M A I T H  
 ARCHITECTS

by: \_\_\_\_\_ date: \_\_\_\_\_  
 previous revisions:  
 revision: \_\_\_\_\_

Do not scale from this drawing. If in doubt, ask.  
 This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.  
 1 0 layouts based on survey information received on 2016 05 03 from 208 surveys



Do not scale from this drawing. If in doubt, ask.  
This drawing is the property of maith design limited and must not be copied, reproduced or disclosed without written permission.  
1.0 layouts based on survey information received on 2016 05 03 from 208 surveys

MAITH  
RENDERING LTD

project: Heathrow Nobel Drive  
client: Heathrow Top  
drawing: existing - south & west elevation  
scale @ A3: 1:200  
dwg number: PL(00)121  
revision: 2016.06.20  
date: 2016.06.20  
status: planning

previous revisions:  
revision:

by: date:

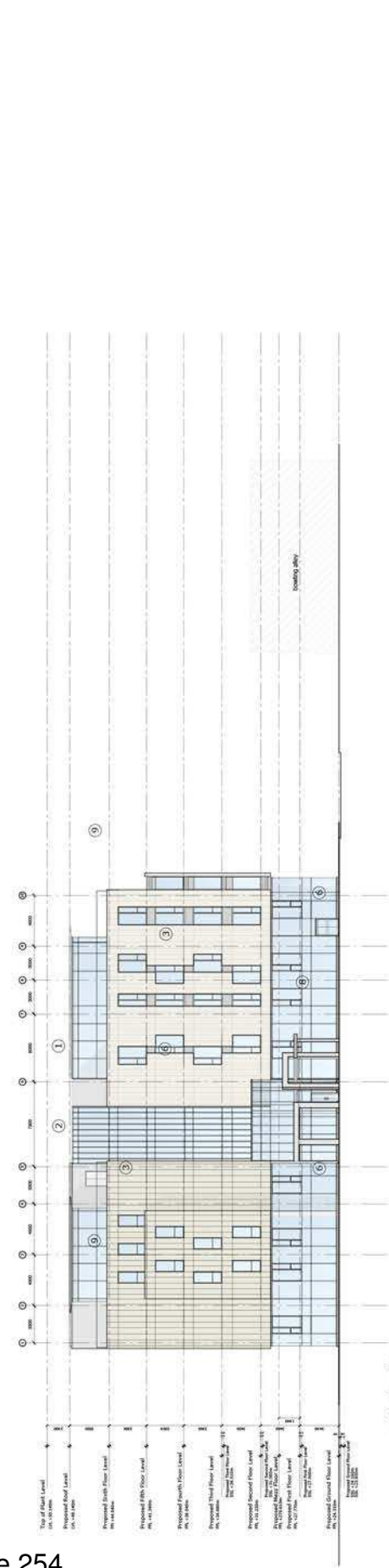
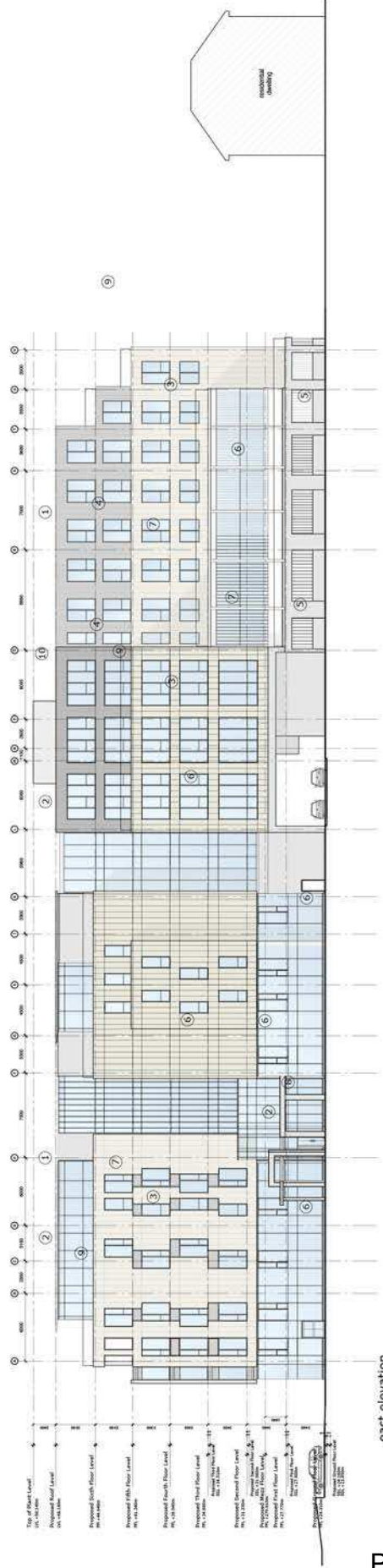
suite 324/325  
baltic chambers  
50 wellington street  
glasgow g2 6hj  
0141 202 0789  
office@maithdesign.com  
www.maithdesign.com



**key plan**

**material legend:**

- 1 roof - flat roof set behind parapet upstand, single ply membrane, on insulated deck on structural deck, colour: b.c.
- 2 fascias - projecting fascia sections in preformed powder-coated aluminium - colour: b.c.
- 3 walls 1 - proprietary wall cladding system with vertical and horizontal joints, colour: b.c.
- 4 walls 2 - proprietary wall cladding system with vertical and horizontal joints, colour: b.c.
- 5 walls 3 - insulated smooth render panel system, colour: b.c.
- 6 glazing 1 - proprietary anodised aluminium curtain walling system (with projecting vertical fins to selected glazing bars) and secondary acoustic glazing system, colour: b.c.
- 7 glazing 2 - proprietary double glazed units with secondary acoustic glazing system, colour: b.c.
- 8 feature entrance - proprietary wall cladding system with projecting vertical elements with canopy and feature lighting, proprietary anodised aluminium curtain walling system (with projecting vertical fins to selected glazing bars), colour: b.c.
- 9 external balconies - glazed toughened glass balustrades with stainless steel handrails and supports.
- 10 roof plant enclosure - pre aluminium horizontal bouvered screen with steel noise attenuating screen wall behind (to MBE consultant recommendations), colour: b.c.



project: Hawthorn Retail Drive  
 client: Hawthorn Top  
 drawing: Hawthorn Retail Drive - south elevation  
 scale: @ A1  
 L250  
 drawing number: P1000259  
 revision: 0141\_348\_7700  
 date: 2016.06.20  
 location: Australia

scale: 234/225  
 Hawthorn Retail Drive  
 50 Wellington Street  
 Glasgow G2 6JY  
 0141 348 7700  
 office@maifdesign.com  
 www.maifdesign.com

MAIF | T H  
 MAIF DESIGN

previous revisions:  
 1/16/16

0m 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m

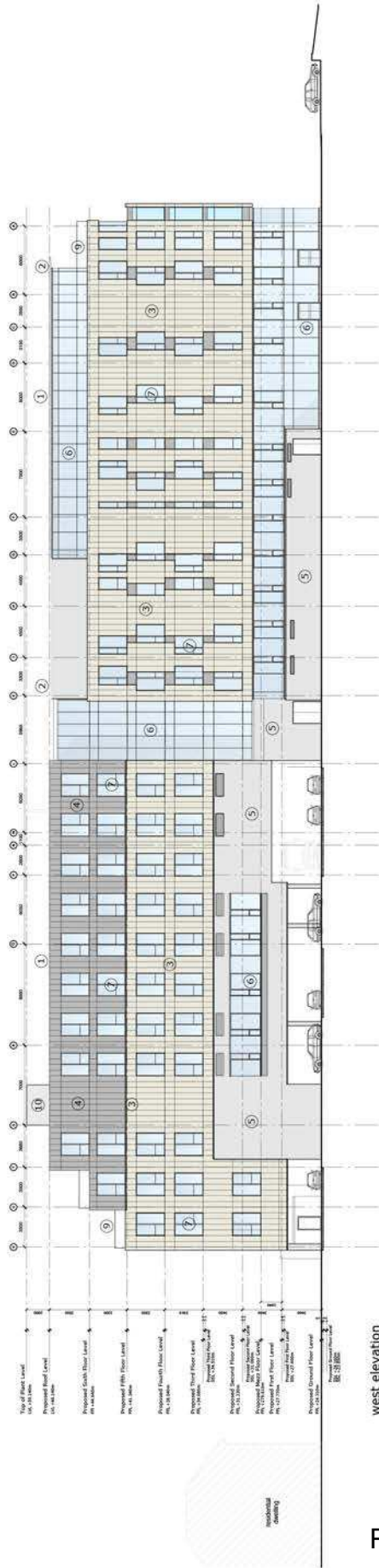
This drawing is the property of MAIF Design and must not be copied, reproduced or distributed without written permission.  
 MAIF Design is not responsible for any errors or omissions in this drawing. MAIF Design is not responsible for any damage or loss of any kind resulting from the use of this drawing.  
 This drawing is for preliminary design purposes only. It is not to be used for construction or for any other purpose without the written consent of MAIF Design.



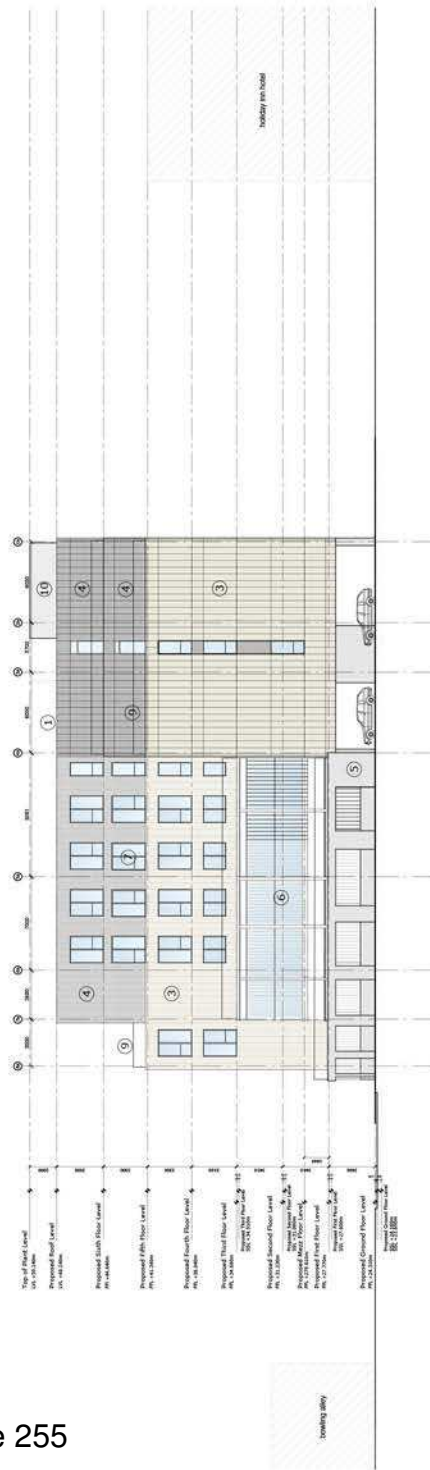
**key plan**

**material legend:**

- 1 roof - flat roof set behind parapet upstand, single ply membrane, on insulated deck on structural deck, colour: bc.
- 2 fascias - projecting fascia sections in preformed powdercoated aluminium - colour: bc.
- 3 walls 1 - proprietary wall cladding system with vertical and horizontal joints, colour: bc.
- 4 walls 2 - proprietary wall cladding system with vertical and horizontal joints, colour: bc.
- 5 walls 3 - insulated smooth render panel system, colour: bc.
- 6 glazing 1 - proprietary anodised aluminium curtain walling system (with projecting vertical fins to selected glazing bars) and secondary acoustic glazing system, colour: bc.
- 7 glazing 2 - proprietary double glazed units with secondary acoustic glazing system, colour: bc.
- 8 feature entrance - proprietary wall cladding system with projecting elements with canopy and feature lighting, proprietary anodised aluminium curtain walling system (with projecting vertical fins to selected glazing bars), colour: bc.
- 9 external balconies - glazed toughened glass balustrades with stainless steel handrails and supports.
- 10 roof plant enclosure - pre aluminium horizontal bouvered screen with steel noble attenuating screen wall behind (to M&E consultant recommendations), colour: bc.



west elevation



north elevation

Notes:  
 1. See also from this drawing, if in doubt, ask.  
 2. This drawing is the property of the architect and must not be copied, reproduced or published without written permission.  
 3. All dimensions are in millimetres unless otherwise stated.  
 4. All materials are to be approved by the client.  
 5. All materials are to be approved by the client.  
 6. All materials are to be approved by the client.  
 7. All materials are to be approved by the client.  
 8. All materials are to be approved by the client.  
 9. All materials are to be approved by the client.  
 10. All materials are to be approved by the client.

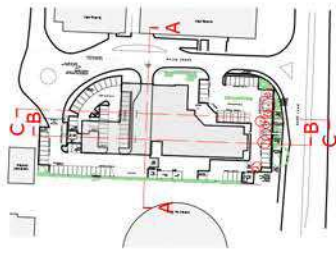
previous revisions  
 1. 01/10/2024  
 2. 01/10/2024  
 3. 01/10/2024  
 4. 01/10/2024  
 5. 01/10/2024  
 6. 01/10/2024  
 7. 01/10/2024  
 8. 01/10/2024  
 9. 01/10/2024  
 10. 01/10/2024



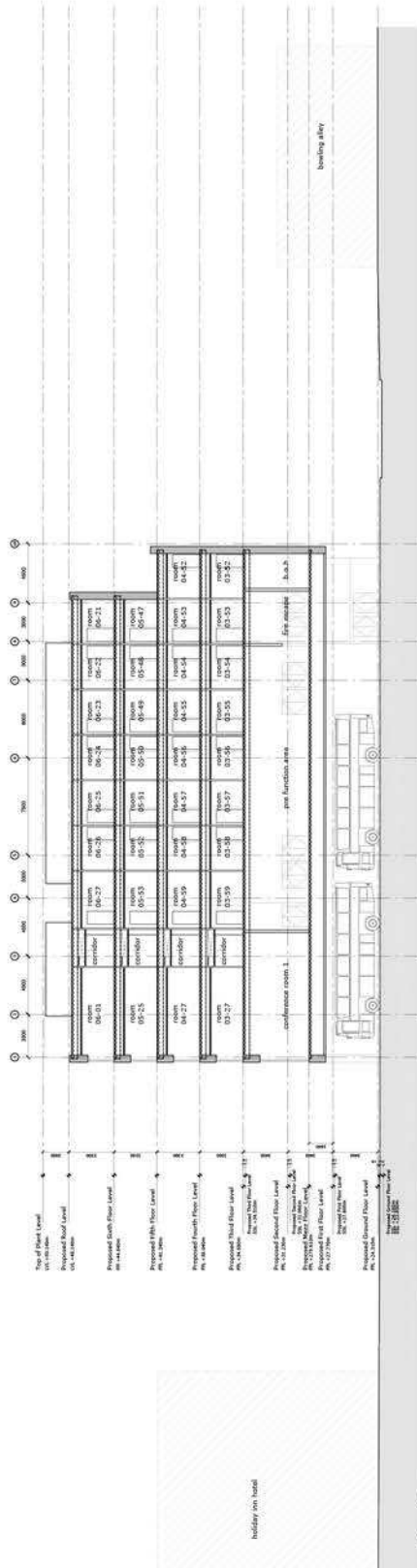
project: Hawthorn Island Drive  
 client: Hawthorn Top  
 drawing: Hawthorn Top  
 scale: @ A1  
 drawing number: P1000221  
 revision: 1  
 date: 2016.06.20  
 author: [redacted]  
 checker: [redacted]

site: 234/235  
 50 Wellington Street  
 Glasgow G2 6JY  
 0141 348 7700  
 office@maafdesign.com  
 www.maafdesign.com

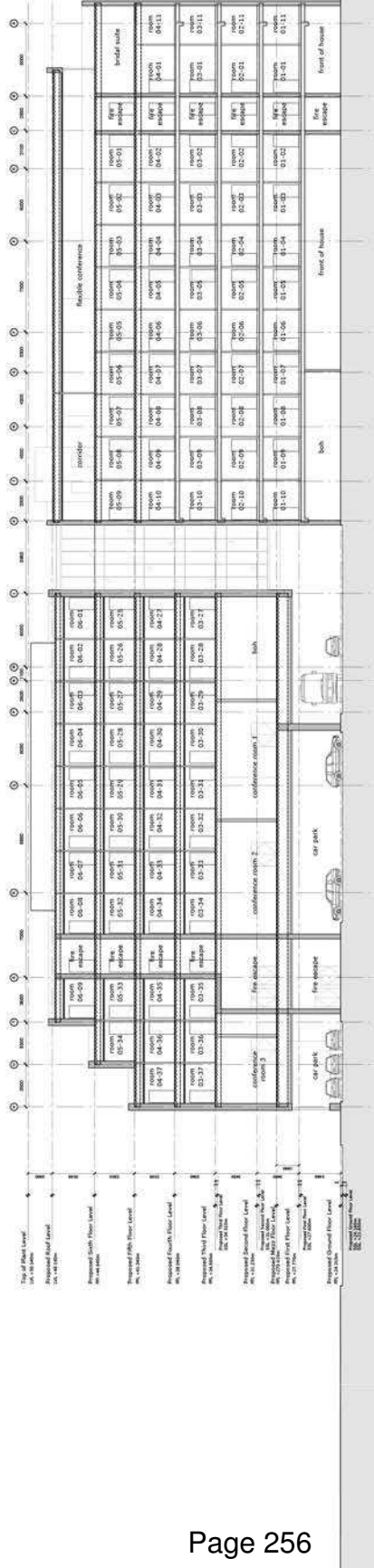
AA | I | T | H



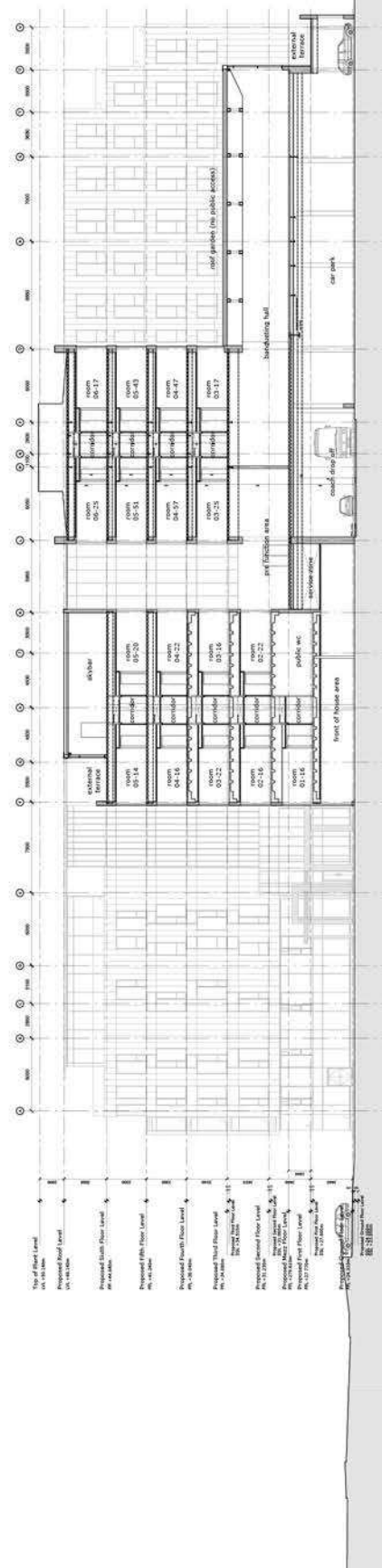
key plan



section AA



section BB



section CC

Notes:  
 1. Please read this drawing, if in doubt, ask.  
 2. This drawing is the property of the architect and must not be copied, reproduced or distributed without written permission.  
 3. All dimensions are in millimeters unless otherwise stated.  
 4. All dimensions are to be taken from the center line unless otherwise stated.  
 5. All dimensions are to be taken from the center line unless otherwise stated.  
 6. All dimensions are to be taken from the center line unless otherwise stated.

AVANTH

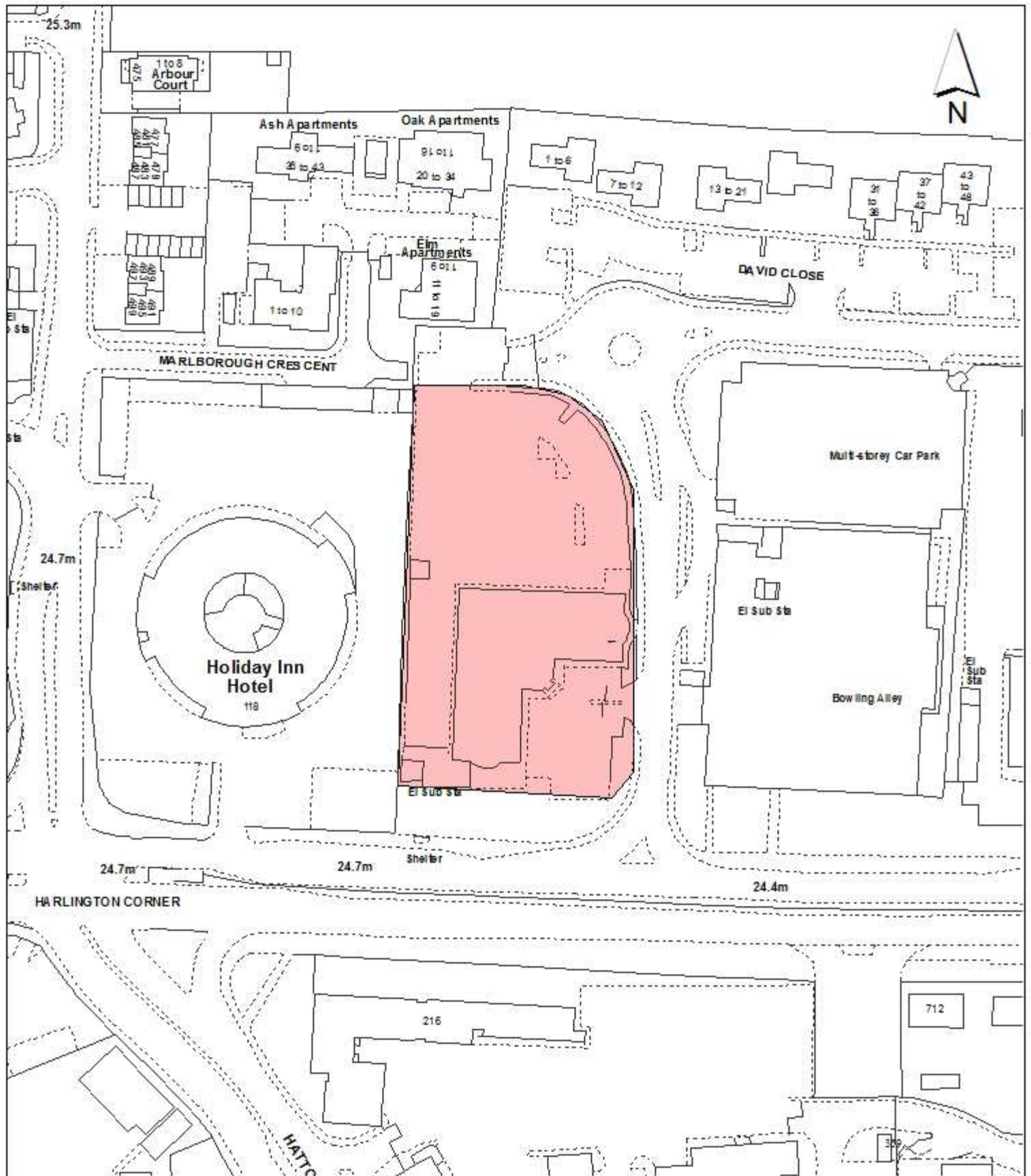
Project: Heston Hotel Drive  
 Client: Heston Hotel  
 Scale: @ A1: 1:200  
 Drawing Number: P1003259  
 Revision: 2016.06.20  
 Status: planning

Site: 50 Wellington Street, Glasgow G2 6JY  
 Tel: 0141 348 7700  
 Email: office@avanth.co.uk  
 Website: www.avanth.co.uk

Scale: 1:200  
 North Arrow  
 Scale Bar: 0m, 5m, 10m, 15m, 20m, 25m, 30m, 35m, 40m, 45m, 50m

Previous revisions:  
 1. 2016.06.20





**Notes:**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**1 Nobel Drive  
Harlington**

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

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

Planning Application Ref:

**46214/APP/2016/2397**

Scale:

**1:1,250**

Planning Committee:

**Major Page 257**

Date:

**November 2016**



**HILLINGDON**  
LONDON

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

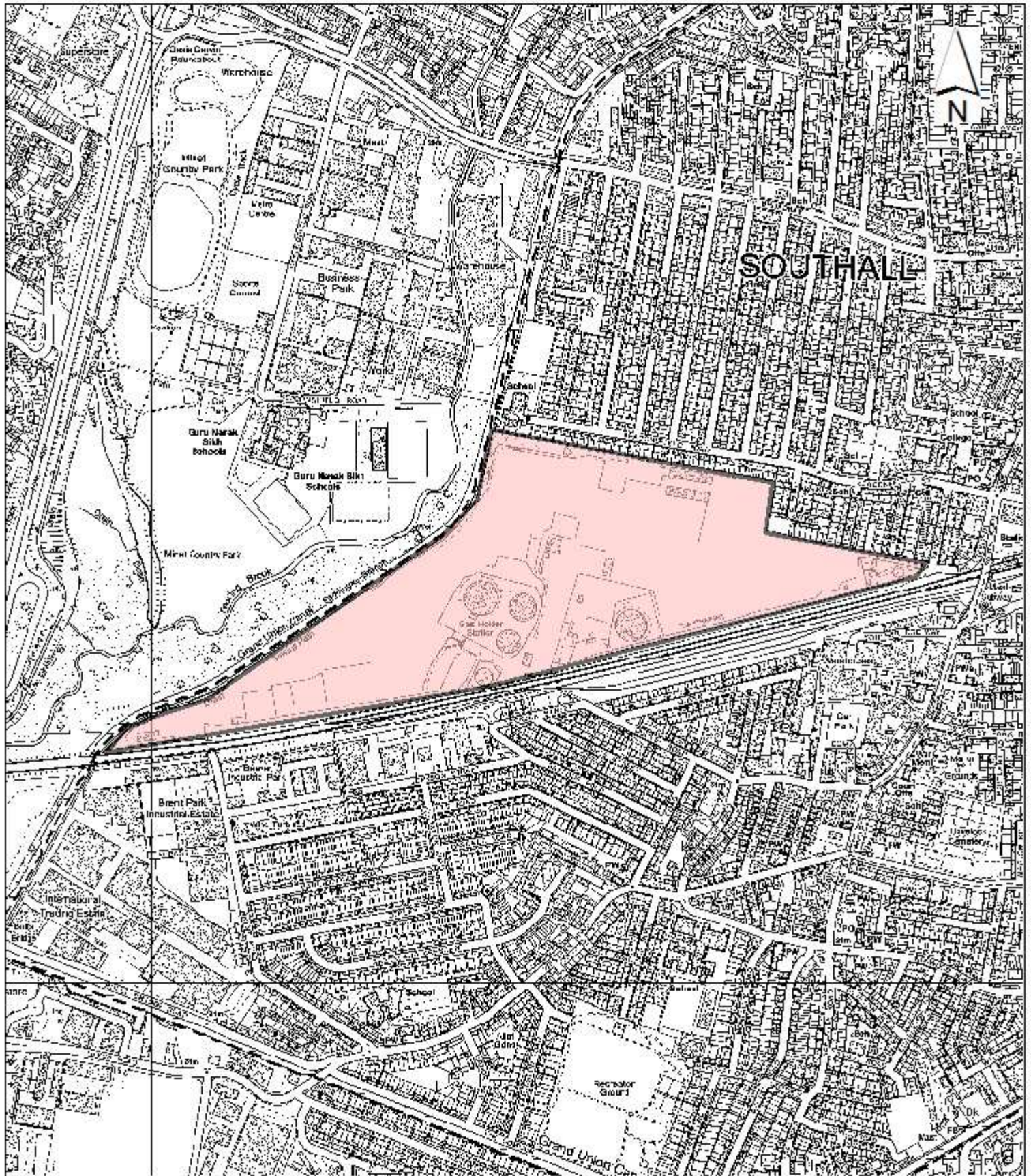
**Address** THE STRAIGHT, SOUTHALL GASWORKS SITE HAYES BY PASS HAYES

**Development:** Details pursuant to Condition 33 (Bird Hazard Management Plan) of planning permission 54814/APP/2009/430; Outline application  
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
Full application  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and  
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

**LBH Ref Nos:** 54814/APP/2016/3398

**Date Plans Received:** 09/09/2016  
**Date Application Valid:** 14/09/2016

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



**Notes:**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Southall Gasworks  
Hayes**

Planning Application Ref:

**54814/APP/2016/3398**

Planning Committee:

**Major Page 259**

Scale:

**1:10,000**

Date:

**November 2016**

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

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



**HILLINGDON**  
LONDON

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

**Address** THE STRAIGHT, SOUTHALL GASWORKS SITE HAYES BY PASS HAYES

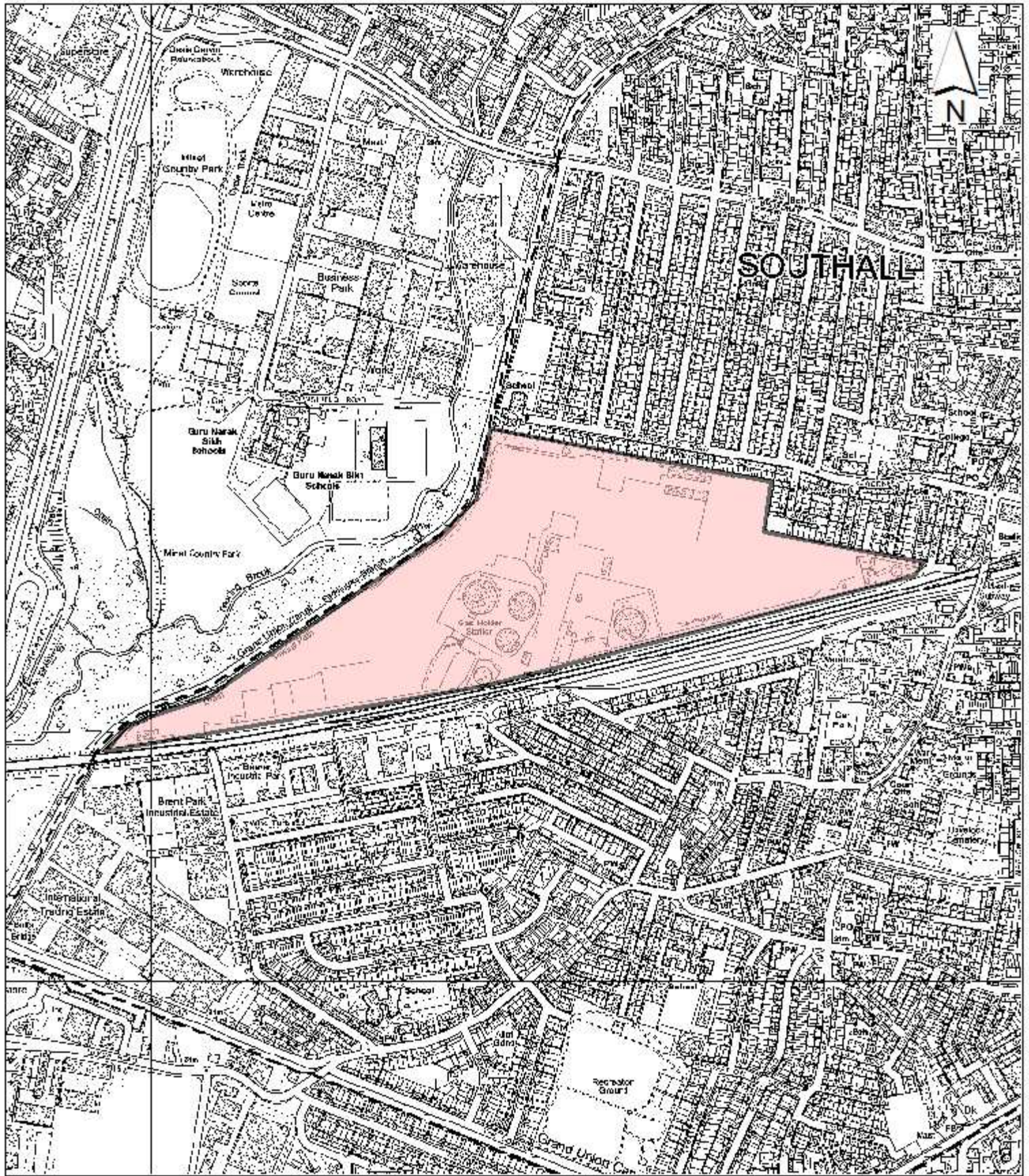
**Development:** Details pursuant to condition 40 (Security Arrangements) of planning permission 54814/APP/2009/430; Outline application  
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.  
Full application  
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and  
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

**LBH Ref Nos:** 54814/APP/2016/3399

**Date Plans Received:** 09/09/2016

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

**Date Application Valid:** 14/09/2016



**Notes:**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Southall Gasworks  
Hayes**

Planning Application Ref:

**54814/APP/2016/3399**

Planning Committee:

**Major** Page 261

Scale:

**1:10,000**

Date:

**November 2016**

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

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



**HILLINGDON**  
LONDON

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

**Address** BRIDGE HOUSE, DENBRIDGE IND. ESTATE OXFORD ROAD UXBRIDGE

**Development:** Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)

**LBH Ref Nos:** 40050/APP/2016/852

**Date Plans Received:** 29/02/2016

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

11/10/2016

**Date Application Valid:** 08/03/2016

29/02/2016

02/08/2016

GENERAL NOTES

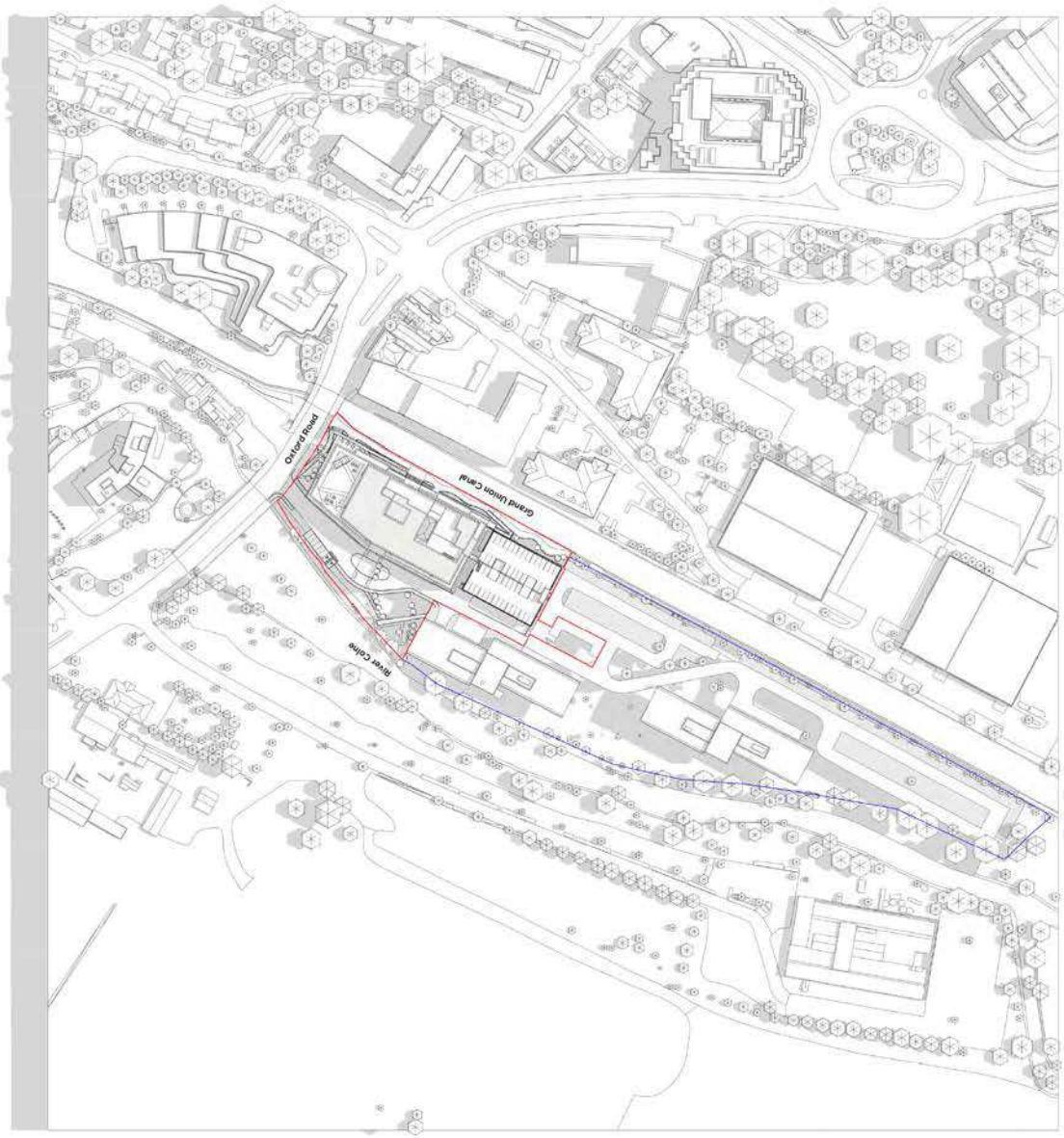
The drawing is copyright of Darling Associates. This drawing shall not be copied, all or in part, without the written consent of Darling Associates. No part of this drawing shall be used for any other purpose without the written consent of Darling Associates. All works shall be to the satisfaction of Darling Associates and shall be subject to the standard specifications and codes of practice. If the drawing forms part of an application for planning permission, it shall be subject to the standard conditions of planning permission. This drawing may incorporate information from other drawings and shall be subject to the standard conditions of planning permission. No liability is accepted for any errors or omissions. For conditions and details of the work, please refer to the contract documents. The drawing is not to be used for any other purpose without the written consent of Darling Associates.

Drawings, specifications and schedules are to be read in conjunction with the following: Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Surveyor's drawings and specifications, and any other drawings and specifications approved by the Main Contractor. Other specialist safety sub-contractors' requirements as approved by the Main Contractor.

KEY PLAN



NOTES



PL3 Location Plan Update 23.02.19 JLB DM  
REV. NOTES DATE BY AUTH

DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row Mail@darlingassociates.net  
London SW1P 1GH www.darlingassociates.net  
UK +44 (0) 7630 05920

PLANNING

TITLE Proposed Location Plan  
SUBJECT Bridge House

SCALE AT A3 1: 2500  
DRAWING NO. 13035

REV. PL3  
DRAWING NO. (03)-S-001

© Darling Associates Ltd.

GENERAL NOTES

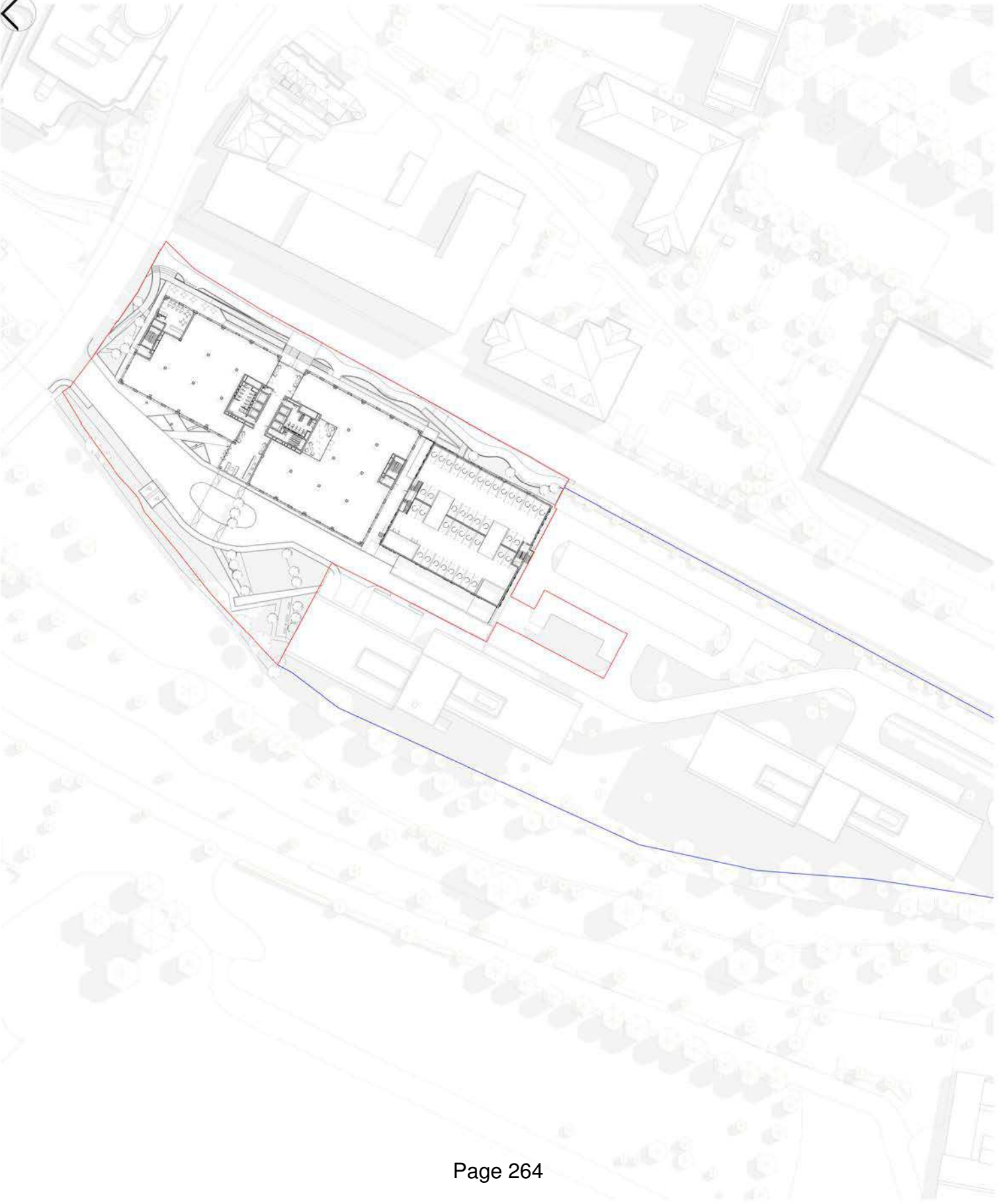
The drawings are copyright of Darling Associates. The drawing shall not be issued, in whole or in part, to any other party without the prior written consent of Darling Associates. The drawing shall not be used for any purpose other than that for which it was prepared. All works shall be in accordance with the current British Standards and applicable regulations. A minimum of three copies of the drawings shall be submitted to the local authority for their approval. The drawings shall be the property of Darling Associates. This drawing is the property of Darling Associates and shall not be used for any other purpose without the written consent of Darling Associates. Any reproduction or use of this drawing without the written consent of Darling Associates is strictly prohibited. The drawings shall remain the property of Darling Associates. All rights reserved. © Darling Associates 2018.

KEY PLAN



NOTES

1. Greenfield Plot



PL 5 - Removal of Terrace 20.10.16 JAE OW  
 REF: NOTES DATE: 07/06/18

DARLING ASSOCIATES  
 ARCHITECTS

1 Greencoat Row, Mail@darlingassociates.net  
 London SW3 1P 1GH www.darlingassociates.net  
 UK +44 (0) 20 7630 0500

DRAWING STYLE

PLANNING

TITLE

Proposed Site Plan

PROJECT

Bridge House

SCALE (A1) 1 : 1000  
 DRAWN 130335  
 REV PL 5

© Darling Associates Ltd



**GENERAL NOTES:**

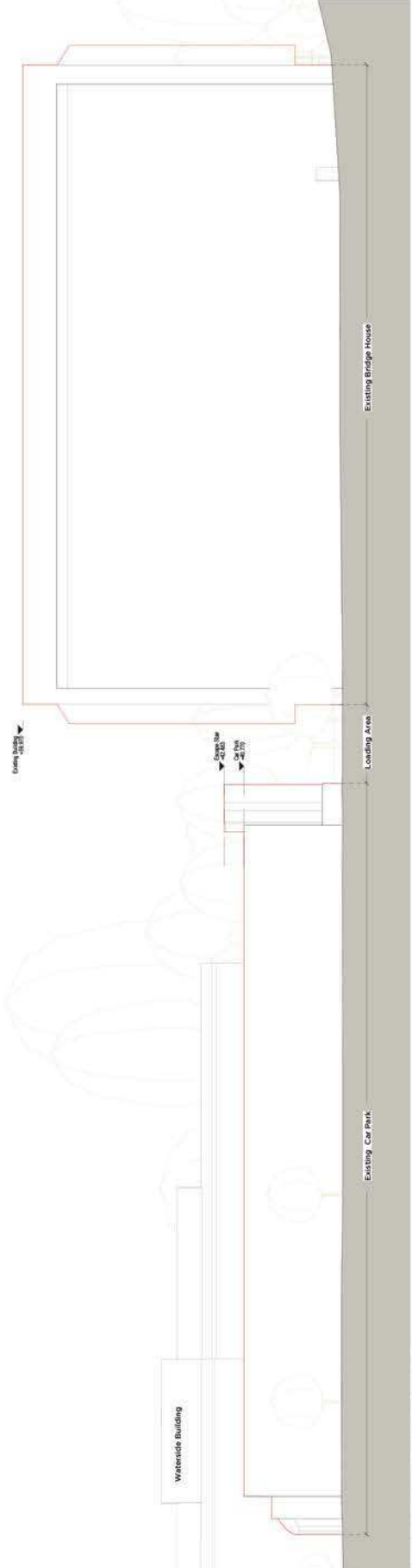
The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All rights reserved. The drawing is the property of Darling Associates and shall remain the property of Darling Associates. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. The drawing is for the use of the client and is not to be used for any other purpose. Any modification and/or addition to the drawing shall be made by a separate drawing and shall be approved by Darling Associates. The drawing is not to be used for any other purpose. Any modification and/or addition to the drawing shall be made by a separate drawing and shall be approved by Darling Associates.

Drawings, specifications and schedules are to be read in conjunction with the following documents: Contract Documents, Conditions of Contract, Bill of Materials, Specifications, and any other documents approved by the Main Contractor. Other specialist safety sub-contractor requirements as approved by the Main Contractor.

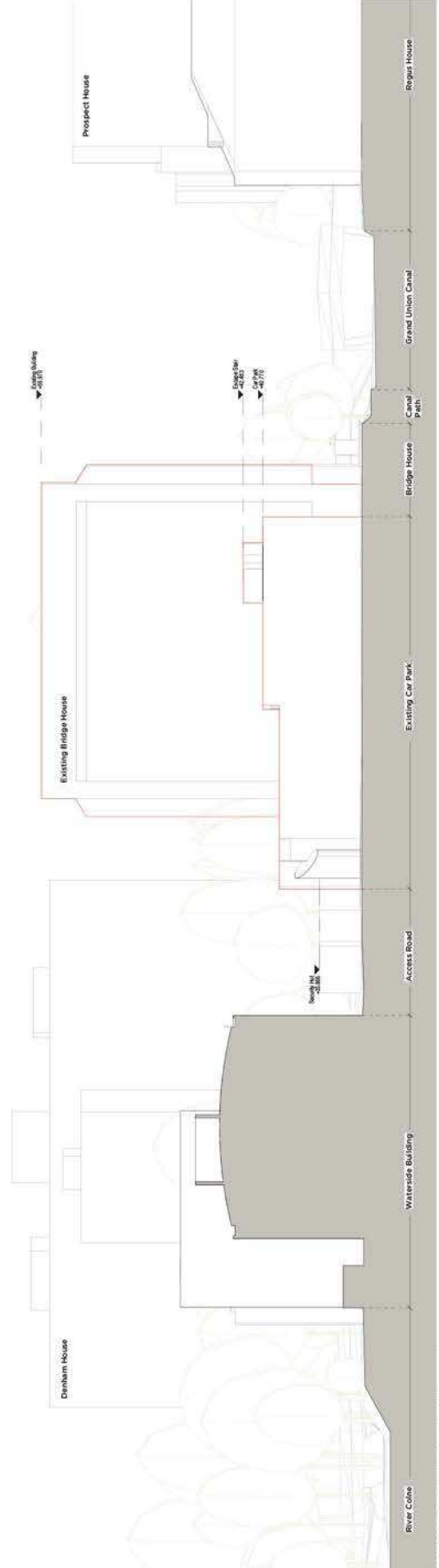
**KEY PLAN**



**NOTES:**



001-E-002 C : East Elevation from the Grand Union Canal



001-E-002 D : South Elevation from the existing car park



PL2	LANDSCAPE ARCHITECTURE	16.02.19	A.B. OM
REV	NOTES	DATE	BY / AUTH

**DARLING ASSOCIATES ARCHITECTS**

1 Greencoat Row  
London SW1P 1JH  
www.darlingassociates.net  
+44 (0) 20 7630 0500

**PLANNING**

**Existing East and South Elevation**

SCALE AT A2:  
1 : 200

DRWING NO:  
130335

REV:  
PL.2

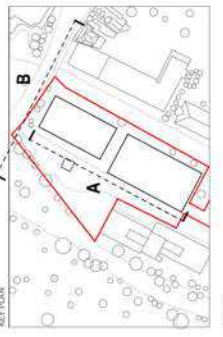
© Darling Associates Ltd.

**GENERAL NOTES:**

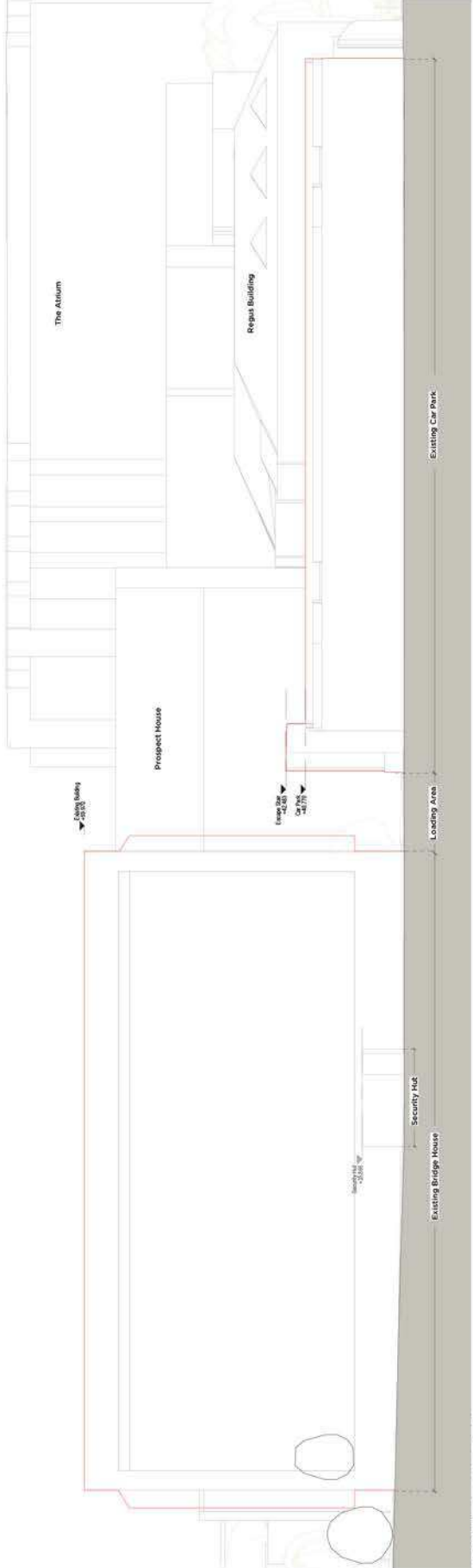
The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All rights are reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. It is the responsibility of the client to ensure that all information is up to date and correct. No liability is accepted for any loss or damage arising from the use of this drawing. The client is advised to seek professional advice before using this drawing. The client is advised to ensure that all information is up to date and correct. No liability is accepted for any loss or damage arising from the use of this drawing. The client is advised to seek professional advice before using this drawing.

Drawings, specifications and schedules are to be used in conjunction with the following: Darling Associates' drawings and specifications. All drawings and specifications shall be approved by the Main Contractor. Other specialist design sub-contractors' requirements as approved by the Main Contractor.

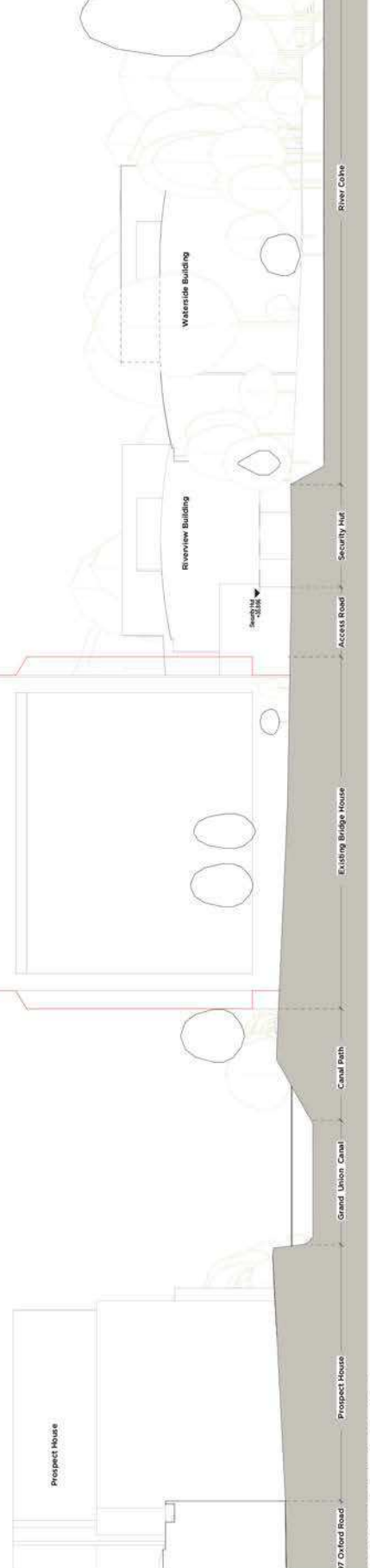
**KEY PLAN**



**NOTES:**



(00-E-001) A - West Elevation from the River Cone



(00-E-001) B - North Elevation from Oxford Road



PL2 LINDSAY AVENUE 16.02.19 JLB DM  
REV: NOTES DATE BY: AD278

**DARLING ASSOCIATES ARCHITECTS**

1 Greenleaf Row, Mail@darlingassociates.net  
London SW1P 1DH www.darlingassociates.net  
UK +44 20 7630 0500

**PLANNING**

**Existing West and North Elevation**  
Project: Bridge House

SCALE: A3  
1:200  
DRAWING NO: 13035  
REV: (01)-E-001  
PL2

© Darling Associates Ltd.



GENERAL NOTES

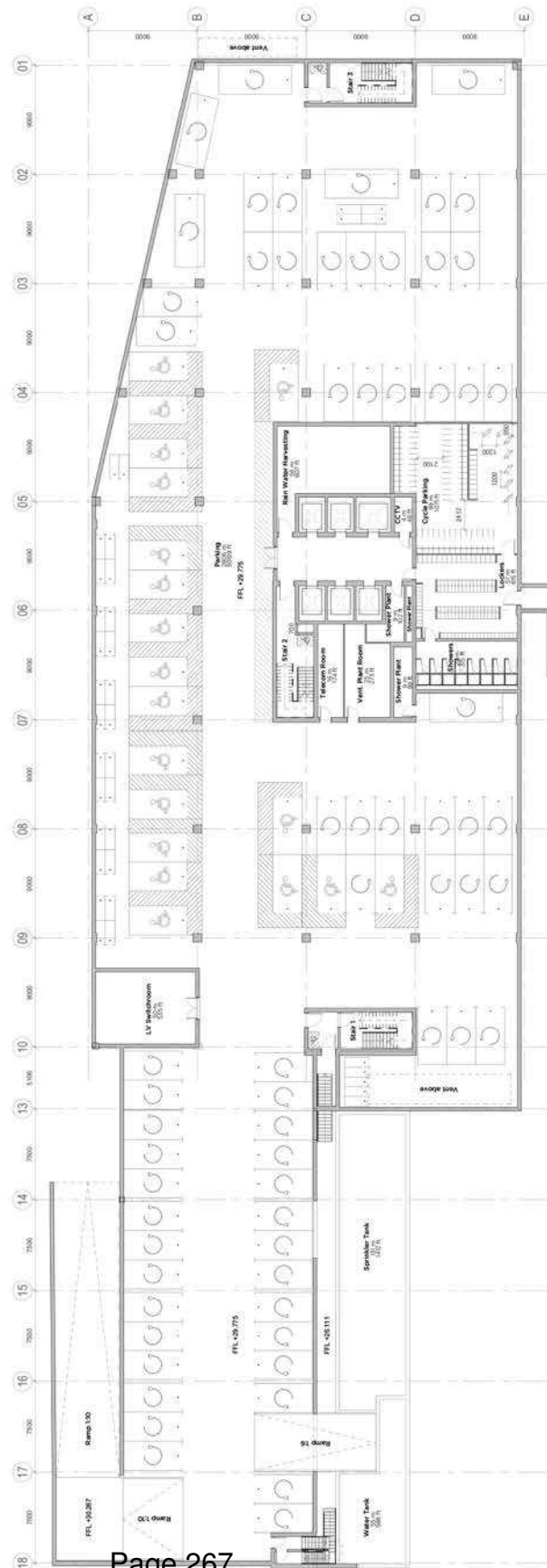
The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, modified, or used in any way without the written consent of Darling Associates. All dimensions are in millimeters and shall be rounded to the nearest millimeter. All works shall be in accordance with the current Building Regulations and all applicable standards and codes of practice. If the drawing is used for any other purpose, the user shall accept full responsibility for any consequences. This drawing may incorporate information from other drawings and specifications. It is the user's responsibility to ensure that all information is up to date and that any necessary amendments are made. All dimensions shall be taken from the approved drawings unless otherwise stated. Any conflict between the drawings shall be resolved in favor of the drawings. The user shall be responsible for ensuring that all necessary permissions are obtained for any use of this drawing. All dimensions shall be taken from the approved drawings unless otherwise stated. Any conflict between the drawings shall be resolved in favor of the drawings. The user shall be responsible for ensuring that all necessary permissions are obtained for any use of this drawing.

Drawings, specifications and schedules are to be used in conjunction with the following: Building Regulations, Part B, Approved Document B, Fire Safety, and Part M, Approved Document M, Access to Buildings. All dimensions are in millimeters and shall be rounded to the nearest millimeter. All works shall be in accordance with the current Building Regulations and all applicable standards and codes of practice. If the drawing is used for any other purpose, the user shall accept full responsibility for any consequences. This drawing may incorporate information from other drawings and specifications. It is the user's responsibility to ensure that all information is up to date and that any necessary amendments are made. All dimensions shall be taken from the approved drawings unless otherwise stated. Any conflict between the drawings shall be resolved in favor of the drawings. The user shall be responsible for ensuring that all necessary permissions are obtained for any use of this drawing.

KEY PLAN



NOTES



**DARLING ASSOCIATES**  
ARCHITECTS

1 Greencoat Row  
London SW1P 1QH  
UK  
T: +44 (0) 20 7630 0500  
F: +44 (0) 20 7630 0500  
E: info@darlingassociates.net  
www.darlingassociates.net

REVISIONS

REV.	DATE	BY	AUTH
1	16.02.19	J.B. OM	PL2

PROJECT TITLE  
**Proposed Basement Floor Plan**

CLIENT  
Bridge House

SCALE AT A2:  
1:200

DRAWING NO:  
13035

REV:  
PL2

C: Darling Associates Ltd.



GENERAL NOTES

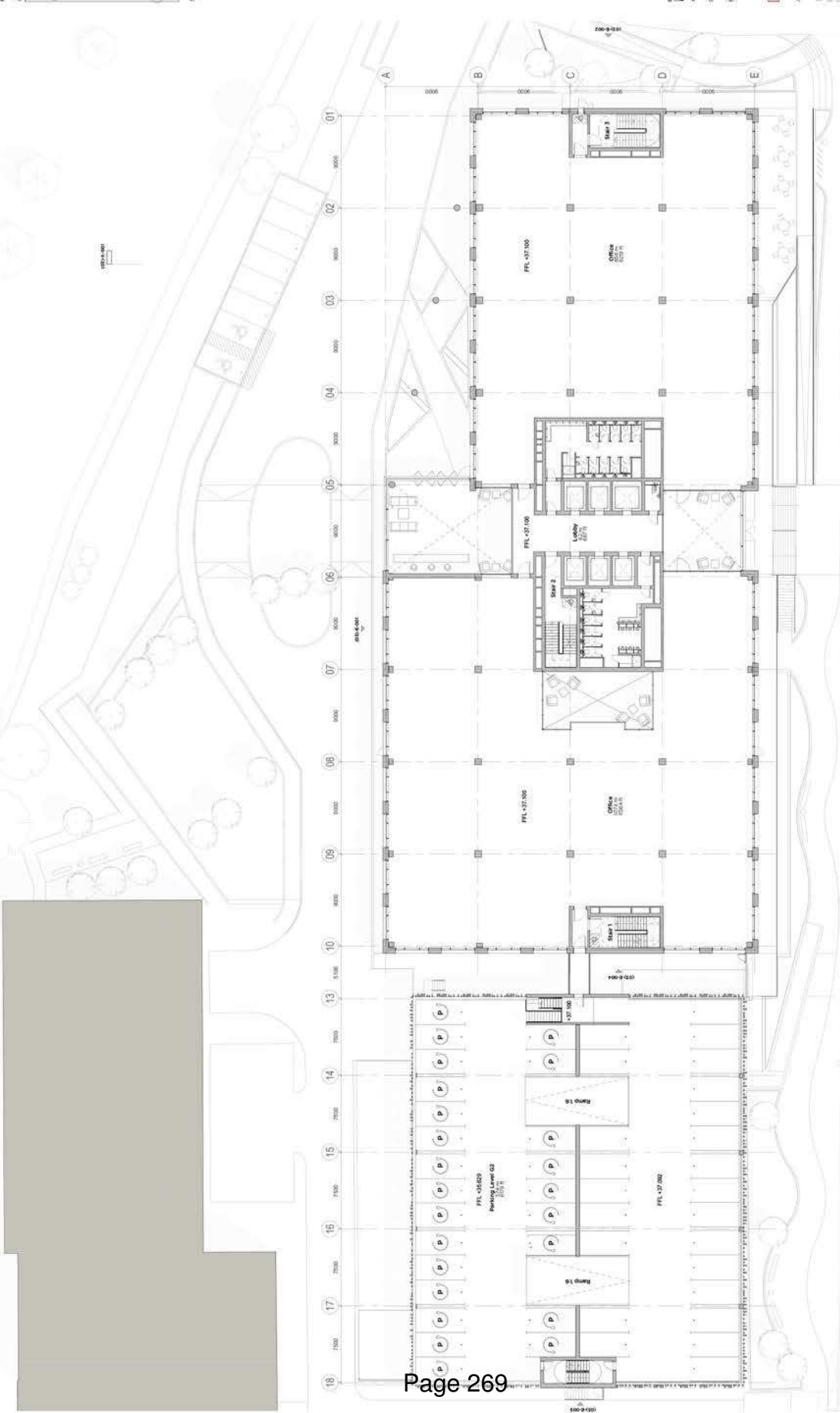
The drawings are copyright of Darling Associates. This drawing shall not be copied, altered, modified, reproduced or used in any way without the written consent of Darling Associates. All dimensions are in millimeters and shall be rounded up to the nearest millimeter. All works shall be to the satisfaction of the Architect. The Architect's liability is limited to the design of the works shown on these drawings and shall not extend to any other works. The drawings are prepared for the information of the client and shall not be used for any other purpose without the written consent of Darling Associates. This drawing may incorporate information from other drawings and shall not be used for any other purpose without the written consent of Darling Associates. Any conditions and/or additional works are required shall be indicated by a note on the drawings. The client shall be responsible for obtaining all necessary consents and approvals from the relevant authorities. The client shall be responsible for obtaining all necessary consents and approvals from the relevant authorities. The client shall be responsible for obtaining all necessary consents and approvals from the relevant authorities.

KEY PLAN



NOTES

Drawings, specifications and schedules are to be used in conjunction with the following documents: Contract Documents, Client's Brief, Architect's Design and Specifications, Survey and Topographical Data, and any other documents approved by the Main Contractor. Other specialist survey and construction requirements as approved by the Main Contractor.



SCALE	1:500
DATE	16.02.19
BY	JLB
CHKD	JLB
REV	NOTES
DATE	16.02.19
BY	ADN
CHKD	ADN

DARLING ASSOCIATES  
ARCHITECTS

1 Greenleaf Row  
London SW1P 1DH  
www.darlingassociates.net  
+44 (0) 20 7630 0500

PROJECT NAME	BRIDGE HOUSE
TITLE	Proposed First Floor
SCALE	1:500
DATE	16.02.19
BY	JLB
CHKD	JLB
REV	NOTES
DATE	16.02.19
BY	ADN
CHKD	ADN



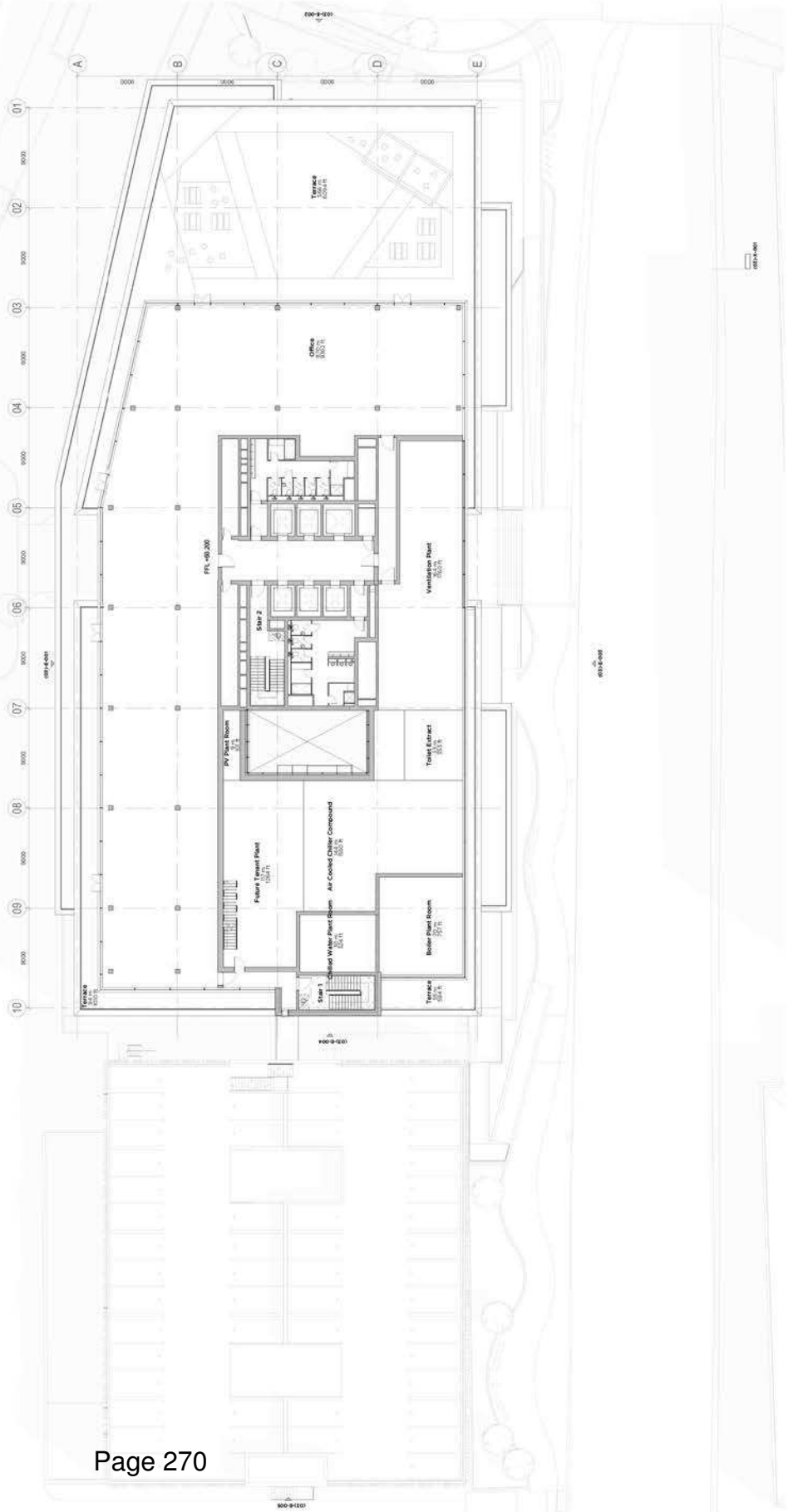
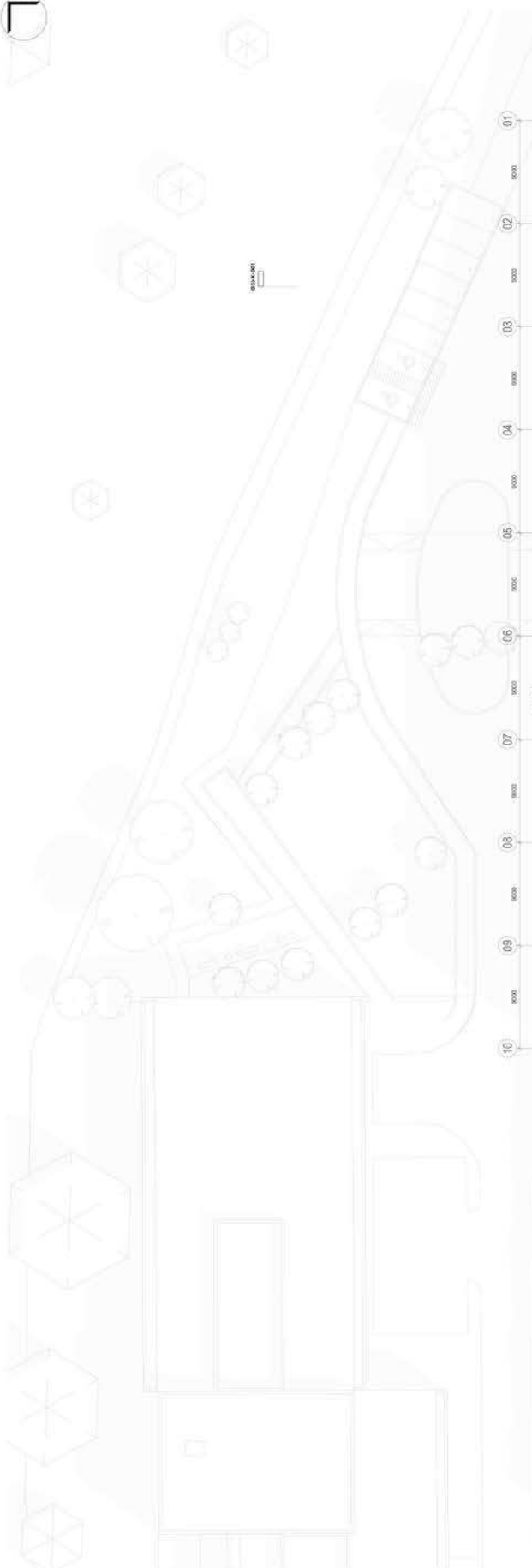
**GENERAL NOTES:**  
 The drawing is copyright of Darling Associates. This drawing shall not be copied, altered, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall be to the satisfaction of the architect and shall be subject to the architect's standard specifications and terms of practice. If the drawing forms part of an application for planning permission, the applicant shall ensure that the drawing is accompanied by a copy of the architect's standard specifications and terms of practice. The drawing is the property of Darling Associates. It is not to be used for any other purpose without the written consent of Darling Associates. Any condition and/or addition thereto are required shall be referred to the architect for approval. The architect shall not be responsible for any errors or omissions in the drawing or for any consequences arising therefrom.

**KEY PLAN**



**NOTES:**

Drawings, specifications and schedules are to be used in conjunction with the following:  
 1. The Architect's Contract Documents, including the Architect's General Conditions, Specifications, and Schedules, as approved by the Main Contractor.  
 2. Other applicable safety and construction requirements as approved by the Main Contractor.  
 3. Other applicable safety and construction requirements as approved by the Main Contractor.



Scale: 1:200  
 Date: 16.02.19  
 J.B. DM  
 16.02.19  
 J.B. DM  
 DATE BY AUST

**DARLING ASSOCIATES ARCHITECTS**  
 1 Greencoat Row  
 London SW1P 1DH  
 www.darlingassociates.net  
 +44 (0) 20 7630 0500

<b>PLANNING</b>	
TITLE	Proposed Seventh Floor Plan
PROJECT	Bridge House
SCALE AT A3	1:200
SCALE AT A2	1:400
JOB NO.	13035
DRAWING	(03)-P-007
REV.	PL2
C. Darling Associates Ltd.	



GENERAL NOTES:

The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. This drawing is the property of Darling Associates and shall remain the property of Darling Associates. It is not to be used for any other purpose without the prior written permission of Darling Associates. This drawing is the property of Darling Associates and shall remain the property of Darling Associates. It is not to be used for any other purpose without the prior written permission of Darling Associates.

Drawings, specifications and schedules are to be used in conjunction with the following: 1. The contract documents. 2. The contract documents. 3. The contract documents. 4. The contract documents. 5. The contract documents. 6. The contract documents. 7. The contract documents. 8. The contract documents. 9. The contract documents. 10. The contract documents.

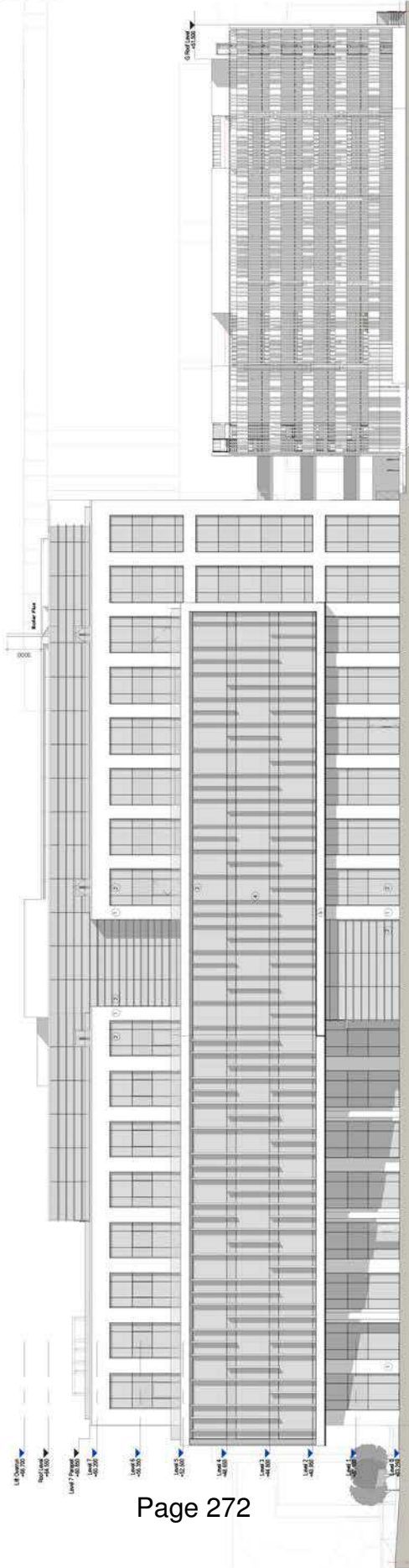
KEY PLAN



NOTES:

Material Key:

- 1 London Yellow Multi-Block Brick
- 2 SG Cladding System
- 3 Timber Ventilation Brick
- 4 Timber Fin
- 5 Bronze Anodised Metal Cladding
- 6 Feature Brickwork Panel
- 7 Louvre Panels
- 8 Glass Walkway



DARLING ASSOCIATES ARCHITECTS

1 Greencoat Row  
London SW1P 1GH  
UK  
T: +44 (0)20 7630 0500  
F: +44 (0)20 7630 0500  
www.darlingassociates.net  
mailto:info@darlingassociates.net

PLANNING

PROJECT: Proposed West Elevation  
SUBJECT: Bridge House  
SCALE AT A3: 1:200  
SCALE AT A2: 1:400  
JOB NO: 13035  
DRAWING: (03)-E-001  
REV: PL.2  
C: Darling Associates Ltd.



**GENERAL NOTES:**

The drawing is copyright of Darling Associates. This drawing shall not be copied, reproduced, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Darling Associates. All works shall remain the property of Darling Associates and shall not be used for any other purpose without the prior written permission of Darling Associates. This drawing may incorporate information from other drawings and specifications. The drawing shall be used in accordance with the terms and conditions of the contract. Any conditions and/or additions to the drawing shall be indicated by a separate sheet or sheets. The drawing shall be used in accordance with the terms and conditions of the contract. Any conditions and/or additions to the drawing shall be indicated by a separate sheet or sheets.

Drawings, specifications and schedules are to be used in conjunction with the following: Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Surveyor's drawings and specifications, and any other drawings and specifications. All work shall be approved by the Main Contractor. Other specialist safety sub-contractors' requirements as approved by the Main Contractor.

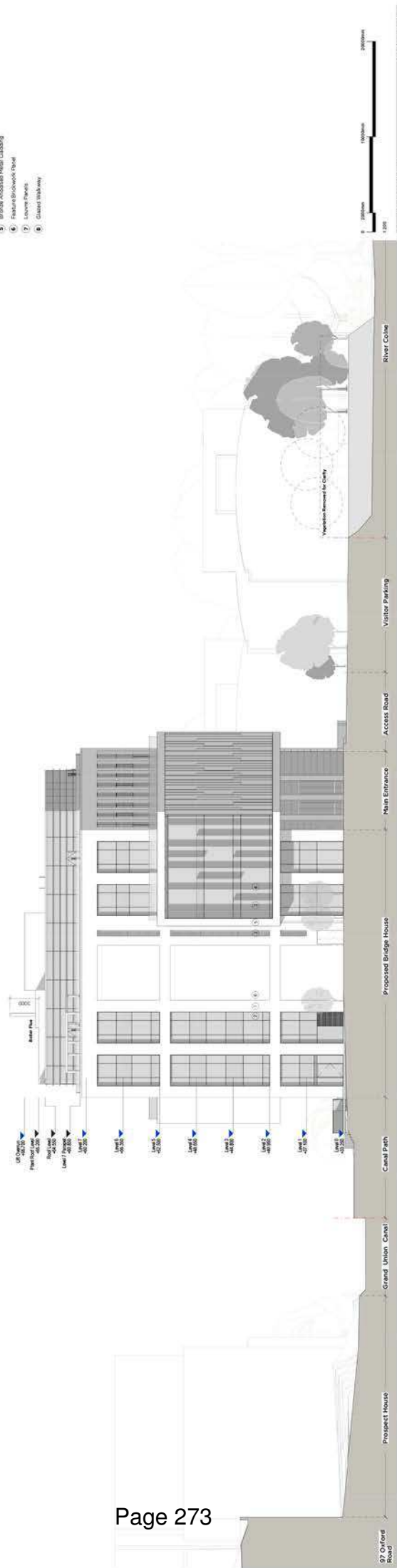
**KEY PLAN**



**NOTES:**

**Material Key:**

- 1 London Yellow Multi-Block Brick
- 2 SG Coating System
- 3 Timber Weathering Panels
- 4 Timber Fills
- 5 Bricks - Redwood Panel Cladding
- 6 Natural Brickwork Panel
- 7 Loose Panels
- 8 Glass Walkway



REV	NOTES	DATE	BY	ASBY
PL2	Lineworks Agreement	16.02.19	JLB	OM

**DARLING ASSOCIATES ARCHITECTS**  
 1 Greencoat Row  
 London SW1P 1GH  
 www.darlingassociates.net  
 +44 (0) 20 7630 0500

<b>PLANNING</b>	
TITLE	<b>Proposed North Elevation</b>
PROJECT	Bridge House
SCALE 1:AS	SCALE 1:AS
SCALE 1:200	SCALE 1:200
DATE 13.03.19	DATE 13.03.19
REV 130319	REV 130319
PL2	PL2
© Darling Associates Ltd.	



**GENERAL NOTES:**

The drawing is copyright of Darling Associates. This drawing shall not be copied, all or in part, without the written consent of Darling Associates. All information contained herein is for the use of the client only and is not to be used for any other purpose. Darling Associates shall not be held responsible for any errors or omissions in this drawing. The client shall be responsible for obtaining all necessary permissions and consents from the relevant authorities. This drawing is prepared as an advisory service only and does not constitute a contract. The client shall be responsible for obtaining all necessary permissions and consents from the relevant authorities. Any condition and/or additional work required shall be indicated by a note on the drawing. The client shall be responsible for obtaining all necessary permissions and consents from the relevant authorities. Any condition and/or additional work required shall be indicated by a note on the drawing.

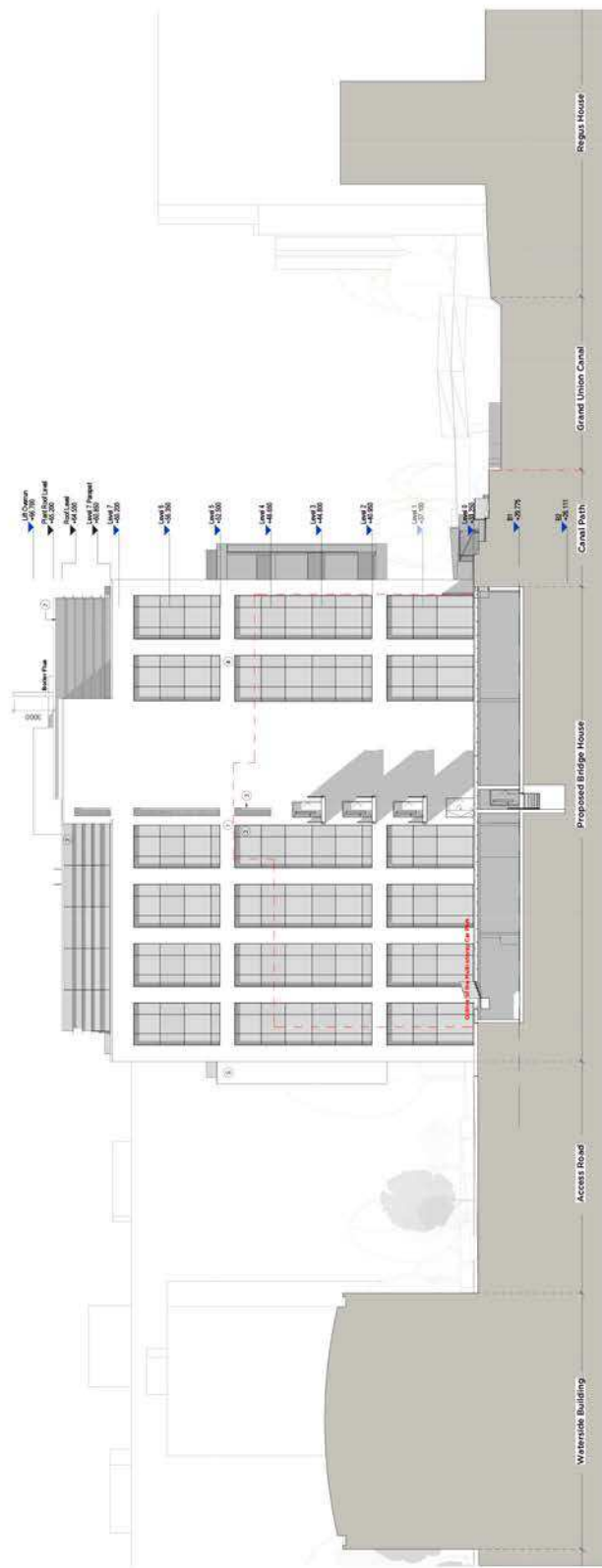
**KEY PLAN**



**NOTES:**

**Referential Key:**

- 1 London Yellow Nub Block Brick
- 2 GCL Drainage System
- 3 Timber Decking Panels
- 4 Timber Fins
- 5 Bronze Anodised Metal Cladding
- 6 Feature Brickwork Detail
- 7 Loose Panels
- 8 Glass Walkway



0	100mm	1000mm	2000mm
1:500			
PL2	London Yellow Nub Block Brick	16/02/19	JLB DM
REV	NOTES	DATE	BY / AUTH

**DARLING ASSOCIATES ARCHITECTS**  
 1 Greencoat Row, London SW1P 1GH, UK  
 Tel: +44 (0)20 7630 0920  
 Email: info@darlingassociates.net  
 Website: www.darlingassociates.net

<b>PLANNING</b>	
TITLE	Proposed South Elevation
PROJECT	Bridge House
SCALE AT A2	1:200
SCALE AT A3	1:400
JOB NO.	13035
DRAWING	(03)-E-004
REV.	PL2
© Darling Associates Ltd.	

**GENERAL NOTES:**

The drawing is copyright of Darling Associates. This drawing shall not be copied, all information contained herein shall be used as a guide only. It is the responsibility of the client to ensure that all works are carried out in accordance with the relevant building regulations and other applicable laws and regulations. The client shall be responsible for obtaining all necessary planning and building regulations approvals. This drawing shall not be used for any other purpose without the written consent of Darling Associates. This drawing shall not be used for any other purpose without the written consent of Darling Associates. This drawing shall not be used for any other purpose without the written consent of Darling Associates.

Drawings, specifications and schedules are to be used in conjunction with the following documents: Building Regulations, Planning Permission, and any other relevant documents. The client shall be responsible for ensuring that all works are carried out in accordance with the relevant building regulations and other applicable laws and regulations. The client shall be responsible for obtaining all necessary planning and building regulations approvals. This drawing shall not be used for any other purpose without the written consent of Darling Associates.

**KEY PLAN**



**NOTES:**

**Material Key:**

- 1 London Yellow Multi-Store Blocks
- 2 SG Cladding System
- 3 Timber Veneilation Panels
- 4 Timber Fin
- 5 Bronze Anodised Metal Cladding
- 6 Fibrous Reinforced Plastic
- 7 Locust Panels
- 8 Glass Walkway



PL2 Landscape Architecture 16.02.19 J.B. OM

REV. NOTES DATE BY / ADR

**DARLING ASSOCIATES ARCHITECTS**

1 Greencoat Row, London SW1P 1DH, UK. Tel: +44 (0)20 7630 0500

**PLANNING**

**Proposed Multi Storey Car Park Elevation**

SCALE AT A2: 1:200  
DRAWING NO: 13035  
REV: PL.2

C. Darling Associates Ltd.

**LEGEND**

**Paving Type 1 - Entrance Feature & Carpark**  
 Material: Rebound Granite Saff Paving (Marshall's)  
 Colour: Charcoal  
 Depth: 80mm (Maximum) 100mm (Pedestrian)  
 Dimensions: 1200x1200mm

**Paving Type 2 - Cafe Area**  
 Material: Rebound Concrete Block (Marshall's)  
 Colour: Grey  
 Depth: 80mm  
 Dimensions: 300x100mm

**Paving Type 3 - General Landscape Paths**  
 Material: Rebound Gravel (Surrex)  
 Depth: 100mm with associated build up suitable for pedestrian pavements

**Paving Type 4 - General Landscape Paths**  
 Material: Rebound Gravel (Surrex)  
 Depth: 100mm with associated build up suitable for pedestrian pavements

**Decked Seating Area**  
 Material: Composite Timber Deck - Eco-Deck  
 Dimensions: 4000x1300(Wx25H)  
 Finish: Grooved

**Termaco Road - To Civil Engineers**  
 Specifications:  
 Kerb  
 Construction: Kerb - Marshall's 145mm width (Various Depth)  
 External Steps -  
 Marshall's Conservation Step with Black Visibility Strips  
 User Bin - Marshall's  
 Stainless Steel Bin  
 Signage - TEC

**Berms**  
 Berms: 150mm high  
 1000mm length x 675mm depth 4440mm height  
 Asphalt: Timber Steps with Timber Ties  
 Hardwood slatted timber tops to match GOLF  
 Berms:  
 Visitor Cycle Parking  
 Visitor Cycle Parking - Marshall's  
 Stainless Steel Cycle Pin  
 Glass Balustrade with stainless steel handrail 1100mm high  
 Stainless Steel Handrail to Sloped Areas 1100mm high  
 Mooring Rings - Spaced at 6000mm centres  
 Proposed tree planting - Extra Heavy seed and Rooted Species adjacent to river  
 Proposed Native Shrub Planting within Canal Corridor - Refer to schedule for species  
 Existing scrub area adjacent to River Colne to be made good and restored through an integrated management programme and tree planting  
 General Landscape Shrub Planting - Refer to schedule for species  
 General Artery lawn/Grass seeding  
 Wildflower mix  
 Existing Tree - Retained

**AMERICAN ARCHITECTURE ASSOCIATION**  
 1001 N. 17th Street  
 AMHERST, MASSACHUSETTS 01002  
 TEL: 413/253-1111  
 FAX: 413/253-1112  
 WWW.AAASOCIATION.COM



**Legal and General**  
 Bridge House Uxbridge

**Illustrative Landscape Masterplan**

Planning  
 MA 3041-1000  
 1:200@A1  
 LG  
 Sept 2015  
 KD

**AA**  
 AMERICAN ARCHITECTURE ASSOCIATION  
 1001 N. 17th Street  
 AMHERST, MASSACHUSETTS 01002  
 TEL: 413/253-1111  
 FAX: 413/253-1112  
 WWW.AAASOCIATION.COM

The above is a conceptual illustration only. It does not constitute a contract. The above is a conceptual illustration only. It does not constitute a contract. The above is a conceptual illustration only. It does not constitute a contract.



**LEGEND**

**Paving Type 1 - Walkways**  
 Material: Textured Concrete Block (Manholes)  
 Colour: City Silver Grey  
 Depth: 80mm  
 Dimensions: 300x100mm

**Paving Type 2 - General Landscape Paths**  
 Material: Resin Bound Gravel (Surrey)  
 Colour: Norwegian Pine  
 Depth: 18mm with associated build up suitable for pedestrian pavements

**Paving Type 3 - General Landscape Paths**  
 Material: Resin Bound Gravel (Surrey)  
 Colour: Staining  
 Depth: 18mm with associated build up suitable for pedestrian pavements

**Decked Seating Area**  
 Material: Composite Timber Deck - Eco-Deck  
 Colour: Light Brown  
 Dimensions: 4000(L)x135(W)x25(H)  
 Finish: Grooved

**Litter Bin**  
 Geo Litter Bin - Manholes  
 Stainless Steel Bin

**Timber and steel picnic benches**  
 Shop table  
 Factory Furniture

**Concrete block seating**  
 450x450x450mm

**Proposed tree planting - Multistem Trees/Large Shrubs**

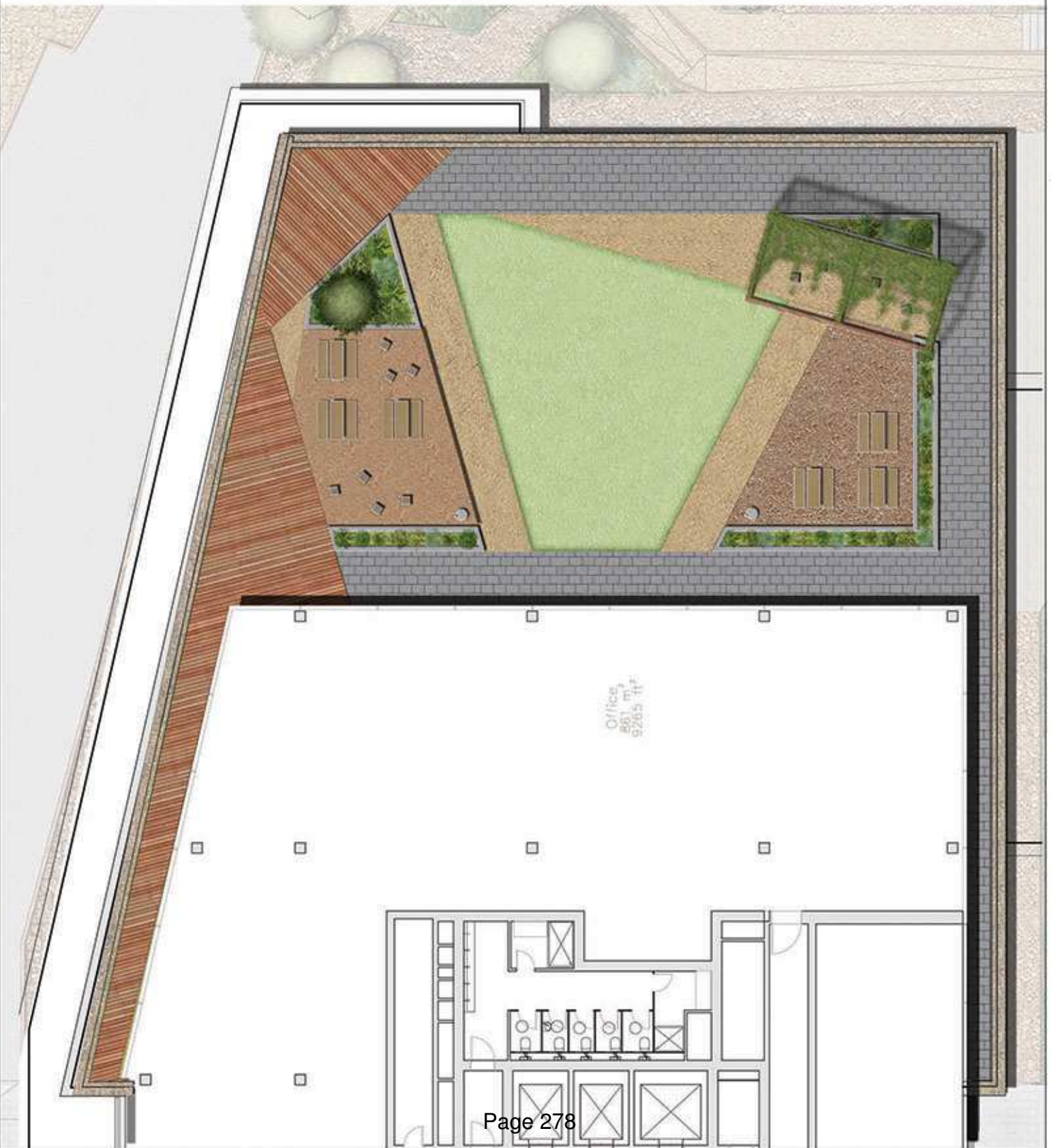
**General Landscape Shrub Planting**  
 - Refer to schedule for species

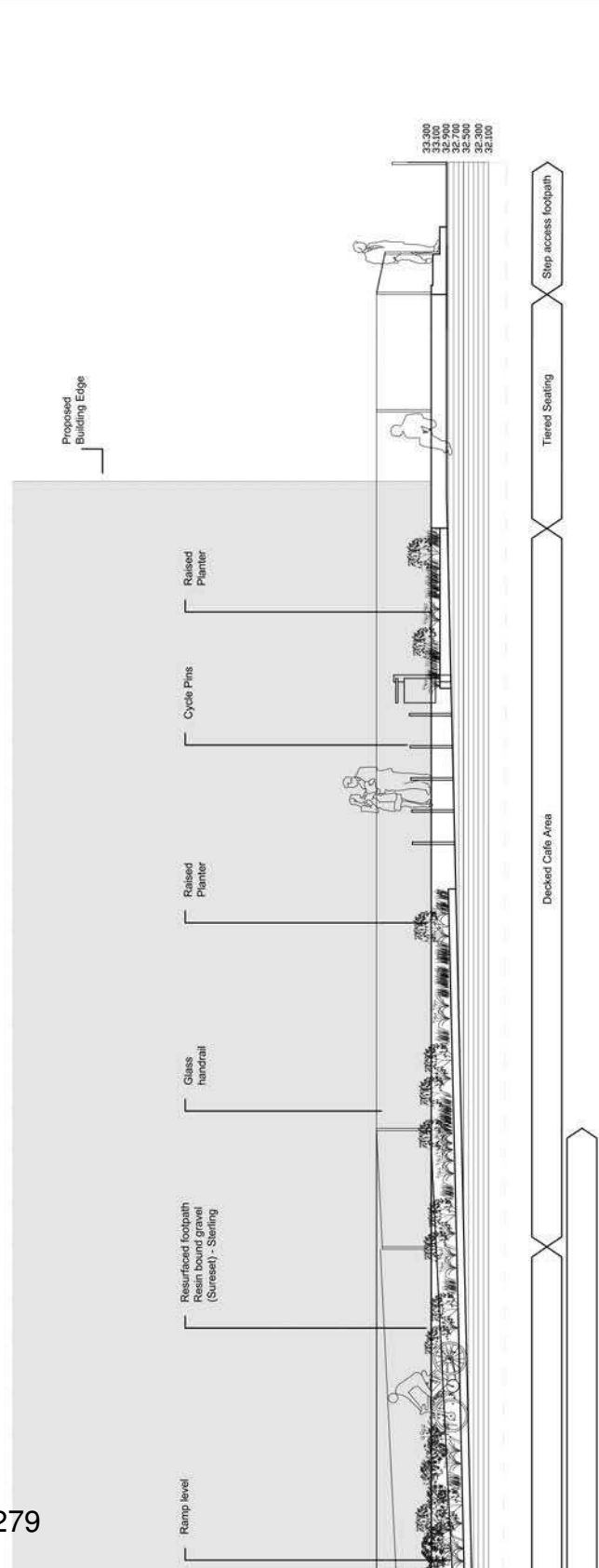
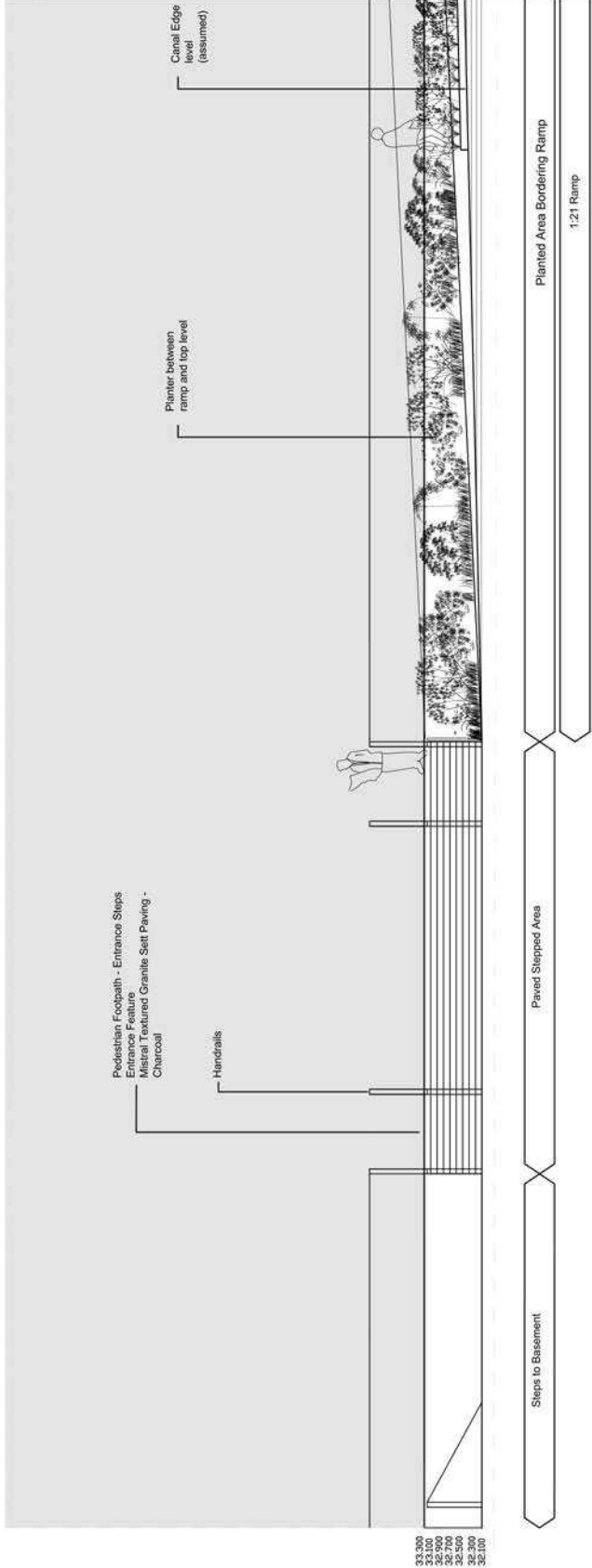
**General Amenity lawn/Grass seeding**

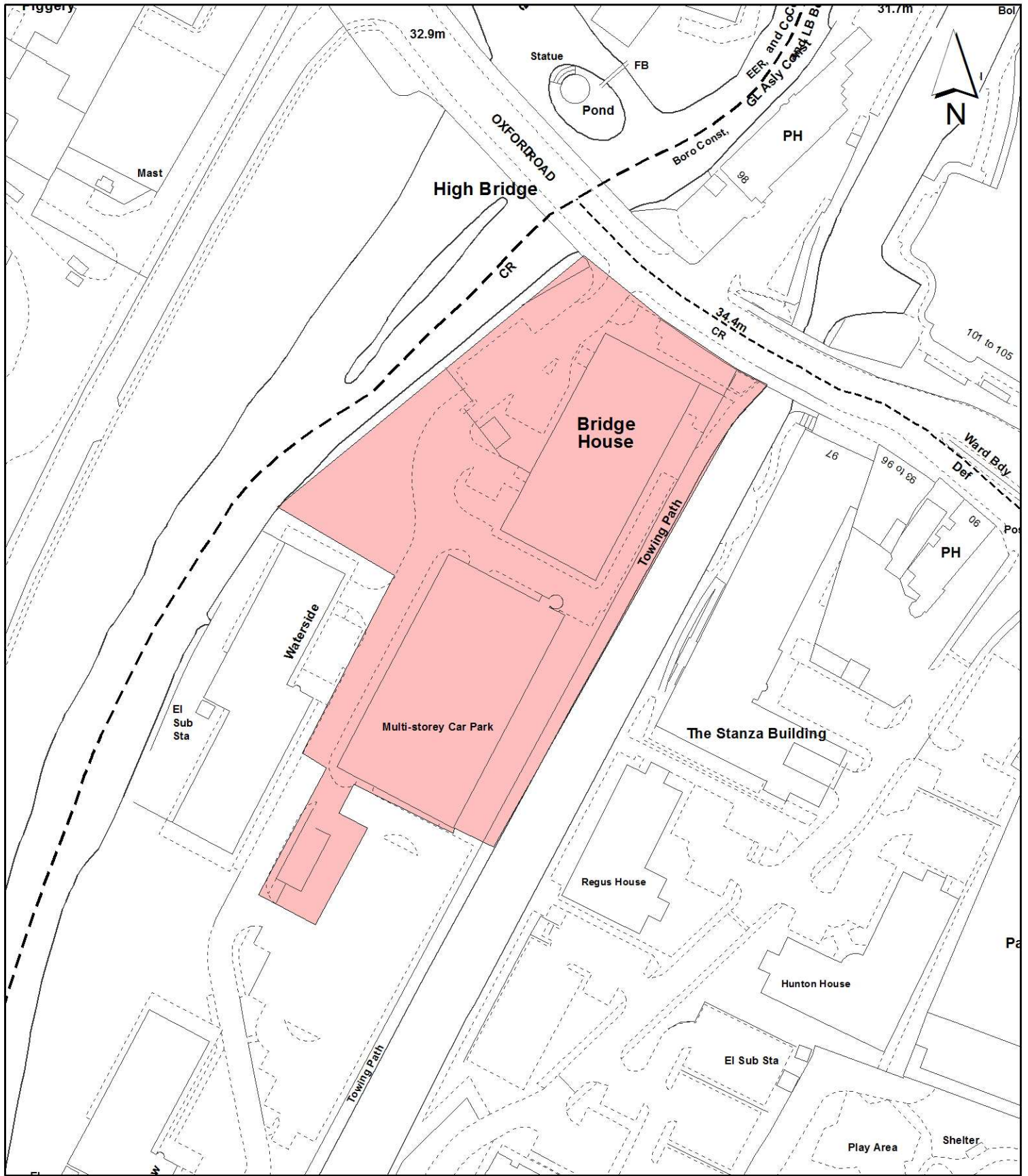
**Proposed Levels**

**Timber Pergola**

Scale: 1:100  
 Date: Sept 2015  
 Project: MA\_3041\_2000  
 Drawing: LG  
 Title: Level 7 Roof Terrace Illustrative Masterplan  
 Client: Legal and General Bridge House Uxbridge  
 Designer: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Project Manager: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Author: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Date: 1:100@A2  
 Scale: 1:100@A2  
 Date: Sept 2015  
 Project: MA\_3041\_2000  
 Drawing: LG  
 Title: Level 7 Roof Terrace Illustrative Masterplan  
 Client: Legal and General Bridge House Uxbridge  
 Designer: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Project Manager: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Author: M.A.C.F.A.S.S.A.S.S.O.C.S  
 Date: 1:100@A2







**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address: **Bridge House  
 Denbridge Ind. Estate  
 Oxford Road  
 Uxbridge**

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

Planning Application Ref:  
**40050/APP/2016/852**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 280**

Date:  
**November 2016**



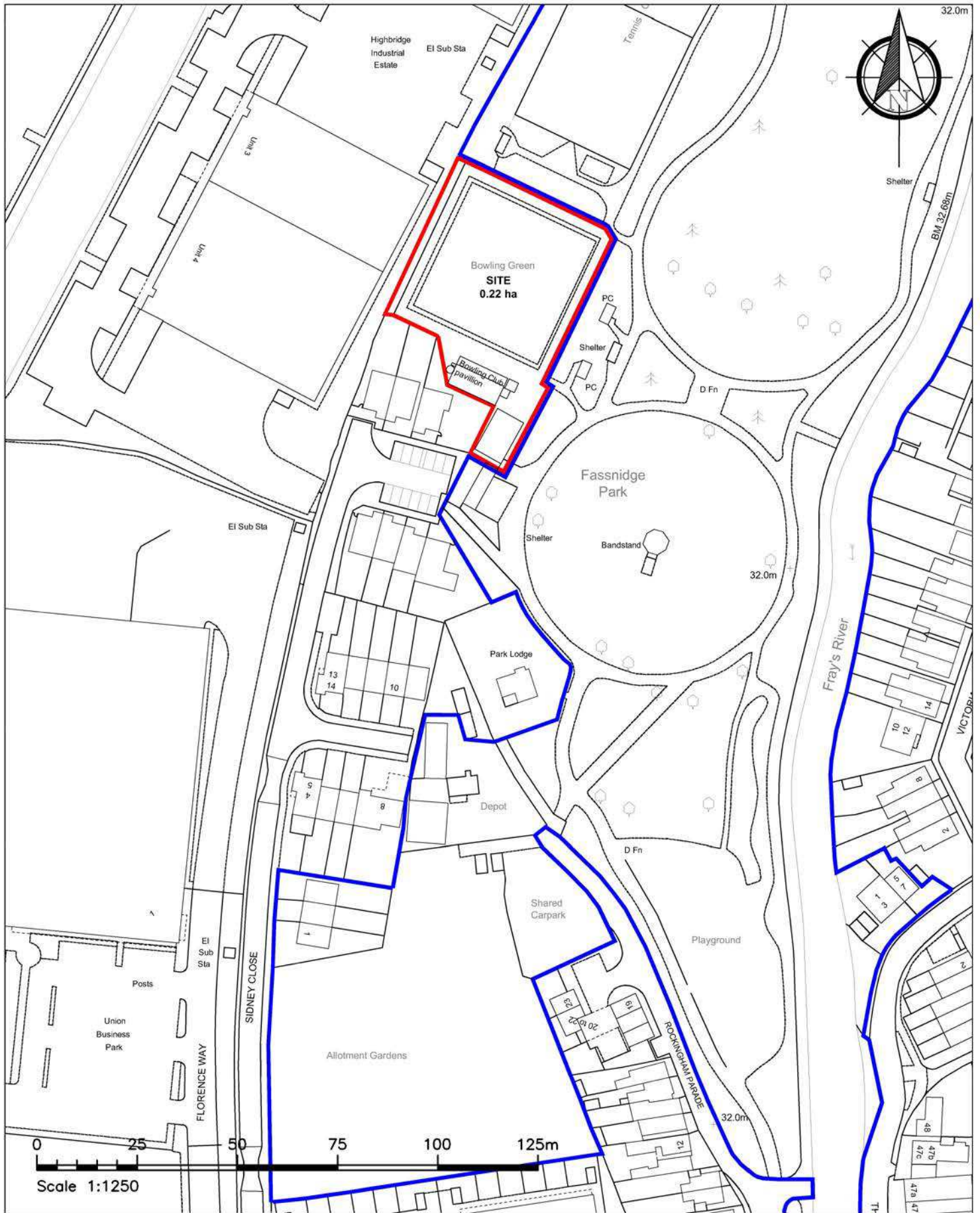


**Report of the Head of Planning, Sport and Green Spaces**

**Address** FASSNIDGE BOWLS CLUB ROCKINGHAM PARADE UXBRIDGE  
**Development:** REMOVAL OF THE EXISTING BOWLS PAVILION AND ERECTION OF A  
NEW SINGLE STOREY BUILDING WITH CANOPY, FLAG POLE AND  
ASSOCIATED EXTERNAL WORKS.  
**LBH Ref Nos:** 44771/APP/2016/3585

**Date Plans Received:** 28/09/2016  
**Date Application Valid:** 28/09/2016

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



CORPORATE PROPERTY & CONSTRUCTION GROUP  
 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW  
 Tel: 01895 250111  
 Fax: 01895 277224

Rev	Revision notes	Initials	Date
-	-	-	-

Project  
**FASSNIDGE BOWLS CLUB, FASSNIDGE PARK, ROCKINGHAM PARADE, UB8 2UW**

Description

**SITE LOCATION PLAN**  
 Page 282

Scale  
**1:1250 @ A4**

Date  
**SEPT 2016**

Drawing No.  
**2016/D/185/P/001**

Drawn by  
**ST**

Rev.



NOTES

The Contractor shall verify all dimensions at the site before starting work. If any discrepancy is found, the Contractor shall immediately inform the Designer in writing. The Contractor shall be responsible for any errors or omissions in this drawing. DO NOT SCALE FROM THIS DRAWING.



Rev	Description	Issued	Date

**HILLINGDON**  
LONDON

RESIDENTS SERVICES  
CORPORATE PROPERTY & CONSTRUCTION GROUP  
2E/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UB8 3UW  
Tel: 01895 277 224  
Fax: 01895 277 224

PROJECT  
FASSNIDGE BOWLS CLUB  
FASSNIDGE PARK  
ROCKINGHAM PARADE UB8 2UW

DESCRIPTION  
EXISTING SITE PLAN

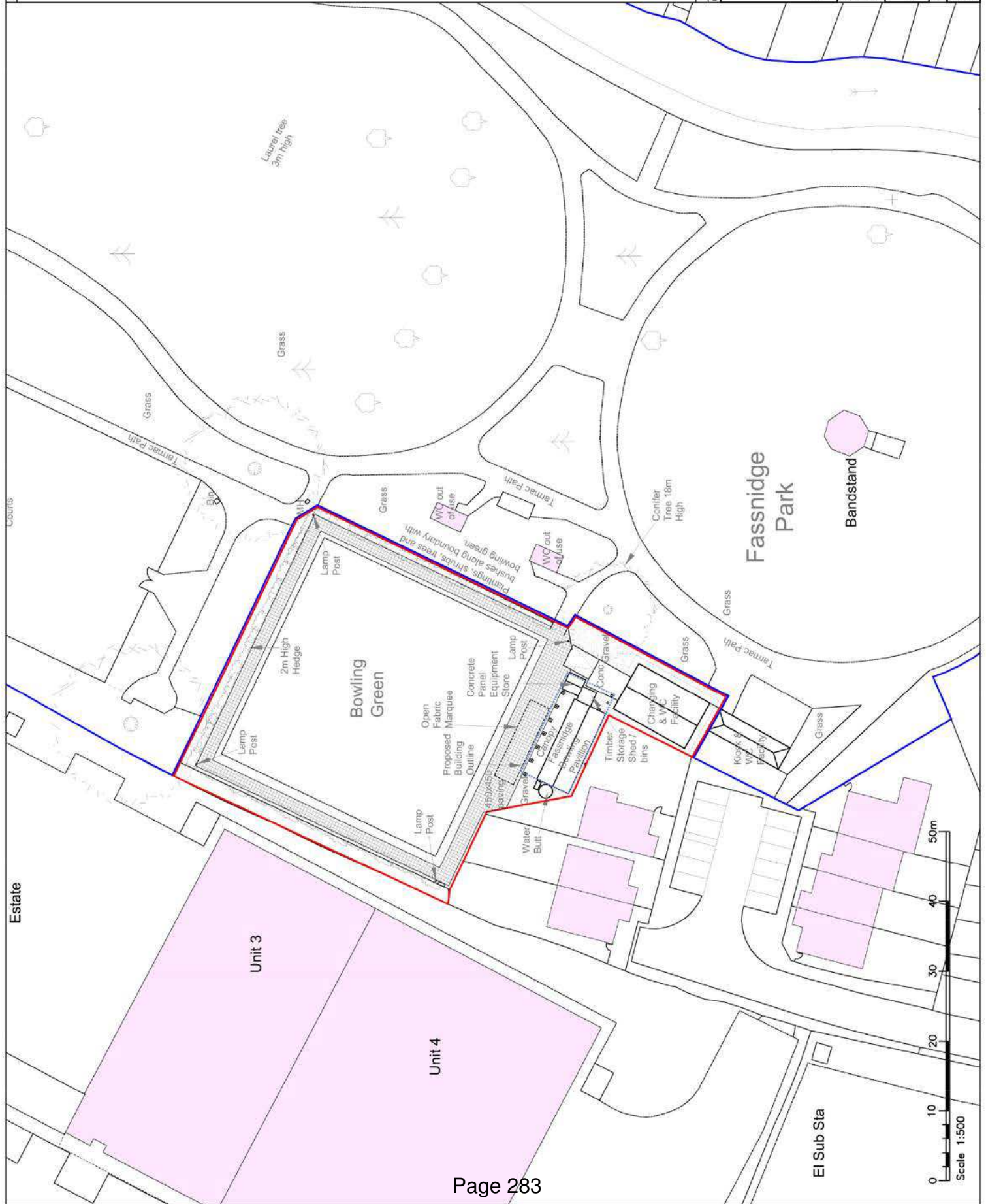
SCALE  
1:500 @ A3

DRAWN BY  
ST

CHECKED BY  
SV

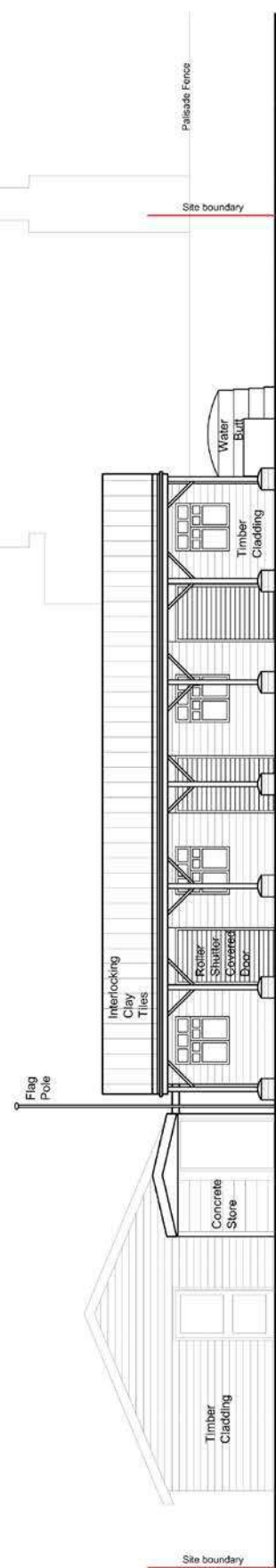
DATE  
SEPT 2016

PROJECT NO.  
2016/D/185/P/002

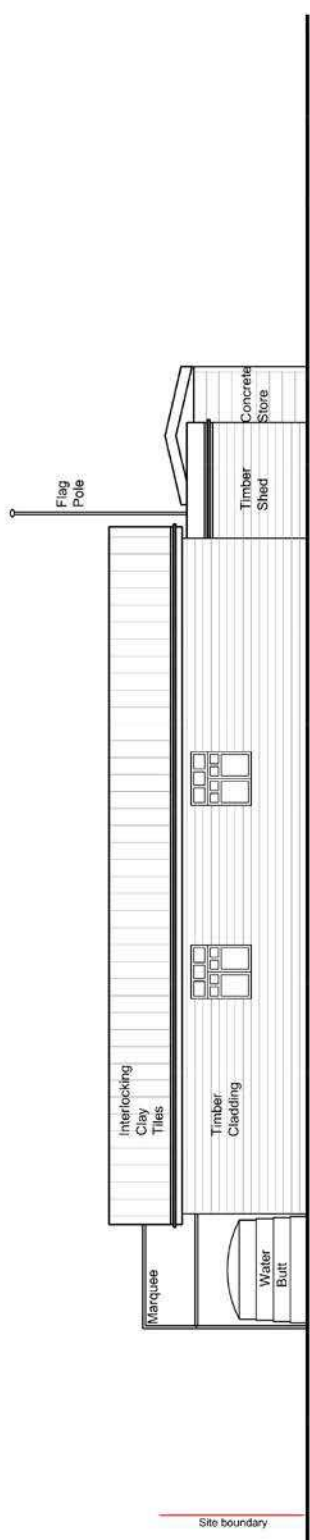


NOTES  
 The Contractor is to verify all dimensions at the site before starting work.  
 All dimensions are to be taken from the centre of the wall unless otherwise stated.  
 DO NOT SCALE FROM THIS DRAWING.

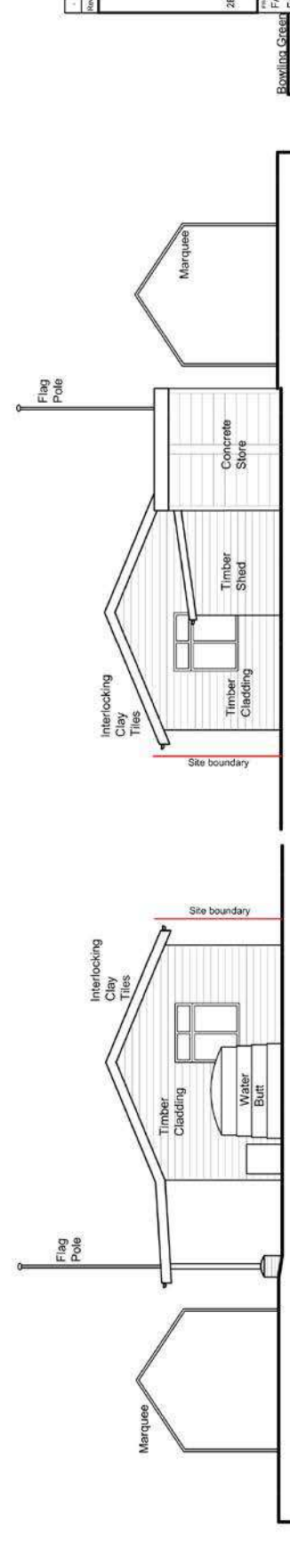
New Housing Development Outline



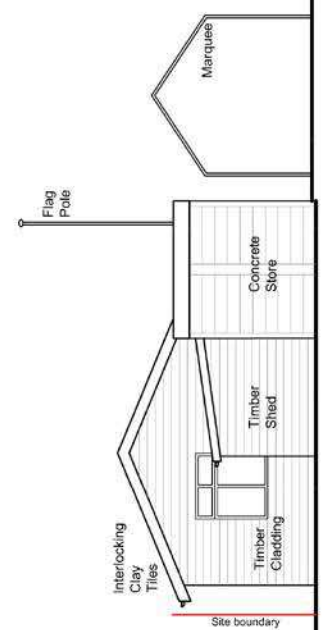
NORTH ELEVATION



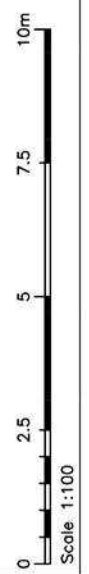
SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



Rev	Revision notes	Issued	Date

**HILLINGDON**  
LONDON

RESIDENTS SERVICES  
 CORPORATE PROPERTY & CONSTRUCTION GROUP  
 2E/10, CIVIC CENTRE, LIVERIDGE, MIDDLESEX, UB8 1UW  
 Tel: 01895 277 224  
 Fax: 01895 277 224

PROJECT  
 FASSNIDGE BOWLS CLUB  
 FASSNIDGE PARK  
 ROCKINGHAM PARADE UB82JW

DESCRIPTION  
 EXISTING BOWLS PAVILION ELEVATIONS

SCALE  
 1:100 @ A3

DRAWN BY  
 ST

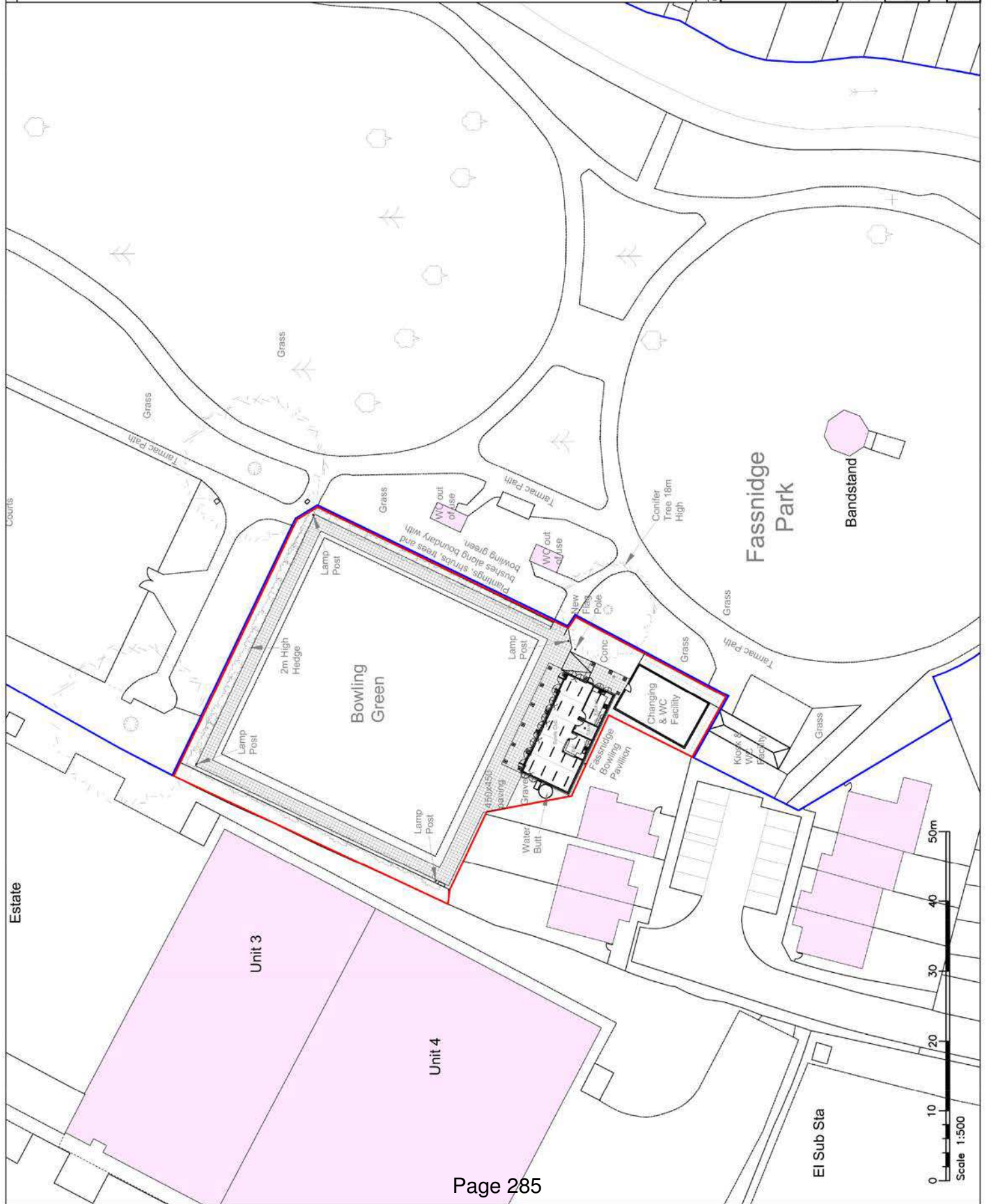
CHECKED BY  
 SV

DATE  
 SEPT 2016

PROJECT NO.  
 2016/D/183/P/005

NOTES

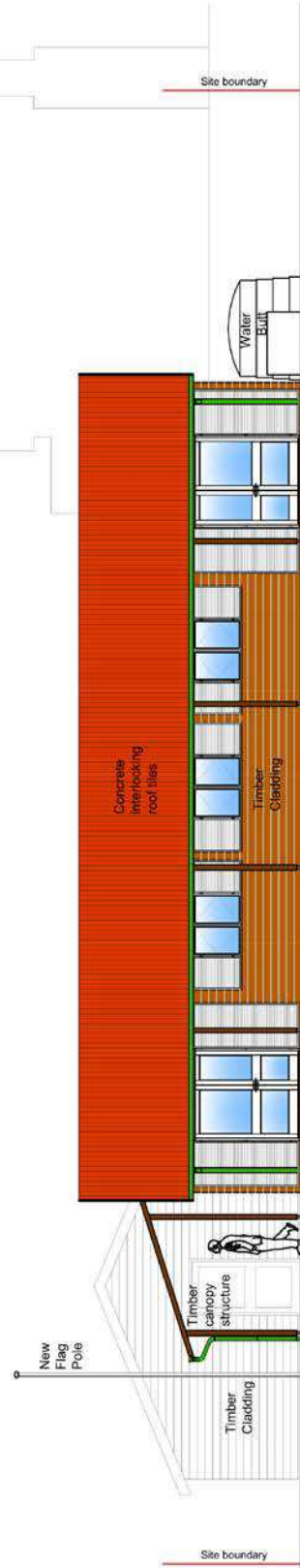
The Contractor shall verify all dimensions and levels on site and shall be responsible for any discrepancies. The Contractor shall be responsible for any discrepancies. The Contractor shall be responsible for any discrepancies.



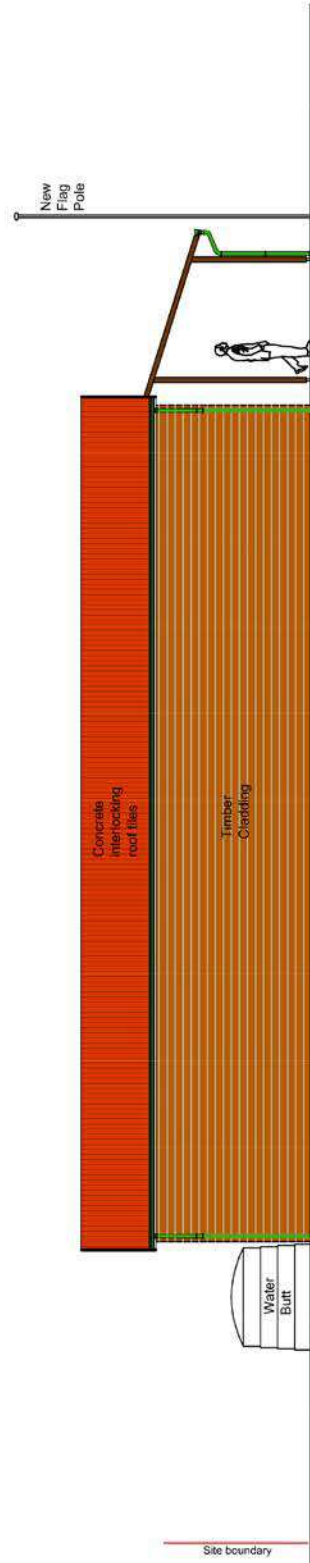
ST	2016/16	Date
Revised		Date
Revision notes		
<b>RESIDENTS SERVICES</b> CORPORATE PROPERTY & CONSTRUCTION GROUP 2E/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UB8 3UW Tel: 01895 277 224 Fax: 01895 277 224		
PROJECT <b>FASSNIDGE BOWLS CLUB</b> <b>FASSNIDGE PARK</b> ROCKINGHAM PARADE UB8 2UW		
PROPOSED SITE PLAN		
SCALE	1:500 @ A3	DATE
DESIGNED BY	ST	DATE
CHECKED BY	SV	DATE
DATE	SEPT 2016	DATE
REF		REF
PROJECT NO.	2016/D/185/P/003	PROJECT NO.
REV	A	REV

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

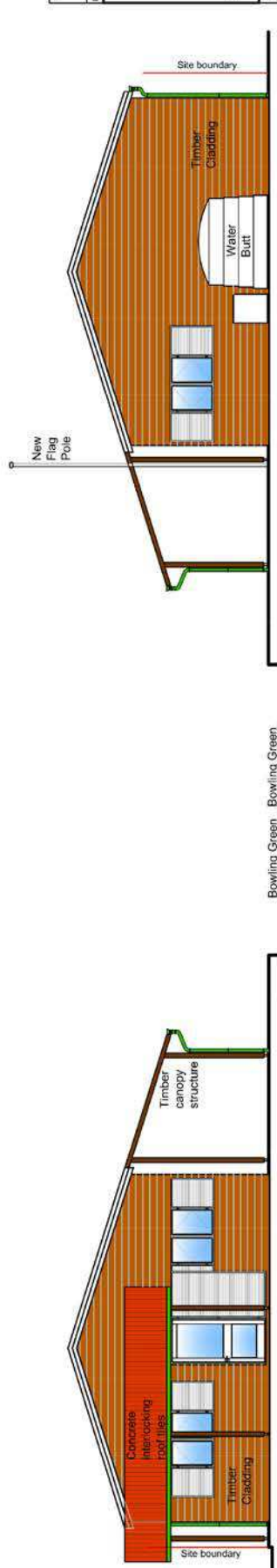
New Housing Development Outline



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION

WEST ELEVATION



Scale 1:100

Rev	Revision notes	Issued	Date
A	On construction drawings: Sloped roof showing timber cladding and concrete interlocking roof tiles. Change structure changed from stone to timber.	ST	22/10/16

**HILLINGDON**  
LONDON

RESIDENTS SERVICES  
 CORPORATE PROPERTY & CONSTRUCTION GROUP  
 26/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UB8 3UW  
 Tel: 01895 277 224  
 Fax: 01895 277 224

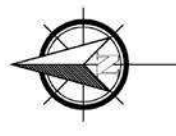
PROJECT: FASSNIDGE BOWLS CLUB  
 FASSNIDGE PARK  
 ROCKINGHAM PARADE URB20UW

DESCRIPTION: PROPOSED BOWLS PAVILION ELEVATIONS

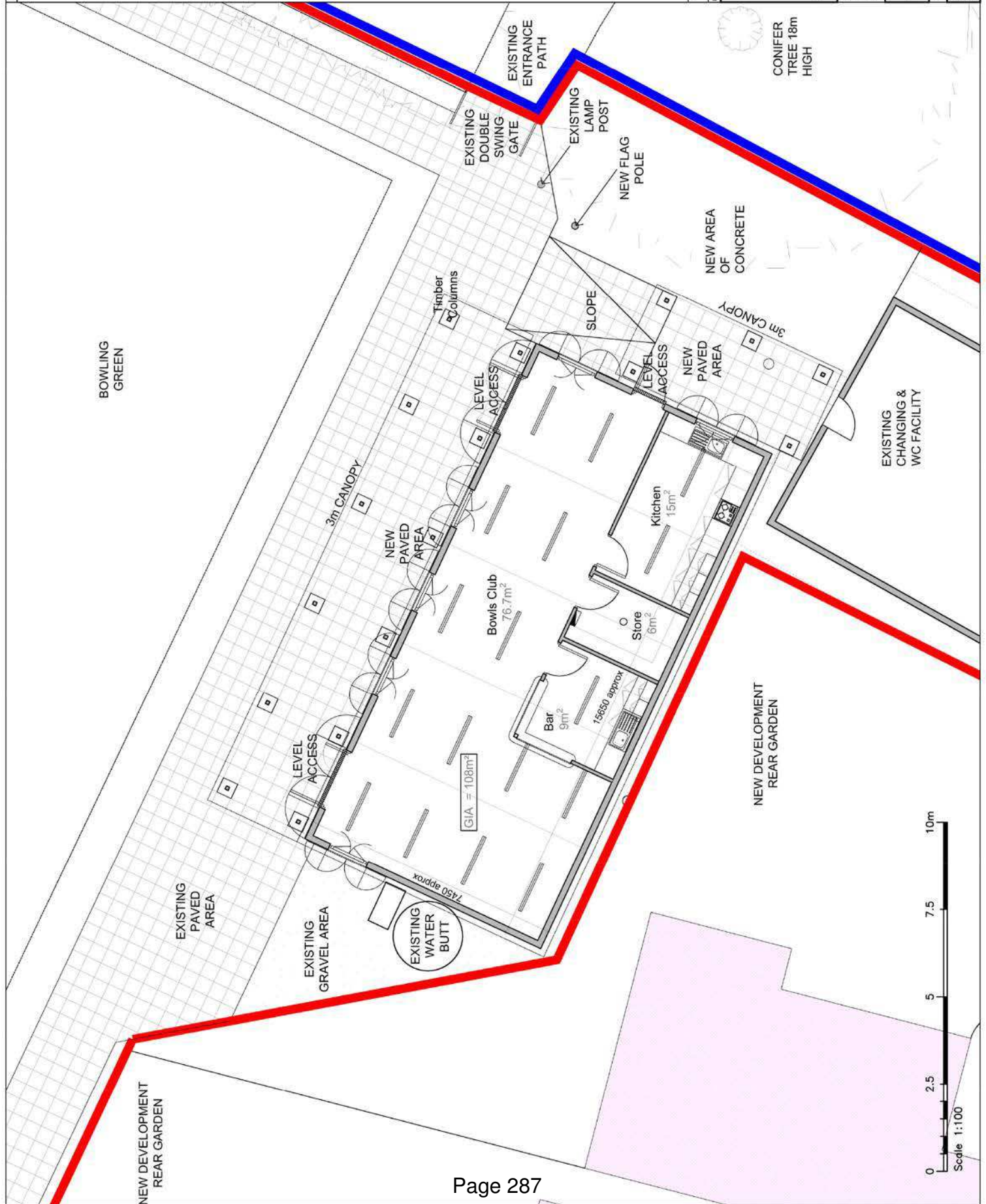
SCALE: 1:100 @ A3  
 DRAWN: ST  
 CHECKED: SV  
 DATE: SEPT 2016

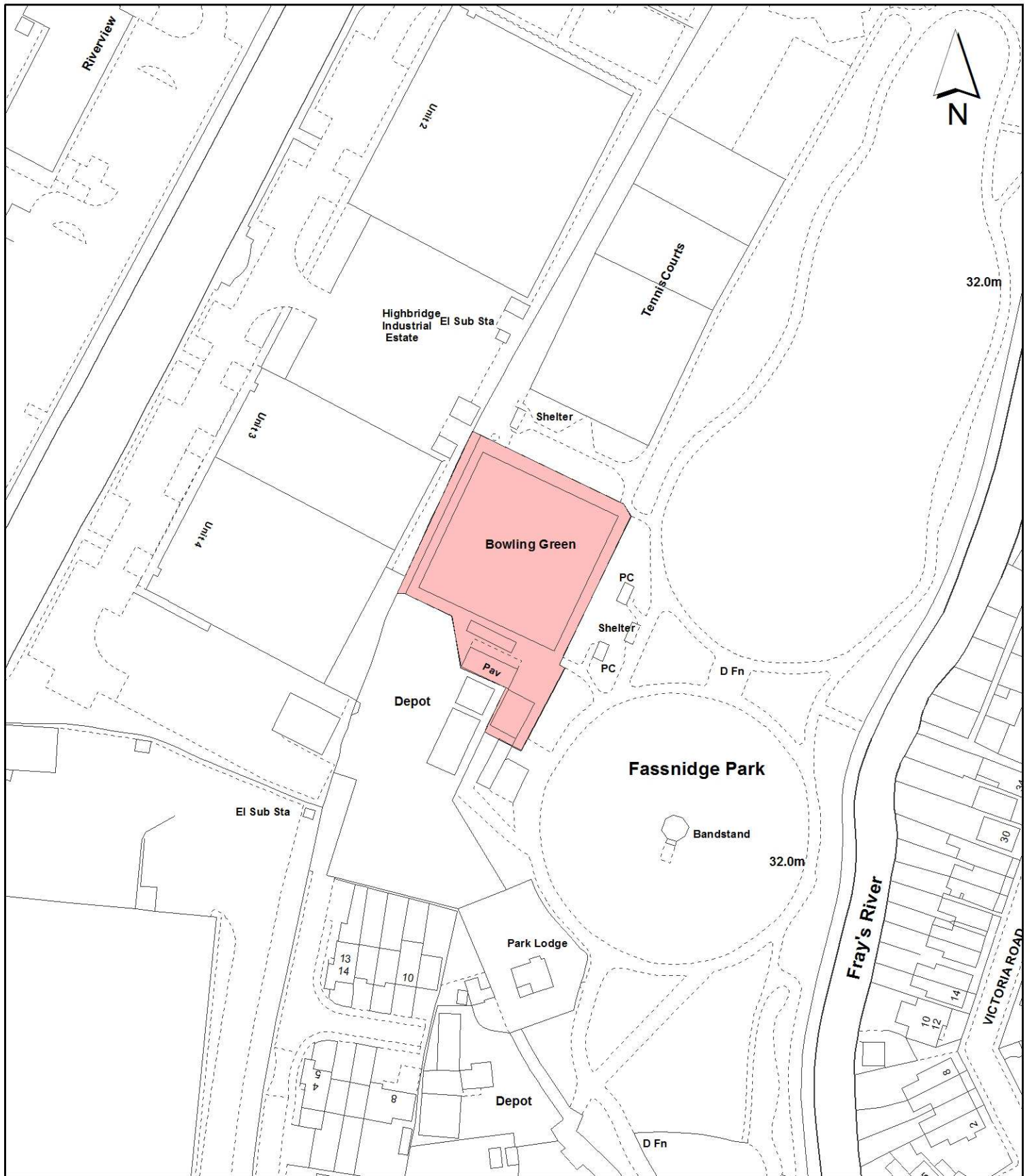
2016/D/183/P/006  
 A

NOTES  
 THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND THE POSITION OF ALL SERVICES AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.  
 DO NOT SCALE FROM THIS DRAWING.



Project No.	2016/D/185/P/004
Client	FASSNIDGE BOWLS CLUB
Contract No.	SV
Contract Date	SEPT 2016
Contractor	HILLINGDON
Contractor Address	RESIDENTS SERVICES CORPORATE PROPERTY & CONSTRUCTION GROUP 2E/10, CIVIC CENTRE, LIVERIDGE, MIDDLESEX, UB8 1UW Tel: 01895 277 224 Fax: 01895 277 224
Project Address	FASSNIDGE PARK ROCKINGHAM PARADE UB8 2UW
Project Description	PROPOSED BOWLS PAVILION PLAN
Scale	1:100 @ A3
Drawn By	SV
Checked By	SV
Date	





**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Fasnidge Bows Club  
 Rockingham Parade  
 Uxbridge**

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

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

Planning Application Ref:

**44771/APP/2016/3585**

Scale:

**1:1,250**

Planning Committee:

**Major Page 288**

Date:

**November 2016**



**HILLINGDON**  
 LONDON